



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 13

28 March 2002

CONTENTS

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

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

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

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

I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

I

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.

I

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49–RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

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

Annual Summary of Admiralty Notices to Mariners (NP247).

The Annual Summary is published in January each year and referenced as NP247–YY (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.

I

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

Help-Line

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

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

Fax: +44 (0) 1823 331945

E-mail: generalenquiries@ukho.gov.uk



ADMIRALTY NOTICES TO MARINERS

This digital form of Admiralty Notices to Mariners is published by the UK Hydrographic Office (UKHO) and is accepted by the UK Maritime & Coastguard Agency (MCA) for the purposes of complying with the carriage requirement for Notices to Mariners under Regulation 20 of the Safety of Life at Sea (SOLAS) Convention and the Merchant Shipping (Carriage of Nautical Publications) Regulations 1998.

Whilst the UKHO guarantees the accuracy and reliability of the Notices to Mariners information at the moment of first publication, the UKHO does not accept any responsibility whatsoever for the accuracy and /or reliability of the information as displayed or printed on the user's equipment.

© British Crown Copyright. All rights reserved.

Admiralty Notices to Mariners may not be sold, either in whole or part, reproduced, stored in a retrieval system or transmitted in any form by any means, electronic, mechanical, photocopying, recording or otherwise without prior permission of the Crown. Prior Permission to reproduce Admiralty Notices to Mariners should be sought from the Copyright Manager at the United Kingdom Hydrographic Office, Admiralty Way, Taunton, TA1 2DN, United Kingdom.

I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

I

EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

GEOGRAPHICAL INDEX

(1)	Admiralty Publications and Miscellaneous	2.1 – 2.8
(2)	British Isles	2.8 – 2.10
(3)	North Russia, Norway, The Faeroe Islands and Iceland	2.11 – 2.12
(4)	Baltic Sea	2.12 – 2.13
(5)	North Sea and North and West Coasts of Denmark, Germany, Netherlands and Belgium	2.13 – 2.15
(6)	France and Spain, North and West Coasts, and Portugal	2.15 – 2.16
(7)	North Atlantic Ocean	
(8)	Mediterranean and Black Seas	2.16 – 2.17
(9)	Africa, West Coast and South Atlantic	
(10)	Africa, South and East Coasts, and Madagascar	
(11)	Red Sea, Arabia, Iraq and Iran	2.17
(12)	Indian Ocean, Pakistan, India, Sri Lanka, Bangladesh and Burma	2.17
(13)	Malacca Strait, Singapore Strait and Sumatra	2.17
(14)	China Sea with its West Shore and China	2.18 – 2.19
(15)	Japan	2.19
(16)	Korea and the Pacific Coasts of Russia	2.19
(17)	Philippine Islands, Borneo and Indonesia except Sumatra	2.19
(18)	Australia and Papua New Guinea	2.19 – 2.21
(19)	New Zealand	
(20)	Pacific Ocean	2.21
(21)	Aleutian Islands, Alaska and West Coast of North America including Mexico	2.21
(22)	West Coasts of Central and South America	
(23)	Antarctica	
(24)	East Coast of South America and the Falkland Islands	2.21
(25)	Caribbean Sea, West Indies and the Gulf of Mexico	2.22
(26)	East Coast of North America and Greenland	2.22
(27)	T & P Notices	2.23 – 2.26

I

INDEX OF NOTICES AND CHART FOLIOS

Notice No.	Page	Admiralty Chart Folio	Notice No.	Page	Admiralty Chart Folio
PL	2.1	1, 11, 52, 53, 57, 79, 90	1381	2.17	28
1331*	2.8	1	1382	2.17	30
1332	2.11	12	1383	2.17	24, 30
1333	2.11	10	1384*	2.17	32
1334	2.15	17	1385	2.17	36
1335	2.16	25	1386	2.17	45
1336	2.16	27	1387	2.17	47
1337	2.19	63	1388	2.18	47
1338*	2.21	96	1389	2.18	47
1339*	2.8	7, 8	1390	2.18	47
1340*	2.9	7	1391	2.18	49
1341*	2.9	7	1392	2.18	50
1342*	2.9	7	1393	2.18	50
1343*	2.9	7	1394	2.18	50
1344*	2.10	6	1395	2.19	52
1345*	2.10	3	1396	2.19	52
1346*	2.10	3	1397	2.19	52
1347*	2.10	2	1398	2.19	53
1348*	2.10	2	1399	2.19	52
1349*	2.10	1	1400	2.19	47, 48
1350*	2.11	14, 15	1401	2.20	63, 64, 65, 67
1351	2.11	14	1402	2.20	66
1352	2.11	13	1403	2.20	66
1353	2.11	13	1404	2.20	66
1354	2.11	12	1405	2.20	63
1355	2.12	7	1406	2.20	64
1356	2.12	13, 15	1407	2.21	65
1357	2.12	10	1408*	2.21	74
1358	2.12	11	1409	2.21	90
1359	2.12	11	1410	2.21	95
1360	2.12	10	1411	2.21	95
1361	2.12	10	1412	2.22	88
1362	2.13	10	1413	2.22	88
1363*	2.13	6, 13	1414	2.22	83
1364	2.13	9	1415	2.22	83
1365	2.13	7	1416	2.22	83
1366	2.13	7, 9	1417	2.22	81
1367	2.13	7	1418	2.22	81
1368	2.13	7, 9	1419	2.22	81
1369*	2.14	7	1420(T)/02	2.23	—
1370	2.14	7, 9	1421(T)/02	2.23	18
1371	2.14	9	1422(T)/02	2.23	20
1372	2.14	9	1423(P)/02	2.23	42, 43
1373	2.15	7, 9	1424(P)/02	2.24	43
1374	2.15	18	1425(P)/02	2.24	45
1375	2.15	18	1426(P)/02	2.25	52
1376	2.15	18	1427(T)/02	2.25	65
1377	2.16	18	1428(T)/02	2.25	65
1378	2.16	18	1429(T)/02	2.25	65
1379	2.16	25	1430(P)/02	2.26	83
1380	2.16	25	1431	2.8	50, 52, 53, 57

INDEX OF CHARTS AFFECTED

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

Admiralty Chart No.	Notices	Admiralty Chart No.	Notices
2	1356	1602	1394
20	PL	1603	1394
34	1349	1606	1339
48	PL	1607	1339
83	1378	1610	1339
90	1378	1721	1392
106	1341	1731	1376
110	1368, 1370	1763	1392
111	1343	1857	1422T
117	1356	1872	1372, 1373
122	1366, 1368	1873	1373
127	PL	1874	1372, 1373
132	1371	1889	1344
134	1340	1951	1346
152	1340	1975	1339
156	1343	2024	1431
160	1343	2052	1339
183	1383	2063	1423P
202	PL	2069	1423P
223	1344	2070	1381
239	1424	2090	1384
242	1382	2098	1384
245	1356	2105	PL
275	1355	2150	1361
295	1363	2182A	1341, 1342, 1365, 1369
299	1363	2182B	1342
315	PL	2182D	1356
319	PL	2195	1412
346	1391	2224	1359
359	PL	2228	1350
396	1413	2239	1360
528	1411	2303	1358
574	1423P	2339	1351
654	PL	2367	1350
770	1387	2369	1361
827	1423P	2373	1384
828	1423P	2403	1386
835	PL	2405	1336
853	1332	2414	1387
857	1357	2416	PL
869	1332	2434	1413
876	1395	2449	1339, 1373
883	1349	2488	1419
896	1431	2499	1345
903	1333	2544	1338
911	1333	2548	1376
953	1398	2565	1349
954	1398	2566	1340
969	1410	2567	1340
990	PL	2569	1425P
1065	1431	2585	1425P
1077	1344	2586	1425P
1100	PL	2611	PL
1111	1374	2632	1382, 1383
1124	1393, 1394	2660B	1400
1148	1349	2677	1362
1166	1348	2757	1385
1171	1334	2793	1331
1176	1347	2816	1361
1183	1339	2818	1417
1192	1342, 1343	2831	1380
1199	1394	2834	1379
1249	1396, 1426P	2995	1408
1255	1396	3025	1353
1271	PL	3034	1335
1277	1413	3035	1335
1336	1400	3123	1409
1406	1366, 1369	3124	1409
1408	1341, 1365, 1366, 1367	3186	1414
1504	1341	3229	PL
1516	1418		

INDEX OF CHARTS AFFECTED

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

Admiralty Chart No.	Notices	International Chart No.	Notices
3236	1431	INT 1040	1356
3237	1431		
3270	1377	INT 1042	1342
3349	1390	INT 1043	1341, 1342, 1365, 1369
3365	1399, 1431	INT 1297	1362
3371	1366, 1368, 1369, 1370, 1373	INT 1333	1333
3378	1397, 1426P	INT 1416	1366, 1368, 1369, 1370, 1373
3384	1430P	INT 1472	1366, 1368
3391	1431	INT 1473	1368, 1370
3443	PL	INT 1474	1372, 1373
3482	1387, 1400	INT 1475	1371
3490	1346	INT 1480	1373
3509	1364	INT 1506	1342, 1343
3539	1353	INT 1510	1341
3540	1352	INT 1511	1339
3541	1353	INT 1540	1344
3542	1388	INT 1552	1340
3543	1387	INT 1560	1339
3551	1431	INT 1561	1339
3633	1375	INT 1562	1339
3634	1375, 1421T	INT 1642	1346
3694	1396	INT 1643	1346
3702	PL	INT 1654	1347
3712	1354	INT 1660	1345
3831	1386	INT 1700	1349
3836	1400	INT 1726	PL
3841	1415	INT 5252	1399, 1431
3853	1416	INT 5355	1431
3955	1411	INT 5360	1431
3979	1411		
3985	1388		
3989	1389		
3991	1389		
4508	1387, 1400		
4726	1401		
4785	PL		
4786	PL		
SC 5603	PL		
Australian Chart No.	Notices		
Aus 81	1406		
Aus 140	1427T		
Aus 143	1407, 1428T		
Aus 151	1401		
Aus 154	1429T		
Aus 155	1428T		
Aus 158	1407		
Aus 174	1401		
Aus 200	1402		
Aus 207	1403		
Aus 316	1401		
Aus 319	1337		
Aus 341	1401		
Aus 366	1404		
Aus 385	1401		
Aus 417	1401		
Aus 426	1404		
Aus 741	1405		
Aus 786	1427T		
International Chart No.	Notices		
INT 160	1356		
INT 508	1387, 1400		
INT 550	1387, 1400		
INT 726	1401		

II

[13/02]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 28 March 2002

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
⊙48	United States - West Coast, Washington, Puget Sound, Alki Point to Point Defiance. Ⓐ Tacoma. Ⓑ Continuation of Plan Ⓐ. <i>Includes changes to channels, depths and lights in Blair and Hylebos Waterways, Tacoma.</i> <i>Note: On publication of this New Edition Former Notice 3548(P)/01 is cancelled.</i>	1:50,000 1:15,000 1:15,000	90	106	£16·30
127	Korea and Japan, Korea Strait. <i>This partial new edition is limited to include new submarine cables. The horizontal datum of this chart has been transferred to WGS84 (Former Notice 3871(P)/00 refers).</i> <i>Note: On publication of this New Edition Former Notice 1420(T)/01 is cancelled. This chart is to be deleted from the list of charts affected by Former Notice 4534(P)/00. This chart remains affected by Former Notice 3632(P)/01.</i>	1:300,000	53	78, 80, 82	£16·30
359	Japan, Western Approaches to Kyūshū. <i>This partial new edition is limited to include new submarine cables. The horizontal datum of this chart has been transferred to WGS84 (Former Notice 3871(P)/00 refers).</i> <i>Note: This chart is to be deleted from the list of charts affected by Former Notice 4534(P)/00. This chart remains affected by Former Notices 3632(P)/01 and 869(T)/02.</i>	1:300,000	53	80, 82	£16·30
654	Japan, Kyūshū - South Coast, Ports in Kagoshima Wan. Ⓐ Honkō and Shinkō. Ⓑ Kiire. Ⓒ Kagoshima. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	 1:12,500 1:20,000 1:27,500	53	80	£16·30
835	Japan, Kyūshū - South Coast, Ōsumi Kaikyō and Approaches. <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	53	80	£16·30

*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 28 March 2002 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
990	Japan, Nansei Shotō, Ports in Okinawa Shima. Ⓐ Naha Kō. Ⓑ Yonabaru Wan. <i>This partial new edition is limited to include changes to buoyage in the approach to Nippon Sekiyū Refinery on the plan of Yonabaru Wan. The horizontal datum of this chart has been transferred to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:15,000 1:25,000	53	78	£16·30
1100	Japan - Ogasawara Guntō, Chichishima Rettō. Futami Kō. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:75,000 1:15,000	57	78	£16·30
2105	Japan, Nansei Shotō, Yaeyama Rettō. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:111,000	53	76	£16·30
2416	Japan, Nansei Shotō, Okinawa Guntō. <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	53	78	£16·30
3229	Japan, Nansei Shotō, Amami-ō Shima. Naze. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:125,000 1:25,000	53	78	£16·30
⊙3443	Finland - South West Coast, Approaches to Hanko. Taalintehdas. <i>Includes amendments to restricted areas, new submarine cables and amendments to depths throughout.</i> <i>Note: On publication of this New Edition Former Notices 2565(P)/01, 2566(P)/01 and 4550(P)/01 are cancelled. This chart is to be deleted from the list of charts affected by Former Notices 1205(P)/01, 2567(P)/01 and 2568(P)/01.</i>	1:60,000 1:25,000	11	32	£16·30
3702	Japan, Nansei Shotō, Southern Part of Okinawa Shima. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS84 (Former Notice 3871(P)/00 refers).</i>	1:75,000	53	78	£16·30

*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>UK(RRP)*</i>	<i>Remarks</i>
NP 18	Baltic Pilot Volume I (Twelfth Edition 2001).	23/08/01	£37.00	This edition supersedes Baltic Pilot Volume I (Eleventh Edition 1998) which is thereby cancelled.
NP 42Bs	Supplement No 9 to Japan Pilot Vol III (Seventh Edition 1981).	20/12/01	£5.70	Supplement No 8, 1997 is thereby cancelled.
NP 74	Admiralty List of Lights and Fog Signals Volume A 2002/03, British Isles and North Coast of France from Dunkerque to the Entrance to Goulet de Brest including North Sea Oil Installations.	7/03/02	£21.00	Amended to Week 10/02 dated 7th March 2002. First amendment in Week 13/02. Volume A 2001/02 is thereby cancelled.
NP 291	Admiralty Maritime Communications. United Kingdom and the Baltic.	28/03/02	£17.95	A new comprehensive maritime communication guide for the yachtsman. Amendments to this publication along with new information, are issued in Section VI of the Weekly Editions of Admiralty Notices to Mariners. Similarly, with previous volumes in this series, amendments will be issued on a monthly basis commencing in May 2002.

