



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 12

21 March 2002

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

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

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

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

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

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

Access Details:

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

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

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

www.ukho.gov.uk.

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

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

www.ukho.gov.uk/notices_to_mariners.html

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

Details of File Content.

Weekly Notices to Mariners.

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

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

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

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

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49–RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

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

Annual Summary of Admiralty Notices to Mariners (NP247).

The Annual Summary is published in January each year and referenced as NP247–YY (Where 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. (Where 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 (Where 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 – (Where NP 246X refers to the Quarterly edition and YY refers to the Year) contains the quarterly SCNMs, referenced under the relevant Navigational Publication (NP) number (Example NP246C/01). There are links between the Index Page and the Geographical Sections. The full colour NM Blocks and Notes are available as separate files (see *Digital Colour Blocks and Notes* below).

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49–RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

NM Feedback Form.

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

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

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

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

Help-Line

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

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

Fax: +44 (0) 1823 331945

E-mail: generalenquiries@ukho.gov.uk



ADMIRALTY NOTICES TO MARINERS

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I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

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EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

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NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 21 March 2002

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
4793	North America, General Chart/Carte Générale, St. Lawrence Seaway/Voie Maritime du Saint-Laurent, Montréal to/à Lake/Lac Ontario. Ⓐ Montréal to/à Cornwall. 44°58'·63N. — 45°35'·55N., 73°27'·98W. — 74°52'·18W. Ⓑ Cornwall to/à Rockport. 44°14'·63N. — 45°04'·60N., 74°45'·00W. — 75°58'·35W. Ⓒ Rockport to /à Lake/Lac Ontario. 43°54'·80N. — 44°24'·73N., 75°37'·30W. — 76°35'·47W. <i>A replacement for Chart 423. (This chart is a modified reproduction of Canadian Chart 1400 originally published by the Canadian Hydrographic Service).</i>	1:125,000 1:125,000 1:125,000	79	126	£16·30

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 21 March 2002

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
806	Japan, Honshū - East Coast, Ishinomaki Wan to Miyako Kō. Ⓐ Ishinomaki. Ⓑ Miyako. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:200,000 1:30,000 1:30,000	55	80	£16·30
⊙1079	Baltic Sea - Gulf of Finland, Approaches to Inkoo and Kantvik. 59°46'·20N. — 60°05'·75N., 23°46'·00E. — 24°46'·00E. <i>Depths and much of the coastline west of 24° 15'·00E, have been totally revised. The new edition also includes other changes to coastline and depths, new and amended submarine cables, amended recommended tracks, firing practice areas and new restricted areas from the latest Finnish Government Charts. (The chart has been extended south to fully enclose a new restricted area).</i> <i>Note: On publication of this New Edition Former Notice 769(P)/01 is cancelled. This chart is to be deleted from the list of charts affected by Former Notices 1205(P)/01, 1980(P)/01, 2565(P)/01 and 2566(P)/01.</i>	1:55,000	11	32	£16·30
1800	Japan, South-West Hokkaidō. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:500,000	55	80	£16·30

*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 21 March 2002 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
1801	Japan - Russia, Hokkaidō, North-West Coast and Gulf of Tartary. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:500,000	56	80, 82	£16·30
1802	Sea of Okhotsk, Hokkaidō, North-East Coast. Notsuke Channel. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:500,000 1:100,000	55	80, 82	£16·30
1803	North Pacific Ocean, Hokkaidō, South-East Coast. Goyōmai Channel. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:500,000 1:50,000	55	80	£16·30
1813	Japan, Ports on the South and East Coasts of Hokkaidō. Ⓐ Tomakomai. Ⓑ Nemuro. Ⓒ Hanasaki. Ⓓ Tomakomai Higashi Kō. Ⓔ Muroran. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:20,000 1:12,500 1:10,000 1:25,000 1:25,000	55	80	£16·30
1815	Japan, Hokkaidō - South Coast, Approaches to Kushiro. Kushiro. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:100,000 1:20,000	55	80	£16·30
⊙2185	Mediterranean Sea, Turkey - South East Coast, İskenderun Körfezi. Ⓐ Ceyhan Limanı (Toros Gübre Piers). Ⓑ Ceyhan Limanı (Botaş Oil Terminal). <i>Includes amendments to the Botaş (Ceyhan) Harbour limit and anchorage areas. Firing practice and exercise areas have been included.</i>	1:105,000 1:30,000 1:30,000	30	42	£16·30

*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 21 March 2002 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
2959	Japan, Ports on the East Coast of Honshū. Ⓐ Hachinohe. Ⓑ Shiogama and Sendai. Ⓒ Onahama.	 1:20,000 1:25,000 1:20,000	55	80	£16·30
	<i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i> Note: This chart remains affected by Former Notice 1318(T)/02.				
3372	Japan, Honshū - East Coast, Shioya Saki to Ishinomaki Wan.	1:200,000	55	80	£16·30
	<i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>				
3373	Japan, Honshū - East Coast, Inubō Saki to Shioya Saki. Hitachi Kō.	 1:200,000 1:20,000	53	80	£16·30
	<i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i> Note: This chart remains affected by Former Notice 327(P)/02.				
3374	Japan, Ports on the East Coast of Honshū. Kashima. Kamaishi and Approaches.	 1:17,500 1:20,000	53	80	£16·30
	<i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i> Note: On publication of this New Edition Former Notice 2634(T)/99 is cancelled.				
3375	Japan, Honshū - East Coast, Todo-Ga-Saki to Shiriya Saki.	1:250,000	55	80	£16·30
	<i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>				

Admiralty Publications

NP No.	Title and other remarks	Date	UK(RRP)*	Remarks
NP 8s	Supplement No 2 to Pacific Coasts of Central America and United States Pilot. (Ninth Edition 1995).	3/1/02	£5·70	Supplement No 1, 1998 is thereby cancelled.

*UK (RRP) means UK recommended retail price.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 18 APRIL 2002

New Editions of Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
854	China - South East Coast, Shantou. Approaches to Shantou. <i>Includes extensive changes to depths, buoyage and port developments in Shantou Gang. Changes to depths in the approaches to Shantou Gang have also been included.</i>	1:25,000 1:150,000	854
1406	North Sea, Dover and Calais to Orford Ness and Scheveningen. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 datum and changes to depths in parts of the Deep Water Routes (via TSS off Brown Ridge and DR1 light-buoy) from the latest survey information (Former Notice 4672(P)/99 refers).</i>	1:250,000	1406
1408	North Sea, Harwich and Rotterdam to Cromer and Terschelling. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 datum and changes to depths in parts of the Deep Water Routes (via TSS off Brown Ridge and DR1 light-buoy) from the latest survey information (Former Notice 4672(P)/99 refers).</i>	1:300,000	1408
1519	Venezuela, Canal de la Barra de Maracaibo. <i>This partial new edition is limited to include changes to depths and buoyage in the access channels to bring into agreement with adjoining Chart 1517.</i>	1:60,000	1519
2455	United States - East Coast, Massachusetts, New Bedford Harbor and Approaches. <i>Includes changes to depths in New Bedford Harbor and either side of the Entrance Channel.</i>	1:20,000	2455
4982	United States, Alaska - South Coast, Prince William Sound, Valdez Arm and Port Valdez. Valdez Narrows. Valdez and Valdez Marine Terminal. <i>Includes changes to submarine cables.</i>	1:40,000 1:20,000 1:10,000	4982

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 18 APRIL 2002

Reproductions of New Zealand Government Charts

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>
NZ 57	New Zealand, North Coast - East Coast, Blackhead Point to Castle Point. Castle Point Anchorage.	1:200,000 1:15,000	NZ 57
	<i>This chart is now referred to WGS84 datum and includes updated magnetic data. A new plan of Castle Point, based on a New Zealand Government survey dated 1955, has been included.</i>		
NZ 58	New Zealand, North Island - East Coast, Castle Point to Cape Palliser. <i>This chart is now referred to WGS84 datum and includes updated magnetic data.</i>	1:200,000	NZ 58

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>
423	North America, River St. Lawrence and St. Lawrence Seaway, Montréal to Kingston.	4793
806	Japan, Honshū - East Coast, Ishinomaki Wan to Miyako Kō.	806
1079	Baltic Sea - Gulf of Finland, Approaches to Inkoo and Kantvik.	⊙1079
1800	Japan, South-West Hokkaidō.	1800
1801	Japan - Russia, Hokkaidō, North-West Coast and Gulf of Tartary.	1801
1802	Sea of Okhotsk, Hokkaidō, North-East Coast.	1802
1803	North Pacific Ocean, Hokkaidō, South-East Coast.	1803
1813	Japan, Ports on the South and East Coasts of Hokkaidō.	1813
1815	Japan, Hokkaidō - South Coast, Approaches to Kushiro.	1815
2185	Mediterranean Sea, Turkey - South East Coast, İskenderun Körfezi.	⊙2185
2959	Japan, Ports on the East Coast of Honshū.	2959
3372	Japan, Honshū - East Coast, Shioya Saki to Ishinomaki Wan.	3372
3373	Japan, Honshū - East Coast, Inubō Saki to Shioya Saki.	3373
3374	Japan, Ports on the East Coast of Honshū.	3374
3375	Japan, Honshū - East Coast, Todo-Ga-Saki to Shiriya Saki.	3375

⊙ denotes chart available in the ARCS series.

II

ANNUAL NEW EDITIONS OF ARCS FOLIOS COVERING THE NETHERLANDS.

The following eight pre-selected ARCS Folios were incorporated into ARCS in April 2001, in collaboration with the Netherlands Hydrographic Office. They are based on the '1800 Series' Netherlands (paper) small craft folios. **There are no Admiralty paper versions.** The new Folios include coverage of all Netherlands coastal waters, inland waterways, harbours and approaches and are available as complete folios (not as individual charts).

Folio titles:

NL 1801 - Noordzeekust. De Panne tot Den Helder

NL 1803 - Westerschelde. Vlissingen tot Antwerpen

NL 1805 - Oosterschelde. Veerse Meer en Grevelingenmeer

NL 1807 - Zoommeer, Volkerak en Spui, Haringvliet, Hollandsch Diep

NL 1809 - Nieuwe Waterweg, Nieuwe en Oude Maas, Spui en Noord, Dordtsche Kil, Brielse Meer

NL 1810 - IJsselmeer, Randmeren en Noordzeekanaal

No.	Title	Scale
NL 1801	Noordzeekust. De Panne tot Den Helder	
NL 18011	Overzichtskaart Noordzeekust	1:475 000
NL 18012	Noordzeekust de Panne/Oostende	1:100 000
NL 18013	Oostende tot Westkapelle	1:100 000
NL 18014	Westersch aanl Vlis en Breskens	1:50 000
NL 18015	Westkapelle tot Westschouwen	1:100 000
NL 18016	Westschouwen tot Hoek van Holland	1:100 000
NL 18017	Hoek van Holland tot Noordwijk/Zee	1:100 000
NL 18018	Noordwijk aan Zee tot IJmuiden	1:100 000
NL 18019	IJmuiden tot Aanloop Den Helder	1:100 000
NL 18010	Zeegat van Texel	1:50 000
NL 1803	Westerschelde. Vlissingen tot Antwerpen	
NL 18031	Zeeuwse en Zuid Hollandse Wateren	1:250 000
NL 18032	Vlissingen tot Terneuzen	1:50 000
NL 18033	Terneuzen tot Bath	1:50 000
NL 18034	Bath tot Doel	1:30 000
NL 18035	Doel tot Antwerpen	1:30 000
NL 18036	Terneuzen tot Zelzate	1:30 000
NL 18037	Zelzate tot Gent	1:30 000
NL 18038	Vlissingen tot Kleverskerke	1:20 000
NL 18039	Zoommeer	1:20 000
NL 1805	Oosterschelde. Veerse Meer en Grevelingenmeer	
NL 18051	Zeeuwse en Zuid Hollandse Wateren	1:250 000
NL 18052	Veerse Meer/Vestelijk Gedeelte	1:20 000
NL 18053	Veerse Meer/Oostelijk Gedeelte	1:20 000
NL 18054	Kanaal Door Zuid Beveland	1:20 000
NL 18055	Oosterschelde/Zeeandbrug-Yerseke	1:40 000
NL 18056	Oostersch./Keeten-Krammer-Krabben	1:25 000
NL 18057	Grevelingenmeer	1:45 000
NL 18058	Oosterscheldekering-Zeeandbrug	1:40 000
NL 18059	Yerseke-Bergse Diepsluis	1:40 000
NL 18050	Zoommeer	1:20 000

II

No.	Title	Scale
NL 1807	Zoommeer, Volkerak en Spui, Haringvliet, Hollandsch Diep	
NL 18071	Zeeuwse en Zuid Hollandse Wateren	1:250 000
NL 18072	Zoommeer	1:20 000
NL 18073	Tholensebrug-Kilometer 1016	1:20 000
NL 18074	Krammersluizen-Volkeraksluizen	1:35 000
NL 18075	Spui/Kilometer 1001-Haringvliet	1:20 000
NL 18076	Haringvlietvl.-Korend. Slikken	1:30 000
NL 18077	Korend. Slikken-Haringvlietbrug	1:25 000
NL 18078	Haringvlietbrug tot Sassenplaat	1:25 000
NL 18079	Dordtsche Kil/Hollandsch Diep	1:25 000
NL 1809	Nieuwe Waterweg, Nieuwe en Oude Maas, Spui en Noord, Dordtsche Kil, Brielse Meer	
NL 18091	Zeeuwse en Zuid Hollandse Wateren	1:250 000
NL 18092	Nieuwe Waterweg/Kilometer 1019-Zee	1:35 000
NL 18093	Nieuwe Waterweg/Kilometer 1012-1013	1:20 000
NL 18094	Nieuwe Maas/Kilometer 1002-1012	1:20 000
NL 18095	Nieuwe Maas/Kilometer 989-1002	1:20 000
NL 18096	Oude Maas/Kilometer 994-1003	1:20 000
NL 18097	Oude Maas/Kilometer 984-994	1:20 000
NL 18098	Oude Maas/Kilometer 976-984	1:20 000
NL 18099	Dordtsche Kil/Hollandsch Diep	1:25 000
NL 18090	Brielsebrug-Brielsemaasdam	1:15 000
NL 1810	Ijsselmeer, Randmeren en Noordzeekanaal	
NL 18101	Overzichtskaart Ijsselmeer	1:300 000
NL 18102	Noordzeekanaal	1:50 000
NL 18103	Markermeer (Zuidelijk Gedeelte)	1:50 000
NL 18104	Ijsselmeer	1:100 000
NL 18105	Markermeer	1:100 000
NL 18106	Randmeren Stichtse Brug/Harderwijk	1:50 000
NL 18107	Randmeren/Harderwijk/Roggebotsluis	1:55 000
NL 18108	Randmeren/Roggebotsl/Ketelbrug	1:55 000

II

ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS84 COMPATIBLE DATUM

The following is the current list of Admiralty Charts of Great Britain that are referred to a WGS84 compatible datum. Former Notice 4731(P)/00 refers.

⊙18	⊙1152	⊙1446	⊙1866	⊙2044	⊙2631
⊙26	⊙1156	⊙1464	⊙1882	⊙2045	⊙2642
⊙28	⊙1160	⊙1478	⊙1892	⊙2052	⊙2655
⊙30	⊙1161	⊙1481	⊙1900	⊙2093	⊙2656
⊙31	⊙1164	⊙1482	⊙1901	⊙2094	⊙2693
⊙32	⊙1165	⊙1484	⊙1902	⊙2151	⊙2695
⊙34	⊙1166	⊙1491	⊙1934	⊙2154	⊙2696
⊙105	⊙1167	⊙1503	⊙1951	⊙2172	⊙2793
⊙106	⊙1168	⊙1504	⊙1953	⊙2175	⊙2841
⊙107	⊙1169	⊙1512	⊙1967	⊙2253	⊙2878
⊙108	⊙1176	⊙1536	⊙1970	⊙2255	⊙3164
⊙109	⊙1178	⊙1543	⊙1971	⊙2268	⊙3271
⊙111	⊙1179	⊙1552	⊙1972	⊙2290	⊙3272
⊙121	⊙1182	⊙1594	⊙1973	⊙2345	⊙3273
⊙129	⊙1183	⊙1606	⊙1975	⊙2449	⊙3274
⊙134	⊙1185	⊙1607	⊙1977	⊙2450	⊙3275
⊙147	⊙1186	⊙1609	⊙1978	⊙2451	⊙3284
⊙148	⊙1187	⊙1610	⊙1981	⊙2454	⊙3294
⊙152	⊙1188	⊙1612	⊙1991	⊙2482	⊙3297
⊙154	⊙1190	⊙1613	⊙1994	⊙2484	⊙3298
⊙156	⊙1191	⊙1626	⊙2000	⊙2565	⊙3315
⊙160	⊙1192	⊙1627	⊙2007	⊙2566	⊙3319
⊙323	⊙1200	⊙1634	⊙2010	⊙2567	⊙3337
⊙442	⊙1267	⊙1652	⊙2011	⊙2571	⊙3418
⊙536	⊙1320	⊙1698	⊙2013	⊙2572	⊙3478
⊙777	⊙1344	⊙1826	⊙2021	⊙2610	⊙3490
⊙871	⊙1346	⊙1827	⊙2022	⊙2611	⊙3497
⊙883	⊙1410	⊙1828	⊙2035	⊙2615	⊙3683
⊙1076	⊙1411	⊙1834	⊙2036	⊙2625	⊙3741
⊙1148	⊙1413	⊙1835	⊙2037	⊙2628	⊙3746
⊙1149	⊙1438	⊙1859	⊙2041	⊙2629	⊙3750

UK Hydrographic Office (HA 405/006/006/03).

⊙ denotes chart available in the ARCS series.

II

1330 MISCELLANEOUS UPDATES TO CHARTS

Chart	Previous Update	Details
2241	241/02	Insert magenta limit and chart number, 1079, as follows: North: — East: 24° 46'·00E. South: 59° 46'·2N. West: 23° 46'·00E. Delete magenta limit and chart number, 1079, in position 59°46'·9N., 24°44'·9E.
2248	1219/02	Insert magenta limit and chart number, 1079, as follows: North: 60° 05'·75N. East: 24° 46'·00E. South: 59° 46'·20N. West: 23° 46'·00E. Delete magenta limit and chart number, 1079, in position 59°46'·9N., 23°47'·0E.
3340	2738/01	Insert accompanying note, CHART 1801: POSITIONS, in position 50°34'·5N., 139°07'·5E. Insert reference, (see <i>Note-POSITIONS</i>), in S. border at longitude 140°50'·0E.

UK Hydrographic Office

1206* ENGLAND, East Coast — Approaches to the River Humber — New Sand Hole Northwards — Depth

Insert depth 15₃ m 53° 38'·64N., 0° 20'·94E.
Note: **Positions** on all of the charts affected by this notice are referred to a **WGS84** compatible datum. See list of ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS84 COMPATIBLE DATUM (near the beginning of this publication) and NM 4731(P)/00.

Chart [*Last correction*].— **109** (INT 1555) [*New Edition 31/1/02*] — **107** [*New Edition 31/1/02*] — **1190** (INT 1508) [*New Edition 31/1/02*]

APB Humber (HH.252/400/09).

1207* SCOTLAND, East Coast — Aberdeen Harbour — Upper Dock and Tidal Harbour — Dredged areas

Insert	limit of dredged area, pecked line, joining:	(a) 57° 08'·720N., 2° 05'·500W. (shore) 57° 08'·734N., 2° 05'·414W. 57° 08'·727N., 2° 05'·410W. (b) 57° 08'·720N., 2° 05'·416W. (shore) within (a)–(b) above
Delete	legend, 6·5m limit of dredged area, pecked line, and associated legend, 4·7m, joining:	57° 08'·68N., 2° 05'·64W. (shore) 57° 08'·69N., 2° 05'·55W. (shore) and 57° 06'·10N., 2° 04'·57W. (dredged limit) 57° 08'·575N., 2° 04'·470W. (shore)

Note: **Positions** on the chart affected by this notice are referred to a **WGS84** compatible datum. See list of ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS84 COMPATIBLE DATUM (near the beginning of this publication) and NM 4731(P)/00.

Chart [*Last correction*].— **1446** (INT 1542) [*New Edition 24/8/00*]

Aberdeen Harbour Board (HH.262/420/03).

1208* IRELAND, West Coast — Mweenish Island Westwards — Ard Bay — Marine farm

Insert symbol, marine farm 53° 18'·45N., 9° 53'·19W.