*UK (RRP) means UK recommended retail price.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 25 APRIL 2002

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
4785	Canada, Québec/Quebec, Fleuve Saint-Laurent/St. Lawrence River, Sault-au-Cochon à/to Québec. 46°51'·70N. — 47°12'·00N., 70°13'·17W. — 70°56'·67W. Continuation A. 45°46'·20N. — 47°05'·40N., 70°51'·67W. — 71°15'·97W. <i>A replacement for Chart 315. The chart is now referred to North American Datum (1983). (This chart is a modified reproduction of Canadian Chart 1317, originally published by the Canadian Hydrographic Service).</i>	1:50,000 1:50,000	315
4786	Canada, Québec/Quebec, Fleuve Saint-Laurent/St. Lawrence River, Port de Québec. 46°44'·20N. — 46°53'·13N., 71°07'·67W. — 71°16'·47W. Continuation A. 46°43'·65N. — 46°46'·28N., 71°14'·97W. — 71°20'·57W. <i>A replacement for Chart 319. The chart is now referred to North American Datum (1983). (This chart is a modified reproduction of Canadian Chart 1316, originally published by the Canadian Hydrographic Service).</i>	1:15,000 1:15,000	319

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
1271	Korea - West Coast, Taesan, P'yŏngt'aek and Soraep'ogu. Ⓐ Taesan. Ⓑ P'yŏngt'aek. Ⓒ Soraep'ogu. <i>This partial new edition is limited to include changes to buoyage and fairway limits in P'yŏngt'aek.</i>	 1:25,000 1:30,000 1:50,000	1271
2611 INT 1726	International Chart Series, England - South Coast, Poole Harbour and Approaches. 50°39'·09N. — 50°43'·49N., 1°54'·38W. — 2°04'·79W. Ⓐ Continuation of Holes Bay. Ⓑ Continuation to Wareham. <i>Includes amendments to depths throughout Poole Harbour from the latest Poole Harbour Commissioners surveys and changes to buoyage, beacons and pontoons. The southern limit of this chart has been amended.</i>	1:12,500 1:12,500 1:12,500	2611 INT 1726

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 25 APRIL 2002

New Editions of Admiralty Charts (continued)

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
SC 5603	Falmouth to Padstow, including the Isles of Scilly.		SC 5603 1st Edition
5603.1	Falmouth to Padstow	1:250,000	
5603.2	Falmouth to Penzance	1:75,000	
	Plan A: Porthleven	1:5,000	
	Plan B: Mullion Cove	1:5,000	
5603.3	Penzance to Saint Ives	1:75,000	
	Plan A: Longships	1:30,000	
	Plan B: Runnel Stone	1:30,000	
5603.4	Pendeen to Penhale Point	1:75,000	
	Plan A: Saint Ives	1:25,000	
5603.5	Newquay to Padstow	1:75,000	
	Plan A: Newquay	1:12,500	
	Plan B: Padstow	1:25,000	
	Plan C: Port Isaac	1:25,000	
5603.6	Harbours and Anchorages between Lizard Point and Falmouth		
	Plan A: Helford River	1:12,500	
	Plan B: Continuation to Gweek	1:12,500	
	Plan C: Coverack	1:15,000	
	Plan D: Cadgwith	1:15,000	
	Plan E: Porthallow	1:15,000	
	Plan F: Porthoustock	1:15,000	
5603.7	Penzance Bay	1:12,500	
	Plan A: Mousehole	1:5,000	
	Plan B: Newlyn	1:5,000	
	Plan C: Penzance	1:5,000	
5603.8	Isles of Scilly - Southern Part	1:25,000	
5603.9	Isles of Scilly - Northern Part	1:25,000	
5603.10	Saint Mary's Pool to Saint Agnes	1:12,500	
5603.11	Saint Mary's Pool to Tresco	1:12,500	
5603.12	Saint Martin's and the Eastern Isles	1:12,500	

This is the second edition of this leisure folio covering Falmouth to Padstow and the Isles of Scilly. The scale of two of the plans covering Porthleven and Mullion Cove has been enlarged to improve clarity and all sheets have been fully updated for new editions and Notice to Mariners updates affecting the source charts. All sheets of this folio are referred to a WGS84 compatible datum.

II

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
48	United States - West Coast, Washington, Puget Sound, Alki Point to Point Defiance.	⊙48
127	Korea and Japan, Korea Strait.	127
359	Japan, Western Approaches to Kyūshū.	359
654	Japan, Kyūshū - South Coast, Ports in Kagoshima Wan.	654
835	Japan, Kyūshū - South Coast, Ōsumi Kaikyō and Approaches.	835
990	Japan, Nansei Shotō, Ports in Okinawa Shima.	990
1100	Japan - Ogasawara Guntō, Chichishima Rettō.	1100
2105	Japan, Nansei Shotō, Yaeyama Rettō.	2105
2416	Japan, Nansei Shotō, Okinawa Guntō.	2416
3229	Japan, Nansei Shotō, Amami-ō Shima.	3229
3443	Finland - South West Coast, Approaches to Hanko.	⊙3443
3702	Japan, Nansei Shotō, Southern Part of Okinawa Shima.	3702

Erratum to Notice to Mariners Week 10/02.

Section I - INDEX OF CHARTS AFFECTED.

<u>Admiralty Chart No.</u>	<u>Notices</u>
Insert	
202	1046
Delete	
20	1046

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE TO BE TRANSFERRED TO A WGS84 COMPATIBLE DATUM IN APRIL 2002

The following charts will be transferred to a WGS84 compatible datum in April 2002 on the publication dates indicated. These charts will be included in the ARCS series.

April 18: Southern North Sea - 1406, 1408.

ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE PROVISIONALLY SCHEDULED TO BE TRANSFERRED TO A WGS84 COMPATIBLE DATUM BETWEEN APRIL 2002 AND JUNE 2002

The following charts are provisionally scheduled to be transferred to a WGS84 compatible datum between May 2002 and July 2002. It should be noted that actual publication dates are subject to priorities within the UKHO and could be later than those indicated.

May 2002: Shetland - 1239.

June 2002: Firth of Forth - 175, 728, 733, 734, 735, 736, 737, 741; Inverness - 1078.

July 2002: East Coast of Scotland - 190, 210, 1407

This list will be up-dated in Weekly 18, 2 May 2002.

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

1431 MISCELLANEOUS UPDATES TO CHARTS

Chart	Previous Update	Details
896 INT 5355	836/02	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS84 DATUM, outside N. border adjacent to, INT 5355
1065.	1266/02	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS84 DATUM, outside N. border adjacent to the legend, DEPTHS IN METRES.
2024	2390/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS84 DATUM, outside N. border adjacent to the legend, DEPTHS IN METRES.
3236	4809/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS84 DATUM, outside N. border adjacent to the legend, DEPTHS IN METRES.
3237	2226/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS84 DATUM, outside N. border adjacent to the legend, DEPTHS IN METRES.
3365 INT 5252	1399/02	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS84 DATUM, outside N. border above legend, DEPTHS IN METRES.
3391 INT 5360	1268/02	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS84 DATUM, outside N. border above Notes.
3551	770/99	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS84 DATUM, outside N. border adjacent to the legend, DEPTHS IN METRES.

UK Hydrographic Office.

1331* ENGLAND, South Coast — Isle of Wight — Cowes Harbour — Trinity Wharf Southwestwards — Chain ferry; Depths; Drying heights

Insert	the accompanying block, showing amendments to chain ferry, depths and drying heights, centred on:	50° 45'·45N., 1° 17'·40W.
Delete	existing note, CHAIN FERRY (50°45'·46N, 1°17'·49W), centred on:	50° 45'·55N., 1° 16'·85W.

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*].— **2793** [1105/02]
Cowes Harbour Commission (HH.232/640/09).

1339* ENGLAND, East Coast — Approaches to the Thames Estuary — Sunk Precautionary Area — Radio reporting points; Vessel traffic service

Insert	radio reporting point as follows:	
	direction of vessel movement 240°, centred on:	(a) 52° 03'·70N., 1° 42'·00E.
	direction of vessel movement 000°/180°, centred on:	(b) 51° 53'·78N., 1° 33'·63E.
	direction of vessel movement 055°, centred on:	(c) 51° 49'·00N., 1° 23'·00E.
	direction of vessel movement 315°, centred on:	(d) 51° 47'·50N., 1° 40'·50E.
	direction of vessel movement 045°/225°, centred on:	(e) 51° 45'·98N., 1° 32'·00E.
	direction of vessel movement 095°/275°, centred on:	(f) 51° 34'·21N., 1° 26'·18E.
	direction of vessel movement 270°, centred on:	(g) 51° 33'·50N., 1° 34'·40E.
	direction of vessel movement 280°/335°, centred on:	(h) 51° 28'·30N., 1° 29'·50E.
	legend, <i>Harwich VTS</i>	(i) adjacent to (a) above
	legends, <i>Harwich VTS</i> , and, <i>Sunk VTS</i>	(j) adjacent to (b) above
	legend, <i>Sunk VTS</i>	(k) adjacent to (c) above
	legend, <i>Sunk VTS</i> , adjacent to radio reporting point, centred on:	(l) adjacent to (d) above
		(m) (s) below
		(n) (t) below
	legends, <i>Sunk VTS</i> , and, <i>Port Control London</i> , adjacent to radio reporting point centred on:	(o) 51° 46'·76N., 1° 28'·15E.
		(p) (e) above
Amend	radio reporting point to:	
	direction of vessel movement 028°/212°, centred on:	(q) 52° 02'·00N., 1° 37'·50E.
	direction of vessel movement 049°/120°/224°, centred on:	(r) 51° 36'·60N., 1° 18'·70E.
Substitute	legend, <i>Sunk VTS</i> , for legend, <i>Thames</i> , at radio reporting point centred on:	
		(s) 51° 57'·00N., 1° 39'·38E.
		(t) 51° 50'·63N., 1° 52'·20E.
	the accompanying note, PRECAUTIONARY AREAS	
	1. SUNK (51° 51'N, 1° 37'E), for existing note, centred on:	(u) 51° 49'·20N., 0° 33'·80E.
		(v) 51° 48'·50N., 1° 02'·70E.

II

1339/02 (continued)

- the accompanying note, SUNK PRECAUTIONARY AREA
(51° 51'N, 1° 37'E), for existing note, centred on:
- (w) 52° 05'·60N., 1° 25'·00E.
(x) 52° 00'·90N., 1° 22'·80E.
- the accompanying note, VESSEL TRAFFIC SERVICES,
for existing note, centred on:
- (y) 52° 11'·00N., 1° 28'·80E.
(z) 52° 01'·35N., 1° 20'·50E.
(aa) 51° 46'·90N., 1° 05'·00E.
(bb) 51° 45'·70N., 0° 38'·60E.
- Move radio reporting point, direction of vessel movement 270°,
from:
- (cc) 51° 33'·50N., 1° 32'·90E.
51° 33'·50N., 1° 34'·40E.
- Delete radio reporting point, centred on:
- (dd) 51° 52'·45N., 1° 33'·60E.
(ee) 51° 51'·10N., 1° 36'·00E.
(ff) 51° 51'·00N., 1° 37'·20E.
(gg) 51° 46'·80N., 1° 32'·80E.
(hh) 51° 34'·22N., 1° 36'·82E.
(ii) 51° 30'·95N., 1° 26'·30E.
(jj) adjacent to (ee) above
- legend, Harwich, at radio reporting point
- Note:* The above update will be included in New Editions of Charts 1406 & 1408 to be published 18 April 2002.
Positions on all 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*].— **1606** (f,r,ii) [5061/01] — **1607** (INT 1562) (f,h,r,cc,ii) [1092/02] — **1975** (c,d,k,l,o,p,r,v,aa,ee,jj) [1092/02] — **2052** (INT 1560) (a-c,i-k,q,s,t,x,z,dd,ee,jj) [767/02] — **1183** (INT 1561) (b-f,h,j-l,o,p,r,t,u,bb-dd,ff,gg,ii) [1092/02] — **1610** (INT 1511) (a,d,g-i,l-n,q,w,y,ee,hh) [767/02] — **2449** (h,cc) [1037/02]
- Admiralty List of Radio Signals Vol. 6 (1) 2001/02: (11/02)
Harwich Haven Authority and Port of London Authority (HH.242/470/06).

1340* ENGLAND, East Coast — Tees Bay — Approaches to the River Tees — Depths

- Substitute depth 44 m for depth 5m 54° 38'·98N., 1° 08'·72W.
- Note:* **Positions** on all 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*].— **2566** (INT 1552) (**plan A, Tees Bay**) [4651/01] — **2567** [*New Edition* 30/8/01] — **134** [30/02] — **152** [30/02]
- Tees and Hartlepool Port Authority (HH.242/600/12).

1341* ENGLAND, East Coast — Haisborough Gat — Newarp — LANBY

- Amend range of LANBY to, 16M, (chart 2182A, range of light–float
to, 16M) 52° 48'·4N., 1° 55'·7E.
- Note:* **Positions** on some 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*].— **106** [2673/01] — **1504** (INT 1510) [1205/02] — **1408** [1123/02] — **2182A** (INT 1043) [1122/02]
- Light List Vol. A, 2001/02, 2332
Trinity House (HH.242/550/12).

1342* ENGLAND, East Coast — Blyth Northeastwards — Wreck

- Insert ◉ Wk, least depth 70m 55° 27'·07N., 0° 56'·78W.
- Note:* **Positions** on some 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*].— **1192** (INT 1506) [1098/02] — **2182A** (INT 1043) [1341/02] — **2182B** (INT 1042) [1098/02]
- MRSC Humber (HH.242/630/06).

1343* ENGLAND, East Coast — Holy Island Southeastwards — Blackrocks Point — Light

- Amend light to, Oc(2)WRG.8s12m14–11M,
(chart 1192, Oc(2)WRG.8s 14–11M), 55° 36'·99N., 1° 43'·45W.
- Note:* **Positions** on all 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*].— **111** [*New Edition* 15/11/01] — **156** [*New Edition* 15/11/01] — **160** [1098/02] — **1192** (INT 1506) [1342/02]
- Trinity House Notice 6/02 (HH.242/640/05).

II

1344* SCOTLAND, East Coast — Moray Firth — South Sutor Southeastwards — Buoyage; Marine Farms

Delete	special can light-buoy, Fl(4)Y.12s	(a)	57° 40'·06N., 3° 59'·19W.
		(b)	57° 40'·29N., 3° 59'·17W.
	symbol, marine farms	(c)	close W. of (a) above
		(d)	260m W. of (a) above
		(e)	120m SW. of (b) above
		(f)	310m WSW. of (b) above
		(g)	57° 40'·2N., 3° 59'·6W.

Chart [*Last correction*].— **1889** (INT 1540) (a–f) [4346/00] — **1077** (a–f) [1904/01] — **223** (g) [1638/01]
Northern Lighthouse Board (HH.266/420/04).

1345* IRELAND, North Coast — Lough Foyle — The Flats — Light-beacon

Move	Crummin light-beacon from:	55° 04'·82N., 7° 13'·49W.
	to:	55° 04'·68N., 7° 13'·47W.

Chart [*Last correction*].— **2499** (INT 1660) [1100/02]

Light List Vol. A, 2001/02: 6120

Londonderry Port and Harbour Commissioners Notice 4/02 (HH.288/490/04).

1346* ENGLAND, West Coast — Port of Liverpool — Eastham Channel and Crosby Channel — Buoyage

Move	E6 light-buoy from:	(a)	53° 19'·99N., 2° 57'·28W.
	to:	(b)	53° 19'·97N., 2° 57'·32W.
	E4 light-buoy from:	(c)	53° 20'·77N., 2° 57'·66W.
	to:	(d)	53° 20'·85N., 2° 57'·74W.
	C7 light-buoy from:	(e)	53° 31'·47N., 3° 08'·15W.
	to:	(f)	53° 31'·50N., 3° 08'·15W.

Note: **Positions** on both 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*].— **3490** (INT 1643) (**plan B**) (a–d) [656/02] — **1951** (INT 1642) (e, f) [1003/02]

Mersey Docks and Harbour Company Notice 2/02 (HH.206/460/10).

1347* ENGLAND, West Coast — Severn Estuary — Welsh Grounds Southwards — Depths

Insert	depth 4 ₅ m enclosed by 5m contour	(a)	51° 28'·39N., 2° 50'·13W.
	depth 4 ₇ m enclosed by 5m contour	(b)	51° 27'·97N., 2° 50'·77W.
Substitute	depth 6 ₈ m for depth 9 ₁ m		51° 29'·18N., 2° 50'·88W.
	depth 9 ₁ m for depth 9 ₈ m		51° 29'·23N., 2° 50'·45W.
Delete	depth 6 ₇ m		close NE. of (a) above
	depth 6 ₈ m		close N. of (b) above

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*].— **1176** (INT 1654) [551/02]

Bristol Port Company (HH.218/430/08).

1348* ENGLAND, West Coast — River Severn — Chapel Rock — Light

Amend	sectors at light, Fl.WRG.2-6s6m8M, as follows:	51° 36'·43N., 2° 39'·21W.
	G 284° – 049° (125°)	
	R 051·5° – 160° (108·5°)	
	Remaining sectors unchanged	

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*].— **1166** (**plan A**) & (**plan B**) [*New Edition* 24/1/02]

Light List Vol. A, 2001/02, 5541

Gloucester Harbour Trustees Notice 2/02 (HH.218/450/06).

1349* ENGLAND, West Coast — Isles of Scilly — Saint Mary's Sound and Crow Bar — Buoy; Light-beacon; Beacon

Substitute	E. cardinal pillar light-buoy, Q(3)10s <i>Bell Spanish Ledge</i> , for former Spanish Ledge buoy, (charts 1148 and 2565, E. cardinal pillar light-buoy, Q(3)10s <i>Bell</i> , for E. cardinal buoy)	(a)	49° 53'·936N., 6° 18'·856W.
	isolated danger light-beacon, Fl(2)10s <i>Crow Rk</i> , for former Crow Rk beacon (chart 1148, isolated danger light-beacon, Fl(2)10s, for isolated danger beacon)		49° 56'·266N., 6° 18'·496W.

Note: **Positions** on all 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*].— **883** [884/02] — **34** [884/02] — **1148** [1104/02] — **2565** (INT 1700) (a) [884/02]

Trinity House Notice 7/02 (HH.230/400/05).

II

1332 SWEDEN, West Coast — Stångenäs — Lysekil — Buoyage; Restricted area; Submarine power cable

Insert	the accompanying block showing amendments to buoyage, restricted area and submarine power cable, centred on: limit of restricted area, anchoring, fishing and diving prohibited, pecked line, joining:	(a) 58° 16'·20N., 11° 27'·12E. (b) 58° 16'·06N., 11° 27'·14E.(shore) (c) 58° 16'·24N., 11° 26'·76E. (d) 58° 16'·43N., 11° 26'·73E.(shore) (e) 58° 16'·07N., 11° 27'·34E. (f) 58° 16'·05N., 11° 27'·42E.
Move	spar light-buoy with topmark, <i>Fl.Y.3s</i> , from: to:	(g) (b) above (h) (d) above
Delete	former limit of restricted area, pecked line, joining:	

Chart [*Last correction*].— **869 (plan A, Lysekil) (a) & 869 (e,f)** [4455/01] — **853 (b–d,g,h)** [2471/01]
Swedish Notice 6/73/02 (HH.317/450/02).

1333 SWEDEN, West Coast — Malmö — Harbour development; Lights; Recommended track; Maximum authorised draught; Buoy

Insert	the accompanying block, showing a new small boat harbour development, lights, and recommended track with maximum authorised draught, centred on: special spar light-buoy with topmark, <i>Fl.Y.2s Current meter</i> ★ <i>Oc.WRG.4s5M Turbinhamnen N</i>	(a) 55° 36'·63N., 12° 58'·31E. (b) 55° 38'·90N., 13° 00'·09E. (c) 55° 36'·61N., 12° 58'·34E.
--------	---	--

Chart [*Last correction*].— **911 (plan A, Malmö and Limhamn) (a,b)** [4976/00] — **903 (INT 1333) (c)** [235/02]
Light List Vol. C, 2001/02, 2357, 2357.2
Swedish Notices 7/82/02 & 7/90/02 (HH.317/670/03).

1350* NORWAY, North Coast — Norwegian Sea — Nordkvaløya Northwards and Northwestwards — Legends

Insert	legend, <i>NORDVEST–BANKEN</i> , centred on: legend, <i>Fugløysbanken</i> , centred on:	(a) 71° 05'·0N., 20° 00'·0E. (b) 70° 24'·0N., 17° 50'·0E.
Delete	legend, <i>Fugløysbanken</i> legend, <i>NORDVEST–BANKEN</i> legend, <i>NORDVESTBANKEN</i> , centred on:	(c) adjacent to (a) above (d) adjacent to (b) above (e) 70° 25'·0N., 18° 10'·0E.

Chart [*Last correction*].— **2367 (e)** [421/02] — **2228 (a–d)** [38/02]
Marr Fishing Vessel Management, St. Andrews Dock, Hull and Norwegian Hydrographic Office (HH.313/400/01).

1351 NORWAY, North Coast — Kvaløya Northeastwards and Rølvøya, West Coast — Depths; Recommended anchorage

Insert	depth 35m	(a) 70° 46'·32N., 23° 48'·90E.
Delete	depth 47m ⚓	close NE. of (a) above 71° 00'·02N., 23° 53'·90E.

Chart [*Last correction*].— **2339 (plan B, Eastern Sørøysundet to Rølvøysund)** [25/02]
Norwegian Chart 101 (HH.309/460/02).

1352 NORWAY, West Coast — Hjelmelandsfjorden — Dyneneset — Recommended anchorage

Delete	⚓	59° 13'·82N., 6° 08'·50E.
--------	---	---------------------------

Chart [*Last correction*].— **3540** [1020/02]
Norwegian Notice 3/120/02 (HH.310/420/03).

1353 NORWAY, West Coast — Boknafjorden — Mastrafjorden — Submarine cable

Insert	submarine cable joining:	(a) 59° 06'·53N., 5° 36'·02E.(shore) (b) 59° 07'·29N., 5° 36'·33E.(shore) (c) 59° 06'·50N., 5° 35'·93E.(shore) (d) 59° 07'·26N., 5° 36'·28E.(shore)
--------	--------------------------	--

Chart [*Last correction*].— **3025 (a,b)** [1020/02] — **3539 (c,d)** [1020/02] — **3541 (a,b)** [*New Chart 21/06/01*]
Norwegian Notice 3/117/02 (HH.310/415/04).

1354 NORWAY, South Coast — Approaches to Oslo — Lysakerfjorden — Lysaker — Submarine pipeline

Insert	submarine pipeline joining:	59° 54'·77N., 10° 39'·05E.(shore) 59° 54'·67N., 10° 39'·13E. 59° 54'·63N., 10° 39'·13E. 59° 54'·48N., 10° 38'·90E. 59° 54'·47N., 10° 38'·85E.
--------	-----------------------------	---

Chart [*Last correction*].— **3712 (plan A, Oslo Approaches)** [1023/02]
Norwegian Notice 3/108/02 (HH.311/420/03).

II

1355 NORWAY, West Coast — Marine farms

Insert the accompanying note, MARINE FARMS, centred on: 57° 17'·50N., 6° 33'·50E.

Chart [*Last correction*].— **275** [779/02]
Norwegian Notice 3/112/02 (HH.308/210/08).

1356 FÆROE ISLANDS — Vaagö Southwards — Buoyage

Insert	special spherical light-buoy, Fl(5)Y.20s, (chart 2, special spherical buoy (lighted))	(a) 61° 58'·30N., 7° 26'·54W. (b) 61° 58'·5N., 7° 26'·9W.
Delete	special spherical light-buoy, Fl(5)Y.20s	(c) 61° 51'·00N., 7° 26'·00W. (d) 61° 51'·0N., 7° 26'·0W.
	special spherical buoy (lighted)	(e) 61° 48'·0N., 7° 30'·0W.

Chart [*Last correction*].— **117** (a,c) [251/01] — **2182D** (INT 1040) (b,d) [1116/02] — **245** (b,d) [4341/01] — **2** (INT 160) (b,e) [167/02]

Danish Chart Correction 4/15/02 (HH.335/440/01).

1357 SWEDEN, West Coast — Göteborg — Göta Älv — Marieholm Northwards — Posts

Move	• (illuminated) from:	57° 44'·31N., 12° 00'·01E.
	to:	57° 44'·374N., 12° 00'·048E.
	• (illuminated) from:	57° 44'·32N., 11° 59'·95E.
	to:	57° 44'·387N., 11° 59'·987E.

Chart [*Last correction*].— **857** (panel B, Göta Älv) [1108/02]
Swedish Notice 7/86/02 (HH.317/550/03).

1358 BALTIC SEA — Finland, West Coast — Gulf of Bothnia — Kaskinen, West Coast — Recommended track; Maximum authorised draught

Insert	recommended track, pecked line, joining:	62° 21'·98N., 21° 13'·09E. (existing recommended track)
	recommended track, firm line, joining:	(a) 62° 22'·03N., 21° 13'·05E. (b) (a) above
	recommended track, pecked line, joining:	(c) 62° 22'·43N., 21° 13'·19E. (c) above
	maximum authorised draught, < 6·5m >	62° 22'·72N., 21° 13'·23E. along (b)–(c) above

Chart [*Last correction*].— **2303** (plan, Kristiinankaupunki and Kaskinen) [350/02]
Finnish Chart 44 & Finnish Notice 5/100(T)/02 (HH.319/470/03).

1359 BALTIC SEA — Gulf of Finland — Finland — Helsinki — Korkeasaari Westwards — Buoy

Delete W. cardinal spar buoy 60° 10'·35N., 24° 58'·77E.

Chart [*Last correction*].— **2224** [New Edition 07/02/02]
Finnish Notice 5/93/02 (HH.322/480/05).

1360 BALTIC SEA — Latvia — Southwestern Approaches to Riga — Lielupe Northwards — Fishing stakes

Insert	symbol, fishing stakes, centred on:	57° 00'·62N., 24° 55'·02E. 57° 00'·80N., 24° 55'·23E. 57° 00'·95N., 24° 55'·68E.
--------	-------------------------------------	--

Chart [*Last correction*].— **2239** [4867/01]
Latvian Chart 2104 (HH.345/470/04).

1361 BALTIC SEA — Poland — Jarosławiec Northwards — Wreck

Insert	○ Wk, least depth 18m	(a) 54° 36'·73N., 16° 33'·29E. (b) 54° 36'·83N., 16° 33'·44E.
--------	-----------------------	--

Chart [*Last correction*].— **2150** (a) [786/02] — **2369** (b) [243/02] — **2816** (b) [1110/02]
Polish Notice 5/92/02 (HH.323/450/03).

II

1362 BALTIC SEA — Poland — Zalew Szczeciński — Approaches to Nowe Warpno — Altwarp Eastwards — Dredged depth

Amend dredged depth to, 3·0m 53° 44'·75N., 14° 16'·27E.

Chart [*Last correction*].— **2677** (INT 1297) [166/02]

Polish Notice 7/134/02 (HH.327/540/05).

1363* NORTH SEA — Norwegian Sector — Statfjord Oil Field — Buoyage

Delete special spherical light–buoy, Q.Y (2 buoys) 61° 15'·0N., 1° 49'·2E.
special spar light–buoy, Fl.Y ODAS 61° 15'·3N., 1° 49'·1E.

Chart [*Last correction*].— **295** [1116/02] — **299** [41/02]

Statoil (HH.314/413/01).

1364 GERMANY, North Sea Coast — Die Ems — Borkum Southwards — Buoy

Amend 17/A1 light–buoy to, IQ.G 55° 34'·35N., 6° 38'·39E.

Chart [*Last correction*].— **3509** [670/02]

German Notice 8/(21)90/02 (HH.328/430/03).

1365 NORTH SEA — Netherlands Sector — Off Texel TSS Southwards and Southwestwards — Submarine pipelines; Platform

Insert submarine pipeline joining: 52° 42'·1N., 3° 43'·6E.
(□ (lighted))
52° 44'·3N., 3° 48'·3E.
(□ (lighted))
□ (lighted), Q4–B, (chart 2182A, □ (lighted)) (a) 52° 43'·08N., 4° 18'·06E.
submarine pipeline joining: (a) above
52° 46'·8N., 4° 16'·1E.
(□ (lighted))

Note: The above update has been included in a New Edition of Chart 2322 published 14 March 2002.

Chart [*Last correction*].— **1408** [1341/02] — **2182A** (INT 1043) (a) [1342/02]

Netherlands Notice 7/105/02 (HH.340/590/04).

1366 NETHERLANDS — Approaches to Europoort — Scheveningen Northwards — Depths

Insert depth 11₅ m (a) 52° 08'·95N., 4° 06'·28E.
(b) 52° 09'·00N., 4° 06'·36E.
Delete depth 20₆ m (c) 52° 09'·05N., 4° 05'·97E.
depth 20₃ m (d) 52° 09'·02N., 4° 06'·83E.
Amend 20m contour (e) to pass close NW. of (c) above
(f) to pass close NW. of (d) above

Note: The above update has been included in a New Edition of Chart 2322 published 14 March 2002.

Chart [*Last correction*].— **122** (INT 1472) (a,c–f) [1205/02] — **3371** (INT 1416) (b) [1205/02] — **1406** (b) [1037/02] — **1408** (b) [1365/02]

Netherlands Notice 3/68/02 (HH.340/530/06).

1367 NETHERLANDS — Approaches to Europoort — Pilot boarding places; Radio reporting point

Insert ① 52° 00'·1N., 3° 53'·3E.
Delete ① 52° 00'·0N., 3° 50'·0E.
52° 03'·2N., 3° 58'·0E.
radio reporting point 52° 03'·9N., 3° 34'·4E.

Chart [*Last correction*].— **1408** [1366/02]

UK Hydrographic Office (HH.340/530/06).

1368 NETHERLANDS — Schouwenbank Northwestwards and Bollen van Goeree Northwards — Fouls

Insert # (a) 51° 45'·90N., 3° 19'·30E.
(b) 51° 45'·95N., 3° 19'·38E.
(c) 51° 47'·00N., 3° 20'·80E.
(d) 51° 47'·05N., 3° 20'·88E.
(e) 51° 57'·50N., 3° 45'·60E.
(f) 51° 57'·55N., 3° 45'·68E.
(g) 51° 56'·30N., 3° 46'·30E.
(h) 51° 56'·35N., 3° 46'·38E.
(i) 51° 57'·48N., 3° 49'·36E.
(j) 51° 57'·53N., 3° 49'·44E.

Note: The above update has been included in a New Edition of Chart 2322 published 14 March 2002.

Chart [*Last correction*].— **122** (INT 1472) (e,g,i) [1366/02] — **110** (INT 1473) (a,c,e,g) [671/02] — **3371** (INT 1416) (b,d,f,h,j) [1366/02]

Netherlands Notice 3/67/02 (HH.340/530/06).

II

1369* NORTH SEA — Belgium Sector — Noord Hinder South TSS — Radar beacon

Delete radar beacon, Racon(N), at NHR–SE light–buoy
(chart 1406, radar beacon, Racon(N)(3cm),
at NHR–SE light–buoy) 51° 45′.50N., 2° 40′.00E.

Chart [*Last correction*].— **3371** (INT 1416) [1368/02] — **1406** [1366/02] — **2182A** (INT 1043) [1365/02]
Admiralty List of Radio Signals Vol. 2, 2002: 54540 (9/02)
D.S. Fuller & Belgian Coastal Hydrographic Office (HH.340/530/06).

1370 NETHERLANDS — Approaches to Oosterschelde — Banjaard — Buoyage

Insert	starboard–hand conical light–buoy, <i>Iso.G.8s GB5</i>	(a)	51° 42′.67N., 3° 32′.34E.
	port–hand can light–buoy, <i>Iso.R.8s GB 4</i>	(b)	51° 43′.66N., 3° 33′.00E.
	port–hand can light–buoy, <i>Q.R GB 8</i>	(c)	51° 41′.99N., 3° 33′.57E.
Amend	designation of light–buoy GB 7 to, GB 9	(d)	51° 40′.46N., 3° 33′.70E.
Substitute	starboard–hand conical buoy, GB 7, for former GB 5 light–buoy	(e)	51° 41′.80N., 3° 33′.07E.
Move	GB 1 light–buoy from:	(f)	51° 44′.18N., 3° 32′.90E.
	to:	(g)	51° 44′.72N., 3° 33′.34E.
	GB 3 buoy from:	(h)	51° 42′.96N., 3° 32′.42E.
	to:	(i)	51° 43′.75N., 3° 32′.55E.
	GB 2 buoy from:	(j)	51° 43′.97N., 3° 33′.25E.
	to:	(k)	51° 44′.52N., 3° 33′.91E.
	GB 2 buoy from:	(l)	51° 44′.07N., 3° 33′.31E.
	to:	(m)	51° 44′.57N., 3° 33′.99E.
	GB 6 buoy from:	(n)	51° 42′.44N., 3° 33′.10E.
	to:	(o)	51° 42′.77N., 3° 32′.82E.
Delete	former GB 4 light–buoy	(p)	51° 43′.01N., 3° 32′.89E.
	GB 4A buoy	(q)	51° 42′.71N., 3° 32′.93E.

Chart [*Last correction*].— **110** (INT 1473) (*a–k,n–q*) [1368/02] — **3371** (INT 1416) (*l,m*) [1369/02]
Netherlands Notice 6/100/02 (HH.340/450/02).

1371 NETHERLANDS — Nieuwe Maas — Eemhaven — Prinses Christinahaven — Coastline; Piers; Depth; Legend

Insert	coastline, single firm line, joining:	(a)	51° 53′.17N., 4° 24′.18E.(shore)
		(b)	51° 53′.15N., 4° 24′.20E.
		(c)	51° 53′.14N., 4° 24′.24E.
		(d)	51° 53′.11N., 4° 24′.27E.(shore)
Delete	former coastline and piers, joining:	(a)	above
	contour and depth 29 m	(d)	above
	legend, Prinses Christinahaven		within (a)–(d) above
			close W. of (a)–(d) above

Chart [*Last correction*].— **132** (INT 1475) (**part B, continuation Nieuwe Waterweg Nieuwe Maas**) [793/02]
Netherlands Notice 9/131/02 (HH.340/550/02).

1372 BELGIUM — Approaches to Zeebrugge — Bol van Heist — Buoy

Move	special spherical light–buoy, <i>Fl(5)Y.20s (Wave Recorder)</i> , (chart 1872, special spherical light–buoy, <i>Fl(5)Y.20s</i>) from:	51° 23′.51N., 3° 12′.88E.
	to:	51° 23′.56N., 3° 12′.07E.

Chart [*Last correction*].— **1874** (INT 1474) [1037/02] — **1872** [1037/02]
Belgian Notice 4/60/02 (HH.342/720/03).