Chart [*Last correction*].— **2096** [654/02] — **2709** [1872/00] — **1820** [3102/98]

Department of The Marine & Natural Resources (HH.292/430/03).

1209* IRELAND, East Coast — Larne Lough — Leading lines; Anchorage area

Insert	leading line, pecked line for 1·5M then firm for 1·1M, (chart 2198, leading line pecked for 2·1M then firm for 4·4M)	(a) extending in direction 004·3° from 54° 49'·269N., 5° 47'·790W. (light-beacon)
	legend, 184·3	(b) seaward end of (a) above
	limit of anchorage area, pecked line, joining:	(c) 54° 49'·860N., 5° 45'·950W. (d) 54° 49'·660N., 5° 45'·930W. (e) 54° 49'·510N., 5° 45'·450W. (f) 54° 49'·680N., 5° 45'·445W. (shore) (g) within (c)–(f) above
Delete	legend, <i>Small Craft Anchorage</i> former leading line, pecked and firm line, and associated legend, 184° (chart 2198, legend, Leading lights 184°)	(h) extending in direction 004° from (a) above

Chart [*Last correction*].— **1237** [*New Edition 24/1/02*] — **2198** (a,b,h) [1012/02]

Light List Vol. A, 2001/02, 6033, 6033.1

UK Hydrographic Office and Captain B J Wilson (HH.288/450/05).

II

1210* ENGLAND, West Coast — Morecambe Bay — Fleetwood — Fog signal

Delete fog signal, Horn(2)30s, at light 53° 55'·48N., 3° 00'·21W.

Note: **Positions** on the chart affected by this notice are referred to a **WGS84** compatible datum. See list of ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS84 COMPATIBLE DATUM (near the beginning of this publication) and NM 4731(P)/00.

Chart [*Last correction*].— **1552** (INT 1641) (**plan C, Fleetwood**) [655/02]

Light List Vol. A, 2001/02, 4904
ABP Fleetwood (HH.206/440/08).

1211* ENGLAND, South Coast — Approaches to Falmouth — Carrick Roads — Castle Point Southwards — Buoy

Amend Castle light–buoy to, *Fl.G.2-5s* 50° 08'·99N., 5° 01'·60W.

Note: **Positions** on the charts affected by this notice are referred to a **WGS84** compatible datum. See list of ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS84 COMPATIBLE DATUM (near the beginning of this publication) and NM 4731(P)/00.

Chart [*Last correction*].— **32** (INT 1720) [*New Edition 28/2/02*]

Falmouth Harbour Commissioners Notice 2/02 (HH.232/430/09)

1212* ENGLAND, South Coast — Newhaven Harbour — River Ouse — North Quay — Light

Amend light to, *Fl.G.10s* 50° 47'·92N., 0° 03'·00E.

Note: **Positions** on the chart affected by this notice are referred to a **WGS84** compatible datum. See list of ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS84 COMPATIBLE DATUM (near the beginning of this publication) and NM 4731(P)/00.

Chart [*Last correction*].— **2154** (INT 1735) [*New Edition 17/5/01*]

Light List Vol. A, 2001/02, 0838.6
Newhaven Ports and Properties (HH.232/710/04).

1213* ENGLAND, South Coast — Dover — Outer Harbour — Buoyage

Move special spherical buoy, from: 51° 07'·402N., 1° 19'·988E.
to: 51° 07'·364N., 1° 19'·869E.
special spherical buoy, from: 51° 07'·316N., 1° 19'·984E.
to: 51° 07'·291N., 1° 19'·929E.

Note: **Positions** on the chart affected by this notice are referred to a **WGS84** compatible datum. See list of ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS84 COMPATIBLE DATUM (near the beginning of this publication) and NM 4731(P)/00.

Chart [*Last correction*].— **1698** (INT 1736) [886/02]

Port of Dover Notice 2/02 (HH.242/410/09).

1214 RUSSIA, North Coast — Barents Sea — Murmanskiy Bereg — Guba Drozdovka — Light

Delete ★ Ldg Q.10M (a) 68° 21'·8N., 38° 25'·1E.
★ Ldg Iso.10M close S. of (a) above

Chart [*Last correction*].— **2269** [233/02]

Light List Vol. L, 2002/03, 6508, 6508.1
UK Hydrographic Office (HH.306/410/03).

1215 NORWAY, West Coast — Meløya — Gjersholm — Light

Amend range of light to, *10–7M* 66° 49'·8N., 13° 33'·5E.

Chart [*Last correction*].— **2321** [4862/01]

Light List Vol. L, 2002/03, 2426
UK Hydrographic Office (HH.310/540/05).

1216 NORWAY, West Coast — Ålesund Havn — Meierikaia and Steinvågsundet Northwestwards — Outfalls

Insert outfall joining: (a) 62° 28'·361N., 6° 07'·565E. (shore)
62° 28'·381N., 6° 07'·519E.
and
(a) above
62° 28'·400N., 6° 07'·610E.
and
62° 28'·232N., 6° 10'·040E. (shore)
62° 28'·198N., 6° 10'·100E.

Chart [*Last correction*].— **3085** (**plan, Ålesund Havn**) [2802/01]

Norwegian Notice 3/124/02 (HH.310/485/04).

II

1217 BALTIC SEA — Sweden, East Coast — Stockholms Hamn — Djurgårdsbrunnsviken, Hammarbyhamnen and Danvikskanalen — Submarine power cables

Insert submarine power cable, joining: 59° 18'·36N., 18° 05'·61E. (shore)
59° 18'·42N., 18° 05'·66E. (shore)
and
59° 19'·85N., 18° 05'·67E. (shore)
59° 19'·89N., 18° 05'·67E. (shore)
and
59° 18'·74N., 18° 06'·12E. (shore)
59° 18'·72N., 18° 06'·18E. (shore)

Chart [*Last correction*].— **3114** [164/02]
Swedish Notice 6/81/02 (HH.165/300/04).

1218 BALTIC SEA — Gulf of Finland — Approaches to Kotka — Mussalo Southeastwards and Hietanen Eastwards — Buoyage

Insert N. cardinal spar buoy 60° 25'·09N., 26° 56'·14E.
60° 25'·28N., 26° 56'·65E.
60° 25'·53N., 26° 57'·33E.
Delete special conical buoy with topmark 60° 28'·93N., 26° 57'·79E.

Chart [*Last correction*].— **1090 (plan A, Kotka)** [4440/01]
Finnish Notices 4/66–67/02 (HH.322/540/02).

1219 BALTIC SEA — Gulf of Finland — Estonia — Approaches to Kunda — Buoy

Insert safe water spherical buoy 59° 34'·2N., 26° 31'·2E.

Chart [*Last correction*].— **2248** [1112/02]
UK Hydrographic Office (HH.344/550/02).

1220 BALTIC SEA — Denmark, East Coast — Rødsand Westwards — Østre Mærker — Buoy

Substitute safe water pillar buoy for safe water pillar light–buoy,
LFl.10s (April–Nov), (chart 2365, LFl.10s (Lit (April–Nov))) 54° 34'·1N., 11° 46'·0E.

Chart [*Last correction*].— **2117** [788/02] — **2365** [892/02]
Danish Chart Correction 3/13/02 (HH.333/710/04).

1221 FRANCE, West Coast — Golfe du Morbihan — Ile d'Arz Northeastwards — Beacon

Move starboard–hand beacon with topmark, from: 47° 36'·10N., 2° 46'·36W.
to: 47° 36'·25N., 2° 46'·28W.

Chart [*Last correction*].— **2358** [*New Edition 12/10/00*]
French Notice 6/16/02 (HH.353/490/03).

1222 FRANCE, West Coast — Entrance to La Loire — Pornichet Southwards, Banc de la Barre, Banc des Morées, La Triue Northwestwards, Banc du Pointeau and Couéron — Depths; Drying heights; Lights

Insert	depth 2 ₆ m	(a)	47° 15'·032N., 2° 21'·351W.
	depth 2 ₁ m	(b)	47° 15'·077N., 2° 20'·536W.
	depth 2 ₈ m	(c)	47° 14'·488N., 2° 19'·490W.
	depth 6 ₄ m	(d)	47° 13'·724N., 2° 21'·334W.
	depth 3 ₂ m	(e)	47° 13'·215N., 2° 19'·318W.
	depth 5m enclosed by a 5m contour	(f)	47° 12'·859N., 2° 19'·705W.
	depth 4 ₅ m and extend 5m contour SW. to enclose	(g)	47° 12'·746N., 2° 19'·389W.
	depth 6 ₄ m	(h)	47° 12'·693N., 2° 17'·398W.
	depth 2 ₁ m	(i)	47° 12'·342N., 2° 14'·039W.
	drying height 3 m	(j)	47° 13'·759N., 2° 11'·202W.
	drying height 0 ₄ m and extend drying contour W. to enclose	(k)	47° 14'·726N., 2° 13'·370W.
	depth 10m enclosed by a 10m contour	(l)	47° 09'·54N., 2° 22'·38W.
Amend	light to, <i>Fl.R.4s</i>	(m)	47° 12'·400N., 1° 45'·040W.
		(n)	47° 12'·540N., 1° 42'·880W.
Delete	depth 3 ₁ m	(o)	close S. of (a) above
	depth 4m	(p)	close N. of (e) above
	depth 6 ₇ m	(q)	1 cable NW. of (h) above
	depth 2 ₈ m	(r)	close NW. of (i) above

Note: The above update has been included in a New Edition of Chart 2986 published 14 March 2002.

Chart [*Last correction*].— **2989** (INT 1841) (*a–k,o–r*) [763/02] — **2985** (INT 1842) (**plan C, Ile de Bois to Nantes**) (*m,n*)
[763/02] — **2646** (*l*) [901/02]
Light List Vol. D, 2001/02, 1143 (Remarks)
French Notices 5/24–25/02 (HH.353/500/04).

II

1223 FRANCE, West Coast — Ile Dumet Northwards and Point du Castelli Southeastwards — Rocks

Insert  *ED* 47° 24'·95N., 2° 37'·60W.
47° 21'·79N., 2° 32'·65W.

Chart [*Last correction*].— **2823** [901/02]
French Chart 7136 (HH.353/480/06).

1224 FRANCE, West Coast — La Rochelle, La Pallice and Ile de Ré, North Coast — Pointe des Minimes Northwards, Bassin Chef de Baie and La Flotte — Fog signals

Delete symbol, fog signal and fog signal, Siren(4)60s, at
lighted beacon tower,
(chart 2999, symbol, fog signal and fog signal, Siren, at
lighted beacon tower) (a) 46° 08'·95N., 1° 10'·27W.
symbol, fog signal and fog signal, Horn(3)30s, at light (b) 46° 09'·34N., 1° 13'·93W.
symbol fog signal and fog signal, Horn(3)30s, at light 46° 11'·4N., 1° 19'·2W.

Chart [*Last correction*].— **2743** (INT 1844) (a,b) [799/02] — **2999** (INT 1843) [799/02]
Light List Vol. D, 2001/02, 1230, 1244.8, 1250
French Notice 6/22/02 (HH.353/520/04).

1225 FRANCE, West Coast — Approaches to La Gironde — Royan — Light; Fog signal

Amend light to, *Fl(2)R.10s11m12M* (a) 45° 37'·1N., 1° 01'·7W.
Delete fog signal, Horn(2)20s, at light (a) above

Chart [*Last correction*].— **2910** [172/02]
Light List Vol. D, 2001/02, 1304
French Notice 6/23/02 (HH.353/540/05).

1226 SPAIN, North Coast — Puerto de Ribadesella and Puerto de Comillas — Legend

Delete legend, (Pilots), centred on: (a) 43° 27'·80N., 5° 03'·26W.
(b) 43° 27'·20N., 5° 02'·80W.
(c) 43° 22'·70N., 4° 17'·70W.

Chart [*Last correction*].— **1150** (plan, Puerto de Ribadesella) (a) [4367/01] — **1105** (b,c) [902/02]
UK Hydrographic Office (HH.359/490/04).

1227 SPAIN, North Coast — C. Vidio — Light

Insert ★ *Fl.25M* (a) 43° 35'·7N., 6° 14'·7W.
Amend light to, *Fl.5s99m25M*, (chart 1104, *Fl.25M*) (b) (a) above

Chart [*Last correction*].— **1108** (b) [902/02] — **1104** (b) [800/02] — **87** (a) [442/02]
Light List Vol. D, 2001/02, 1641
UK Hydrographic Office (HH.359/510/03).

1228 SPAIN, South-West Coast — Entrance to Río de las Piedras — Buoy

Move No 1 light-buoy, from: 37° 11'·46N., 7° 01'·40W.
to: 37° 11'·68N., 7° 02'·63W.

Chart [*Last correction*].— **90** [443/02]
Spanish Notice 51/955/01 (HH.360/400/03).

1229 NORTH ATLANTIC OCEAN — Arquipélago dos Açores — Ilha das Flores — Santa Cruz — Lights

Amend light to, *2Fl.R.3s8/17m5M* 39° 27'·08N., 31° 07'·66W.

Chart [*Last correction*].— **1959** (plan, Santa Cruz) [920/01]
Light List Vol. D, 2001/02, 2703, 2703.1
UK Hydrographic Office (HH.364/460/03).

1230 MEDITERRANEAN SEA — Turkey — Marmara Denizi — İstanbul Westwards — Ambarlı — Anchorage area

Insert limit of anchorage area, pecked line, joining: 40° 58'·30N., 28° 43'·50E. (shore)
40° 56'·90N., 28° 43'·50E.
40° 56'·90N., 28° 47'·40E.
40° 58'·23N., 28° 47'·40E. (shore)

Chart [*Last correction*].— **1005** [579/02]
Turkish Notice 6/27/02 (HH.394/420/03).

II

1231 MEDITERRANEAN SEA — Turkey — Marmara Denizi — İstanbul Southeastwards — Pendik — Anchorage area

Insert	limit of anchorage area, pecked line, joining:	(a) 40° 53'·18N., 29° 11'·05E. (shore)
		(b) 40° 52'·91N., 29° 10'·44E. (E. border)
		(c) 40° 52'·55N., 29° 09'·55E.
		(d) 40° 51'·00N., 29° 10'·30E.
		(e) 40° 51'·03N., 29° 10'·44E. (E. border)
		(f) 40° 51'·40N., 29° 12'·00E.
		(g) 40° 52'·65N., 29° 13'·50E. (shore)

Chart [Last correction].— **2286** (a,c,d,f,g) [3847/01] — **1005** (b–e) [1230/02]
 Turkish Notice 6/27/02 (HH.394/420/03).

1232 MEDITERRANEAN SEA — Turkey — Marmara Denizi — İzmit Körfezi — Değirmendere — Mooring buoys

Delete		(a) 40° 43'·54N., 29° 46'·91E.
		(b) close ESE. of (a) above
	 (2 buoys)	(c) 40° 43'·56N., 29° 46'·95E.

Chart [Last correction].— **497** (plan, Yarımca to İzmit) (a,b) & (plan, Tuzla to İzmit) (c) [72/02]
 Turkish Notice 5/23/02 (HH.392/400/03).

1233 BLACK SEA — Bulgaria — Burgaski Reyd Eastwards — Anchorage areas; Buoy

Insert	limit of anchorage area, pecked line, joining:	(a) 42° 28'·03N., 27° 29'·15E. (existing limit)
		(b) 42° 28'·03N., 27° 29'·75E. (existing limit)
	legend, No 1A  (Up to 5000 GRT), centred on:	(c) 42° 28'·25N., 27° 29'·45E.
	legend, No 1B  centred on:	(d) 42° 27'·87N., 27° 29'·45E.
Amend	legend to,  No 1A, centred on:	(e) 42° 28'·39N., 27° 29'·22E.
Delete	legend, No 1  (Up to 5000 GRT)	(f) close S. of (c) above
	special can light–buoy with topmark, Fl.Y.5s Whis, (chart 2230, special pillar light–buoy)	(g) 42° 28'·84N., 27° 42'·45E.

Chart [Last correction].— **2399** (plan A, Burgas) (e) & **2399** (a–d,f,g) [266/02] — **2283** (g) [5108/01] — **2230** (g) [5109/01]
 Bulgarian Notices 01–07/382–383/02 & 01–07/388/02 (HH.397/420/02).

1234 BLACK SEA — Romania — Constanța Eastwards — Recommended route; Buoy; Platform

Insert	recommended route, pecked line, joining:	(a) 44° 00'·00N., 28° 49'·70E. (chart 2282, safe water pillar light–buoy)
		(b) 44° 06'·23N., 29° 00'·00E. (E. border)
		(c) 44° 28'·65N., 29° 37'·05E. (existing route)
	legend, 050°– 230°	(d) along (a)–(b)/((a)–(c) above
	recommended direction of traffic flow arrow (direction 050°)	(e) 44° 02'·40N., 28° 54'·00E.
		(f) 44° 08'·00N., 29° 04'·00E.
	recommended direction of traffic flow arrow (direction 230°)	(g) 44° 04'·20N., 28° 56'·30E.
		(h) 44° 18'·50N., 29° 19'·00E.
	established direction of traffic flow arrow (direction 050°)	(i) 44° 15'·00N., 29° 16'·50E.
	established direction of traffic flow arrow (direction 230°)	(j) 44° 08'·00N., 29° 01'·00E.
	safe water pillar light–buoy with topmark, LFl.10s	(k) (a) above
Delete	former recommended route, pecked line and associated recommended direction of traffic flow arrows and legend 055° – 235°, (chart 2214, former recommended route, pecked line and associated established direction of traffic flow arrows), joining:	(l) 44° 08'·00N., 28° 55'·95E.
		(m) 44° 10'·05N., 29° 00'·00E. (E. border)
		(n) (c) above
	 (lighted)	(o) 44° 22'·95N., 29° 27'·50E.
	legend, Vessel Traffic Service (see Note), centred on:	(p) 44° 07'·85N., 28° 55'·80E.
	special pillar buoy with topmark	(q) (a) above

Chart [Last correction].— **2282** (plan, Mangalia to Midia) (a,b,d,e,g,l,m,p) [1327/00] — **2232** (a,c,d,f,h,k,l,n,o,q) [73/02] — **2230** (a,c,d,f,h,k,l,n,o) [1233/02] — **2214** (a,c,i,j,l,n,o) [459/02]
 Romanian Maritime Hydrographic Directorate (HH.398/080/01).

II

1235 BLACK SEA — Ukraine — Kryms'kyy Pivostriv — Sevastopol' Southwards — Kayabashi — Light; Beacon

Insert ★ *Fl.19M Kayabashi* (a) 44° 29'·50N., 33° 33'·40E.
 Substitute ★ *Fl.4s301m19M*, for beacon (301) and associated height of top of structure, (11) (b) (a) above

Chart [*Last correction*].— **2233** (b) [4595/01] — **2232** (b) [1234/02] — **2214** (a) [1234/02]

Light List Vol. E, 2001/02, 5310

Russian Chart 31010 (HH.396/510/04).

1236 BLACK SEA — Ukraine — Kerch Strait — Southern Approaches to Kerch–Yenikal Channel — Buoyage

Insert special pillar buoy with topmark 45° 13'·50N., 36° 29'·50E.
 45° 14'·60N., 36° 29'·50E.
 45° 15'·60N., 36° 29'·50E.
 45° 16'·70N., 36° 29'·50E.
 45° 16'·70N., 36° 30'·60E.
 Substitute safe water pillar buoy for safe water pillar light–buoy, LFl.6s (a) 45° 09'·2N., 36° 28'·1E.

Chart [*Last correction*].— **2242** [1049/02] — **2216** (a) [580/02] — **2233** (a) [1235/02]

Russian Notices 7/762–763/02 (HH.396/430/05).

1237 BLACK SEA — Sea of Azov — Ukraine — Approaches to Port Azovstal' — Dredged depths

Amend legend to, *Dredged to 4·6m* (2002), centred on: (a) 47° 02'·10N., 37° 30'·75E.
 (b) 47° 04'·00N., 37° 33'·50E.
 (c) 47° 02'·20N., 37° 31'·00E.
 (d) 47° 04'·73N., 37° 34'·56E.

Chart [*Last correction*].— **3303** (plan A, Port Mariupol') (c) (plan B, Port Azovstal' and Havan' Shmidta) (d) & **3303** (a,b) [4268/01]

Russian Notice 8/916/02 (HH.396/420/01).

1238 BLACK SEA — Russia — Penayskiye Banki Eastwards — Buoy

Substitute S. cardinal pillar buoy for S. cardinal pillar light–buoy, Q(6)+LFl.15s 44° 40'·55N., 37° 52'·90E.