II

1373 BELGIUM — Approaches to the Westerschelde — Gootebank Northwestwards and Wenduinebank Northwestwards — Mine-laying practice areas

Insert	limit of mine-laying practice area, pecked line, joining:	(a) 51° 28'·90N., 2° 45'·00E. (b) 51° 28'·90N., 2° 40'·60E. (W. border) (c) 51° 28'·90N., 2° 35'·60E. (d) 51° 27'·30N., 2° 35'·60E. (N. border) (e) 51° 26'·80N., 2° 35'·60E. (f) 51° 26'·80N., 2° 40'·60E. (W. border) (g) 51° 26'·80N., 2° 45'·00E. (h) 51° 27'·30N., 2° 45'·00E. (N. border) and (i) 51° 28'·85N., 2° 44'·92E. (j) 51° 26'·75N., 2° 44'·92E. (k) 51° 26'·75N., 2° 35'·52E. (l) 51° 28'·85N., 2° 35'·52E. (m) 51° 20'·60N., 2° 55'·50E. (n) 51° 18'·60N., 2° 55'·20E. (o) 51° 18'·70N., 2° 53'·60E. (p) 51° 20'·70N., 2° 53'·90E. (q) 51° 20'·55N., 2° 55'·42E. (r) 51° 18'·55N., 2° 55'·12E. (s) 51° 18'·65N., 2° 53'·52E. (t) 51° 20'·65N., 2° 53'·82E. (u) within (a)–(g)/(d)–(h)/(i)–(l) above (v) within (m)–(p)/(q)–(t) above
	legend, Zone NB–01 (Westhinder)	
	legend, Zone NBH–10 (Wenduine)	

Chart [*Last correction*].— **1873** (INT 1480) (*d,e,g,h,m–p,u,v*) [798/02] — **1874** (INT 1474) (*a,b,f,g,m–p,u,v*) [1372/02] — **1872** (*a,c,e,g,m–p,u,v*) [1372/02] — **2449** (*i–l,q–v*) [1339/02] — **3371** (INT 1416) (*a,c,e,g,u*) [1370/02]
 Belgian Notice 26/170/01 (HH.342/700/02).

1334 SPAIN, North Coast — Puerto de Ondarroa — Breakwaters; Lights; Dredged areas; Reclamation area; Depths

Insert	the accompanying block, showing amendments to breakwaters, lights, dredged areas, reclamation area and depths, centred on:	43° 19'·52N., 2° 25'·14W.
--------	--	---------------------------

Chart [*Last correction*].— **1171** (plan, Puerto de Ondarroa) [360/02]

Light List Vol. D, 2001/02, 1500, 1500.2
 Spanish Chart 3922 (HH.359/430/02).

1374 SPAIN, North–West Coast — Western Approaches to La Coruña — Depths

Substitute	depth 15 ₆ m for depth 15 ₉ m	43° 22'·35N., 8° 29'·71W.
------------	---	---------------------------

Chart [*Last correction*].— **1111** [1127/02]
 UK Hydrographic Office (HH.359/560/03).

1375 PORTUGAL, West Coast — Approaches to Viana do Castelo — Marine farms

Insert	the accompanying note, MARINE FARMS, centred on:	(a) 40° 06'·50N., 8° 39'·50W. (b) 42° 52'·20N., 8° 35'·60W. (c) 41° 41'·17N., 8° 54'·50W.
	symbol, marine farm, centred on:	(d) close S. of (c) above
	legend, (<i>marked by lit buoys</i>)	(e) close W. of (c) above
Delete	symbol, marine farm	

Chart [*Last correction*].— **3633** (*b–d*) [801/02] — **3634** (*a,c–e*) [570/02]
 UK Hydrographic Office (HH.363/400/04).

1376 SPAIN, West Coast — Ría de Vigo — Ensenada de Cangas — Lights

Amend	light to, <i>Fl(2)R.7s5m3M</i>	(a) 42° 15'·37N., 8° 46'·98W.
	light to, <i>Fl.R.5s8m5M</i> , (chart 2548, <i>Fl.R.5s5M</i>)	(b) 42° 15'·68N., 8° 46'·73W.
	light to, <i>Fl(2+1)R.15s8m1M</i> , (chart 2548, <i>Fl(2+1)R.15s1M</i>)	(c) 42° 15'·70N., 8° 46'·86W.
Delete	sectors at light	(c) above

Chart [*Last correction*].— **1731** [441/02] — **2548** (*a–c*) [4790/01]
 Light List Vol. D, 2001/02, 1894.5, 1895, 1895.4
 Spanish Notice 7/100/02 (HH.359/620/04).

II

1377 PORTUGAL, West Coast — Setúbal — Mitrena Shipyard — Legend

Delete legend, (Q.R Lts), centred on: 38° 28'·58N., 8° 47'·15W.

Chart [*Last correction*].— **3270** [647/02]

Portuguese Notice 4/132/02 (HH.363/490/03).

1378 SPAIN, South Coast — Approaches to Huelva — Lights; Leading line

Insert ★ *Dir.F.WRG.59m8M*, (chart 90, ★ *Dir.F.WRG.8M*) (a) 37° 08'·66N., 6° 50'·58W.
sectors at light, as follows: (b) (a) above
G 337·5° – 339·1° (1·6°)
W 339·1° – 339·3° (0·2°)
R 339·3° – 340·9° (1·6°)
Delete ★ *Fl.R.2s55m8M*, (chart 90, ★ *Fl.R.2s8M*) (c) close S. of (a) above
★ *Q.49m8M*, (chart 90, ★ *Q.8M*) (d) 0·1M SSE. of (a) above
leading line and associated legend, Ldg Lts 339° 11',
(chart 90, leading line and associated legend, 339° 11') (e) extending in direction
159° 11' from (c) above

Chart [*Last correction*].— **83** (plan, **Approaches to Huelva**) [802/02] — **90** (a,c-e) [1228/02]

Light List Vol. D, 2001/02, 2324, 2324.05, 2324.1

Spanish Notice 7/102/02 (HH.360/410/03).

1335 MEDITERRANEAN SEA — Spain — Islas Baleares — Mallorca — Darsena de Porto Pi — Port developments

Insert the accompanying block, showing port developments,
centred on: (a) 39° 32'·84N., 2° 37'·86E.
(b) 39° 32'·89N., 2° 38'·34E.

Chart [*Last correction*].— **3035** (a) [*New Chart 13/12/01*] — **3034** (b) [*New Chart 13/12/01*]

Spanish Notice 51/961/01 (HH.362/420/04).

1336 MEDITERRANEAN SEA — Greece, West Coast — Órmos Drepánou — Liniá — Harbour developments; Light; Breakwater

Insert the accompanying block, showing harbour developments and
a new light, centred on: (a) 38° 47'·26N., 20° 43'·55E.
★ *Fl.R.3s6m3M* (b) 38° 47'·37N., 20° 43'·33E.
breakwater, single firm line, joining: (c) (b) above
(d) 38° 47'·33N., 20° 43'·36E.
(e) 38° 47'·31N., 20° 43'·35E. (shore)

Chart [*Last correction*].— **2405** (plan C, **Dióriga Lefkádos**) (a) & (plan A, **Approaches to Dióriga Lefkádos and Préveza**)
(b-e) [452/02]

Light List Vol. E, 2001/02, 3843

Greek Notice 1/18/02 (HH.381/410/03).

1379 MEDITERRANEAN SEA — Spain — Islas Baleares — Isla de Formentera — La Sabina — Buoyage; Lights

Move starboard-hand pillar light-buoy, *Fl.G.4s*, from: 38° 44'·28N., 1° 25'·22E.
to: 38° 44'·25N., 1° 25'·10E.
port-hand pillar light-buoy, *Fl.R.4s*, from: 38° 44'·20N., 1° 25'·36E.
to: 38° 44'·31N., 1° 25'·47E.
Amend light to, *Fl(3)G.9s11m3M* 38° 44'·15N., 1° 25'·22E.
light to, *Fl(3)R.9s5m1M* 38° 44'·04N., 1° 25'·21E.

Chart [*Last correction*].— **2834** (plan, **Channels between Ibiza and Formentera**) [1129/02]

Light List Vol. E, 2001/02, 0253, 0253.2

Spanish Notice 7/114/02 (HH.362/400/03).

1380 MEDITERRANEAN SEA — Spain — Islas Baleares — Mallorca, East Coast — Puerto de Alcudia — Lights

Amend range of light to, *5M* 39° 50'·18N., 3° 08'·34E.
39° 50'·21N., 3° 08'·35E.
range of light to, *1M* 39° 50'·28N., 3° 08'·23E.
range of light to, *3M* 39° 50'·34N., 3° 08'·17E.

Chart [*Last correction*].— **2831** (plan, **Puerto de Alcudia**) [1043/02]

Light List Vol. E, 2001/02, 0306.55, 0306.56, 0306.6, 0307

Spanish Notice 8/134/02 (HH.362/410/04).

II

1381 MEDITERRANEAN SEA — Aegean Sea — Greece — Órmos Thessaloníkis — Depths

Insert depth 10₆ m (a) 40° 35'·17N., 22° 55'·48E.
Delete depth 18₆ m close W. of (a) above

Chart [*Last correction*].— **2070 (plan A, Órmos Thessaloníkis) & 2070** [1132/02]
Greek Chart 311/1 (HH.382/430/03).

1382 MEDITERRANEAN SEA — Turkey, South Coast — Taşucu — Ferry Harbour — Lights

Amend light to, *Fl(2)G.10s11m7M* (a) 36° 19'·03N., 33° 52'·94E.
light to, *Fl(2)R.10s13m7M* (b) 36° 18'·95N., 33° 52'·95E.
light to, *Fl(2)G & Fl(2)R.7M* (c) 36° 19'·0N., 33° 52'·9E.

Chart [*Last correction*].— **242 (plan, Taşucu Limani) (a,b) & (plan, Approaches to Taşucu) (a,b)** [3119/01] — **2632 (c)** [460/02]
Light List Vol. E, 2001/02, 5871.3, 5871.32
Turkish Notice 4/18/02 (HH.389/450/02).

1383 MEDITERRANEAN SEA — Turkey, South Coast — İskenderun Körfezi — Harbour limits; Legends; Anchorage area; Restricted area; Depth

Insert harbour limit, pecked line, joining: (a) 36° 40'·60N., 35° 39'·30E.(shore)
(b) 36° 34'·30N., 35° 45'·00E.
(existing limit)
along (a)–(b) above
36° 50'·50N., 35° 59'·60E.

Substitute legend, *Botaş (Ceyhan) Harbour Limit*
legend, (*see Note*), centred on:
the accompanying note, ANCHORAGE AREA, for existing
note, BOTAŞ (CEYHAN) HARBOUR ANCHORING
PROHIBITED, centred on: 36° 27'·50N., 33° 10'·00E.

Delete limit of restricted area, anchoring prohibited, pecked line,
and associated legend, Botaş (Ceyhan) Harbour Limit
(*see Note*), joining: 36° 46'·80N., 35° 48'·40E.(shore)
36° 49'·80N., 36° 10'·00E.(shore)
36° 50'·70N., 36° 02'·30E.
36° 54'·70N., 36° 00'·50E.

symbol, anchoring prohibited
legend, Under const (1989), centred on:
depth 46m enclosed by 50m contour,
(chart 183, depth 45m enclosed by 50m contour) (c) 36° 32'·50N., 35° 54'·90E.

Note: The above update has been included in a New Edition of Chart 2185 published 21 March 2002.

Chart [*Last correction*].— **2632** [1382/02] — **183 (c)** [269/02]
Turkish Chart 33 (HH.389/480/02).

1384* RED SEA — Egypt — Gulf of Suez — Approaches to Suez Bay — Buoy

Move South Shoal light–buoy, from: 29° 38'·79N., 32° 35'·61E.
to: 29° 38'·63N., 32° 35'·71E.

Chart [*Last correction*].— **2090** [1267/01] — **2098** [148/02] — **2373** [1267/01]
Ports and Lighthouses Administration, Alexandria (HH.476/180/07).

1385 INDIAN OCEAN — Comores — Ile de Mayotte — Sidescan sonar

Substitute the accompanying note, SIDESCAN SONAR,
for existing note, centred on: 12° 51'·20S., 45° 09'·55E.

Chart [*Last correction*].— **2757** [*New Chart 11/10/01*]
French Notice 36/02/02 (HH.462/400/03).

1386 SINGAPORE STRAIT — Middle Channel Northwards — Tompok Utara Westwards — Buoy; Wreck

Insert isolated danger pillar light–buoy, *Fl(2)10s* 1° 27'·0N., 104° 24'·6E.
Substitute ⚓ for ⚓ PA (buoyed) 1° 27'·3N., 104° 24'·6E.

Chart [*Last correction*].— **3831** [1053/02] — **2403** [584/02]
Singaporean Notice 1/10/02 (HH.522/400/07).

1387 PENINSULAR MALAYSIA, East Coast — Pulau Tenggol Northwards — Wrecks

Insert ⚓ PA, (charts 3543, 2414, 3482 & 4508, ⚓) (a) 5° 05'·0N., 103° 40'·2E.
Delete ++ 5° 03'·0N., 103° 40'·0E.

Chart [*Last correction*].— **770 (a)** [95/02] — **3543** [1095/02] — **2414 (a)** [1095/02] — **3482 (a)** (INT 550) [1095/02]
— **4508** (INT 508) (a) [482/02]
Malaysian Chart 655 (HH.517/750/02).

II

1388 CHINA SEA — Gulf of Thailand — Bongkot Gasfield — Platforms; Radar beacon

Insert	□ (lighted), WP7	8° 00'·3N., 102° 24'·6E.
	□ (lighted), WP8	8° 01'·7N., 102° 23'·0E.
	□ (lighted), WP9	7° 51'·5N., 102° 28'·5E.
	□ (lighted), WP10	7° 49'·9N., 102° 26'·2E.
	□ (lighted), WP11	(a) 8° 01'·5N., 102° 28'·8E.
	□ (lighted), WP12	8° 03'·8N., 102° 15'·1E.
	radar beacon, Racon (S), at □	(a) above

Chart [*Last correction*].— **3542** [371/02] — **3985** [3450/00]

Light List Vol. F, 2001/02, 9541.5

Admiralty List of Radio Signals Vol. 2, 2002/03: 80450 (11/02)

Thai Notice 58/02 (HH.544/400/03).

1389 CHINA SEA — Hai-nan Tao Southwards — Explosive ordnance; Buoy

Insert	○ Explosives	18° 12'·57N., 110° 06'·80E.
	○ Explosives PA	18° 14'·14N., 110° 05'·12E.
	special pillar light-buoy with topmark, Mo(O)Y.12s J1	(a) 18° 10'·60N., 109° 31'·30E.
		18° 05'·40N., 110° 16'·70E.

Chart [*Last correction*].— **3991** [276/02] — **3989** (a) [276/02]

Chinese Chart 16170 (HH.548/412/02).

1390 CHINA, South Coast — Zhanjiang Gang — Maxie Hangdao — Depths; Rock; Legend

Insert	depth 12 ₅ m	(a) 21° 11'·86N., 110° 25'·23E.
	⊙ (Q 4)	21° 11'·49N., 110° 25'·59E.
	depth 7 ₃ m	(b) 21° 10'·91N., 110° 24'·52E.
	legend, Buoyed, centred on:	21° 10'·88N., 110° 24'·64E.
Substitute	depth 1 ₅ m enclosed by ⊙ for depth 3 ₁ m	21° 11'·04N., 110° 25'·07E.
	depth 6 ₃ m for depth 7 ₂ m	21° 10'·94N., 110° 24'·63E.
Delete	depth 18 ₆ m	close NW. of (a) above
	depth 8 ₄ m	close W. of (b) above

Chart [*Last correction*].— **3349** (plan, Zhanjiang Gang) [1145/02]

Chinese Chart 15748 (HH.548/430/03).

1391 CHINA, South Coast — Zhu Jiang — Huangpu Southwestwards — Xinzhao Shuidao — Safe overhead clearance

Amend	safe overhead clearance to, 30m	23° 03'·24N., 113° 24'·75E.
-------	---------------------------------	-----------------------------

Chart [*Last correction*].— **346** [*New Edition* 20/12/01]

Chinese Chart 15454 (HH.548/446/02).

1392 CHINA, East Coast — Wenzhou Wan — Chongshan Shuidao — Depth

Insert	depth 5 ₄ m enclosed by 10m contour (chart 1721, depth 5 ₄ m and extend 10m contour S. to enclose)	27° 54'·83N., 121° 07'·33E.
--------	--	-----------------------------

Chart [*Last correction*].— **1763** (plan, Wenzhou Wan) [1149/02] — **1721** [1149/02]

Chinese Chart 13731 (HH.548/465/02).

1393 CHINA, East Coast — Zhoushan Qundao — Qushan Dao Southwards — Explosive ordnance

Insert	○ Explosives	30° 24'·12N., 122° 19'·45E.
--------	--------------	-----------------------------

Chart [*Last correction*].— **1124** [1150/02]

Chinese Chart 13431 (HH.548/468/03).