Chart [*Last correction*].— **3316** [*New Edition* 15/11/01]

Russian Notice 7/759/02 (HH.305/440/05).

1239 AFRICA, West Coast — Guinea–Bissau — Cabo Roxo Southwestwards — Baixio de Falula Eastwards — Depth

Insert depth 9₆ m enclosed by 10m contour 12° 06'·30N., 16° 51'·10W.

Chart [*Last correction*].— **610** [4244/99] — **611** [231/99]

UK Hydrographic Office (HH.424/400/02).

1240 AFRICA, West Coast — Guinea — Conakry Southwards — Depth

Insert depth 19₁ m enclosed by 20m contour 9° 10'·3N., 13° 45'·6W.

Chart [*Last correction*].— **612** [2900/01]

UK Hydrographic Office (HH.425/400/02).

1241* AFRICA, West Coast — Nigeria — Approaches to Dodo River — EA Oilfield — Platform

Insert □ (lighted), *SPM* 4° 48'·1N., 5° 18'·7E.

Chart [*Last correction*].— **1863** [77/02] — **1357** [77/02]

Light List Vol. D, 2001/02, 8582.01

The Shell Petroleum Development Company of Nigeria Ltd (HH.440/180/11).

1242* AFRICA, West Coast — Angola — Palanca Terminal Northwestwards — Anchorage area

Insert circular limit of anchorage area, radius 1M, pecked line, centred on: (a) 6° 55'·13S., 12° 18'·75E.
 ⚓ (b) (a) above

Chart [*Last correction*].— **3206** (a) [4802/01] — **604** (b) [464/02]

Palanca Terminal, Angola (HH.447/180/07).

II

1243* ARABIA — Qatar — Approaches to Doha (Ad Dawḥah) — Jazīrat Mishūt Eastsoutheastwards — Buoy

Delete Outer Bellmouth South light-buoy, (chart 3950, port-hand can light-buoy with topmark, Q.Y) 25° 16′.70N., 51° 42′.92E.

Chart [*Last correction*].— **3787** [*New Edition* 7/3/02] — **3950** [1091/02]
M.E.N.A.S (HH.489/410/05).

1244* ARABIA — United Arab Emirates — Jazīrat Dās Eastwards — Pilot boarding places

Insert ① (a) 25° 09′.0N., 52° 56′.3E.
Delete ① (b) 25° 07′.8N., 52° 55′.9E.
(c) 25° 08′.2N., 52° 55′.5E.
(d) 25° 08′.0N., 52° 55′.5E.
(e) 25° 07′.9N., 52° 55′.2E.

Chart [*Last correction*].— **3413** (plan D, Jazīrat Dās) (a,b) & (plan C, Approaches to Jazīrat Dās) (a,b) [3914/00] — **2444** (a,b) [2724/01] — **3179** (a,b) [84/02] — **2886** (a,c) [688/02] — **2887** (a,d) [3788/01] — **2889** (a,e) [3789/01]
Admiralty List of Radio Signals Vol. 6 (3), 2001/02: (11/02)
Port Officer, Dās Island (HH.488/490/03).

1245 INDIA, West Coast — Approaches to Dābhol — Tolleshwar Point Westwards — Wreck

Insert ⚓ PA 17° 32′.0N., 73° 02′.0E.

Chart [*Last correction*].— **1508** [2729/01]
Indian Notice 4/94/02 (HH.502/470/02).

1246 MALACCA STRAIT — Peninsular Malaysia, West Coast — Approaches to Pelabuhan Kelang — Selat Kelang Selatan — Buoyage

Delete P11 light-buoy 2° 56′.32N., 101° 17′.62E.
P12 light-buoy 2° 58′.64N., 101° 19′.21E.

Chart [*Last correction*].— **3453** [195/02]
UK Hydrographic Office (HH.517/570/04).

1247* SINGAPORE STRAIT — Singapore — Jurong Island Eastwards — Buoy

Delete Seburus light-buoy 1° 16′.393N., 103° 44′.537E.

Chart [*Last correction*].— **4034** [879/02] — **2556** [879/02] — **2570** [879/02]
Maritime and Port Authority, Singapore, Notice DBNM 14/02 (HH.521/400/10).

1248 CHINA SEA — Vietnam — Hon Khoai Eastnortheastwards — Wreck

Insert ⚓ 8° 41′.0N., 105° 33′.7E.

Chart [*Last correction*].— **3986** [3862/01]
Hydropac 207/02 & Navarea Warning XI 0062/02 (HH.546/400/03).

1249 CHINA, South-East Coast — Southern Approaches to Hong Kong — Chitan Men — Fouls; Obstruction

Insert # (a) 22° 08′.60N., 113° 47′.50E.
Delete ○ Obstn 22° 07′.60N., 113° 47′.22E.
close N. of (a) above

Chart [*Last correction*].— **3026** [920/02]
Chinese Chart 15435 (HH.548/436/04).

1250 SOUTH CHINA SEA — South China Sea — Dapeng Bandao Southeastwards — Tuoning Liedao — Depths

Insert depth 14₈ m and extend 20m contour SE. to enclose 22° 27′.70N., 114° 39′.00E.
depth 4₆ m enclosed by 5m contour 22° 27′.04N., 114° 39′.18E.
depth 13_m 22° 26′.63N., 114° 39′.41E.
depth 13₂ m (a) 22° 26′.63N., 114° 38′.01E.
depth 14_m (b) 22° 26′.77N., 114° 37′.70E.
depth 7m enclosed by 10m contour 22° 27′.39N., 114° 37′.08E.
Delete depth 17₈ m close ESE. of (a) above
depth 15₁ m close E. of (b) above

Chart [*Last correction*].— **939** [4895/01] — **937** (INT 5508) [694/02]
Chinese Chart 15373 (HH.548/448/06).

II

1251 CHINA, East Coast — Dong Hai — Minjiang Kou — Rizhuang Jiao Northeastwards — Depth

Insert depth 2₈ m enclosed by 5m contour 26° 05'·68N., 119° 44'·75E.

Chart [*Last correction*].— **2400** [589/02]

Chinese Chart 13991 (HH.548/462/02).

1252 CHINA, East Coast — Dong Hai — Min Jiang — Maxian to Menbian — Depths; Buoyage; Light-beacon

Insert	depth 3 ₇ m enclosed by 5m contour	(a)	25° 59'·047N., 119° 26'·653E.
	depth 6 ₅ m	(b)	25° 58'·993N., 119° 26'·808E.
	depth 4 ₂ m enclosed by 5m contour	(c)	25° 58'·881N., 119° 26'·404E.
	depth 8 ₅ m enclosed by 10m contour	(d)	25° 58'·761N., 119° 27'·128E.
	depth 4 ₅ m enclosed by 5m contour	(e)	26° 07'·94N., 119° 34'·15E.
	depth 2 ₅ m enclosed by 5m contour	(f)	26° 07'·56N., 119° 33'·47E.
	depth 5 ₆ m enclosed by 10m contour	(g)	26° 05'·89N., 119° 32'·02E.
	depth 8 ₇ m and extend 10 m contour NW. to enclose	(h)	26° 05'·08N., 119° 31'·48E.
	depth 2m enclosed by 2m contour	(i)	26° 04'·79N., 119° 32'·23E.
	depth 1 ₄ m enclosed by 2m contour	(j)	26° 04'·68N., 119° 32'·73E.
	depth 12 ₉ m	(k)	26° 01'·89N., 119° 30'·16E.
	depth 6 ₉ m	(l)	26° 00'·91N., 119° 29'·12E.
	special pillar light-buoy with topmark, Mo(C)Y.12s S4	(m)	26° 00'·52N., 119° 29'·25E.
Move	special light-beacon with topmark, Mo(C)Y.12s3m2M, from:	(n)	25° 59'·65N., 119° 28'·74E.
	to:	(o)	25° 59'·65N., 119° 28'·70E.
Delete	depth 7 ₈ m	(p)	close S. of (a) above
	depth 9 ₄ m	(q)	close SE. of (b) above
	depth 22 ₇ m and associated 20 m contour	(r)	close SW. of (g) above
	depth 11 ₁ m	(s)	close NW. of (h) above
	former S4 light-buoy	(t)	26° 00'·52N., 119° 29'·01E.

Chart [*Last correction*].— **2410 (plan C, Luoxingta Anchorage) (a–d,p,q) (panel A) (e–j,r,s) & (panel B) (a–d,k–o,t)** [*New Chart 16/8/01*]

Light List Vol. F, 2001/02, 3635.75

Chinese Chart 13992 (HH.548/462/02).

1253 CHINA — Bo Hai — Jinzhou Gang — Buoyage

Insert	starboard-hand pillar light-buoy with topmark, Fl(2+1)G.12s	40° 47'·995N., 121° 03'·787E.
	port-hand pillar light-buoy with topmark, Fl(2)R.6s	40° 48'·348N., 121° 03'·585E.
	port-hand pillar light-buoy with topmark, Fl.R.4s	40° 48'·418N., 121° 03'·692E.

Chart [*Last correction*].— **1248 (plan, Jinzhou Gang Gangchi) & 1248** [*New Chart 2/8/01*]

Chinese Notice 6/88/02 (HH.556/420/03).

1254 JAPAN — Kyūshū, West Coast — Kuro Shima Southwestwards — Wreck

Insert	⊕	33° 07'·40N., 129° 30'·66E.
Delete	⊕	33° 07'·20N., 129° 30'·80E.

Note: The above update will be included in a New Edition of Chart 359 to be published 28 March 2002.

Chart [*Last correction*].— **3881** [1058/02] — **1527** [1058/02]

UK Hydrographic Office (HH.564/424/04).

1255 JAPAN — Kyūshū, West Coast — Nagasaki Hantō — Ha Shima Southwards — Obstructions

Insert	○ Obstn	32° 36'·3N., 129° 44'·2E.
Delete	○ Obstn	32° 36'·1N., 129° 44'·3E.

Note: The above update will be included in a New Edition of Chart 359 to be published 28 March 2002.

Chart [*Last correction*].— **2815 (plan, Approaches to Nagasaki Kō) [1059/02]** — **2415** [1059/02]

UK Hydrographic Office (HH.564/422/02).

1256 JAPAN — Seto Naikai — Kii Suidō — Tokushima Kō — Light

Insert	⊙ R Lt	34° 03'·063N., 134° 36'·203E.
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Chart [*Last correction*].— **3615 (plan, Komatsushima and Tokushima) [New Edition 26/7/01]**

Japanese Notice 6/174/02 (HH.568/494/02).

1257 JAPAN — Seto Naikai — Bingo Nada — Hashiri Shima — Light

Insert	★ Fl(2)G.6s8m3M	34° 20'·55N., 133° 26'·935E. (end of breakwater)
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Chart [*Last correction*].— **695 (plan, Fukuyama and Approaches) [880/02]** — **3605** [375/02]

Light List Vol. F, 2001/02, 5731.2

Japanese Notice 6/177/02 (HH.568/465/04).

II

1258 JAPAN — Honshū, South Coast — Kaburako Suidō — Hansu Hana Northeastwards — Fish Haven

Insert  34° 27'·57N., 136° 56'·37E.

Chart [*Last correction*].— **3650** [704/02] — **2957** [704/02]

Japanese Notice 5/142/02 (HH.563/402/02).

1259 JAPAN — Honshū, South Coast — Mikawa Wan — Chita Wan — Kinuura — Buoy

Move No 3 light-buoy from: 34° 50'·79N., 136° 56'·53E.
to: 34° 50'·95N., 136° 56'·62E.

Chart [*Last correction*].— **3649 (plan, Kinuura)** [1061/02]

Japanese Notice 6/172/02 (HH.563/405/05).

1260 JAPAN — Honshū, South Coast — Atsumi Wan — Midorigahama Northwards — Lights

Insert ★ *Fl.R.5s11m6M* (a) 34° 43'·99N., 137° 16'·34E.
Delete ○ *Y Lt* close S. of (a) above

Chart [*Last correction*].— **3649 (plan, Gamagōri and Toyohashi)** [1259/02]

Light List Vol. F, 2001/02, 6207.5

Japanese Notice 4/110/02 (HH.563/417/03).

1261 KOREA, West Coast — Approaches to Kunsan — Wreck

Insert  35° 59'·8N., 126° 29'·8E.

Chart [*Last correction*].— **1558 (plan B, Approaches to Kunsan)** [933/02] — **913** (INT 5254) [932/02]

Korean Notice 6/92/02 (HH.557/412/03).

1262 KOREA, West Coast — Approaches to Kunsan — Kunsan Hang — Buoyage

Delete No E light-buoy (a) 35° 58'·56N., 126° 35'·76E.
No F light-buoy 400m E. of (a) above

Chart [*Last correction*].— **1558 (plan B, Approaches to Kunsan)** [1261/02]

Korean Notice 7/101/02 (HH.557/412/03).

1263 KOREA, West Coast — Southern Approaches to Kunsan — Piŭng Do Southwestwards — Light-beacon

Insert special light-beacon with topmark,
Fl(4)Y.8s5m6M No C ODAS,
(chart 913, *Fl(4)Y.8s5m6M ODAS*) 35° 53'·00N., 126° 28'·99E.

Chart [*Last correction*].— **1558 (plan B, Approaches to Kunsan)** [1262/02] — **913** (INT 5254) [1261/02]

Light List Vol. F, 2001/02, 4205.7

Korean Notice 7/102/02 (HH.557/412/03).

1264 KOREA, West Coast — Kogunsan Kundo — Malto Northeastwards and Shibidongp'ado Northwards — Wrecks

Insert  *PA* 35° 52'·00N., 126° 20'·00E.
 36° 01'·67N., 126° 14'·50E.

Chart [*Last correction*].— **913** (INT 5254) [1263/02]

Korean Notices 6/91/02 & 7/103/02 (HH.557/410/04).

1265 KOREA, South Coast — Kwangyang Hang — Administration Wharf Southwards — Buoyage

Insert starboard-hand pillar light-buoy with topmark, *Fl.R.4s (No.2)* (a) 34° 54'·43N., 127° 42'·56E.
Delete (No.2) light-buoy close SSW. of (a) above

Chart [*Last correction*].— **3390** (INT 5362) [1062/02]

Korean Notice 7/100/02 (HH.557/444/06).

1266 KOREA, South Coast — Approaches to Masan — Sili Do — Power transmission line

Insert power transmission line joining: (a) 35° 04'·00N., 128° 38'·08E.
(b) 35° 03'·68N., 128° 38'·22E.
vertical clearance 26m close E. of (a)–(b) above

Chart [*Last correction*].— **1065** [711/02]

Korean Notice 5/73/02 (HH.557/450/04).

II

1267 KOREA, South Coast — Approaches to Yosu Haeman — Hodusanmal Southwestwards and Taedo Westwards and Southwards — Pilot boarding places; Legends; Pilots and anchorages

Insert	① <i>No 1</i>	34° 44'·40N., 127° 49'·80E.
	① <i>No 2</i> , (chart 127, ① (VLCC))	(a) 34° 40'·66N., 127° 55'·83E.
	legend, <i>Pilots and Anchorages</i> (see Note), centred on:	34° 40'·30N., 127° 56'·40E.
Substitute	the accompanying note, PILOTS AND ANCHORAGES,	
	for existing note, centred on:	34° 49'·30N., 127° 43'·70E.
Delete	①	34° 43'·60N., 127° 48'·20E.
	①, (chart 127, ① (VLCC))	(b) 34° 39'·00N., 127° 58'·00E.
	legend, <i>Pilots and Anchorages</i> (see Note)	close SE. of (b) above

Chart [*Last correction*].— **3391** (INT 5360) [1063/02] — **127** (a,b) [1091/02]

Admiralty List of Radio Signals Vol. 6 (4) 2001/02: (11/02)

Korean Notice 6/88/02 (HH.557/442/02).

1268 KOREA, South Coast — Ch'angsöndo Northwards, Saryangdo, Saryangdo Northwards and Yokchido Northwards — Safe overhead clearances

Amend	safe overhead clearance to 35m, centred on:	34° 39'·40N., 128° 14'·60E.
		34° 55'·25N., 128° 01'·80E.
	safe overhead clearance to 14m, centred on:	34° 50'·30N., 128° 14'·00E.
	safe overhead clearance to 19m, centred on:	34° 53'·40N., 128° 11'·10E.
	safe overhead clearance to 47m, centred on:	34° 56'·20N., 128° 02'·10E.

Chart [*Last correction*].— **3391** (INT 5360) [1267/02]

Korean Notices 5/75–76/02 & 5/78/02 (HH.557/440/05).

1269 PHILIPPINE ISLANDS — Luzon Strait, East Coast — Polillo Strait and Polillo Island, East Coast — Prueba Rock Northwestwards, Port Lampon and Banla Point — Lights

Insert	★ <i>Fl.5s15M</i>	14° 57'·90N., 121° 33'·93E.
	★ <i>Fl.5s</i>	14° 57'·15N., 122° 03'·73E.
	★ <i>F.R</i>	14° 40'·35N., 121° 36'·73E.

Chart [*Last correction*].— **3806** [5128/01]

Light List Vol. F, 2001/02, 2743, 2747.7, 2749.5

Philippine Notices 4/18/01, 5/46/01 & 12/162/01 (HH.552/610/02).

1270 PHILIPPINE ISLANDS — Luzon, West Coast — Manila — Pamarawan — Light

Insert	★ <i>Fl(2)8s10m</i>	14° 45'·53N., 120° 48'·93E.
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Chart [*Last correction*].— **976** [3485/01]

Light List Vol. F, 2001/02, 2642.4

Philippine Notice 12/169/01 (HH.552/685/04).

1271 PHILIPPINE ISLANDS — Luzon, East Coast — Catanduanes Island, North Coast — Yog Point Southwards — Light

Amend	light to, <i>Fl(2)5s</i>	14° 03'·5N., 124° 14'·0E.
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Chart [*Last correction*].— **3808** [2914/01]

Light List Vol. F, 2001/02, 2782

Philippine Notice 11/142/01 (HH.552/545/02).

1272 PHILIPPINE ISLANDS — Luzon, South–West Coast — Verde Island Passage — Maricaban Island Eastwards — Malajibomanoc Island — Light

Amend	light to, <i>Fl(3)15s42ft10M</i>	13° 37'·7N., 120° 57'·8E.
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Chart [*Last correction*].— **3816** [*New Edition 18/10/01*] — **3807** [5129/01]

Light List Vol. F, 2001/02, 2607

Philippine Notice 11/136/01 (HH.552/705/06).

1273 PHILIPPINE ISLANDS — Masbate, South Coast — Jintotolo Island — Light

Amend	light to, <i>Fl(3)5s187ft20M</i>	(a) 11° 50'·5N., 123° 07'·2E.
		(b) 11° 50'·8N., 123° 07'·2E.

Chart [*Last correction*].— **3822** (a) [5129/01] — **3807** (b) [1272/02] — **3808** (a) [1271/02]

Light List Vol. F, 2001/02, 2292

Philippine Notice 12/171/01 (HH.552/575/02).

II

1274 PHILIPPINE ISLANDS — Masbate Southwards — Tanguingui Island — Light

Amend light to, *Fl.R.5s128ft15M* (a) 11° 29'·3N., 123° 43'·5E.
(b) 11° 29'·5N., 123° 43'·5E.

Chart [*Last correction*].— **3822** (a) [1273/02] — **3823** (a) [*New Edition* 9/11/00] — **3808** (b) [1273/02]

Light List Vol. F, 2001/02, 2296

Philippine Notice 11/145/01 (HH.552/575/02).

1275 PHILIPPINE ISLANDS — Mindanao, North Coast — Tagolo Point — Light

Amend light to, *Fl.5s108ft15M* 8° 43'·68N., 123° 22'·68E.

Chart [*Last correction*].— **3426** (plan, Dapitan and Dipolog) [5131/01] — **3827** [4713/01] — **3809** [4713/01] — **3811** [5130/01]

Light List Vol. F, 2001/02, 2282

Philippine Notice 12/151/01 (HH.552/475/02).

1276 INDONESIA — Jawa, North Coast — Approaches to Tanjungpriok — Pulau Damar Besar Eastwards — Wreck

Insert  5° 57'·10S., 106° 53'·10E.

Chart [*Last correction*].— **933** [939/02] — **2056** [4916/01] — **3729** [4916/01]

Indonesian Notice 52/408/02 (HH.526/690/05).