1394 CHINA, East Coast — Changjiang Kou — Nangang Shuidao to Maan Liedao — Depths; Wrecks

Insert	depth 7 ₃ m enclosed by 10m contour	(a) 30° 47'·04N., 122° 40'·50E.
	⊕	(b) 30° 58'·04N., 122° 21'·95E.
	⊕ PA	(c) 30° 59'·40N., 122° 10'·30E.
	depth 5m enclosed by 5m contour	(d) 31° 08'·15N., 121° 55'·80E.
	depth 4 ₄ m enclosed by 5m contour	(e) 31° 08'·70N., 121° 55'·15E.
	○ Wk, least depth 3 ₇ m	(f) 31° 09'·30N., 121° 53'·90E.
	depth 3 ₆ m enclosed by 5m contour	(g) 31° 12'·82N., 121° 47'·82E.
	⊕	(h) 31° 03'·30N., 122° 30'·50E.
Substitute	⊕ for ↘	(i) 31° 09'·90N., 122° 22'·50E.
Delete	depth 6 ₁ m	(j) close W. of (d) above

Chart [*Last correction*].— **1603** (g) [1054/02] — **1602** (b-j) [1054/02] — **1124** (b,c) [1393/02] — **1199** (plan, Luhaudao Anchorage) (a) & **1199** (a,c,h,i) [923/02]

Chinese Chart 13170 (HH.548/473/07).

II

1395 CHINA — Yellow Sea — Qingdao Gang — Huangdao Qianwan — Depths; Buoyage; Light-beacon

Insert	depth 10 ₄ m	(a)	36° 01'·41N., 120° 13'·11E.
	depth 10 ₁ m		36° 01'·34N., 120° 13'·24E.
	port-hand pillar light-buoy with topmark, <i>Fl(2)R.6s No 35</i>		36° 01'·41N., 120° 14'·13E.
	port-hand pillar light-buoy with topmark, <i>Fl(3)R.10s No 39</i>		36° 01'·24N., 120° 13'·64E.
	port-hand pillar buoy with topmark, <i>No 2</i>		36° 00'·72N., 120° 15'·73E.
	safe water light-beacon with topmark, <i>Iso.4s No 42</i>		36° 01'·68N., 120° 14'·16E.
Delete	depth 13 ₃ m		close SW. of (a) above

Chart [*Last correction*].— **876** [*New Edition 19/4/01*]

Light List Vol. F, 2001/02, 3824.13

Chinese Chart 12354 (HH.548/506/03).

1396 CHINA — Bo Hai — Dalian Gang and Dayao Wan — Lights

Amend	light to, <i>Iso.R.12s11m6M</i>	(a)	38° 56'·12N., 121° 40'·04E.
	light to, <i>F.R.26m12M</i>	(b)	39° 00'·07N., 121° 53'·99E.

Chart [*Last correction*].— **3694** (a) [*1730/01*] — **1249** (b) [*1151/02*] — **1255** (b) [*1151/02*]

Light List Vol. F, 2001/02, 4020, 4066

Chinese Notices 5/67/02 & 6/87/02 (HH.548/527/02).

1397 CHINA — Bo Hai — Qinhuangdao Gang — West Harbour Area and East Fairway to Chenxiang Channel — Depths; Light-beacons; Buoyage

Insert	depth 9 ₈ m enclosed by 10m contour	39° 54'·45N., 119° 35'·02E.
	depth 4 ₁ m and extend 5m contour SW. to enclose	39° 55'·57N., 119° 39'·63E.
	depth 4 ₈ m enclosed by 5m contour	39° 55'·43N., 119° 40'·30E.
	preferred channel to port light-beacon	
	with topmark, <i>Fl(2+1)G.12s No X-1</i>	39° 54'·34N., 119° 38'·82E.
Substitute	starboard-hand light-beacon with topmark, <i>Fl.G.4s No12</i> ,	
	for No 12 starboard-hand light-buoy	39° 53'·90N., 119° 38'·88E.
	starboard-hand light-beacon with topmark, <i>Fl.G.4s No 32</i> ,	
	for No 32 starboard-hand light-buoy	39° 54'·40N., 119° 39'·09E.

Chart [*Last correction*].— **3378 (plan, Qinhuangdao)** [*698/02*]

Light List Vol. F, 2001/02, 3948.45, 3948.6, 3953.55

Chinese Chart 11712 (HH.548/521/03).

1398 JAPAN — Honshū, South Coast — Sagami Nada — Kahatano — Light

Amend	range of light to, 2M	(a)	34° 52'·2N., 139° 06'·2E.
Delete	★ <i>Fl.G.3s9M</i>	(b)	(a) above

Chart [*Last correction*].— **954** (a) [*378/02*] — **953** (b) [*1154/02*]

Light List Vol. F, 2001/02, 6302.4

Japanese Notice 6/170/02 (HH.563/401/03).

1399 KOREA, South Coast — Kōgūmdo Northeastwards — Kōgūm Sudo — Light

Insert	★ <i>Fl.G.5s16m5M</i>	34° 30'·73N., 127° 15'·15E.
--------	-----------------------	-----------------------------

Chart [*Last correction*].— **3365** (INT 5252) [*1160/02*]

Light List Vol. F, 2001/02, 4298.6

Korean Notice 8/109/02 (HH.557/430/05).

1400 BORNEO, North-West Coast — Sarawak — T. Sirik Northnorthwestwards — Wreck

Insert	☼	3° 39'·04N., 111° 03'·09E.
--------	---	----------------------------

Chart [*Last correction*].— **3836** [*1065/02*] — **1336** [*1065/02*] — **3482** (INT 550) [*1387/02*] — **2660B** [*1065/02*] — **4508** (INT 508) [*1387/02*]

Sarawak Chart 3 (HH.553/550/03).

1337 AUSTRALIA — Western Australia — West Holothuria Reef Northwestwards to Browse Island — Tidal streams; Satellite derived positions; Graduation label

Insert	the accompanying block, showing new tidal streams panel,	
	centred on:	13° 31'·8S., 123° 10'·8E.
	tidal diamond ☈, centred on:	13° 26'·2S., 125° 39'·4E.
Substitute	the accompanying note, SATELLITE DERIVED POSITIONS,	
	for existing note, centred on:	13° 11'·9S., 123° 04'·7E.
Amend	graduation label to, 30'	within S. border at
		longitude 123°30'·0E.
Delete	former tidal diamond ☈, centred on:	13° 35'·0S., 125° 27'·7E.

Chart [*Last correction*].— **Aus 319** [*New Edition 13/10/00*]

Australian Notice 3/98/02 (HH.571/009/02).

II

1401 AUSTRALIA — Satellite derived positions

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

- (a) outside N. border at longitude 147° 20'·5E.
- (b) 38° 22'·2S., 145° 05'·7E.
- (c) 14° 19'·6S., 130° 21'·0E.
- (d) 31° 55'·0S., 133° 54'·5E.
- (e) 9° 11'·0S., 148° 37'·5E.
- (f) 29° 10'·0S., 115° 45'·0E.
- (g) 32° 34'·0S., 119° 34'·0E.

Chart [*Last correction*].— **Aus 174** (a) [2021/99] — **Aus 151** (b) [4494/00] — **Aus 316** (c) [4193/00] — **Aus 341** (d) [*New Edition 10/1/97*] — **Aus 385** (e) [3694/01] — **Aus 417** (f) [2930/01] — **4726** (g) (INT 726) [880/99]
Australian Notice 3/98/02 (HH.571/009/02).

1402 AUSTRALIA — New South Wales — Port Jackson — Homebush Bay — Depths

Insert depth 07 m and extend 2m contour W. to enclose (a) 33° 49'·538S., 151° 04'·970E.
Delete depth 26 m close NW. of (a) above

Chart [*Last correction*].— **Aus 200** (plan, Parramatta River) [4611/01]
Australian Notice 3/99/02 (HH.571/009/02).

1403 AUSTRALIA — New South Wales — Approaches to Newcastle — Nobbys Head Northeastwards — Buoyage

Amend special spherical light–buoy with topmark to, VQ(5)20s 32° 54'·83S., 151° 48'·51E.
32° 54'·86S., 151° 48'·68E.

Chart [*Last correction*].— **Aus 207** [295/02]
Australian Notice 3/101/02 (HH.571/009/02).

1404 AUSTRALIA — Queensland — Capricorn Group and Curtis Channel — Depths; Wrecks

Insert depth 13fm enclosed by 20fm contour (a) 23° 37'·00S., 151° 58'·19E.
depth 16fm enclosed by 20fm contour (b) 23° 22'·65S., 152° 01'·09E.
○ Wk, least depth 16fm (c) 23° 46'·9S., 151° 55'·3E.
Substitute depth 8₃ fm for depth 8fm (d) 23° 50'·8S., 151° 58'·7E.
○ Wk, least depth 16fm for ○ Wk, least depth 14fm (e) 23° 47'·0S., 151° 55'·3E.
depth 8₃ fm for depth 8fm (f) 23° 50'·7S., 151° 58'·7E.
Delete depth 23fm (g) close SW. of (a) above
depth 28fm (h) adjacent to (b) above
○ Wk, least depth 14fm (i) adjacent to (c) above

Chart [*Last correction*].— **Aus 366** (a,b,d,e,g,h) [4718/01] — **Aus 426** (c,f,i) [4718/01]
Australian Notice 3/104/02 (HH.571/009/02).

1405 AUSTRALIA — Western Australia — Approaches to Dampier — Rosemary Island Northeastwards — Pilot boarding area; Pilot boarding place

Insert magenta maritime limit, pecked line, joining: (a) 20° 23'·45S., 116° 44'·50E.
20° 24'·46S., 116° 44'·50E.
20° 24'·46S., 116° 41'·30E.
(b) 20° 23'·45S., 116° 41'·30E.
within (a)–(b) above
Delete legend, Pilot Boarding Area
① 20° 24'·0S., 116° 42'·9E.

Chart [*Last correction*].— **Aus 741** [294/02]
Australian Notice 3/106/02 (HH.571/009/02).

1406 AUSTRALIA — Western Australia — Geraldton — West Breakwater — Light

Move ★ Fl.G.3s, from: 28° 46'·168S., 114° 35'·972E.
to: 28° 46'·168S., 114° 35'·983E.

Chart [*Last correction*].— **Aus 81** (plan, Port of Geraldton) [1279/02]
Light List Vol. K, 2002/03, 1750
Australian Notice 3/108/02 (HH.571/009/02).

II

1407 AUSTRALIA — Victoria — Port Phillip — Rye Northwestwards — Camerons Bight — Jetties; Legend; Depth

Insert	jetty, single firm line, joining:	(a)	38° 21'·600S., 144° 46'·262E. (shore)
		(b)	38° 21'·442S., 144° 46'·371E. 38° 21'·395S., 144° 46'·248E. and 38° 21'·497S., 144° 46'·337E. (jetty) 38° 21'·450S., 144° 46'·217E. and (c) 38° 21'·51S., 144° 46'·32E. (jetty) 38° 21'·48S., 144° 46'·21E. 38° 21'·60S., 144° 46'·17E. 38° 21'·56S., 144° 46'·18E. (shore) 38° 21'·47S., 144° 46'·25E. 38° 21'·46S., 144° 46'·23E. adjacent to (c) above
Delete	legend, <i>Blairgowrie</i> , centred on: jetty, single firm line, joining: depth 2 ₁ m		

Chart [*Last correction*].— **Aus 143** (a,b) [719/02] — **Aus 158** [719/02]
Australian Notice 3/109/02 (HH.571/009/02).

1408* NORTH PACIFIC OCEAN — Christmas Island — Port London Northwards — Jetty; Dolphins

Insert	jetty, double firm line, width 20m, joining:	2° 00'·590N., 157° 29'·452W. (shore)
		(a) 2° 00'·550N., 157° 29'·565W. and 2° 00'·570N., 157° 29'·570W. (a) above 2° 00'·532N., 157° 29'·550W. 2° 00'·580N., 157° 29'·580W. 2° 00'·520N., 157° 29'·548W.
	□	

Chart [*Last correction*].— **2995** [1549/88]
mv *Stellanova* (HH.593/470/02).

1409 NORTH AMERICA, West Coast — Oregon — Yaquina River Westwards — Data buoy

Move	special $\triangleleft$ <i>Fl</i> (4)Y.20s <i>ODAS</i> “46050”, (chart 3123, special $\triangleleft$ <i>Fl</i> (4)Y.20s <i>ODAS</i> 46050), from: to:	44° 37'·3N., 124° 31'·6W. 44° 36'·3N., 124° 30'·0W.
------	--	--

Chart [*Last correction*].— **3124** [3516/01] — **3123** [2850/01]
Light List Vol. G, 2001/02, 4489
U.S. Notice 10/18580/02 (HH.612/003/03).

1338* FALKLAND ISLANDS — West Falkland — North West Passage Southwards — Deep Channel — Depths; Source data; Unserved areas

Insert	the accompanying block A, showing amendments to depths, centred on: the accompanying block B, showing a source data diagram, centred on:	51° 20'·00S., 59° 43'·01W. 51° 17'·09S., 59° 42'·66W.
Substitute	the accompanying note, UNSURVEYED AND INCOMPLETELY SURVEYED AREAS, for existing note, centred on:	outside N. border at longitude 59°41'·2W.

Chart [*Last correction*].— **2544** (plan, North West Passage) [2324/98]
HM Surveying Ship *Endurance* (HH.690/450/02).

1410 SOUTH AMERICA, East Coast — Brazil, East Coast — Recife — Maintained depths

Amend	maintained depth to, 6·7m maintained depth to, 6·8m maintained depth to, 5·0m	8° 02'·79S., 34° 51'·76W. 8° 02'·81S., 34° 51'·88W. 8° 03'·60S., 34° 52'·14W.
-------	---	---

Chart [*Last correction*].— **969** (plan A, Recife) [4722/00]
Brazilian Notice 3/12/02 (HH.657/421/02).

1411 SOUTH AMERICA, East Coast — Brazil, North Coast — Ponta dos Três Irmãos Northwards — Marine farms

Insert	symbol, marine farm	4° 51'·01S., 35° 47'·02W. 4° 52'·52S., 35° 57'·00W.
--------	---------------------	--

Chart [*Last correction*].— **3979** [609/02] — **3955** [609/02] — **528** [609/02]
Brazilian Notice 3/9/02 (HH.658/450/02).

II

1412 CARIBBEAN SEA — Colombia, North Coast — Punta Manaure Northeastwards — Light

Amend light to, *Fl(2)15s27m15M* 11° 47'·13N., 72° 26'·33W.

Chart [*Last correction*].— **2195** [842/02]

Light List Vol. J, 2001/02, 6260

Colombian Notice 24/01 (HH.640/410/02).

1413 CARIBBEAN SEA — Colombia, North Coast — Cartagena — Punta Castillo grande — Light

Amend light to, *Fl.7s24m25M* (chart 396, *Fl.7s25M*) 10° 23'·48N., 75° 32'·70W.

Chart [*Last correction*].— **2434** (plan A, Bahía Interna de Cartagena) & **2434** [975/02] — **1277** [515/02] — **396** [976/02]

Light List Vol. J, 2001/02, 6167.6

Colombian Hydrographic Office (HH.640/440/03).

1414 GULF OF MEXICO — Texas — Galveston Bay — Houston Ship Channel — Lower Bay Reach — Light-beacon

Delete '49A' light-beacon, *Fl.G.4s17ft* 29° 29'·39N., 94° 51'·91W.

Chart [*Last correction*].— **3186** (panel 1) [978/02]

Light List Vol. J, 2001/02, 4098.5

U.S. Notice 10/11327/02 (HH.615/420/04).

1415 GULF OF MEXICO — Mississippi — Approaches to Pascagoula — Bayou Casotte Channel and Pascagoula Channel — Lights

Insert ★ *Fl.R.6s5m3M* '10A' 30° 19'·793N., 88° 30'·662W.

Amend light to, *Iso.R.6s20m* & *Fl.4s4m6M* 30° 18'·43N., 88° 30'·93W.

Chart [*Last correction*].— **3841** [1184/02]

Light List Vol. J, 2001/02, 3562.1, 3571.63

U.S. Notices 9/11375/02 & 10/11375/02 (HH.615/455/08).

1416 GULF OF MEXICO — Florida — San Carlos Bay — Estero Island Westwards — Light

Amend light to, *Mo(A)16ft6M* 'SC' 26° 25'·13N., 81° 57'·53W.

Chart [*Last correction*].— **3853** [215/02]

Light List Vol. J, 2001/02, 3087

U.S. Chart 11427 (HH.615/485/03).

1417 NORTH AMERICA, East Coast — Georgia and Florida — St Marys Entrance — Channel Depths

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

Chart [*Last correction*].— **2818** [127/02]

U.S. Notice 11/11503/02 (HH.614/011/2002).

1418 NORTH AMERICA, East Coast — Massachusetts — Boston Harbor — Squantum Channel Southwards — Light

Delete ★ *Fl(2)10s* 42° 18'·08N., 71° 01'·81W.

Chart [*Last correction*].— **1516** [1081/02]

U.S. Notice 9/13270/02 (HH.614/435/03).

1419 NORTH AMERICA, East Coast — Maine — Approaches to Portland — Depths; Obstructions; Wreck

Insert	depth 4 ₂ fm enclosed by 6fm contour with seabed character, <i>R</i>	43° 39'·953N., 70° 10'·518W.
	depth 6 ₄ fm	(a) 43° 39'·353N., 70° 12'·717W.
	○ <i>Obstn</i> , least depth 6 ₅ fm	43° 42'·073N., 70° 09'·547W
	○ <i>Obstn</i> , least depth 7 ₃ fm	43° 41'·762N., 70° 09'·817W.
	depth 8 ₁ fm	(b) 43° 42'·003N., 70° 10'·685W.
	depth 6 ₁ fm with seabed character, <i>R</i>	43° 41'·835N., 70° 11'·110W.
	depth 3fm enclosed by 3fm contour with seabed character, <i>R</i>	43° 41'·873N., 70° 12'·655W.
	○ <i>Wk</i> , least depth 3 ₁ fm	43° 42'·488N., 70° 11'·652W.
	○ <i>Obstn</i> , least depth 6 ₄ fm	(c) 43° 42'·503N., 70° 11'·487W.
Substitute	depth 2 ₅ fm enclosed by 3fm contour with seabed character, <i>R</i> , for depth 3 ₂ fm	43° 41'·590N., 70° 12'·730W.
Delete	depth 7 ₂ fm	close N. of (a) above
	depth 9 ₅ fm	close W. of (b) above
	depth 9fm	close SW. of (c) above

Chart [*Last correction*].— **2488** [4205/00]

U.S. Notice 10/13292/02 (HH.614/420/02).

II

1420(T)/02 BRITISH ISLES — Oceanographic buoys and moorings established temporarily

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

<i>Latitude</i>	<i>Longitude</i>	<i>Type</i>	<i>Light</i>	<i>Chart</i>
49° 30'·02N	5° 31'·75W	Y. Spherial	Fl(5)Y.20s	2655
51° 05'·99N	1° 38'·21E	Y. Spherical	Fl.Y.10s	323
51° 31'·5N	1° 01'·9E	Y. Toroidal	Fl.Y.	1607
51° 44'·414N	1° 16'·697E	Dan Buoy	Unlit.	1975
51° 45'·105N	1° 13'·982E	Dan Buoy	Unlit.	1975
52° 00'·0N	2° 20'·0E	Y. Toroidal	Fl.Y.	1543
52° 16'·53N	6° 15'·63W	Y. Spherical	Fl(5)Y.20s	1787
52° 33'·85N	2° 04'·70E	Y. Spherical	Fl(5)Y.20s	1543
53° 29'·2N	3° 12'·8W	Unlit buoy		1951
53° 29'·6N	3° 11'·0W	Unlit buoy		1951
* 53° 37'·1N	2° 11'·2E	Y. Toroidal	Fl.Y	2182B
* 53° 43'·5N	6° 04'·0W	Y. Toroidal	Fl(5)Y.20s	44
53° 45'·0N	5° 00'·0W	Y. Spherical	Fl.Y.10s	1411
53° 47'·18N	4° 40'·44W	Y. Toroidal	Fl(5)Y.20s	1411
54° 42'·9N	5° 45'·9W	Y. Can	Fl.6s	2198

* Indicates new or revised entry.

- Former Notice 1082(T)/02 is cancelled.

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

1421(T)/02 PORTUGAL, West Coast — Apúlia Southwestwards — Platform; Submarine cable; Buoyage

- Mariners are advised that a platform and submarine cable, marked by buoys, have been temporarily established as follows:
 - in position 41° 27'·55N., 8° 50'·34W.
 - a submarine cable, between positions:
 - 41° 27'·55N., 8° 50'·31W.
 - 41° 27'·14N., 8° 47'·88W.
 - 41° 26'·92N., 8° 47'·28W.
 - 41° 26'·97N., 8° 46'·91W.
 - 41° 26'·74N., 8° 46'·56W (shore).
 - special conical buoy in position 41° 26'·98N., 8° 47'·65W.
 - special conical light-buoy, Fl.2·5s in position 41° 27'·25N., 8° 48'·74W.
 - special conical light-buoy, Fl.2·5s in position 41° 27'·41N., 8° 49'·74W.
 - isolated danger light-buoy, Fl(2)5s in position 41° 27'·62N., 8° 50'·63W.
- Fishing, anchoring and dredging activities are prohibited within 250 metres of this vicinity.
- Mariners are advised to navigate with caution in this vicinity.

Chart affected — 3634

Portuguese Notice 2/117(T)/02 (HH.363/400/04).

1422(T)/02 NORTH ATLANTIC OCEAN — Islas Canarias — Tenerife — Santa Cruz de Tenerife — Dársena Pesquera — Light-beacon; Buoyage

- Mariners are advised that the following aids to navigation associated with works currently being carried out in the vicinity of the Fishing Basin, have been established in the following positions:
 - S. cardinal light-beacon, Q(6)+LFl.15s8m2M 28°29'·649N., 16° 12'·118W.
 - S. cardinal pillar light-buoy, Q(6)+LFl.15s 28° 29'·713N., 16° 11'·692W.
 - special light-buoy with topmark, Fl.Y.5s 28° 30'·157N., 16° 11'·342W.
- Former Notice 2349(T)/01 is cancelled.

Chart affected — 1857

Spanish Notice 7/104(T)/02 (HH.419/440/03).

1423(P)/02 INDIA, East Coast — Madras Southwards — Mandavelipākkam Southeastwards — Submarine cable

- Cable laying and associated operations for the I2I Cable Network telecommunications cable are in progress.
- The cable is being laid between the following positions:
 - 13° 01'·20N., 80° 16'·80E.(shore)
 - 12° 59'·23N., 80° 21'·62E.
 - 12° 58'·89N., 80° 22'·53E.
 - 12° 57'·15N., 80° 26'·80E.
 - 12° 56'·25N., 80° 29'·78E.
 - 12° 54'·26N., 80° 38'·51E.
- Vessels are requested not to anchor or trawl in the vicinity of the cable route.
- Charts will be amended as appropriate in due course.

Charts affected — 574 — 2069 — 827 — 828

International Telecom Group (HH.507/300/01).

II

1424(P)/02 INDIA, East Coast — Vishākhapatnam Harbour — Depths; Mooring buoys; Dredged areas; Drying height; Wreck; Coastline; Reclamation

1. A new edition of Indian chart 3012 has been received, which shows numerous changes to charted detail in the Port of Vishākhapatnam and its approaches.
2. The 15 metre depth contour which continues north-eastwards from the dredged approach channel (17° 41'·15N., 83° 19'·00E. approx.) now lies up to two cables seaward from its charted position. The approach channel is unaffected by this shoaling and its depth continues to be maintained to 19·0 metres.
3. Shoal water, less than 10 metres in depth, extends south-eastwards by up to one cable, along the entire length of the South Breakwater (17° 40'·85N., 83° 18'·40E. approx.).
4. The four mooring buoys in the vicinity of position 17° 41'·28N., 83° 18'·34E. have been removed.
5. The area within the dredged limit extending north-westwards from the LPG Berth (17° 41'·10N., 83° 17'·88E. approx.) is dredged to 12·0 metres. The shoal water charted within the 10 and 5 metre depth contours close NE. of the LPG Berth does not exist.
6. Shoaler depths than charted exist within the North-Western Arm (17° 42'·00N., 83° 16'·62E. approx.). The most significant of these are in the following positions:

depth 9m	17° 42'·15N., 83° 16'·55E.
depth 9 ₁ m	17° 41'·94N., 83° 16'·73E.
depth 8 ₄ m	17° 42'·26N., 83° 16'·35E.
depth 9 ₇ m	17° 42'·29N., 83° 16'·47E.
depth 10m	17° 42'·33N., 83° 16'·28E.
depth 4 ₉ m	17° 42'·63N., 83° 16'·31E.
drying height 0 ₂ m	17° 42'·52N., 83° 16'·01E.
7. A dangerous wreck with least depth 1₂ m exists in position 17° 42'·50N., 83° 16'·22E.
8. Minor changes to the coastline exist throughout the harbour area.
9. Some reclamation has taken place in the vicinity of the breakwaters of the Fishing Harbour (17° 41'·74N., 83° 18'·36E. approx.).
10. These and other changes will be incorporated in the next New Edition of Chart 239 to be published in 2002. Until then mariners are advised to navigate with particular caution in the port, to seek advice from the local port authorities and to refer to the latest charts produced by the Indian National Hydrographic Office.

Chart affected — 239

Indian Chart 3012 (HH.503/450/03).

1425(P)/02 SINGAPORE STRAIT — Singapore — Pulau Tekong — Works; Buoyage

1. Mariners are advised that a works area has been established at Pulau Tekong which is marked by light-buoys as follows:

<i>Position</i>	<i>Marked by</i>
1° 25'·28N., 104° 01'·29E. (shore)	N. cardinal pillar light-buoy, <i>Q N. Tekong</i>
1° 26'·02N., 104° 01'·03E.	starboard-hand conical light-buoy, <i>Fl(3)G.15s Tekong</i>
1° 25'·41N., 104° 00'·44E.	W. cardinal pillar light-buoy, <i>Q(9)15s W. Tekong</i>
1° 25'·17N., 104° 00'·43E.	starboard-hand conical light-buoy, <i>Fl.G.2s TJUT-3</i>
1° 23'·35N., 104° 01'·06E.	S. cardinal pillar light-buoy, <i>Q(6)+LFl.15s S. Nelayan</i>
1° 20'·62N., 104° 04'·31E.	port-hand can light-buoy, <i>Fl.R.8s Calder</i>
1° 23'·04N., 104° 05'·16E.	
1° 23'·70N., 104° 04'·86E. (shore)	
2. The following additional light-buoys mark the area:

<i>Position</i>	<i>Marked by</i>
1° 25'·88N., 104° 00'·87E.	special pillar light-buoy, <i>Fl.Y.4s TJUT-18</i>
1° 24'·58N., 104° 00'·63E.	starboard-hand conical light-buoy, <i>Fl(2)G.10s TJUT-6</i>
1° 24'·22N., 104° 00'·76E.	starboard-hand conical light-buoy, <i>Fl.G.4s TJUT-5</i>
1° 23'·04N., 104° 01'·42E.	starboard-hand conical light-buoy, <i>Fl.G.2·5s Malang Tiga</i>
1° 22'·59N., 104° 01'·95E.	starboard-hand conical light-buoy, <i>Fl.G.4s TJUT-1</i>
1° 21'·85N., 104° 02'·82E.	starboard-hand conical light-buoy, <i>Fl.G.4s Nelayan</i>
1° 21'·07N., 104° 03'·73E.	starboard-hand conical light-buoy, <i>Fl.G.4s TJUT-9</i>
1° 21'·19N., 104° 04'·49E.	port-hand can light-buoy, <i>Fl.R.2s TJUT-10</i>
1° 21'·75N., 104° 04'·69E.	port-hand can light-buoy, <i>Fl.R.4s Red Calder</i>
1° 22'·27N., 104° 04'·88E.	port-hand can light-buoy, <i>Fl.R.6s TJUT-11</i>
3. These amendments will be included in New Charts due to be published in April 2002.
4. Former Notice 4847(P)/01 is cancelled.

Charts affected — 2569 — 2585 — 2586

Maritime and Port Authority of Singapore Notice 27/02 (HH.523/500/03).

II

1426(P)/02 CHINA — Bo Hai — Approaches to Qinhuangdao Gang — Anchorages

Mariners are advised that the following changes to anchorages in the approaches to Qinhuangdao have taken place (see also accompanying diagram);

1. The existing limit of Qinhuangdao West Anchorage is extended as follows:

joining:	a.	39°46'·75N., 119° 35'·13E. (existing limit)
	b.	39° 42'·85N., 119° 34'·25E.
and	c.	39° 46'·90N., 119° 39'·63E. (existing limit)
	d.	39° 43'·07N., 119° 41'·00E.
A new arc, limit of anchorage area, radius 12M, joining positions b. above and d. above	centred on:	e. 39° 54'·64N., 119° 36'·96E., (Nanshan Tou Lighthouse)
2. The existing limits of Qinhuangdao Tanker Anchorage and East Anchorage are extended as follows:

joining:	f.	39° 53'·27N., 119° 47'·20E. (existing limit)
	g.	39° 52'·57N., 119° 52'·32E.
and	h.	39° 52'·18N., 119° 46'·85E. (existing limit)
	i.	39° 50'·93N., 119° 51'·77E.
and	j.	39° 49'·62N., 119° 45'·03E. (existing limit)
	k.	39° 45'·97N., 119° 47'·75E.
A new arc, limit of anchorage area, radius 12M, joining positions g. above and k. above	centred on:	l. e. above
3. A new anchorage for vessels up to 100,000 dwt has been established as follows:

joining:	m.	39° 45'·17N., 119° 52'·63E.
	n.	39° 44'·80N., 119° 53'·23E.
and	o.	39° 43'·00N., 119° 49'·95E.
	p.	39° 42'·50N., 119° 50'·35E.
A new arc, limit of anchorage area, radius 15·4M, joining positions m. above and o. above	centred on:	q. e. above
A new arc, limit of anchorage area, radius 16M, joining positions n. above and p. above	centred on:	r. e. above

The former anchorage area for vessels up to 100,000 dwt centred on position 39° 45'·30N., 119° 50'·00E. is discontinued.
4. A new anchorage has been established in the approach to Shanhaiguan as follows:

Limit of anchorage area	joining:	s.	39° 58'·45N., 119° 49'·37E.
		t.	39° 54'·60N., 119° 53'·50E.
and		u.	s. above
		v.	39° 53'·55N., 119° 50'·45E.
An arc, limit of anchorage area, radius 5M, joining positions t. above and v. above	centred on:	w.	s. above
5. These and other changes will be included in the next New Edition of Chart 3378.

Charts affected — 3378 — 1249

Chinese Notices 3/35/02, 5/68/02, 6/82/02 (HH.548/521/03).

1427(T)/02 AUSTRALIA — Victoria — Cape Sir William Grant — Obstruction; Buoyage

1. An obstruction exists in position 38° 25'·09S., 141° 37'·85E., marked by spar light-buoys, *UQ*, in the following positions:
 - 38° 25'·05S., 141° 37'·88E.
 - 38° 25'·11S., 141° 37'·79E.
 - 38° 25'·14S., 141° 37'·88E.
2. Mariners are advised to navigate with caution in the area.
3. Former Notice 756(T)/02 is cancelled.

Charts affected — Aus 140 — Aus 786

Australian Notice 3/118(T)/02 (HH.571/009/02).

1428(T)/02 AUSTRALIA — Victoria — Port Phillip — Buoy

The special light-buoy, *Fl(4)Y.10s*, (38° 00'·79S., 144° 52'·87E.), has been moved to position 38° 00'·675S., 144° 52'·741E.

Charts affected — Aus 143 — Aus 155

Australian Notice 3/119(T)/02 (HH.571/009/02).

1429(T)/02 AUSTRALIA — Victoria — Port Phillip — Port Melbourne — Victoria Dock — Harbour works

1. A concrete training wall is under construction at Victoria Dock No 22 Berth (37° 49'·08S., 144° 55'·85E.) during daylight hours.
2. Victoria Dock No 22 Berth is temporarily closed to all operations.
3. Mariners are advised to navigate with caution in the area.

Chart affected — Aus 154

Australian Notice 3/121(T)/02 (HH.571/009/02).

II

1430(P)/02 **GULF OF MEXICO — Louisiana — Mississippi River — New Orleans and Baton Rouge — Restricted areas**

1. Mariners are advised that submarine cable and pipeline areas have been established in the vicinity of existing anchorage areas, as detailed below.
2. At Fairview Crossing above New Orleans:
 - a. A submarine pipeline area has been established between positions:
29° 57'·55N., 90° 18'·18W. (shore)
29° 57'·24N., 90° 17'·81W. (shore)
and
29° 57'·40N., 90° 18'·33W. (shore)
29° 57'·12N., 90° 17'·95W. (shore)
 - b. A submarine cable area has been established between positions:
29° 57'·83N., 90° 17'·83W. (shore)
29° 57'·50N., 90° 17'·42W. (shore)
and
29° 57'·72N., 90° 17'·98W. (shore)
29° 57'·40N., 90° 17'·58W. (shore)
 - c. A submarine cable and pipeline area has been established between positions:
29° 58'·31N., 90° 16'·90W. (shore)
29° 57'·85N., 90° 16'·57W. (shore)
and
29° 58'·00N., 90° 17'·54W. (shore)
29° 57'·62N., 90° 17'·22W. (shore)
3. South of the I-10 Bridge at Baton Rouge a submarine cable and pipeline area has been established between positions:
30° 26'·37N., 91° 12'·03W. (shore)
30° 26'·35N., 91° 11'·54W. (shore)
and
30° 26'·01N., 91° 12'·07W. (shore)
30° 25'·97N., 91° 11'·62W. (shore)
4. These and other amendments will be included in a New Edition of Chart 3384 to be published in mid-2002.