1277 INDONESIA — Sulawesi, South Coast — Selat Poleang — Buapinang — Lights

Insert ★ *Fl(2)R.5s6M & Fl(2)G.5s6M* 4° 47'·4S., 121° 33'·8E.

Chart [*Last correction*].— **3616** [202/02]

Light List Vol. K, 2002/03, 1548.9, 1548.91

Indonesian Notices 52/411–412/01 (HH.528/700/02).

1278 INDONESIA — Sulawesi, South-East Coast — Selat Tiworo — Lights

Insert ★ *Fl(2)5s39ft12M* 4° 35'·0S., 122° 17'·8E.
★ *Fl(2)7s39ft12M* 4° 34'·0S., 122° 24'·1E.

Chart [*Last correction*].— **3616** [1277/02]

Light List Vol. K, 2002/03, 1549.1, 1549.15

Indonesian Notices 52/410/01 & 52/413/01 (HH.528/675/03).

1279 AUSTRALIA — Miscellaneous corrections — Satellite derived positions; Coastal navigation

Substitute	the accompanying note, SATELLITE DERIVED POSITIONS, for existing note, centred on:	(a) 19° 16'·88S., 146° 50'·25E. (b) 27° 25'·5S., 153° 05'·2E. (c) 28° 47'·0S., 114° 36'·6E. (d) 24° 46'·8S., 152° 22'·1E. (e) 43° 05'·7S., 147° 53'·0E. (f) 13° 46'·2S., 136° 37'·0E. (g) 10° 46'·0S., 153° 18'·0E. (h) 14° 47'·5S., 144° 34'·0E. (i) 31° 23'·0S., 115° 44'·5E. (j) 6° 05'·0S., 142° 50'·0E.
	the accompanying note, COASTAL NAVIGATION, for existing note, centred on:	(k) 20° 10'·0S., 122° 28'·0E. (l) 24° 55'·0S., 115° 18'·0E.

Chart [*Last correction*].— **Aus 257** (a) [3692/01] — **Aus 238** (b) [3972/01] — **Aus 81** (c) [*New Edition* 25/5/01] — **Aus 243** (d) [388/01] — **Aus 171** (e) [545/01] — **Aus 14** (f) [4277/98] — **Aus 568** (g) [484/02] — **Aus 832** (h) [3310/01] — **Aus 334** (i) [*New Edition* 13/10/00] — **4622** (INT 622) (j) [4043/00] — **Aus 415** (k) [4615/01] — **Aus 416** (l) [4615/01]

Australian Notice 2/71/02 (HH.571/009/02).

1280 AUSTRALIA — Queensland — Moreton Bay — Cleveland Point — Light-beacon

Delete special light-beacon with topmark, Fl.Y.6s 27° 30'·95S., 153° 17'·15E.

Chart [*Last correction*].— **Aus 236** [5134/01]

Australian Notice 2/75/02 (HH.571/009/02).

II

1281 AUSTRALIA — Queensland — Palm Islands to Low Isles — Two-way route; Recommended track

Insert	limit of two-way route, magenta pecked line, joining:	(a) 18° 24'·65S., 146° 31'·65E. (b) 18° 10'·03S., 146° 25'·45E. (S. border) (c) 18° 07'·95S., 146° 24'·55E. (d) 17° 53'·52S., 146° 20'·20E. (N. border) (e) 17° 19'·02S., 146° 10'·25E. (S. border) (f) 17° 14'·87S., 146° 08'·88E. (S. border) (g) 17° 13'·12S., 146° 08'·50E. (N. border) (h) 16° 54'·50S., 146° 03'·50E. (N. border) (i) 16° 53'·75S., 146° 02'·80E. (j) 16° 48'·33S., 145° 57'·50E. (E. border) (k) 16° 46'·30S., 145° 55'·46E. (N. border) (l) 16° 31'·25S., 145° 40'·20E. (m) 16° 27'·60S., 145° 39'·10E. (S. border) (n) 16° 23'·25S., 145° 37'·85E. (existing limit) (o) 16° 21'·83S., 145° 37'·40E. (N. border) (p) 16° 23'·25S., 145° 37'·85E. (existing limit) and (q) 18° 25'·60S., 146° 29'·70E. (r) 18° 10'·03S., 146° 23'·15E. (S. border) (s) 18° 08'·55S., 146° 22'·50E. (t) 17° 53'·52S., 146° 18'·00E. (N. border) (u) 17° 19'·02S., 146° 08'·10E. (S. border) (v) 17° 14'·87S., 146° 06'·80E. (S. border) (w) 17° 13'·12S., 146° 06'·45E. (N. border) (x) 16° 54'·80S., 146° 01'·15E. (chart Aus 372, N. border) (y) 16° 54'·75S., 146° 01'·00E. (z) 16° 51'·12S., 145° 57'·50E. (E. border) (aa) 16° 46'·30S., 145° 52'·64E. (N. border) (bb) 16° 31'·55S., 145° 37'·65E. (cc) 16° 27'·60S., 145° 36'·55E. (S. border) (dd) 15° 47'·95S., 145° 24'·60E. (existing limit) (ee) 16° 21'·83S., 145° 34'·85E. (N. border) (ff) 15° 47'·95S., 145° 24'·60E. (existing limit)
Insert	magenta legend, <i>TWO-WAY ROUTE</i> (see Note), orientated 339°/159°, centred on: magenta legend, <i>TWO-WAY ROUTE</i> (see Note), orientated 136°/316°, centred on: magenta legend, <i>TWO-WAY ROUTE</i> (see Note), orientated 164°/344°, centred on:	(gg) 18° 12'·0S., 146° 25'·0E. (hh) 16° 48'·04S., 145° 55'·82E. (ii) 18° 06'·2S., 146° 22'·8E. (jj) 17° 03'·0S., 146° 04'·5E. (kk) 17° 28'·0S., 146° 11'·75E. (ll) 17° 07'·5S., 146° 06'·0E. (mm) 17° 22'·5S., 146° 10'·2E. (nn) 16° 35'·0S., 145° 42'·5E. (oo) 18° 15'·0S., 146° 26'·5E. (pp) 16° 48'·73S., 146° 56'·45E. (qq) 16° 47'·20S., 145° 54'·96E. (rr) 18° 17'·4S., 146° 27'·2E. (ss) 18° 19'·5S., 146° 28'·7E. (tt) 18° 07'·0S., 146° 23'·2E.
	magenta legend, <i>TWO-WAY ROUTE</i> (see Note), orientated 136°/316°, centred on: magenta legend, <i>TWO-WAY ROUTE</i> (see Note), orientated 159°/339°, centred on: recommended direction of flow arrow (direction 136°/316°) recommended direction of flow arrow (direction 158°/338°) recommended direction of flow arrow (direction 162°/342°)	

II

1281/02 (continued)

	recommended direction of flow arrow (direction 164°/344°)	(uu) 17° 08'·1S., 146° 06'·0E. (vv) 16° 59'·4S., 146° 03'·2E. (ww) 17° 11'·5S., 146° 06'·7E. (xx) 17° 02'·6S., 146° 04'·4E. (yy) 17° 32'·15S., 146° 13'·2E. (zz) 17° 18'·8S., 146° 09'·1E. (aa) 17° 25'·5S., 146° 11'·0E. (ab) 18° 01'·2S., 146° 21'·4E. (ac) 18° 09'·0S., 146° 23'·8E. (ad) 16° 38'·5S., 145° 46'·0E. (ae) 16° 32'·0S., 145° 39'·5E. (af) 16° 52'·5S., 145° 43'·3E. (ag) 18° 28'·2S., 146° 04'·0E. (ah) 17° 33'·0S., 145° 48'·0E. (ai) 17° 03'·0S., 145° 36'·5E. (aj) 18° 32'·0S., 145° 55'·0E.
	the accompanying note, TWO-WAY ROUTE, centred on:	
Substitute	accompanying note, TWO-WAY ROUTE, for existing note, centred on:	(ak) 16° 35'·0S., 145° 05'·0E.
Delete	recommended track, pecked line, and associated legends, Preferred Route (see Note) 161° – 341°, Preferred Route (see Note) 165° – 345° and 139° – 319°, joining:	(al) 18° 25'·00S., 146° 30'·75E. (am) 16° 54'·50S., 146° 01'·90E. (N. border)
	recommended track, pecked line, and associated legends, Preferred Route (see Note) 161° – 341° and Preferred Route (see Note) 165° – 345°, joining:	(an) 18° 10'·03S., 146° 25'·21E. (S. border) (ao) 17° 13'·12S., 146° 08'·40E. (N. border)
	recommended track, pecked line and associated legends, Preferred Route (see Note) 165° – 345°, Preferred Route (see Note) 139° – 319° and Preferred Route (see Note) 155° – 335°, joining:	(ap) 17° 19'·02S., 146° 10'·05E. (S. border) (aq) 16° 23'·20S., 145° 36'·20E. and (ar) 17° 14'·87S., 146° 09'·00E. (as) 16° 23'·15S., 145° 36'·25E.
	recommended track, pecked line, and associated legends, Preferred Route (see Note) 161°–341° and 165° – 345°, joining:	(at) 18° 25'·00S., 146° 30'·55E. (au) 17° 53'·52S., 146° 19'·68E. (N. border)
Delete	recommended track, pecked line and associated legend, Preferred Route (see Note) 155° – 335°, joining:	(av) 16° 27'·60S., 145° 38'·40E. (S. border) (aw) 16° 23'·15S., 145° 36'·25E.
	recommended track, pecked line and associated legend, Preferred Route (see Note) 139° – 319°, joining:	(ax) 16° 49'·63S., 145° 57'·50E. (E. border) (ay) 16° 46'·30S., 145° 54'·50E. (N. border)
	former limit of two way route, pecked line, joining:	(az) 16° 23'·1S., 145° 34'·6E. (ba) (ff) above (bc) 16° 23'·5S., 145° 34'·8E. (bd) (dd) above (be) 16° 54'·5S., 145° 43'·3E. (bf) 17° 34'·0S., 145° 35'·0E. (bg) 16° 47'·0S., 145° 32'·0E. (bh) 16° 21'·5S., 145° 18'·0E. (bi) 17° 04'·0S., 145° 01'·0E.
	note, PREFERRED ROUTES, centred on:	
	note, PREFERRED ROUTE, centred on:	

Chart [Last correction].— **Aus 262** (j,k,z,aa,hh,pp,qq,af,ax,ay,be) [947/02] — **Aus 828** (a,c,d,q,s,t,gg,rr,tt,ag,at,au) [4920/01] — **Aus 829** (b,c,g,r,s,w,ii,mm,zz-ac,ah,an,ao,bf) [487/02]

— **Aus 830** (e,i,l,o,u,y,bb,ee,jj,nn,uu,vv,ad,ae,ai,ap,aq,bg) [947/02] — **Aus 831** (m,n,cc,dd,av,aw,bc,bd,bh) [4716/01] — **Aus 372** (a,c,h,q,s,x,kk,oo,ss,yy,aj,al,am) [488/02] — **Aus 373** (f,i,l,p,v,x,bb,ff,ll,ww,xx,ak,ar,as,az,ba,bi) [947/02]
Australian Notice 2/76/02 (HH.571/009/02).

II

1282 AUSTRALIA — Queensland — Great Barrier Reef — Noggin Passage — Depths

Insert depth 17₈ m enclosed by 20m contour, (charts Aus 372 & Aus 373, depth 9₄ fm enclosed by 10fm contour) 17° 14'·39S., 146° 23'·19E.
Delete depth 20₁ m enclosed by 30m contour, Rep (1943), (charts Aus 372 & Aus 373, depth 11fm enclosed by 20fm contour, Rep (1943)) 17° 14'·3S., 146° 23'·0E.

Chart [*Last correction*].— **Aus 829** [1281/02] — **Aus 830** [1281/02] — **Aus 372** [1281/02] — **Aus 373** [1281/02]
Australian Notice 2/77/02 (HH.571/009/02).

1283 AUSTRALIA — Western Australia — Barrow Island Westwards — Well

Insert ☉ *Well* (a) 20° 55'·07S., 114° 54'·37E.
(b) 20° 55'·15S., 114° 54'·29E.

Chart [*Last correction*].— **Aus 743 (a)** [950/02] — **Aus 328 (b)** [950/02]
Australian Notice 2/78/02 (HH.571/009/02).

1284 AUSTRALIA — Western Australia — Fremantle — Challenger Harbour — Light—beacon

Amend S. cardinal light—beacon colour to, YB 32° 03'·87S., 115° 44'·34E.

Chart [*Last correction*].— **Aus 113** [5133/01]
Light List Vol. K, 2002/03, 1770
Australian Notice 2/79/02 (HH.571/009/02).

1285 AUSTRALIA — South Australia — Port Pirie — Mount Ferguson Northwestwards — Tide gauges; Mangroves

Delete legend, (tide gauge see note), at No 7 light—beacon, centred on: (a) 33° 05'·15S., 137° 58'·50E.
legend, (tide gauge), at No 13 light—beacon, centred on: (b) 33° 06'·08S., 137° 59'·27E.
note, TIDE GAUGE, centred on: (c) 33° 10'·9S., 138° 02'·2E.
limit of mangrove area, pecked line, joining: (d) 33° 04'·88S., 138° 01'·25E.
(e) 33° 04'·65S., 138° 00'·14E.
(f) 33° 05'·86S., 138° 00'·00E.
(g) 33° 05'·78S., 138° 01'·03E.
and
(h) 33° 03'·87S., 138° 00'·93E.
(i) 33° 04'·56S., 138° 01'·31E.
and
(j) 33° 04'·57S., 138° 01'·58E.
(k) 33° 04'·92S., 138° 01'·84E.
and
(l) 33° 04'·9S., 138° 01'·2E.
(m) 33° 04'·7S., 138° 00'·1E.
(n) 33° 06'·2S., 138° 00'·0E.
(o) 33° 05'·8S., 138° 01'·0E.
and
(p) 33° 03'·9S., 138° 01'·0E.
(q) 33° 04'·6S., 138° 01'·3E.
and
(r) 33° 04'·7S., 138° 01'·5E.
(s) 33° 05'·0S., 138° 01'·8E.

Chart [*Last correction*].— **Aus 136 (plan, Port Pirie)** (a–k) [305/02] — **Aus 778 (l–s)** [4928/01] — **Aus 344 (l–s)** [4616/01]
Australian Notice 2/80/02 (HH.571/009/02).

1286 NEW ZEALAND — South Island — Stewart Island Southwards — Rock

Delete + 47° 25'·0S., 167° 49'·0E.

Chart [*Last correction*].— **4060 (INT 60)** [715/02]
Australian Notice 2/81/02 (HH.571/009/02).

II

1287 SOUTH PACIFIC OCEAN — Polynésie Française — Îles de la Société — Tahaa, South-West Coast — Light-beacons; Lighted beacon tower

Amend	W. cardinal light-beacon to, <i>VQ(9)10s13ft5M</i> , (chart 1103, <i>VQ(9)10s5M</i>)	(a)	16° 39'·32S., 151° 31'·56W. 16° 41'·16S., 151° 28'·87W. 16° 42'·13S., 151° 27'·80W.
Substitute	port-hand light-beacon with topmark to, <i>Fl.R.4s13ft6M</i> E. cardinal light-beacon to, <i>VQ(3)5s13ft4M</i> port-hand light-beacon with topmark, <i>Fl(4)R.10s20ft5M</i> , for No 2 light-beacon, (chart 1103, port-hand light-beacon with topmark, <i>Fl(4)R.10s5M</i> , for No 2 light-beacon)	(b)	16° 39'·76S., 151° 32'·28W.
	starboard-hand light-beacon with topmark, <i>Fl(4)G.10s20ft5M</i> , for No 1 light-beacon, (chart 1103, starboard-hand light-beacon with topmark, <i>Fl(4)G.10s5M</i> , for No 1 light-beacon)	(c)	16° 39'·83S., 151° 32'·03W.
	port-hand light-beacon with topmark, <i>Fl(2)R.6s13ft5M</i> , for port-hand light-beacon, <i>Fl(2)R.6s10ft6M</i>		16° 40'·36S., 151° 30'·36W.
	starboard-hand light-beacon with topmark, <i>Fl(2)G.6s13ft5M</i> , for No 15 lighted beacon tower		16° 41'·14S., 151° 29'·47W.

Chart [*Last correction*].— **1107 (plan, Passe Paipai)** (a–c) [1958/01] — **1103** [291/01]

Light List Vol. K, 2002/03, 4973.2, 4973.4, 4973.6, 4973.8, 4974, 4974.2, 4974.7

French Notice 6/49/02 (HH.595/490/02).

1288 SOUTH PACIFIC OCEAN — Polynésie Française — Moorea Southwards — Light

Insert	★ <i>Fl(3)15s13m18M</i> , (charts 998, 4654 & 4657, ★ <i>Fl(3)15s18M</i>)	17° 36'·33S., 149° 48'·96W.
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Chart [*Last correction*].— **1382** [205/02] — **998** [4095/00] — **4654** (INT 654) [2543/01] — **4657** (INT 657) [2755/01]

Light List Vol. K, 2002/03, 4968.4

French Notice 6/33/02 (HH.595/460/02).

1289 NORTH AMERICA, West Coast — Alaska — Approaches to Prince William Sound — Latouche Passage — Rock; Depths; Tidal observations

Insert	⊙ depth 9¼ fm enclosed by 10fm contour depth 2¾ fm depth 7½ fm	(a)	60° 00'·4N., 147° 59'·5W. 60° 04'·1N., 147° 53'·3W. 60° 02'·6N., 147° 55'·7W. 60° 01'·6N., 147° 57'·1W.
Amend	text to, <i>Gibbon Anchorage</i> +40·0, centred on:	(b)	60° 58'·2N., 146° 21'·1W. (within note, CAUTION— TIDAL OBSERVATIONS)
Substitute	depth 1¼ fm for depth 2½ fm depth ¼ fm for depth 3¾ fm depth 1¾ fm for depth 5½ fm depth 2¼ fm for depth 3¼ fm depth 7½ fm for depth 9¼ fm		60° 02'·9N., 147° 55'·1W. 60° 01'·1N., 147° 58'·2W. 60° 00'·8N., 147° 58'·6W. 60° 03'·4N., 147° 58'·6W. 60° 03'·2N., 148° 00'·6W.
Delete	depth 4fm depth 17fm		close NW. of (a) above close S. of (b) above

Chart [*Last correction*].— **4979** [*New Chart* 17/5/01]

U.S. Notice 8/16700/02 (HH.611/415/05).

1290 NORTH AMERICA, West Coast — Washington — Grays Harbor — South Reach — Light

Amend	Range A light to, <i>Fl.R.2·5s21ft</i>	46° 55'·2N., 124° 03'·0W.
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Chart [*Last correction*].— **3125** [1071/02]

Light List Vol. G, 2001/02, 4732

U.S. Notice 8/18502/02 (HH.612/470/02).

1291 NORTH AMERICA, West Coast — Oregon and Washington — Columbia River — Channel depths

Substitute	the accompanying table, CHANNEL DEPTHS (Entrance to Miller Sands Range), for existing table, centred on:	(a)	46° 17'·1N., 123° 36'·7W.
	the accompanying table, CHANNEL DEPTHS (Pillar Rock Lower Range to Gull Island Turn and Channel), for existing table, centred on:	(b)	46° 15'·7N., 123° 21'·8W.

Chart [*Last correction*].— **2839 (panel A)** (a) (**panel B**) (b) [964/02]

U.S. Notices 10/18521/02 & 10/18523/02 (HH.612/012/2002).

II

1292 SOUTH AMERICA, West Coast — Colombia — Approaches to Tumaco — Isla del Morro — El Morro — Radar beacon

Delete radar beacon, Racon (T), at light, (chart 2257, radar beacon, Racon, at light) 1° 49′.38N., 78° 43′.66W.

Chart [*Last correction*].— **2799 (plan D, Tumaco) & (plan B, Approaches to Tumaco)** [839/02] — **2257 (panel B)** [726/02]

Light List Vol. G, 2001/02, 3124
Admiralty List of Radio Signals Vol. 2, 2002: 91710 (11/02)
Colombian Hydrographic Office (HH.641/400/02).

1293 CARIBBEAN SEA — Colombia, North Coast — Bahía Colombia — Punta César Westwards — Quarantine anchorage area

Insert limit of quarantine anchorage area, pecked line, joining: 8° 02′.5N., 76° 46′.0W.
8° 02′.5N., 76° 45′.5W.
8° 00′.0N., 76° 45′.5W.
8° 00′.0N., 76° 46′.0W.