Chart affected — 3384

U.S. Chart 11370 (*HH.615/451/01*).

To accompany Notice to Mariners 1337/02

On Chart Aus 319

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 1338/02

On Chart 2544

UNSURVEYED AND
INCOMPLETELY SURVEYED AREAS
Mariners are advised that uncharted dangers may exist in the areas shown as unsurveyed and incompletely surveyed. Extreme caution should be used when navigating in such waters. See Source Diagram.

To accompany Notice to Mariners 1355/02

On Chart 275

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

To accompany Notice to Mariners 1375/02

On Chart 3633

MARINE FARMS
Surface marine farm areas, whose limits are frequently changed, are set within the area of this chart, including outlying deepwater locations. Mariners are advised to navigate with caution.

On Chart 3634

MARINE FARMS
Surface marine farm areas, whose limits are frequently changed, are set within the area of this chart, including outlying deepwater locations. Mariners are advised to navigate with caution.

To accompany Notice to Mariners 1385/02

On Chart 2757

SIDESCAN SONAR

The shaded areas shown as categories d, f, j and k in the Source Diagram have been investigated using sidescan sonar. The limits of this area are shown on the chart by a black pecked line. Depths in upright figures are interpolated depths whose values may be less than shown. Mariners are warned that uncharted coral shoals may exist outside of this area which may present a danger to navigation.

To accompany Notice to Mariners 1401/02

On Chart Aus 151

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 174

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 316

SATELLITE DERIVED POSITIONS

Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0.08 minutes SOUTHWARD and 0.06 minutes WESTWARD to agree with this chart.

On Chart Aus 341

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 385

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.

To accompany Notice to Mariners 1401/02 (continued)

On Chart Aus 417

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 4726

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 1417/02

On Chart 2818

CHANNEL DEPTHS (see Note)								
ST. MARYS ENTRANCE TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2001 AND SURVEYS TO NOV 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	44.8	45.1	44.6	39.5	11-01	500	12.36	46
RANGE A	45.0	47.6	47.4	43.2	7-01	482	1.34	42
RANGE A1, A2	46.2	43.3	44.5	40.0	7-01	591-834	0.66	42
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 1431/02

On Chart 896

CAUTION: CHARTS REFERRED TO WGS84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS84 datum. For further details, including an example of the calculation of the WGS84 position, see NM 3871(P)/00.

On Chart 1065

CAUTION: CHARTS REFERRED TO WGS84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS84 datum. For further details, including an example of the calculation of the WGS84 position, see NM 3871(P)/00.

On Chart 2024

CAUTION: CHARTS REFERRED TO WGS84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS84 datum. For further details, including an example of the calculation of the WGS84 position, see NM 3871(P)/00.

To accompany Notice to Mariners 1431/02 (continued)

On Chart 3236

CAUTION: CHARTS REFERRED TO WGS84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS84 datum. For further details, including an example of the calculation of the WGS84 position, see NM 3871(P)/00.

On Chart 3237

CAUTION: CHARTS REFERRED TO WGS84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS84 datum. For further details, including an example of the calculation of the WGS84 position, see NM 3871(P)/00.

On Chart 3365

CAUTION: CHARTS REFERRED TO WGS84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS84 datum. For further details, including an example of the calculation of the WGS84 position, see NM 3871(P)/00.

On Chart 3391

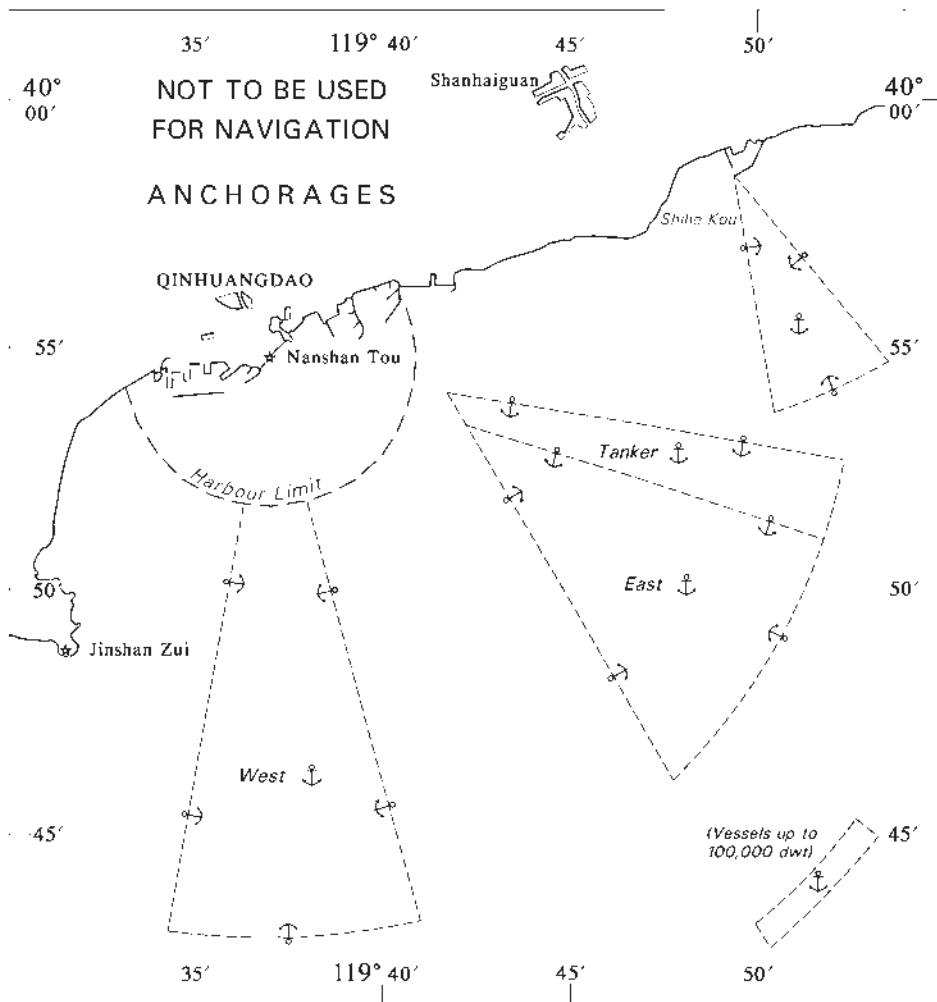
CAUTION: CHARTS REFERRED TO WGS84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS84 datum. For further details, including an example of the calculation of the WGS84 position, see NM 3871(P)/00.

On Chart 3551

CAUTION: CHARTS REFERRED TO WGS84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS84 datum. For further details, including an example of the calculation of the WGS84 position, see NM 3871(P)/00.



To accompany Notice to Mariners 1339/02



On Chart 1183

PRECAUTIONARY AREAS

1. SUNK (51°51'N, 1°37'E)

Vessels entering this area should navigate with extreme caution as vessels boarding and landing pilots may be encountered, some of which may be constrained by their draught. VHF Channel 14 should be monitored, see Admiralty List of Radio Signals.

VESSEL TRAFFIC SERVICES

For procedures and working details of the Port Control London, the Medway Navigation Service, The Ramsgate Vessel Traffic Service, The Harwich VTS and the Sunk VTS, see Admiralty List of Radio Signals.

On Chart 1610

SUNK PRECAUTIONARY AREA

(51°51'N, 1°37'E)

Vessels entering this area should navigate with extreme caution as vessels boarding and landing pilots may be encountered, some of which may be constrained by their draught. VHF Channel 14 should be monitored, see Admiralty List of Radio Signals.

VESSEL TRAFFIC SERVICES

For procedures and working details of the Dover Strait Reporting System (CALDOVREP), the Harwich VTS, the Port Control London and the Sunk VTS, see Admiralty List of Radio Signals.

On Chart 1975

PRECAUTIONARY AREAS

1. SUNK (51°51'0N, 1°37'0E)

Vessels entering this area should navigate with extreme caution as vessels boarding and landing pilots may be encountered, some of which may be constrained by their draught. VHF Channel 14 should be monitored, see Admiralty List of Radio Signals.

VESSEL TRAFFIC SERVICES

For procedures and working details of Sunk VTS, Port Control London and the Harwich VTS, see Admiralty List of Radio Signals.

To accompany Notice to Mariners 1339/02 (continued)



On Chart 2052

SUNK PRECAUTIONARY AREA

(51°51'N, 1°37'E)

Vessels entering this area should navigate with extreme caution as vessels boarding and landing pilots may be encountered, some of which may be constrained by their draught. VHF Channel 14 should be monitored, see Admiralty List of Radio Signals.

VESSEL TRAFFIC SERVICES

For procedures and working details of the Harwich VTS, Sunk VTS and the Port Control London, see Admiralty List of Radio Signals.

To accompany Notice to Mariners 1383/02

On Chart 2632

ANCHORAGE AREA

(36° 51'0N, 36° 00'0E)

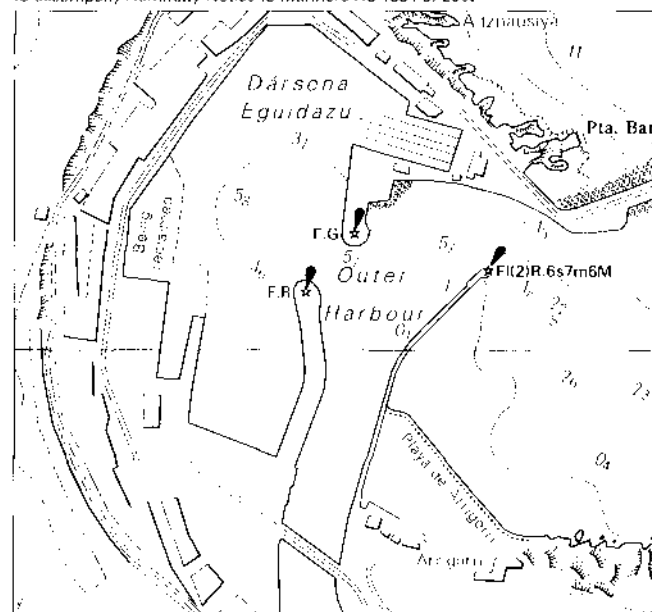
Anchoring in this area is subject to the permission of the Iskenderun Harbour Master.

SOURCE DATA
 British Government Surveys

a 1998 2001 1:15 000
 b 1976 1:25 000
 c 1968 1:15 000
 d Miscellaneous Lines of Soundings
 [] Unsurveyed (see Note)