Chart [*Last correction*].— **2262** [730/02]
UK Hydrographic Office (HH.640/461/02).

1294 CARIBBEAN SEA — Venezuela, North Coast — Bahía el Tablazo — Buoyage; Lights

Substitute starboard-hand pillar light-buoy, *Fl.R* “B46”, 10° 52′.27N., 71° 36′.95W.
for ★ *Fl.R* “T.46”
starboard-hand pillar light-buoy, *Fl.R* “B48”, 10° 51′.32N., 71° 37′.09W.
for ★ *Fl.R* “T.48”
port-hand pillar light-buoy, *Oc.G* “B51”, 10° 49′.69N., 71° 37′.18W.
for ★ *Oc.G* “T.51”
starboard-hand pillar light-buoy, *Oc.R* “B52”, 10° 49′.40N., 71° 37′.38W.
for ★ *Oc.R* “T.52”

Note: The above update will be included in a New Edition of Chart 1519 to be published 18 April 2002.

Chart [*Last correction*].— **1517** [*New Edition* 25/1/01]
Light List Vol. J, 2001/02, 6279, 6279.4, 6281.4, 6281.8
UK Hydrographic Office (HH.668/515/02).

1295 GULF OF MEXICO — Texas — Approaches to Brazos Santiago — Brazos Island Eastwards — Buoy

Delete ‘WR1’ light-buoy 26° 01′.5N., 97° 07′.6W.

Chart [*Last correction*].— **3184 (plan C, Brazos Santiago to Port Brownsville)** [1183/02]
U.S. Notice 10/11301/02 (HH.615/400/03).

1296 GULF OF MEXICO — Texas — Southern Approaches to Corpus Christi — Padre Island Eastwards — Platforms

Insert ☐ (lighted) 27° 12′.6N., 97° 13′.1W.
27° 11′.8N., 97° 12′.9W.

Chart [*Last correction*].— **3849** [1179/02]
U.S. Notice 10/11304/02 (HH.616/181/2002).

1297 GULF OF MEXICO — Texas — Matagorda Peninsula Southeastwards — Platform; Well

Insert ☐ (lighted) 28° 10′.1N., 95° 33′.6W.
○ Well, least depth 15fm 28° 21′.6N., 95° 20′.1W.

Chart [*Last correction*].— **3849** [1296/02]
U.S. Notice 10/11300/02 (HH.616/181/2002).

1298 GULF OF MEXICO — Louisiana — Approaches to Calcasieu Pass — Bar Channel Southwestwards — Obstruction

Insert ○ *Obstn PA* 29° 39′.0N., 93° 20′.2W.

Chart [*Last correction*].— **3190 (panel A)** [984/02] — **3854** [1181/02]
U.S. Notice 10/11340/02 (HH.616/181/2002).

II

1299 GULF OF MEXICO — Louisiana — Approaches to Calcasieu Pass — Platform

Certain copies only

Insert  (lighted)

29° 15'·40N., 92° 51'·70W.

Chart [*Last correction*].— **3854** [1298/02]

UK Hydrographic Office (HH.616/183/04).

1300 GULF OF MEXICO — Louisiana — Point au Fer Island Westwards and Ship Shoal Southeastwards — Wreck; Platform; Well

Insert  PA

29° 16'·0N., 91° 35'·0W.

Substitute  (lighted) for  Well least depth 33fm

(a) 28° 17'·8N., 90° 25'·6W.

Chart [*Last correction*].— **3850** [1180/02] — **3851** (a) [1078/02]

U.S. Notice 10/11340/02 (HH.616/181/2002).

1301 GULF OF MEXICO — Louisiana — East Bay — Southwest Pass Eastwards — Platforms; Well

Insert  (lighted)

28° 56'·63N., 89° 20'·97W.

Substitute  (lighted) for  Well least depth 16fm

28° 55'·93N., 89° 22'·33W.

28° 56'·65N., 89° 17'·30W.

Chart [*Last correction*].— **3382 (panel 1)** [860/02]

U.S. Notice 10/11361/02 (HH.616/181/2002).

1302 GULF OF MEXICO — Louisiana — Mississippi River — Myrtle Grove — Wreck

Insert 

29° 38'·52N., 89° 57'·08W.

Chart [*Last correction*].— **3382 (panel 2) & (panel 3)** [1301/02]

U.S. Notice 10/11364/02 (HH.616/181/2002).

1303 GULF OF MEXICO — Mississippi and Alabama — Chandeleur Islands Eastwards and Southern Approaches to Mobile Bay — Platforms

Insert  (lighted)

(a) 29° 53'·0N., 88° 28'·1W.

Delete  (lighted)

29° 38'·2N., 88° 05'·5W.

29° 51'·6N., 87° 57'·5W.

Chart [*Last correction*].— **3858** (a) [987/02] — **3851** [1300/02]

U.S. Notice 10/11360/02 (HH.616/181/2002).

1304 GULF OF MEXICO — Florida — Approaches to Apalachicola Bay — Cape S. George Southwards — Wreck

Insert 

29° 32'·5N., 85° 05'·9W.

Chart [*Last correction*].— **3852** [523/02]

U.S. Notice 9/11400/02 (HH.615/465/04).

1305 NORTH AMERICA, East Coast — Florida — Bal Harbor Northwards — Submarine cable

Insert submarine cable joining:

25° 55'·90N., 80° 07'·27W. (shore)

25° 56'·02N., 80° 06'·55W.

25° 55'·98N., 80° 03'·72W.

Chart [*Last correction*].— **3699** [4950/01]

U.S. Notice 8/11469/02 (HH.614/300/01).

1306 NORTH AMERICA, East Coast — Georgia and South Carolina — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, for existing table, centred on:

32° 06'·0N., 81° 08'·6W.

Chart [*Last correction*].— **2807 (inset, Continuation to Port Wentworth)** [617/02]

U.S. Notice 10/11512/02 (HH.614/012/2002).

II

1307 NORTH AMERICA, East Coast — New Jersey — Delaware Bay — Fortescue — Light

Delete ★ Dir.Iso.WRG.6s25ft12–10M and associated sectors 39° 14'·56N., 75° 10'·62W.

Chart [*Last correction*].— **2564** [742/02]

Light List Vol. J, 2001/02, 1276

U.S. Coast Guard Fifth District, Notice 49/12304/01 (HH.614/535/02).

1308 NORTH AMERICA, East Coast — New York — Kill van Kull — Bergen Point West Reach — Buoyage

Move	'11' light–buoy from:	40° 38'·520N., 74° 08'·096W.
	to:	40° 38'·525N., 74° 08'·123W.
	'13' light–buoy from:	40° 38'·465N., 74° 08'·462W.
	to:	40° 38'·470N., 74° 08'·450W.
	'15' light–buoy from:	(a) 40° 38'·411N., 74° 08'·887W.
	to:	40° 38'·413N., 74° 08'·878W.

Chart [*Last correction*].— **3457 (a) & (plan A, Continuation of Kill van Kull)** [1190/02]

U.S. Notice 9/12327/02 (HH.614/505/03).

1309 NORTH AMERICA, East Coast — Massachusetts — Approaches to Block Island Sound — Block Island Southwestwards — Southwest Ledge — Buoy; Radar beacon

Move	'2' light–buoy and associated radar beacon, <i>Racon (B)</i> , from:	41° 06'·7N., 71° 40'·3W.
	to:	41° 06'·38N., 71° 40'·23W.

Chart [*Last correction*].— **2754** [1080/02]

Admiralty List of Radio Signals Vol. 2, 2002/03: 97230 (12/02)

U.S. Notice 9/13215/02 (HH.614/470/03).

1310 NORTH AMERICA, East Coast — Connecticut — Long Island Sound — Approaches to New London — Light

Amend	range of light to, 8M	41° 16'·5N., 72° 08'·3W.
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Chart [*Last correction*].— **2754** [1309/02]

Light List Vol. J, 2001/02, 0738

U.S. Notice 9/12354/02 (HH.614/465/04).

1311 NORTH AMERICA, East Coast — Gulf of Maine — Approaches to St George River — Hupper Island Westwards — Buoy

Insert	starboard–hand conical buoy, '2'	43° 55'·03N., 69° 17'·20W.
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Chart [*Last correction*].— **2486** [1191/02] — **2490** [628/02]

U.S. Notice 9/13301/02 (HH.614/415/03).

1312 NORTH AMERICA, East Coast — Gulf of Maine — Two Bush Channel — Northern Triangles — Buoyage

Substitute	isolated danger pillar–buoy 'DTBS', for 'TBS' buoy	43° 57'·03N., 69° 01'·93W.
Move	'2' buoy from:	43° 56'·50N., 69° 02'·50W.
	to:	43° 56'·17N., 69° 02'·57W.

Chart [*Last correction*].— **2486** [1311/02]

U.S. Notice 9/13303/02 (HH.614/410/04).

II

1313(T)/02 BALTIC SEA — Germany, North Coast — Measuring instruments; Buoyage

- Measuring instruments have been established temporarily in the positions shown below. They are marked by either yellow buoys or yellow light-buoys, *Fl(5)Y.20s*. They will be on station until further notice. The most convenient Admiralty Chart is quoted. This list will be updated as necessary by Temporary Notices to Mariners.

<i>Latitude</i>	<i>Longitude</i>	<i>Chart</i>
* 54° 01'·90N.	11° 18'·85E.	2359
* 54° 09'·50N.	11° 51'·50E.	2117
* 54° 09'·70N.	11° 46'·00E.	2117
* 54° 12'·17N.	12° 04'·66E.	2117
* 54° 15'·82N.	11° 25'·30E.	2117
* 54° 16'·98N.	11° 25'·42E.	2117
* 54° 18'·04N.	11° 25'·50E.	2117
* 54° 19'·25N.	11° 36'·12E.	2117
* 54° 20'·38N.	11° 39'·15E.	2117

* Indicates new or revised entry.

German Notice 51/01 (HH.326/003/09).

1314(T)/02 NETHERLANDS — Noordwijk aan Zee Northwestwards — Measuring instruments; Buoyage

- Measuring instruments have been established in the following positions:
 - 52° 15'·68N., 4° 24'·37E. (marked by special light-buoy, *Fl.Y*)
 - 52° 16'·60N., 4° 22'·03E. (marked by 4 cardinal light-buoys)
- The measuring instruments are expected to be on station until the end of 2002.
- Mariners are requested to keep at least one mile clear of the measuring instruments.

Chart affected — 2322

Netherlands Notice 8/114(T)/02 (HH.340/580/02).

1315(P)/02 INDIA, West Coast — Port of Cochin — Dredged channels; Buoyage; Depths; Jetties

- A new edition of Indian Chart 2045 has been received which shows numerous changes to charted detail in the Port of Cochin (Kochi) and its approaches.
- These changes include the repositioning of dredged channels, new depths in dredged channels, implementation of new buoyage and the renumbering of existing buoys, changes to alongside depths and positions of jetties.
- These changes will be incorporated in a New Edition of Admiralty Chart 65 to be published later this year. Until then mariners are advised to navigate with particular caution in the port, to seek advice from the port authorities and to refer to the latest charts produced by the Indian National Hydrographic Office.

Chart affected — 65

Indian Chart 2045 (HH.502/520/02).

1316(P)/02 CHINA, East Coast — Zhoushan Qundao Northwards and Eastwards — Submarine cables

- Mariners are advised that cable laying operations are in progress between the following positions:
 - 30° 50'·93N., 121° 53'·01E. (shore)
 30° 49'·41N., 122° 28'·90E.
 30° 38'·00N., 122° 39'·50E.
 30° 38'·00N., 123° 16'·00E.
 29° 46'·25N., 124° 24'·00E.
 - and
 - 30° 50'·97N., 121° 53'·34E. (shore)
 30° 50'·63N., 122° 33'·45E.
 30° 53'·25N., 122° 40'·59E.
 30° 49'·33N., 123° 06'·00E.
 30° 46'·00N., 123° 10'·97E.
 29° 49'·96N., 124° 27'·73E.
- Vessels are requested to exercise caution and to avoid anchoring or trawling in the vicinity of the cable route.
- Charts will be updated as appropriate in due course.

Charts affected — 1124 — 1199 — 1602 — 2412

Chinese Notice 3/39/02 (HH.555/400/03).

1317(T)/02 JAPAN — Honshū, North-West Coast — Kanazawa Kō — Depths

It has been reported that depths in Kanazawa Kō between positions 36° 36'·97N., 136° 36'·65E. and 36° 36'·75N., 136° 37'·35E. are between 0·3 and 3·3 metres less than charted.

Chart affected — 1304

Japanese Notice 6/190(T)/02 (HH.563/500/02).

II

1318(T)/02 JAPAN — Honshū, East Coast — Hachinohe — Depths

- Depths up to 4m less than charted exist within the area bounded by the following positions:
 $40^{\circ} 32' 57'' \text{N.}, 141^{\circ} 30' 88'' \text{E.}$ (shore)
 $40^{\circ} 32' 86'' \text{N.}, 141^{\circ} 31' 17'' \text{E.}$
 $40^{\circ} 32' 46'' \text{N.}, 141^{\circ} 31' 16'' \text{E.}$
 $40^{\circ} 32' 44'' \text{N.}, 141^{\circ} 31' 04'' \text{E.}$ (shore)
- Former Notice 1798(T)/01 is cancelled.

Chart affected — 2959

Japanese Notice 13/474(T)/01 (HH.563/466/03).

1319(P)/02 KOREA, South Coast — Kwangyang Hang — Kwangyang Man — Channel; Buoyage; Dredged depths

- Mariners are advised that a new channel has been established between the following positions:
 - marked by port-hand pillar light-buoy, *Fl.G.4s*:
 $\text{No. 1 } 34^{\circ} 53' 95'' \text{N.}, 127^{\circ} 42' 07'' \text{E.}$
 $\text{No. 3 } 34^{\circ} 53' 67'' \text{N.}, 127^{\circ} 41' 47'' \text{E.}$
 $\text{No. 5 } 34^{\circ} 53' 38'' \text{N.}, 127^{\circ} 40' 88'' \text{E.}$
 $\text{No. 7 } 34^{\circ} 53' 17'' \text{N.}, 127^{\circ} 40' 17'' \text{E.}$
 $\text{No. 9 } 34^{\circ} 53' 02'' \text{N.}, 127^{\circ} 39' 42'' \text{E.}$
 $\text{No. 11 } 34^{\circ} 52' 85'' \text{N.}, 127^{\circ} 38' 53'' \text{E.}$
 $\text{No. 13 } 34^{\circ} 52' 87'' \text{N.}, 127^{\circ} 37' 82'' \text{E.}$
 $\text{No. 15 } 34^{\circ} 52' 95'' \text{N.}, 127^{\circ} 37' 70'' \text{E.}$
 $\text{No. 17 } 34^{\circ} 53' 17'' \text{N.}, 127^{\circ} 37' 43'' \text{E.}$
 $\text{No. 19 } 34^{\circ} 53' 43'' \text{N.}, 127^{\circ} 37' 05'' \text{E.}$
 - marked by starboard-hand pillar light-buoy, *Fl.R.4s*:
 $\text{No. 2 } 34^{\circ} 54' 18'' \text{N.}, 127^{\circ} 41' 85'' \text{E.}$
 $\text{No. 4 } 34^{\circ} 53' 85'' \text{N.}, 127^{\circ} 41' 33'' \text{E.}$
 $\text{No. 6 } 34^{\circ} 53' 52'' \text{N.}, 127^{\circ} 40' 78'' \text{E.}$
 $\text{No. 8 } 34^{\circ} 53' 32'' \text{N.}, 127^{\circ} 40' 13'' \text{E.}$
 $\text{No. 10 } 34^{\circ} 53' 13'' \text{N.}, 127^{\circ} 39' 38'' \text{E.}$
 $\text{No. 12 } 34^{\circ} 52' 95'' \text{N.}, 127^{\circ} 38' 53'' \text{E.}$
 $\text{No. 14 } 34^{\circ} 52' 98'' \text{N.}, 127^{\circ} 37' 90'' \text{E.}$
 $\text{No. 18 } 34^{\circ} 53' 25'' \text{N.}, 127^{\circ} 37' 57'' \text{E.}$
 $\text{No. 20 } 34^{\circ} 53' 50'' \text{N.}, 127^{\circ} 37' 17'' \text{E.}$
 $\text{No. 22 } 34^{\circ} 53' 97'' \text{N.}, 127^{\circ} 37' 15'' \text{E.}$
- Additional light-buoys have also been established in the vicinity of position $34^{\circ} 54' 0'' \text{N.}, 127^{\circ} 37' 0'' \text{E.}$
- A starboard-hand pillar light-buoy, *Fl(3)R.7s*, in position $34^{\circ} 54' 40'' \text{N.}, 127^{\circ} 42' 27'' \text{E.}$, has been moved to position $34^{\circ} 54' 59'' \text{N.}, 127^{\circ} 42' 30'' \text{E.}$ Mariners are advised that the area to the South and North-West of this position has been dredged and depths are deeper than charted.
- These changes will be included in Chart 3390 when full details become available.
- Former Notice 219(P)/01 is cancelled.

Chart affected — 3390

Korean Chart 241 & Korean Notice 7/100/02 (HH.557/444/06).

1320(P)/02 INDONESIA — Kalimantan, South-East Coast — Pulau Laut, North Coast — T. Pemancingan — Coal terminal; Jetty; Depths; Fishing platforms

- Mariners are advised that a coal terminal has been established at T. Pemancingan.
- The terminal consists of:
 - a 200m long T-head jetty extending eastwards from the shore in position $3^{\circ} 13' 40'' \text{S.}, 116^{\circ} 16' 80'' \text{E.}$ with a 400m long submerged breakwater 200m E. of the jetty head.
 - a jetty extending 042° from the shore in position $3^{\circ} 12' 80'' \text{S.}, 116^{\circ} 16' 85'' \text{E.}$ for 1175m, then 305° for 350m.
- The following shoal depths exist in positions:
 $\text{depth } 5_4 \text{ m } 3^{\circ} 13' 15'' \text{S.}, 116^{\circ} 17' 50'' \text{E.}$
 $\text{depth } 5_1 \text{ m } 3^{\circ} 13' 00'' \text{S.}, 116^{\circ} 17' 30'' \text{E.}$
 $\text{depth } 10_5 \text{ m } 3^{\circ} 12' 46'' \text{S.}, 116^{\circ} 18' 43'' \text{E.}$
- Numerous fishing platforms exist up to 4 miles ESE. of the coal terminal. Mariners are advised to proceed with caution when navigating in this vicinity.
- These changes will be included in a New Edition of Chart 3015 and by Notice to Mariner block update to Chart 3014.

Charts affected — 3015 — 3014

PT. Arutmin, Indonesia (HH.527/610/03).

1321(T)/02 AUSTRALIA — Queensland — Pioneer River — Light-beacon

- The port-hand light-beacon ($21^{\circ} 09' 0'' \text{S.}, 149^{\circ} 13' 17'' \text{E.}$) at the entrance to the Pioneer River has been destroyed.
- Mariners are advised to navigate with caution in the area.

Chart affected — Aus 249

Australian Notice 2/86(T)/02 (HH.571/009/02).

1322(T)/02 AUSTRALIA — Queensland — Mackay — Light

- The rear leading light ($21^{\circ} 06' 63'' \text{S.}, 149^{\circ} 13' 19'' \text{E.}$) is unlit.
- Mariners should use caution when transiting the entrance.

Chart affected — Aus 250

Australian Notice 2/88(T)/02 (HH.571/009/02).

II

1323(T)/02 AUSTRALIA — Queensland — Townsville — Depth information

1. Available depths as at 21 December 2001:

	<i>Metres</i>	<i>Remarks</i>
Sea Channel	11.7	
Platypus Channel	11.7	
Outer Harbour:		
* Arrival Channel	8.2	
* Departure Channel	11.6	
Inner Harbour:		
Harbour	11.7	
Berths:		
No 1	12.1	
* No 2	12.1	Not beyond 785 metre mark
* No 3	11.6	
No 4	10.6	
No 7	11.2	
No 8	10.2	
No 9	12.2	
No 10	9.7	
No 11	12.1	
* Between No 7 and No 8	10.1	Seaward of zero mark at No 7 berth
Between No 9 and No 10	10.2	Seaward of zero mark at No 10 berth
Ross River Channel	1.4	

* Indicates new or revised entry.
2. Former Notice 4961(T)/01 is cancelled.

Charts affected — Aus 256 — Aus 257

Australian Notice 2/89(T)/02 (HH.571/009/02).

1324(T)/02 AUSTRALIA — Western Australia — Sahul Banks — Scientific instruments

Scientific instruments exist in the following positions:

<i>Position</i>	<i>Remarks</i>
11° 43'·836S., 125° 05'·766E.	Waverider light-buoy <i>Fl(5)Y.20s</i>
11° 43'·246S., 125° 05'·250E.	White float

Chart affected — Aus 314

Australian Notice 2/92(T)/02 (HH.571/009/02).

1325(T)/02 AUSTRALIA — Western Australia — North West Cape — Scientific instruments

1. Scientific instruments exist in the following positions:

<i>Position</i>	<i>Remarks</i>
18° 45'·84S., 117° 07'·75E.	HPR light-buoy <i>Fl(5)Y.20s</i>
19° 30'·05S., 116° 59'·99E.	HPR light-buoy <i>Fl(5)Y.20s</i>
19° 36'·49S., 116° 07'·28E.	Waverider light-buoy <i>Fl(5)Y.20s</i>
21° 26'·23S., 114° 03'·31E.	White floats
* 21° 37'·05S., 114° 02'·72E.	Waverider light-buoy <i>Fl(5)Y.20s</i>
* 21° 36'·10S., 114° 02'·72E.	Spar light-buoy <i>Fl(5)20s</i>
21° 29'·83S., 113° 57'·19E.	White floats

* Indicates new or revised entry.
2. Mariners are not to use the buoys as a mooring.
3. Former Notice 331(T)/02 is cancelled.

Charts affected — Aus 327 — Aus 328 — Aus 329

Australian Notice 2/94(T)/02 (HH.571/009/02).

1326(T)/02 AUSTRALIA — South Australia — Port Adelaide — Shoaling

1. Mariners are advised that some silting has resulted in width restrictions being imposed in the main channel of the Port Adelaide River between No 34 beacon and No 37 beacon.
2. Mariners intending to transit this section should contact the Manager Marine Operations, Flinders Ports Pty. Ltd. on (08) 84470722 to confirm maximum widths.

Chart affected — Aus 137

Australian Notice 2/95(T)/02 (HH.571/009/02).

II

1327(T)/02 AUSTRALIA — Victoria — Port Phillip — South Channel — Shoaling

- Shoaling has occurred within circular areas of positions as follows:

<i>Position</i>	<i>Radius</i>	<i>Least Depth</i>
* 38° 17'·893S., 144° 41'·686E.	25m	12.4m
* 38° 17'·930S., 144° 41'·808E.	7m	13.0m
* 38° 17'·987S., 144° 43'·122E.	5m	13.0m
* 38° 18'·012S., 144° 43'·222E.	25m	12.8m
* 38° 18'·028S., 144° 43'·282E.	30m	12.9m
* 38° 18'·033S., 144° 43'·352E.	5m	13.0m
* 38° 18'·076S., 144° 43'·390E.	15m	12.8m
* 38° 18'·053S., 144° 43'·411E.	30m	12.2m
* 38° 18'·069S., 144° 43'·471E.	5m	13.0m
* 38° 18'·099S., 144° 43'·647E.	12m	12.9m

* Indicates new or revised entry.
- Former Notice 3546(T)/01 is cancelled.

Charts affected — Aus 143 — Aus 158

Australian Notice 2/97(T)/02 (HH.571/009/02).

1328(P)/02 NORTH AMERICA, West Coast — California — Los Angeles and Long Beach — Anchor berths; Depths; Obstructions; Rocks; Wrecks; Pilot operating areas

- United States Chart 18751, 42nd Edition, recently received, shows a number of significant changes in Los Angeles and Long Beach Harbors and their approaches. These include:
 - changes to the position and designation of the anchor berths north of Middle Breakwater and Long Beach Breakwater.
 - amendments to depths throughout large parts of Los Angeles and Long Beach Harbors and the approach channels. Depths within the main channels are generally deeper than shown on Chart 1081. Elsewhere depths may be up to 7 feet less than currently charted.
 - additional obstructions, rocks and wrecks up to 2·7 miles south and south-east of San Pedro Breakwater and Middle Breakwater. Whilst not dangerous to surface navigation, some of these are located within Anchorage G and may be significant for vessels using this anchorage.
 - extension further seaward of the existing Pilot Operating Areas; Los Angeles by approximately 0·4 miles and Long Beach by approximately 1·6 miles.
- These and other changes will be included in New Editions of Charts 1081 and 1082 and an NM block update for Chart 1063, to be published mid-2002.
- Mariners are advised to exercise caution in the use of these charts, and to contact the local authorities at the port if further information is required.

Charts affected — 1081 — 1082 — 1063

U.S. Charts 18749 & 18751 (HH.612/405/04).

1329(T)/02 GERMANY, North Sea Coast — Measuring instruments; Buoyage

- Measuring instruments have been established temporarily in the positions shown below. They are marked by either yellow buoys or yellow light-buoys, *Fl(5)Y.20s*. They will be on station until further notice. The most convenient Admiralty Chart is quoted. This list will be updated as necessary by Temporary Notices to Mariners.

	<i>Latitude</i>	<i>Longitude</i>	<i>Chart</i>
*	54° 52'·42N.	7° 41'·42E.	3767
*	54° 57'·00N.	7° 43'·75E.	3767
*	54° 57'·50N.	7° 40'·25E.	3767
*	55° 00'·19N.	8° 27'·17E.	3767
*	55° 03'·00N.	7° 33'·75E.	3768

* Indicates new or revised entry.

German Notice 4/02 (HH.326/003/09).

To accompany Notice to Mariners 1279/02

On Chart Aus 14

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

On Chart Aus 81

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

On Chart Aus 171

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0.09 minutes SOUTHWARD and 0.08 minutes WESTWARD to agree with this chart.

On Chart Aus 238

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

On Chart Aus 243

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0.09 minutes SOUTHWARD and 0.06 minutes WESTWARD to agree with this chart.

On Chart Aus 257

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

On Chart Aus 334

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

To accompany Notice to Mariners 1279/02 (continued)

On Chart Aus 415

COASTAL NAVIGATION

This chart has been produced for route planning and ocean transit outside the 30 metre depth contour. For inshore navigation and approaches to the coast the larger scale charts should be used. See Index of Australian Charts Aus 65000 and 65001.

On Chart Aus 416

COASTAL NAVIGATION

This chart has been produced for route planning and ocean transit outside the 30 metre depth contour. For inshore navigation and approaches to the coast the larger scale charts should be used. See Index of Australian Charts Aus 65000 and 65001.

On Chart Aus 568

SATELLITE DERIVED POSITIONS

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

On Chart Aus 832

SATELLITE DERIVED POSITIONS

Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0.09 minutes SOUTHWARD and 0.06 minutes WESTWARD to agree with this chart.

On Chart 4622

SATELLITE DERIVED POSITIONS

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

On Chart 2839

CHANNEL DEPTHS (see Note)								
COLUMBIA RIVER PILLAR ROCK LOWER RANGE TO GULL ISLAND TURN AND CHANNEL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO DEC 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT COLUMBIA RIVER DATUM (CRD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
PILLAR ROCK LOWER RANGE	39	41	41	42	11-01	600	3.0	40
PILLAR ROCK UPPER RANGE	40	44	43	41	10,11-01	600	1.9	40
WELCH ISLAND REACH	40	43	40	44	10-01	600	3.2	40
SKAMOKAWA CHANNEL	38	42	42	40	11-01	600	3.3	40
STEAMBOAT REACH	49	47	45	42	10,11-01	600	1.4	40
PUGET ISLAND RANGE AND TURN	43	43	42	41	11-01	600	3.5	40
WAUNA RANGE	41	41	42	43	11-01	600	2.2	40
DRISCOLL RANGE	41	40	42	42	11-01	600	1.7	40
WESTPORT TURN AND RANGE	41	42	42	41	11-01	600	2.0	40
WESTPORT CHANNEL	40	42	41	40	11-01	600	2.4	40
EUREKA LOWER CHANNEL	47	44	44	43	11-01	600	2.1	40
EUREKA UPPER CHANNEL	44	45	43	43	11-01	600	0.8	40
OAK POINT CHANNEL	48	47	48	47	11-01	600	2.4	40
GULL I TURN AND CHANNEL	44	48	42	48	11-01	600	2.2	40

To accompany Notice to Mariners 1306/02

On Chart 2807

CHANNEL DEPTHS (see Note)								
SAVANNAH RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 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)
TYBEE RANGE	43.0	42.0	43.0	43.0	12-01	600	3.3	44
BLOODY POINT RANGE	43.0	42.0	42.5	42.5	12-01	600	3.0	44
JONES ISLAND RANGE	44.0	43.0	43.0	44.0	12-01	600	1.2	44
TYBEE KNOLL CUT RANGE	42.0	43.0	43.5	44.0	12-01	500	2.5	42
NEW CHANNEL RANGE (A)	38.0	42.0	43.0	40.0	12-01	500	1.6	42
L. I. CROSSING RANGE	42.5	44.0	45.0	42.0	12-01	500	2.6	42
LOWER FLATS RANGE	43.0	47.0	46.5	43.0	12-01	500	1.3	42
UPPER FLATS RANGE	46.0	46.0	46.0	43.0	12-01	500	1.2	42
THE BIGHT CHANNEL	43.0	46.0	48.0	47.0	12-01	500	1.5	42
FT. JACKSON RANGE	46.0	47.0	48.0	42.5	12-01	500	0.7	42
OGLETHORPE RANGE	43.0	46.0	45.0	45.0	12-01	500	1.2	42
WRECKS CHANNEL (B)	42.0	48.0	47.0	46.0	12-01	500	1.5	42
CITY FRONT CHANNEL	43.0	44.5	45.0	41.0	12-01	500	1.5	42
MARSH ISLAND CHANNEL (C)	43.5	45.0	45.0	43.0	12-01	500	1.7	42
KINGS ISLAND CHANNEL (D)	39.0	39.0	39.5	39.0	12-01	500	2.1	42
WHITEHALL CHANNEL (E)	30.5	34.0	36.5	38.0	12-01	400	0.6	42-36
PORT WENTWORTH CHANNEL (F)	30.0	32.0	30.5	32.0	12-94;12-01	200	1.2	30
A. OYSTER BED I. TURNING BASIN-CONTROLLING DEPTH 42.0 FT, 41.5 FT 100 FT FROM BACKSIDE. B. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 41.0 FT, 31.0 FT 100 FT FROM BACKSIDE. C. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 38.0 FT, 29.0 FT 100 FT FROM BACKSIDE. D. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 45.0 FT, 44.0 FT 100 FT FROM BACKSIDE. E. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 39.5 FT, 100 FT FROM BACKSIDE. F. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 31.0 FT, 28.5 FT 100 FT FROM BACKSIDE. NOTE : AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR. NOTE : FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 1330/02

On Chart 3340

CHART 1801: POSITIONS
 Positions read from adjoining chart 1801 differ from those on chart 3340 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.

To accompany Notice to Mariners 1267/02



On Chart 3391

PILOTS AND ANCHORAGES

Pilot stations and anchorages are designated for ships with draught and tonnage as listed below:

a. Pilot station No 1 and VLCC (No 1) - less than 13m and 50 000 G/T.

b. Pilot station No 2 and VLCC (No 2) - 13m or more and over 50 000 G/T.

Section A – less than 8m.

Section B – less than 11m.

Section C – less than 14m.

To accompany Notice to Mariners 1281/02

On Chart Aus 262

TWO-WAY ROUTE

1. The Two-Way Route shown on this chart is a ships' routing measure. Its use is not mandatory however, it does indicate the best and safest route for all vessels having regard to charted depths and dangers.

2. The International Regulations for Preventing Collisions at Sea 1972 apply to all vessels whether navigating within or outside the Two-Way Route.

3. In accordance with the Safety of Life at Sea Convention 1974, all vessels are to maintain a listening watch on VHF channel 16.

4. The symbol (<===>) indicates that traffic is free to move in either direction along the route. When meeting oncoming traffic, vessels are advised to keep to starboard of the centre line of the route.

On Chart Aus 372

TWO-WAY ROUTE

1. The Two-Way Route shown on this chart is a ships' routing measure. Its use is not mandatory however, it does indicate the best and safest route for all vessels having regard to charted depths and dangers.

2. The International Regulations for Preventing Collisions at Sea 1972 apply to all vessels whether navigating within or outside the Two-Way Route.

3. In accordance with the Safety of Life at Sea Convention 1974, all vessels are to maintain a listening watch on VHF channel 16.

4. The symbol (<===>) indicates that traffic is free to move in either direction along the route. When meeting oncoming traffic, vessels are advised to keep to starboard of the centre line of the route.

To accompany Notice to Mariners 1281/02 (continued)



On Chart Aus 373

TWO-WAY ROUTE

1. The Two-Way Route shown on this chart is a ships' routing measure. Its use is not mandatory however, it does indicate the best and safest route for all vessels having regard to charted depths and dangers.
2. The International Regulations for Preventing Collisions at Sea 1972 apply to all vessels whether navigating within or outside the Two-Way Route.
3. In accordance with the Safety of Life at Sea Convention 1974, all vessels are to maintain a listening watch on VHF channel 16.
4. The symbol (<===>) indicates that traffic is free to move in either direction along the route. When meeting oncoming traffic, vessels are advised to keep to starboard of the centre line of the route.

On Chart Aus 828

TWO-WAY ROUTE

1. The Two-Way Route shown on this chart is a ships' routing measure. Its use is not mandatory however, it does indicate the best and safest route for all vessels having regard to charted depths and dangers.
2. The International Regulations for Preventing Collisions at Sea 1972 apply to all vessels whether navigating within or outside the Two-Way Route.
3. In accordance with the Safety of Life at Sea Convention 1974, all vessels are to maintain a listening watch on VHF channel 16.
4. The symbol (<===>) indicates that traffic is free to move in either direction along the route. When meeting oncoming traffic, vessels are advised to keep to starboard of the centre line of the route.

On Chart Aus 829

TWO-WAY ROUTE

1. The Two-Way Route shown on this chart is a ships' routing measure. Its use is not mandatory however, it does indicate the best and safest route for all vessels having regard to charted depths and dangers.
2. The International Regulations for Preventing Collisions at Sea 1972 apply to all vessels whether navigating within or outside the Two-Way Route.
3. In accordance with the Safety of Life at Sea Convention 1974, all vessels are to maintain a listening watch on VHF channel 16.
4. The symbol (<===>) indicates that traffic is free to move in either direction along the route. When meeting oncoming traffic, vessels are advised to keep to starboard of the centre line of the route.

To accompany Notice to Mariners 1281/02 (continued)



On Chart Aus 830

TWO-WAY ROUTE

1. The Two-Way Route shown on this chart is a ships' routing measure. Its use is not mandatory however, it does indicate the best and safest route for all vessels having regard to charted depths and dangers.
2. The International Regulations for Preventing Collisions at Sea 1972 apply to all vessels whether navigating within or outside the Two-Way Route.
3. In accordance with the Safety of Life at Sea Convention 1974, all vessels are to maintain a listening watch on VHF channel 16.
4. The symbol (<===>) indicates that traffic is free to move in either direction along the route. When meeting oncoming traffic, vessels are advised to keep to starboard of the centre line of the route.

III

NAVIGATIONAL WARNINGS

See N.M. 13/02. Messages printed below are all in force on 12 March 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) 12th Week 21/3/02.

NAVAREA I warnings in force 12/3/02: 2000 series: 189 397 419 473.

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

2002 series: 008 032 054 056 064 073 075 089 090 092 093 094 095.

089 ENGLAND, East Coast. Harwich Approaches. Chart BA 2052. Walker lightbuoy 51°53'8N 001°33'9E changed to Q.R.

090 NORWEGIAN, BALTIC and NORTH SEAS. NATO Exercise Strong Resolve 2002 involving ships and aircraft is taking place from 01 to 15 Mar 02.

1. Naval Co-operation and guidance for shipping (NCAGS) procedures will be exercised in area bounded by: 55°00'N, 70°00'N and East of 003°00'W including the Baltic.

2. The co-operation of merchant vessels will be of significant value during the exercise. All vessels over 500 GRT approaching or sailing within the above area may have the opportunity to participate in one or more of the following levels of cooperation on a no cost/no delay basis:

Level 1: Communication enquiry by naval units.

Level 2: Close approach by naval units.

Level 3: Escorting.

Level 4: Simulated attacks by aircraft, helicopters or ships.

Level 5: Simulated boarding.

Level 6: Live boarding by helicopter or boat.

During any of these levels no naval vessel will approach within 1000 yards of any participating merchant vessel.

3. All merchant vessels that are willing to participate are invited to contact the NATO Shipping Centre by one of the following means:

A. Freephone +44 1923 843574.

B. Freefax +44 1923 843575.

C. Email shippingcentre@eastlant.nato.int.

D. INMARSAT short codes A: (LES02) voice 6220, Fax 6221.

E. INMARSAT B, INMARSAT M, or INMARSAT Mini M short codes: (LES002/004) voice 622000, Fax 622001.

F. As directed by own national shipping authority.

4. These exercise procedures do not alter any of the nationally issued reporting or sailing regulations.

5. Cancel 082/02.

6. Cancel this message 160001z Mar 02.

091 Cancelled.

092 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 121000z Mar 02.

NEW	ACP Netherlands Sector	Noble Lynda Bossler
	53°21'4N 003°59'0E	Noble Piet Van Ede
	53°42'3N 004°36'1E	Glomar Adriatic 11
	53°49'1N 003°29'7E	Noble Ronald Hoope
	53°55'7N 000°32'3E	Noble Julie Robertson
	54°06'6N 000°32'6E	Glomar Adriatic 6

NOTES:

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

b. ACP - Adjacent to Charted Platform.

2. Cancel 085/02.

III

093 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 121000z Mar 02.

55°31'·8N	005°00'·4E	Maersk Endeavour
55°32'·3N	005°01'·9E	Ensco 71
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°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°14'·5N	000°23'·3E	Glomar Grand Banks
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 086/02.

094 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 121000z Mar 02.

60°20'·1N	004°02'·2W	Transocean Leader
60°20'·6N	004°14'·7W	Jack Bates
60°28'·1N	002°39'·2E	Deepsea Delta
60°30'·8N	001°50'·1E	Transocean John Shaw
60°44'·5N	003°34'·9E	Polar Pioneer
60°51'·4N	002°39'·0E	Maersk Gallant
60°52'·0N	003°33'·5E	Maersk Jutlander
60°52'·6N	003°29'·7E	West Venture
61°02'·0N	001°07'·7E	Sedco 712
61°16'·6N	002°07'·2E	Bideford Dolphin
61°20'·5N	001°59'·8E	Borgland Dolphin
61°25'·9N	002°34'·1E	West Vanguard
61°37'·8N	001°29'·8E	Ocean Guardian
61°53'·1N	003°59'·1E	Deepsea Bergen
64°10'·0N	004°21'·0E	Scarabeo 5
64°37'·3N	006°36'·1E	Transocean Winner
64°58'·3N	007°37'·3E	Transocean Searcher
65°17'·2N	007°18'·2E	Transocean Prospect
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 087/02.

095 RIGLIST. South and West Coasts of the British Isles. Correct at 121000z Mar 02.
NIL.

2. Cancel 088/02.

III

Cancel 039/02. ANM 766/02 refers.

(2) Navarea II (E Atlantic) 12th Week 21/3/02.

Edited Navarea II warnings in force 12/3/02: NIL.
084 to 088 received.

(3) Navarea III (Mediterranean) 12th Week 21/3/02.

Edited Navarea III warnings in force 12/3/02: 466/01, 552/01.
114 to 119 received.

(4) Navarea IV (NW Atlantic) 12th Week 21/3/02.

Edited Navarea IV warnings in force 12/3/02: 383/01.
082 to 085 received.

(5) Navarea V (W Atlantic) 12th Week 21/3/02.

Edited Navarea V warnings in force 12/3/02: 923/97, 568/98, 055/01, 1368/01.
Nil received.

(6) Navarea VI (SW Atlantic) 12th Week 21/3/02.

Edited Navarea VI warnings in force 12/3/02: 101/01, 175/01.
Nil received.

(7) Navarea VII (SE Atlantic) 12th Week 21/3/02.

Edited Navarea VII warnings in force 12/3/02: NIL.
025 to 027 received.

(8) Navarea VIII (Indian Ocean) 12th Week 21/3/02.

Edited Navarea VIII warnings in force 12/3/02: 388/00, 268/01, 497/01, 077/02.
Nil received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 12th Week 21/3/02.

Edited Navarea IX warnings in force 12/3/02: NIL.
035 to 039 received.

(10) Navarea X (Australia, New Guinea) 12th Week 21/3/02.

Edited Navarea X warnings in force 12/3/02: 020/00.
Nil received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 12th Week 21/3/02.

Edited Navarea XI warnings in force 12/3/02: 062/02.
064 to 122 received. 081, 091 and 096 to 099 missing.

(12) Navarea XII (NE Pacific) 12th Week 21/3/02.

Edited Navarea XII warnings in force 12/3/02: 288/01.
070 to 072 received.

(13) Navarea XIII (NW Pacific) 12th Week 21/3/02.

Edited Navarea XIII warnings in force 12/3/02: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 12th Week 21/3/02.

Edited Navarea XIV warnings in force 12/3/02: NIL.
032 to 034 received.

III

(15) Navarea XV (SE Pacific) 12th Week 21/3/02.

Edited Navarea XV warnings in force 12/3/02: NIL.
021 received.

(16) Navarea XVI (E Pacific) 12th Week 21/3/02.

Edited Navarea XVI warnings in force 12/3/02: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 12th Week 21/3/02.

Edited Hydropacs in force 12/3/02: 1272/99, 1639/01, 1647/01.
398 and 402 to 446 received.

(18) Hydrolants (Atlantic, Mediterranean) 12th Week 21/3/02.

Edited Hydrolants in force 12/3/02: 2002/98, 1581/00, 2659/01, 383/02, 513/02.
512 to 573 received.

513 MEDITERRANEAN SEA. Spain, East Coast. Golfo De San Jorge, Eastward. Chart BA 1701. Production 1966
established 40°43'·7N 001°12'·9E.

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 3 Africa Pilot Volume III (1980 Edition) —
Supplement 10–2001South Africa – East Coast – Regulations —
Marine protected area

6

R 5 Insert:

1.29a Marine protected area. In order to protect marine reserves, the South African Government has designated the coastal waters between beacon N7 (26°51'3S, 32°53'3E) (close S of Ponta do Ouro) and beacon N4 (28°08'3S, 32°33'5E) (close S of Cape Vidal) as a marine protected area.

Within this area which extends 3 miles seawards from the high-water mark, the disturbing, catching or killing of any dolphin, whale or great white shark, or any recreational or commercial fishing, or the collection or removal of aquatic plants or shells is prohibited except with the necessary permit.

For further details see *South African Annual Notices to Mariners*.

108

L 47 Insert:

Marine protected area. See 1.29a

South African Annual Notice 21/2001

(HH. 450/500/03)

[12/02]

NP 7 South America Pilot Volume III (2001
Edition)

Peru – Paita and approaches — Wrecks

327

Paragraph 10.237 2 line 5 *Replace by:*

...Paita. Two dangerous wrecks lie, respectively, about 9 cables and 1.1 miles SW of Punta Chuy.

329

Paragraph 10.269 1 line 1–3 *Replace by:*

1 When berthing at Muelle del Terminal Maritimo (10.272) or proceeding to the anchorages, the following should be noted (with positions relative to Punta Telégrafo (5°04'1S, 81°07'5W)):

2 Dangerous wreck (1½ miles ESE), with a stranded wreck, not charted, close SW;
Mooring buoy (1½ miles ESE);
Barge (7 cables E);
Stranded wreck (1 mile SE) in No 6 anchorage (10.261);
Stranded wreck close E of the jetty.

Peruvian Notices 11/116–118/01

HH. 643/500/02

[12/02]

NP 28 Dover Strait Pilot (2000 Edition)

Approaches to River Thames — Pilotage

220

Paragraph 11.16 1 lines 3–5 *Replace by:*

...previous port if later, confirming the ETA 8 hours before arrival. Thereafter VHF contact should be made with the appropriate pilot station; North East Spit Pilots require 2 hours notice of arrival and Sunk Pilots require 3 hours notice of arrival.

Paragraph 11.17 2 line 3 *Replace by:*

...(Thames, Medway and Felixstowe) Pilot Station (51°51'N, 1°40'E)...

Paragraph 11.17 2 lines 6–7 *Replace by:*

...intend to use the Barrow or Black Deepes, embark pilots at the Thames, Medway and Haven Ports Pilot Station 1½ miles NE of Sunk Light–float (51°51'N, 1°35'E).

247

Paragraph 13.60 2 *Replace by:*

2 Vessels requiring a pilot should send their ETA 24 hours in advance or on leaving their last port if later, confirming at least 3 hours and 1 hour in advance. The normal boarding position for large vessels is at the Sunk Pilot station in the vicinity of the Sunk Light–float (51°51'N, 1°35'E). Vessels of less than 180 m LOA and 8 m draught can embark a pilot at the boarding position 2 miles ENE of Harwich Approach Light–buoy (51°56.8'N, 1°30.7'E).

ALRS Volume 6(1) 2001/02

(HH. 080/001/23)

[12/02]

Sunk Precautionary Area — Vessel Traffic
Service

221

After Paragraph 11.17 *Insert:*

11.17a

Sunk Vessel Traffic Service is an information service for all vessels transiting the Sunk Precautionary Area (11.10). Such vessels are required to report to Sunk VTS on VHF and maintain a continuous listening until transfer to the Port of London VTS. Positions of reporting points are shown on the chart.

Vessels anchored in Sunk Deep Water Anchorage (51°54'N, 1°40'E) and Sunk Inner Anchorage (51°50'N, 1°30'E) must maintain a continuous VHF watch on the Sunk VTS frequency also.

See the relevant *Admiralty List of Radio Signals* for details.

Paragraph 11.18 1 line 1 *Replace by:*

1 **Port of London VTS.** A vessel traffic services scheme is provided throughout...

247

After Paragraph 13.60 *Insert*:

Vessel Traffic Services

13.60a

Sunk Vessel Traffic Service is an information service for all vessels transiting the Sunk Precautionary Area (51°50'N, 1°37'E) (11.10). Such vessels are required to report to Sunk VTS on VHF and maintain a continuous listening watch until transfer to Harwich VTS. The positions of reporting points are shown on the chart.

Vessels anchored in Sunk Deep Water Anchorage (51°54'N, 1°40'E) and Sunk Inner Anchorage (51°50'N, 1°30'E) must maintain a continuous VHF watch on the Sunk VTS frequency also.

See the relevant *Admiralty List of Radio Signals* for details.

Paragraph 13.61 heading *Delete*

Paragraph 13.61 1 lines 1–3 *Replace by*:

Harwich Vessel Traffic Service is operated by the Harwich Harbour Operations...

263

Paragraph 14.3 *Replace by*:

14.3

The N limit of the Port of London Authority runs along the S boundary of the area described in this Chapter. Chapter 11 should be consulted for details of Sunk VTS (11.17a), Port of London VTS (11.18) and other regulations concerning transit through the Thames Estuary and entry to the River Thames.

Harwich Haven Authority Notice 09/2002

(HH.242/470/06)

[12/02]

NP 38 West Coast of India Pilot (1998 Edition)

India – Dābhol — Wreck

219

After Paragraph 7.99 4 line 6 *Insert*:

WSW of a dangerous wreck (16½ miles NW) (7.112), the position of which is approximate, thence:

221

After Paragraph 7.112 3 line 3 *Insert*:

A dangerous wreck (17°32'0N, 73°02'0W) the position of which is approximate, lies S of the alignment of the leading lights and W of the SPM (7.113).

Indian Notice 4/94/02

(HH.502/470/02)

[12/02]

Gulf of Kachchh – Navlakhi — Anchorage, pilotage

287

Paragraph 9.191 3 *Replace by*:

- 3 Vessels bound for Hansthal Creek should, if required, embark a pilot in the Navlakhi Port outer anchorage area; see 9.196.

288

Paragraph 9.196 3 and 4 *Replace by*:

- 3 **Outer anchorage.** The anchorage, NE of Pirothan Island Offshore NE Light (9.117), is centred on 22°44'N, 70°05'E as shown on the chart.

Pilotage is not compulsory but if required an experienced local pilot can be provided by the Port Authority; in such cases, the pilot will normally board in the outer anchorage.

- 4 Night pilotage is not available and generally movements take place around daylight high water; therefore, arrival at the pilot station should be 3 hours before high water.

Indian Notice 3/72/02

(HH.502/410/04)

[12/02]

NP 40 Irish Coast Pilot (2000 Edition)

Foynes Harbour — Port limits; depths; berths

289

Paragraph 9.141 3 *Delete*

Paragraph 9.142 2 line 6 *Replace by*:

Port Authority. Shannon Foynes Port Company, Harbour Office ...

290

Paragraph 9.143 1 line 2 *Replace by*:

West Approach has a maintained depth of 7.8 m.

Paragraph 9.145 1 line 1 *For Pier Read Jetty*

Paragraph 9.145 1 lines 3–5 *Replace by*:

East Jetty is T-shaped with a berthing length of 290 m.

See also Berths (9.150 and 9.151)

Paragraph 9.146 1 line 3 *For 2 cables Read 1 cable*

Paragraph 9.146 2 line 2 *Replace by*:

...maintained depth of 7.8 m, and marked by leading...

Paragraph 9.149 1 line 5 *For Pier Read Jetty*

Paragraph 9.150 1 lines 1–2 *Replace by*:

- 1 **West Jetty** is 270 m long with a depth alongside of 11.7 m. The dredged ...

291

Paragraph 9.150 2 lines 1–3 *For Pier Read Jetty*

Paragraph 9.151 1 lines 1–3 *Replace by*:

- 1 **East Jetty** is 290 m long with a depth alongside of 11.7 m. The inside berth has a length of 140 m and a depth alongside of 6.2 m.

Paragraph 9.151 1 lines 4 to 6 *Delete*

Paragraph 9.151 1 line 9 *For 9.5 m Read 9.2 m*

Paragraph 9.153 2 line 1 *For Pier Read Jetty*

Shannon Foynes Port Company

(HH. 292/470/03)

[12/02]

IV

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

Sasebo approaches – Kuro Shima southwards — Dangerous wreck

134

R 14 Including existing Supplement amendment *Add:*

A **dangerous wreck** (33°07′.4N, 129°30′.7E) lies about 1 mile S of Kuro Shima.

Japanese Notice 02/51/02

(HH. 564/424/04)

[12/02]

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

Korea – Yeosu Hang — Pilot boarding points moved

90

L 41–48 Including existing Supplement amendment

Pilot boarding station (No 2) for VLCCs, draught 13 m or more:

For 34°39′N, 127°58′E *Read* 34°40′.7N, 127°55′.8E.

No 1 Pilot boarding station, for ships of less than 13 m draught and less than 50 000 grt:

For 34°43′.6N, 127°48′.2E *Read* 34°44′.4N, 127°49′.8E.

Korean Notice 6/88/02

(HH. 557/442/02)

[12/02]

Korea – Hanodaedo — Power transmission line

97

L 23 *Add:*

A power transmission line with an overhead clearance of 35 m spans the channel which divides Hanodaedo from Yokchido to the S.

Korean Notice 5/75/02

(HH. 557/440/05)

[12/02]

Korea – Yulpo Mal eastwards – An Do — Power transmission line

98

R 15–16 Including existing Supplement amendment *For* An **overhead cable** with a vertical clearance of 24 m *Read* A **power transmission line** with a vertical clearance of 19 m.

Korean Notice 5/76/02

(HH. 557/440/05)

[12/02]

Korea – Budo Suido southwestwards – Sili Do — Power transmission line

109

R 38 Including existing Supplement amendment *Add:*

A power transmission line with a vertical clearance of 26 m spans the narrow channel between the N point of Sili Do and the mainland NNW.

Korean Notice 5/73/02

(HH. 557/450/04)

[12/02]

NP 63 Persian Gulf Pilot (1982 Edition) — Supplement 8–2001

Abū Dhabi (Abū Ḥabī) – Jazīrat Dās — Pilotage

156

R 21–29 Including existing Supplement amendment *For* The pilot will normally board about 2½ miles ESE of No 2 berth.

Read The pilot will normally board in position 25°09′.0N, 52°56′.3E, about 2 miles E of the SPM.

Abu Dhabi National Oil Company

(HH. 488/490/03)

[12/02]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume C, 2001/02. Weekly Edition No. 12, Dated 21st March, 2002.

Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

0055	-- N Mole. Head	57 19·4 11 07·6	Fl G 3s	...	...	...	<i>fl 0·75</i>
	*	*		*	*	*	*
0095	- Jetty. Head	57 02·5 10 06·2	Fl W 5s	3	2	Black pole	
		*					*
0098	Bredhage. Ldg Lts 303°. Front	57 03·8 10 02·2	Iso W 2s	13	8	Red △, white stripe, on red framework tower	Vis 297°-309°(12°). Shown 24 hours
	*						*
0110	- W Ldg Lts 023·8°. Front	57 05·2 9 59·1	Iso W 2s	13	8	Red △, white stripe, on red framework tower	Vis 003·8°-043·8°(40°). Shown 24 hours
		*			*		
0110·1	- Rear. 414m from front	57 05·4 9 59·3	Iso W 4s	18	8	Red ▽, white stripe, on red framework tower	Vis 003·8°-043·8°(40°). Shown 24 hours
		*			*		
0239·6	-- Lejre Vig. Lts in line 316·7°. Front	55 40·9 11 56·7	F Y	4	4	Yellow ◇ on beacon 3	Vis 298°-334°(36°). Marks water pipeline
	*			*	*		*
0239·61	---- Rear. 32m from front	55 40·8 11 56·7	F Y	6	4	Yellow ◇ on beacon 3	Vis 298°-334°(36°)
		*		*	*		*
0241	-- S limit. Lts in line 074·5°. Søndre Straundhuse. Front	55 50·6 11 57·8	F G	12	3	Black △, yellow stripes, on beacon 9	Occas. Al WR 4s on mast close by
	*	*					
2905·6	<i>Remove from List</i>						
4020·1	--- E side of Kupecheskaya Gavan'. Rear. 760m from front	59 59·0 29 45·9	Q R	31	6	Red framework tower, black stripe 29	Vis on leading line only
							*
6687	-- Agneudde	59 31·1 16 58·0	Iso WRG 4s	6	W 8 R 5 G 4	White tower, red band 7	G shore-010°, W010°-014°(4°), R014°-064°(50°), W064°-172°(108°), G172°-263·5°(91·5°), W263·5°-shore. Floodlit
		*			*		*
6687·6	- Hästskär	59 28·9 16 53·0	Fl WRG 3s	3	W 6 R 4 G 3	White tower, red band	G091°-121°(30°), W121°-127°(6°), R127°-154°(27°), W154°-252°(98°), G252°-273·5°(21·5°), W273·5°-283·5°(10°), R283·5°-309·5°(26°)
		*				*	*

V

Volume C *continued.*

6904	Pampushammen. Ldg Lts 295°. Front	58 37·5 F R 16 14·5	15	... Red △ on red post	Marks centre of channel. TE 2002
					*
6904·1	-- Rear. 80m from front	58 37·5 F R 16 14·5	17	... Red ▽ on red post	TE 2002
					*
6904·3	- Lts in line 295°. Front	58 37·5 F G 16 14·6	2	... Green △ on green post	Marks N side of channel. TE 2002
					*
6904·31	-- Rear. 60m from front	58 37·5 F G 16 14·6	3	... Green ▽ on green post	TE 2002
					*

Volume D, 2001/02. Weekly Edition No. 12, Dated 21st March, 2002. Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

1637	- Lts in line 202°30'. Puerto Chico. N side. Front	43 33·8 Fl W 2s 6 04·7	7	3 Grey metal post 7	<i>fl</i> 0·5. Not visible when NW of D1634·2. F W (T) 2002
					*
1637·1	-- Rear. 200m from front	43 33·7 Oc W 2s 6 04·7	10	3 Grey metal post 9	<i>ec</i> 0·5. Not visible when W of D1634·2. F W (T) 2002
					*
1792·4	-- Inner Jetty. Head	42 43·7 Fl R 5s 9 00·1	...	3 Red truncated tower	<i>fl</i> 0·5. TE 2002
					*
2209	-- Molhe Leste. Head	36 57·7 Fl G 4s 7 52·1	9	6 Round concrete column	<i>fl</i> 1. TE 2002
					*
2827·96	--- Elbow	28 21·3 Q(3)W 5s 16 22·0	7	3 Black post, yellow band 2	(<i>fl</i> 0·4, <i>ec</i> 0·4) x 2, <i>fl</i> 0·4, <i>ec</i> 3. Destroyed (T) 2002
					*
2828·1	-- Talud. Interior Jetty. Head	28 17·6 Q G 16 22·3	4	2 Green post 3	
*	*	*	*	*	*
2829·1	- Central Térmica de Granadilla. Ldg Lts 282·2°. Front	28 05·2 Q W 16 29·4	29	1 Red △, on white post, red bands 5	
*	*	*	*	*	*
2829·15	--- Rear. 55m from front	28 05·2 Oc W 4s 16 29·4	34	1 Red ▽, on white post, red bands 5	<i>ec</i> 1. Destroyed (T) 2002
*	*	*	*	*	*

V

Volume D *continued.*

2829-35	-- Ldg Lts 255-5°. Front	28 04-9 16 29-3	Fl W 2s	7	3	Red △, on white post, red bands	<i>fl 0-5. TE 2002</i>
						5	
*	*	*	*	*	*	*	*
2829-36	--- Rear. 220m from front	28 04-9 16 29-3	Iso W 4s	9	3	Red ▽, on white post, red bands	TE 2002
						5	
*	*	*	*	*	*	*	*
2892	- Cais do Tarrafal. Head	15 16-5 23 45-9	F R	5	1	Grey truncated pyramidal tower	TE 2002
						3	
							*
2909	- Porto da Furna. Pier. Head	14 53-0 24 41-0	F R	...	1	White column, grey lantern	TE 2002
						3	
							*
2955	- Cruzina de Garça	17 10-1 25 10-4	F1(2)WR 6s		5	Metal tower	PA
						5	
		*					
2955.1	- Tarrafal de Monte Trigo	16 57-2 25 19-0	F1(5)WR 20s		5	Metal tower	PA
						5	
		*					

Volume E, 2001/02. Weekly Edition No. 12, Dated 21st March, 2002. Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

0475-45	--- E	42 07-1 3 08-9	Fl(4)G 9s	6	1	Green post	<i>(fl 0-5, ec 1) x 3, fl 0-5, ec 4</i>
						3	
							*
5314	Mys Sarych	44 23-3 33 44-5	Iso W 6s	38	17	White round metal tower	Vis 276°-120°(204°)
						11	
		... Horn					
			*				
6022-2	- South AS Lt F	29 29-1 32 35-9	LFl W 10s	14	12	Red ○ on red and white striped float	<i>fl 2. Racon. TE 2002</i>
							*

Volume F, 2001/02. Weekly Edition No. 12, Dated 21st March, 2002. Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

0374	- Kalvan	22 35-4 70 02-8	Fl W 8s	9	8	White masonry column, black bands	<i>fl 1-5. Destroyed (T) 2002</i>
						8	
							*
0917	Tirukkadaiyur Port. Approaches. SPM	11 04-4 79 52-9	Fl(3)W 9s				
*	*	*	*	*	*	*	*

V

Volume F *continued.*

1223-4	- Katchall West Bay	7 55-6 93 19-5	Fl(3)W 15s	17	10	White concrete tower, black bands	(fl 0-5, ec 1) x 2, fl 0-5, ec 11-5
					11		
							*
1224-1	- Kobra Island	7 17-3 93 50-3	Fl(3)W 20s	12	20	White framework tower with black bands	On trial 2002
					12		
	*				*		*
3319-85	ANPU GANG - Longtousha	21 27-8 109 48-6	Fl W 4s	58	8		fl 0-5. Fishing
	*	*	*	*	24	*	*
3319-9	- Longtou Shi	21 28-0 109 47-7	Fl(2)W 5s	5	2	Black ♂ on black beacon, red band	fl 0-5, ec 1, fl 0-5, ec 3
	*	*	*	*	6	*	*
3602	Dongshanshuwei	23 43-5 117 33-6	Fl(2)W 6s	4	...	...	Fishing
	*	*	*	*	*	*	*
3607-5	Dong Jiao	24 18-3 118 08-6	Fl(2)R 6s	13	3	...	fl 0-5, ec 1, fl 0-5, ec 4
	*	*	*	*	*	*	*
3608	Wu Yu	24 19-3 118 08-7	Fl W 4s	57	7		
	*	*	*	*	*	*	*
3648-14	Xiaguan Men	27 09-7 120 28-3	Fl(4)W 12s	9	6		(fl 0-3, ec 1) x 3, fl 0-3, ec 7-8
	*	*	*	*	7	*	*
4020	- Dagang. E Entrance. S Head	38 56-1 121 40-0	Iso R 12s	11	6	Round stone tower	
			*		13		
4066	Dayao Wan. S Breakwater	39 00-1 121 54-0	F R	26	12	Round concrete pile, red and white stripes	
			*		22		
5027-6	Remove from List						
5118-5	-	32 10-1 129 57-7	Fl(2)W 5s	6	5	Black ♂ on black beacon, red band	
	*	*	*	*	*	*	*
6293	- W Breakwater. Head	34 40-0 138 57-5	Fl G 3s	9	5	White round concrete tower	F W, F R and F G lights are shown in Shimida Kō
			*		9	*	
6302-4	Kahatano Kō. Breakwater. Head	34 52-1 139 06-2	Fl G 3s	10	2	White tower	
					9	*	

V

Volume F *continued.*

9538	- SAINT JOSEPH OILFIELD. SJV-A	6 38:3 116 08:7	Mo(U)W 15s	...	...	...	Oil installations, some marked by lights, exist in this field. Platforms SJJT-A and SJJT-H TE 2002
							*
9538-2	- SOUTH FURIOUS OILFIELD. SFV-A	6 46:9 116 13:6	Mo(U)W 15s	...	...	Ventstack	Oil installations, some marked by lights, exist in this field. Platform SFJT-B TE 2002
							*
9541-5	- WP 11	8 01:5 102 28:8	Lit	...	...	Platform	Racon. Other installations, some marked by lights, exist in this field
*	*	*	*	*	*	*	*

Volume G, 2001/02. Weekly Edition No. 12, Dated 21st March, 2002.

Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

3132	- Punta Soldado	3 48:5 77 10:8	Fl W 10s	48	20	Orange framework tower 37	<i>fl 1</i>	
								*
3507-5	<i>Remove from List</i>							
3508	<i>Remove from List</i>							
3508-8	<i>Remove from List</i>							
3508-81	<i>Remove from List</i>							
3715-43	-- No 13	32 38:0 117 06:7	Fl G 2:5s	...	...	Green □ on pile	Private	
*	*	*	*	*	*	*		*
3715-431	-- No 14	32 38:0 117 06:8	Fl R 2:5s	...	...	Red △ on pile	Private	
*	*	*	*	*	*	*		*
3715-47	-- No 17	32 37:7 117 06:6	Fl G 4s	...	...	Green □ on pile	Private	
*	*	*	*	*	*	*		*
3715-48	-- No 18	32 37:7 117 06:6	Fl R 4s	...	...	Red △ on pile	Private	
*	*	*	*	*	*	*		*
4628	Driscoll. Ldg Lts 284°. Front	46 09:1 123 23:7	Fl R 2:5s	7	...	Red □, black stripe, on dolphin	Intens on rangeline	
			*					
4652-2	- No 3	46 10:7 123 06:1	Fl G 4s	4	4	Green □ on dolphin		
		*						

V

Volume H, 2001/02. Weekly Edition No. 12, Dated 21st March, 2002.

Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

2160-5	- North	47 55-8 69 31-3	Fl Y 6s	8	6	Square framework tower 5	<i>fl 1</i>	
								*

Volume J, 2001/02. Weekly Edition No. 12, Dated 21st March, 2002.

Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

2008.6 *Remove from List*

2910	- Entrance Ldg Lts 259°6'. Front	27 28-2 80 18-2	Q G	5	...	Red □, white stripe, on framework tower on piles	Vis 2° each side of leading line	
								*
2910-1	-- Rear. 0-73M from front	27 28-0 80 18-9	Fl G 6s	15	...	Red □, white stripe, on framework tower on piles	Vis 2° each side of leading line	
								*
4098-5	<i>Remove from List</i>							
4142-45	- Lower Red Light Bend. Inbound Ldg Lts 276°48'. Front	29 42-1 95 01-0	Q G	6	5	Red □, white stripe, on piles	Vis 2° each side of rangeline	
	*	*		*	*			*
4142-46	--- Rear	29 42-1 95 01-1	Iso G 6s	9	...	Red □, white stripe, on framework tower on piles	Vis 2° each side of rangeline	
	*	*		*				*
4142-5	-- Outbound Ldg Lts 096°48'. Front	29 42-0 94 59-8	Q R	6	6	Red □, white stripe, on framework tower on piles	Vis 2° each side of rangeline	
	*	*		*	*			*
4142-51	--- Rear	29 42-0 94 59-7	Iso R 6s	9	5	Red □, white stripe, on framework tower on piles	Vis 2° each side of rangeline	
	*	*		*	*			*
4594-6	--- No 2 Jetty. NW end	26 30-5 78 46-7	Q W	...	...	Dolphin	Reported extinguished (T) 2002	
								*
4732	- GEORGETOWN HARBOUR. Simon Point	23 32-1 75 48-1	F W	12	5	Mast 5	Reported removed 2001	
								*

Volume K, 2002/03. Weekly Edition No. 12, Dated 21st March, 2002.

Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

1263	- Ldg Lts 064°29'. Front	8 11-4 110 47-8	Iso W 4s	23	12	White △ on white beacon		
								*
4068	Waikanae	40 51-9 175 01-1	Iso G 6s	6	5	...	Vis 060°-216°(156°)	
								*

V

Volume K *continued.*

4087	Gas production platform. Maui A	39 33·3 173 26·9	Mo(U)W 15s	27	10	...	(fl 0·4, ec 0·5) x 2, fl 1·2, ec 12
--		...	Horn Mo(U) 30s	...	...	...	(bl 0·7, si 1) x 2, bl 2·5, si 24·1
--	Pipeline marker light	...	Oc(2)R 6s	49	11	On NE side	ec 1, fl 1, ec 1, fl 3. Vis 226·5°-256·5°(30°)
---		...	Oc R 10s	21	5	On SW side	ec 4. Vis 038°-060°(22°)
		*					*
4973·01	- Passe Paipai. Pointe Tepari. Ldg Lts 009°. Front	16 38·8 151 32·0	Iso R 4s	13	6	Red and white $\square$ on pylon 8	
			*				
4973·2	-	16 39·8 151 32·0	Fl(4)G 10s	6	5	Green $\triangle$ on green beacon 7	
			*				
4973·4	-	16 39·8 151 32·3	Fl(4)R 10s	6	5	Red $\square$ on red beacon 6	
			*				

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 12 dated 21 March 2002

VOLUME 1, 2001/02—PART 1

Published Wk 31/01

(Last Amendments: Weekly Edition No. 9 dated 28 February 2002)

Page 210, **SOUTH AFRICA, Cape Town (ZSC)**, delete FAX and replace by:

FAX: +27 (0) 21 551 3760

Cape Town Radio (HH080/013/08 – E24) 12/02

Page 148, (Sumatera) **INDONESIA** section,

86040 Tanjung Jamboaye Platform, delete position and replace by:

5°44'·48N 97°50'·23E

Indonesian Notice 390/50/01 (HH 524/180/14 – E47) 12/02

Page 173, (Atlantic Coast) **UNITED STATES** section,

97230 Southwest Ledge Lt Buoy 2, delete position and replace by:

41°06'·38N 71°40'·23W

US Notice 9/13215/02 (HH 614/470/03 – E25) 12/02

VOLUME 2, 2002/03

Published Wk 6/02

(Last Amendments: Weekly Edition No. 11 dated 14 March 2002)

RADAR BEACONS

Page 130, **CHINA** section,

81040 Jinmu Jiǎo, delete morse ident **O** and replace by: **Y**

Chinese Chart 16170 12/02

LEGAL TIME

Page 188, **Mexico**, delete entry and replace by:

Mexico

(i) All states except (ii),(iii) and (iv)	+06	+05	First Sun in April	Last Sun in Oct
(ii) Baja California Sur, Nayarit, Sinaloa, Chihuahua	+07	+06	First Sun in April	Last Sun in Oct
(iii) Baja California Norte	+08	+07	First Sun in April	Last Sun in Oct
(iv) Sonora	+07	*		

OAG Worldwide (HH080/030/08 – E86) 12/02

Page 189, **Paraguay, Daylight Saving Time**, delete **Begins** date and replace by:

First Sun in Sep

Delete **Ends** date and replace by:

First Sun in April.

OAG Worldwide (HH080/030/08 – E85) 12/02

VOLUME 6, 2001/02—PART 1

Published Wk 41/01

(Last Amendments: Weekly Edition No. 11 dated 14 March 2002)

Page 63, IRELAND, REPUBLIC OF, SHANNON ESTUARY

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

(b) Vessels greater than 20 000 GT: 52°33'·40N 09°43'·70W (see NOTE).

(c) Vessels greater than 5000 GT: 52°35'·40N 09°38'·00W.

(d) Vessels less than 5000 GT: 52°36'·34N 09°28'·71W.

NOTE: When weather conditions prevent safe embarkation at this position, Masters have the option of waiting outside until weather conditions improve, or to be guided in by radar, Pilot, and VHF to the inner boarding position quoted in (c).

A.Coghlan, Harbour Master, Shannon Foynes Port Company (HH292/460/03 – E18) 12/02

Page 151, UNITED KINGDOM, IPSWICH

Delete entry

UKHO (HH080/001/23 – E26) 12/02

Page 174, UNITED KINGDOM, MANCHESTER, (PORT OF), and MANCHESTER SHIP CANAL,

Delete heading **Pilots** and replace by **Pilots and Port**

Delete LOCATION, TELEPHONE and TELEGRAPH and replace by:

LOCATION: Administration Building, QEII Dock, Eastham

TELEPHONE: +44(0)151 327 1244

FAX: +44(0)151 327 6278

12/02

Vessel Traffic Service, delete FREQUENCY and replace by:

FREQUENCY: Ch 14 (In Canal)

Ch 07 (In River Mersey, Eastham Approaches)

TELEPHONE: +44(0)151 327 1242 & 1243

12/02

PROCEDURE, delete sections (1), (2), (3), (4) and (5) and replace by:

(1) For details of **Merchant Shipping (Reporting Requirements for Vessels Carrying Dangerous or Polluting Goods) Regulations 1995** see GENERAL NOTES. The reports should be sent to the Duty Harbour Master, Eastham.

(2) Vessels approaching from the River Mersey should contact the Duty Harbour Master at Eastham Locks for arrangements for canal transit and docking instructions.

(3) To assist in co-ordinating movements, vessels are requested to contact the Duty Harbour Master before moving within the harbour.

(4) Within the canal, vessel movements are regulated by VTS Eastham (from Eastham Locks to Old Quay Swingbridge) and Latchford Locks (from Old Quay Swingbridge to Pomona Docks). Vessels should establish contact before moving in the canal (traffic instructions should be obtained before leaving a berth) and immediately any defect occurs which might affect the safety of navigation.

12/02

Tugs, delete TELEPHONE and NOTE

12/02

Delete section STATIONS IN THE PORT OF MANCHESTER AND MANCHESTER SHIP CANAL, and replace by:

STATIONS IN THE PORT OF MANCHESTER AND MANCHESTER SHIP CANAL:

Barton Locks 53°28'N 2°23'W

CALL: Barton Locks

FREQUENCY: Ch 18: Emergency use only

HOURS: On demand

Eastham Locks 53°19'N 2°57'W

CALL: Eastham Locks

LOCATION: Manchester Ship Canal Eastham Locks Office

TELEPHONE: Shipping Control: +44(0)151 327 1242 & 1243
Duty Harbour Master: +44(0)151 327 1244

FAX: +44(0)151 327 6278

FREQUENCY: Eastham Locks (Docking Instructions): Ch 07
Eastham (Port Operations): Ch 14

HOURS: Ch 14: H24

Irlam Locks 53°27'N 2°24'W

CALL: Irlam Locks

FREQUENCY: Ch 18: Emergency use only

HOURS: On demand

Latchford Locks 53°23'N 2°33'W

CALL: Latchford Locks

TELEPHONE: +44(0)1925 635249

FREQUENCY: Ch 14 20

HOURS: Ch 14: H24

NOTE: Controls vessel movements through Latchford, Irlam, Barton & Mode Wheel Locks.

Mode Wheel Locks 53°28'N 2°18'W

CALL: Mode Wheel Locks

FREQUENCY: Ch 18: Emergency use only

HOURS: On demand

Weaver Navigation 53°20'N 2°44'W

LOCATION: Weston Point Dock

TELEPHONE: River Manager: (Office Hours): +44(0)1606 872819 & 723800
Duty Officer: (H24): +44(0)800 4799947

FREQUENCY: Ch 74

HOURS: Office Hours

PROCEDURE: Vessels intending to enter or leave the Weaver Navigation should establish contact 24h in advance and when approaching the locks.

NOTE: There are additional stations at Weston Marsh Lock and Dutton Lock. All stations are operated by British Waterways Board.

Capt Garside, Assistant Harbour Master (HH080/001/23 – E30) 12/02

Page 233, UNITED KINGDOM, WORKINGTON

Pilots and Port, delete TELEPHONE and FAX and replace by:

TELEPHONE: Dock Office and Hr Mr: +44(0)1900 602301

Pilots: (Office Hours): +44(0)1900 602301

Pilots: (AOH): +44(0)7967 469934

FAX: Pilots, Dock Office & Hr Mr: +44(0)1900 604696

Capt Bryant, Port of Workington (HH080/001/23 – E29) 12/02

Continued on next column

Continued on next page

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

CALL: Larne Port Control

TELEPHONE: Port: +44(0)28 2887 2100

Hr Mr: +44(0)28 2887 2185

FAX: Port: +44(0)28 2887 2209

FREQUENCY: Port Control Centre: Ch 14, 16

HOURS: Ch 14 16: H24

PROCEDURE:

(1) Pilotage is not compulsory but is available on request through the agent and/or the Larne Port Control Centre.

(2) Vessels, other than Ro-Ro vessels, must advise Larne Port Control on VHF Ch 14 3h before arrival stating:

- Vessel's name
- ETA
- Maximum draught
- Equipment defects
- Hazardous cargo on board
- Last port & any other relevant information

(3) Vessels, other than Ro-Ro vessels, must advise Larne Port Control on VHF Ch 14 30 mins prior to departure stating:

- Vessel's name
- Time of departure
- Maximum draught
- Whether pilot is required
- Equipment defects
- Hazardous cargo on board
- Next port & any other relevant information

(4) Scheduled Inward-bound Ro-Ro vessels must advise Larne Port Control on VHF Ch 14 approximately 20 mins prior to passing the Fairway Lt buoy No 1 (54°51'6N 5°47'6W) the information (a) to (f) contained in section (2) above.

(5) Scheduled Outward-bound Ro-Ro vessels must advise Larne Port Control on VHF Ch 14 immediately before leaving the berth.

(6) Pilot boards off the Fairway Lt buoy No 1.

NOTES:

(1) The Larne Port Control Centre provides details on arrival, berthing, anchoring, departures and movements of vessels. Meteorological information (wind direction and strength, visibility etc), tidal information and pilotage details are also available.

(2) Pilotage is not compulsory for Ballylumford Power Station but the operators instruct tankers to take pilots (see BELFAST for details).

RADAR SURVEILLANCE: The Port of Larne and the approaches to Larne Lough are under radar surveillance from the Larne Port Control Centre.

INCIDENT REPORTS:

Vessels should report to Larne Port Control Centre on VHF Ch 14 the occurrence of all incidents, and in particular any of the following:

- Collision, stranding, breaking adrift or other accident.
- Machinery or steering breakdown.
- Damage to Aids to Navigation, quay, berth or any other installation.
- Oil pollution – whether from own or other vessel or installation.
- Sightings of large floating debris that may be a danger to vessels including High Speed Craft.

Harbour Master, Port of Larne (HH288/450/05 – E5) 12/02

Published Wk 41/01

(Last Amendments: Weekly Edition No. 11 dated 14 March 2002)

Pilots and Terminal, delete section and replace by:**Pilots and Terminal**

CALL: Ima Terminal

LOCATION: Storage Tanker Ailsa Craig (4°12'N 7°24'E)

TELEPHONE: Operator: +234(0)84 237 193 & +234(0)1 262 1522

Terminal: +234(0)87 770 875

FAX: Operator: +234(0)84 237 492 & +234(0)1 262 1526

Terminal: +234(0)87 770 875

FREQUENCY: Ch 16; 72

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory and is available HJ for berthing and H24 for unberthing.

(2) Vessels should send ETA 72h, 48h and 24h in advance to the Terminal Operator and establish contact with the Terminal on Ch 72 before arrival.

(3) Pilot boards in the Anchorage Area, radius 1.5 n miles centred on position 4°09'5N 7°24'0E (3 n miles S of the terminal).

NOTE: Terminal is operated by Amni International Petroleum Development Co. Ltd.

Gordon Mearns, General Manager, Amni International (HH080/012/03 – E32) 12/02

Published Wk 41/01

(Last Amendments: Weekly Edition No. 11 dated 14 March 2002)

Pilots, PROCEDURE, delete section (1) and replace by:

(1) Pilotage is compulsory for all vessels moving in the port except for the following:

- Certain Australian Defence Force vessels.
- Australian Registered Commercial fishing vessels less than 35m LOA.
- Vessels less than 150 GT.
- Vessels under the command of an exempt Master.

Port Hedland Harbour Master (HH080/021/12 – E19) 12/02

After **Pilots and Port** section, insert new section as follows:**Vessel Traffic Service**

AREA:

(1) The VTS service area is an area of radius 20 n miles centred on position 22°35'N 120°17'E.

(2) The administration traffic area divides the First Entrance (North sector) and the Second Entrance (South sector) by the Chung-Chow sewage sea pipeline (to seaward) and the Chien-Cheng River (inside the port).

CALL: Kao-hsiung Port Control

LOCATION: 22°33'61N 120°17'95E

FREQUENCY: VTS area: Ch 11

North sector: Ch 14

Continued on next page

VI

South sector: Ch 12

PROCEDURE:

- (1) The reporting system is mandatory for the following vessels:
 - (a) Vessels of 500 GT or more propelled by machinery.
 - (b) Vessels of 50m LOA or more propelled by machinery.
 - (c) Towing or pushing vessels in connection with other vessels resulting in a GT of 500 GT or more, 50m LOA or more or 50m tow or more.
 - (d) Any passenger vessel fitted with VHF.
 - (e) Any vessel less than 50m LOA or 500 GT fitted with VHF radio, navigating within the fairway or separation zone, in cases of emergency.
- (2) Vessels are required to provide Kao-hsiung Port Control with the following information on their initial call:
 - (a) Vessel's name, Call Sign or IMO identification number
 - (b) Vessel's position and time when passing reporting points
 - (c) Vessel's course
 - (d) Vessel's speed
 - (e) Vessel's destination
 - (f) Description of dangerous cargo onboard, if any
 - (g) Type of vessel

NOTE:

- (i) The Pilot may take over reporting duty soon after boarding the vessel.
- (ii) Follow-up reporting messages must contain the vessel's name, position and time when passing the reporting points.

REPORTING POINTS

Vessels must report to Kao-hsiung Port Control as follows:

- (a) Before approaching within 20 n miles of the Port.
- (b) When 12 n miles off the Port.
- (c) Passing the north termination of the separation zone in position 22°36'85N 120°10'48E, buoy F2 (22°38'30N 120°11'88E).
- (d) Passing the south termination of the separation zone in position 22°34'30N 120°12'70E, buoy S3 (22°33'08N 120°13'20E).
- (e) Pilot onboard or vessel navigating 2 n miles off the First entrance breakwater without a pilot onboard.
- (f) Pilot onboard or vessel navigating 3 n miles off the Second entrance breakwater without a pilot onboard.
- (g) Before and after vessel anchors.
- (h) Soon after weighing or dropping the anchor.
- (i) On passing the Chien-Cheng River.
- (j) After berthing or unberthing at a wharf or a dock (including buoy).
- (k) When out-bound vessel enters the First entrance two way traffic lane or when dropping the out-bound pilot.
- (l) When out-bound vessel enters the Second entrance two way traffic lane or dropping the out-bound pilot.
- (m) In cases of emergency.

INFORMATION BROADCASTS:

Vessels must keep VHF radio watch at all times in order to receive navigational and safety information broadcasts by Kao-hsiung Port Control.

Kao-hsiung Harbour Bureau (HH549/404/03 – E18) 12/02

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