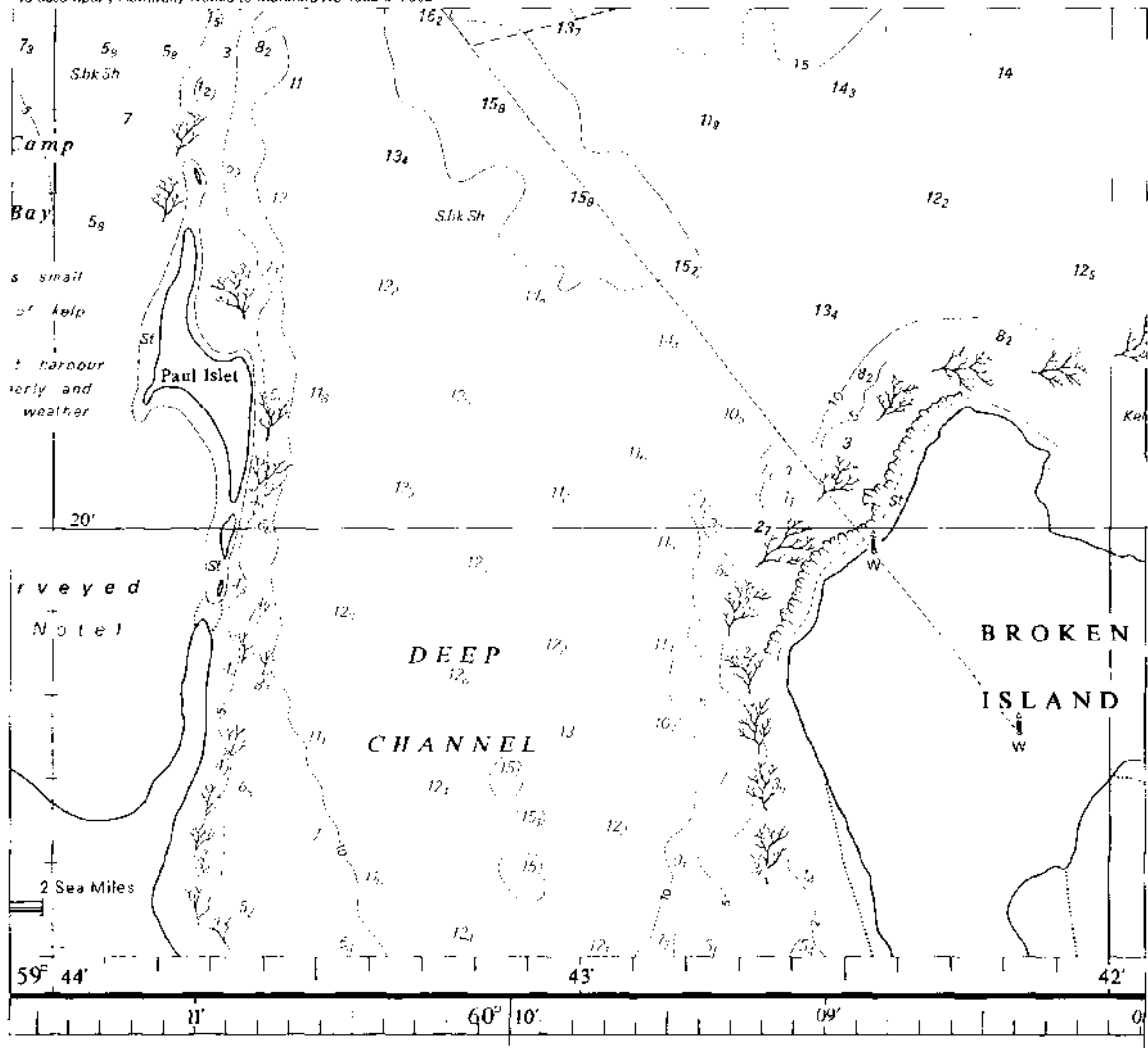
ISLAND

To accompany Admiralty Notice to Mariners No 1334 of 2002



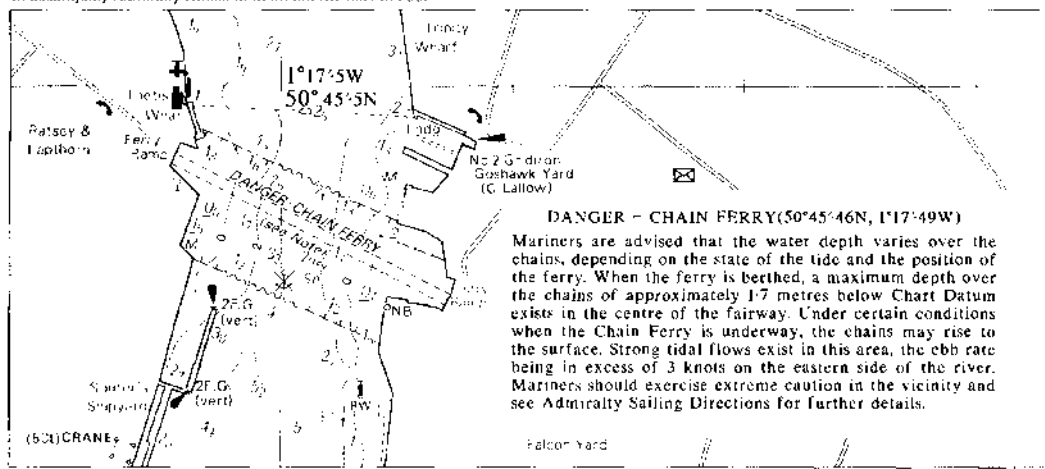
Block for Chart No 1171

To accompany Admiralty Notice to Mariners No 1338 of 2002



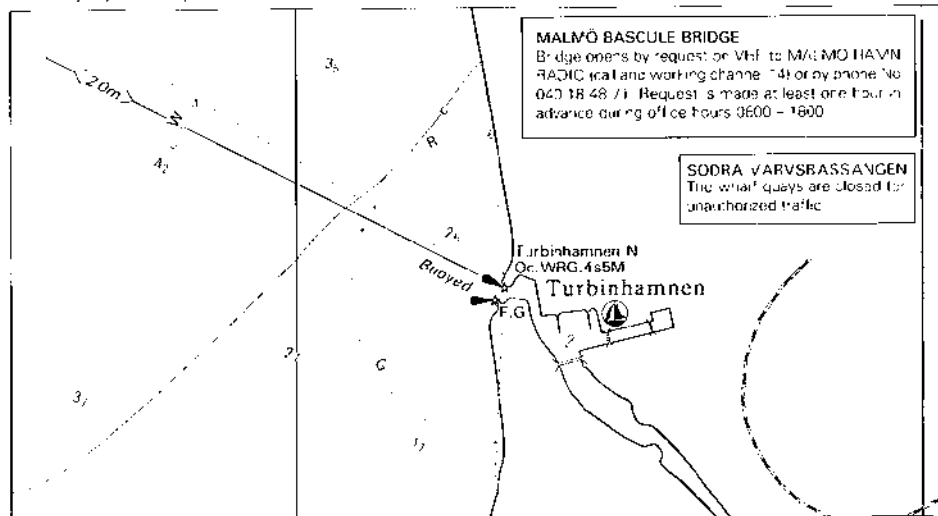
Block A for Chart No 2544

To accompany Admiralty Notice to Mariners No 1331 of 2002



Block for Chart No 2793

To accompany Admiralty Notice to Mariners No 1333 of 2002



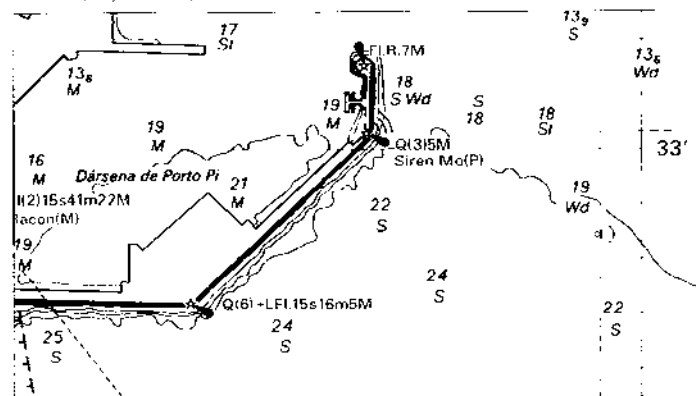
Block for Chart No 911

To accompany Admiralty Notice to Mariners No 1337 of 2002

Tidal Streams referred to HW at PORT HEDLAND															
Geographical Position		A		B		C		D		E					
Hours		13°09'.8S 125 38.6E		13°06'.2S 126 03.6E		13°26'.2S 125 39.4E		13°44'.0S 126 15.6E							
Before High Water	Hours	Directions of streams (degrees)		Rates of spring tides (knots)		Rates of neap tides (knots)		Directions of streams (degrees)		Rates of spring tides (knots)					
		Rates of spring tides (knots)		Rates of neap tides (knots)		Rates of neap tides (knots)		Rates of neap tides (knots)							
6	6	-6	288	0.9	0.4	274	1.1	0.4	250	0.4	0.2	251	1.1	0.4	-6
5	5	-5	268	1.0	0.4	256	1.3	0.5	252	0.9	0.4	217	1.7	0.7	-5
4	4	-4	250	1.1	0.4	243	1.4	0.6	245	1.6	0.6	197	2.1	0.8	-4
3	3	-3	235	1.3	0.5	231	1.4	0.6	227	2.1	0.8	179	2.0	0.8	-3
2	2	-2	218	1.3	0.5	220	1.1	0.4	187	1.4	0.6	162	1.4	0.6	-2
1	1	-1	194	1.1	0.4	220	0.5	0.2	159	0.9	0.4	131	0.8	0.3	-1
High Water	0	0	146	0.9	0.4	030	0.3	0.1	119	0.6	0.2	091	1.0	0.4	0
1	1	+1	111	1.2	0.5	046	1.0	0.4	066	0.9	0.4	057	1.6	0.6	+1
2	2	+2	082	1.9	0.8	050	1.3	0.5	048	1.3	0.5	031	2.2	0.9	+2
3	3	+3	044	2.3	0.9	060	1.7	0.7	039	1.8	0.7	014	2.4	1.0	+3
4	4	+4	005	1.7	0.7	074	1.7	0.7	015	1.5	0.6	342	2.1	0.8	+4
5	5	+5	333	0.9	0.4	072	0.7	0.3	345	0.7	0.3	298	1.5	0.6	+5
6	6	+6	305	0.8	0.3	286	0.6	0.3	313	0.4	0.2	267	1.1	0.4	+6

Block for Chart No. AUS319

To accompany Admiralty Notice to Mariners No 1335 of 2002



Block for Chart No 3034

III

NAVIGATIONAL WARNINGS

See N.M. 13/02. Messages printed below are all in force on 19 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) 13th Week 28/3/02.

NAVAREA I warnings in force 19/3/02: 2000 series: 189 397 419 473. 2001 series: 114 151 152 222 252 303 487 510. 2002 series: 008 032 054 056 064 073 075 089 096 100 101 102 103.

096 ENGLAND, East Coast. Thames Estuary. Knock John Channel. Chart BA 1609. Special lightbeacon Fl(5)Y.20s established 51°31'·25N 001°04'·00E.

097 Cancelled.

098 Cancelled.

099 Cancelled.

100 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 191000z Mar 02.

NEW	ACP Netherlands Sector	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 092/02.

101 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 191000z Mar 02.

	55°31'·8N	005°00'·4E	Maersk Endeavour
	55°32'·3N	005°01'·9E	Ensco 71
NEW	55°40'·7N	017°55'·7E	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
	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
NEW	58°24'·7N	000°10'·8W	Ocean Princess
	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
NEW	Invergordon	Paul B. Loyd Jnr	

NOTES:

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

2. Cancel 093/02.

III

102 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 191000z 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
NEW	60°50'·0N	003°36'·2E	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
NEW	61°06'·6N	002°15'·5E	Deepsea Trym
	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
NEW	63°34'·3N	005°34'·3E	Scarabeo 5
	64°37'·3N	006°36'·1E	Transocean Winner
NEW	65°10'·1N	006°48'·0E	Transocean Searcher
	65°17'·2N	007°18'·2E	Transocean Prospect
	66°03'·6N	008°10'·7E	Stena Don

NOTES:

- a. Rigs are protected by a 500 metre safety zone.
- b. ACP - Adjacent to Charted Platform.
2. Cancel 094/02.

103 RIGLIST. South and West Coasts of the British Isles. Correct at 191000z Mar 02.

NIL.

2. Cancel 095/02.

Cancel 258/01. Wreck salvaged.

Cancel 283/01. Obstruction not located.

Cancel 311/01. Wreck salvaged.

(2) Navarea II (E Atlantic) 13th Week 28/3/02.

Edited Navarea II warnings in force 19/3/02: NIL.

089 to 094 received.

(3) Navarea III (Mediterranean) 13th Week 28/3/02.

Edited Navarea III warnings in force 19/3/02: 466/01, 552/01.

120 to 136 received.

(4) Navarea IV (NW Atlantic) 13th Week 28/3/02.

Edited Navarea IV warnings in force 19/3/02: 383/01.

086 to 092 received.

(5) Navarea V (W Atlantic) 13th Week 28/3/02.

Edited Navarea V warnings in force 19/3/02: 923/97, 568/98, 055/01, 1368/01.

Nil received.

(6) Navarea VI (SW Atlantic) 13th Week 28/3/02.

Edited Navarea VI warnings in force 19/3/02: 101/01, 175/01.

048 to 075 received.

(7) Navarea VII (SE Atlantic) 13th Week 28/3/02.

Edited Navarea VII warnings in force 19/3/02: NIL

028 to 032 received.

III

(8) Navarea VIII (Indian Ocean) 13th Week 28/3/02.

Edited Navarea VIII warnings in force 19/3/02: 388/00, 268/01, 497/01, 170/02.
165 to 180 received.

170 INDIA, West Coast. Approaches to Gulf of Khambhat. Malacca Banks. Chart BA 1486. Considerable changes reported to Western and Narmada Banks with significant shoaling in adjacent channels. Mariners are advised to use only Grant Channel, 21°03'N 072°00'E, where depths are reported to have reduced by up to 1.5 metres.

Cancel 077/02. ANM 1143/02 refers.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 13th Week 28/3/02.

Edited Navarea IX warnings in force 19/3/02: NIL.
040 to 047 received.

(10) Navarea X (Australia, New Guinea) 13th Week 28/3/02.

Edited Navarea X warnings in force 19/3/02: 020/00.
Nil received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 13th Week 28/3/02.

Edited Navarea XI warnings in force 19/3/02: NIL.
Nil received.

Cancel 062/02. ANM 1248/02 refers.

(12) Navarea XII (NE Pacific) 13th Week 28/3/02.

Edited Navarea XII warnings in force 19/3/02: 288/01.
073 to 078 received.

(13) Navarea XIII (NW Pacific) 13th Week 28/3/02.

Edited Navarea XIII warnings in force 19/3/02: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 13th Week 28/3/02.

Edited Navarea XIV warnings in force 19/3/02: NIL.
035 to 039 received.

(15) Navarea XV (SE Pacific) 13th Week 28/3/02.

Edited Navarea XV warnings in force 19/3/02: NIL.
022 to 025 received.

(16) Navarea XVI (E Pacific) 13th Week 28/3/02.

Edited Navarea XVI warnings in force 19/3/02: 151/98.
2001 series: 324 to 358 received.
2002 series: 001 to 047 received.

(17) Hydropacs (Pacific, Indian Ocean) 13th Week 28/3/02.

Edited Hydropacs in force 19/3/02: 1272/99, 1639/01, 1647/01, 496/02.
447 to 504 received.

496 AUSTRALIA, Southeast Coast. Jervis Bay. Chart Aus 360. Point Perpendicular Light (K2588)
35°05'·7S 150°48'·2E changed to Fl.10s18M.

(18) Hydrolants (Atlantic, Mediterranean) 13th Week 28/3/02.

Edited Hydrolants in force 19/3/02: 2002/98, 1581/00, 2659/01, 383/02, 513/02.
574 to 636 received.

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 7 South America Pilot Volume III (2001 Edition)

Peru – Talara and approaches — Traffic separation scheme; anchorages; pier; directions

330

Paragraph 10.285 3 and 4 *Replace by:*

- 3 The track continues NNE passing (with positions relative to Punta Pariñas (4°40'·0S, 81°19'·5W)): WNW of an obstruction (1 mile NNW), reported in 1961. A rock awash, the existence of which is doubtful, lies 4 cables ENE. Thence: WNW of an obstruction (3½ miles NW), thence: WNW of an obstruction (3¼ miles NNW), the existence of which is doubtful. Another obstruction, the position of which is approximate, reported in 1949, lies 6 cables E. Thence:
- 4 WNW of Bajo Ewo (3¾ miles N), a shoal with 8·2 m of water over it, reported in 1925. An oilfield area (10.224) lies E and SE with an obstruction (3 miles N) reported in 1940 by SS *Santa Ana*.
- Thence to a position W of the traffic separation scheme (10.310) off Punta Talara (6¼ miles NNE).

331

Paragraph 10.293 1 line 9 *Replace by:*

- 1 The port is approached through a traffic separation scheme (10.310) and entered on the alignment of...

Paragraph 10.296 1 *Replace by:*

- 1 Deepest berth – new pier (10.315).
Longest berth – No 4 berth (10.315a).

Paragraph 10.302 1 *Replace by:*

- 1 ETA should be sent 72, 48 and 24 hours prior to arrival.

Paragraph 10.303 *Replace by:*

- 1 Anchorage may be obtained, for tankers or other vessels, in designated anchorages, as shown on the plans as follows, (with positions relative to Punta Talara (4°34'·2S, 81°17'·0W):

No 1	1 mile	WNW	Tankers	Least depth 12 m
No 2	5 cables	WNW	Gas Tankers	Least depth about 9 m
No 3	2½ miles	WSW	Quarantine	Obstruction 6 cables E (see 10.224)
No 4	2 miles	N	Quarantine	
No 5	4 cables	N	Other vessels	

- 2 Anchorages will be assigned by the Harbour Master prior to arrival.

332

Paragraph 10.305 2 *Replace by:*

- 2 **Berthing** at Muelle No 1 can be carried out by day or night.
Offshore oil terminal. Berthing during daylight only. Vessels are not permitted to pass between the berth and the shore.

Paragraph 10.306 *Replace by:*

- 1 The entrance channel leads SE between the E coastal bank, marked by No 5 Light–buoy (W cardinal) (4°33'·4S, 81°16'·9W), and the W coastal bank, about 3 cables W, with less than 20 m of water over it, which extends about 1 mile NNW and W of Punta Talara (4°34'·2S, 81°17'·0W) thence SW. The harbour fronting Talara consists of berths protected by breakwaters. There is an offshore oil terminal with mooring buoys.

Paragraph 10.310 *Replace by:*

**Traffic Separation Scheme
10.310**

- 1 A traffic separation scheme, the limits of which are shown on the chart, is established in the approaches to Talara. The scheme is IMO adopted and Rule 10 of the *International Regulations for Preventing Collisions at Sea* applies.
- 2 From a position W of Punta Talara, the track leads through the ENE/E bound lane of the TSS passing (with positions relative to Punta Talara (4°34'·2S, 81°17'·0W)):
- 3 N of Bajo Ewo (3½ miles SW) (10.285), thence: N of the oilfield area (2½ miles WSW) (10.224), thence:
- 4 To either the pilot boarding areas (10.304), or the anchorages (10.303).

Directions for berths**10.310a**

- 1 From a position WNW of Punta Talara between the pilot boarding areas (10.304), the track leads NE for about 8 cables, passing (with positions relative to Punta Talara (4°34'·2S, 81°17'·0W))
- 2 NW of Punta Talara, thence:
NW of No 1 Light–buoy (N cardinal) (1 mile NNW), marking a shoal with 9·1 m of water over it which forms the N limit the coastal bank (10.306).
- 3 Thence the track leads SE on the alignment of leading lights (10.311).

Paragraph 10.311 *Replace by:*

**Entrance
10.311**

- 1 The depths and edges of the channel change owing to movement of sediment, but the changes are not considered significant to navigation. Nevertheless, care is required in the places, which can be seen on the plan, where the leading line passes close to the edges of the channel.

IV

2 **Leading lights.**

Front light (red cross on aluminium diamond on green metal tripod, aluminium top, 9 m in height) (4°34'·3S, 81°16'·5W).

Rear light (aluminium diamond, red band, on green tripod, aluminium top, 9 m in height) (540 m from front light).

3 From a position about 1¼ mile NNW of Punta Roccallosa, the alignment (143°) of these lights leads through the entrance channel, for about 1¼ miles, passing (with positions relative to Punta Roccallosa (4°34'·1S, 81°16'·8W):

4 Between Nos 3 and 4 Light-buoys (1½ and 2¾ cables NE). These buoys, which are liable to drag and cannot be relied upon, mark the sides of the channel. Thence:

5 The track then leads S, passing:

W of a mooring buoy (2¼ cables ENE), which lies on the leading line, thence:

E of a wreck (1 cable E), with a depth of 6 m over it, and:

W of a dangerous wreck (3 cables E), thence:

As required for berthing.

After Paragraph 10.311 Insert:

Directions for leaving harbour

Traffic Separation Scheme

10.311a

1 From a position on the alignment 143° (astern) of the leading lights, pass NE of No 1 Light-buoy (1 mile NNW). Thence the track leads WNW through the W/WNW bound lane of the traffic separation scheme to rejoin the coastal route.

(Directions continue, in reverse, for coastal route S at 10.285, and for coastal route N at 10.326)

Paragraph 10.312 *1* Line 8 *Replace by:*

...Roccallosa (4°34'·1S, 81°16'·8W)).

Paragraph 10.313 *Replace by:*

Anchorage

10.313

1 An anchorage berth in the outer harbour (1½ cables SE). Due care should be taken to avoid dragging anchor as there is a strong undertow.

Paragraph 10.314 *Replace by:*

Muelle No 1

10.314

1 Muelle No 1 (¾ cable S), extends 180 m ENE from the shore, with a depth alongside of 10·7 m. Tankers up to 35 000 dwt can be accommodated on the S side.

Paragraph 10.315 *Replace by:*

New pier

10.315

1 A new pier (2¾ cables SE) for tankers has been constructed. The ruins of the previous Muelle No 2 lie close W.

After Paragraph 10.315 Insert:

No 4 Berth

10.315a

1 No 4 Berth (2 cables S), formerly Muelle No 1, extends 235 m N.

Paragraph 10.316 *Replace by:*

Offshore oil terminal

10.316

1 An offshore oil terminal (1¼ miles SW) with mooring buoys, and a depth of 12 m. A submarine pipeline extends E to the shore, see 1.42.

The terminal lies in an oilfield area which contains platforms and obstructions, see note on chart and 10.224. An obstruction lies 8 cables W of the berth.

Paragraph 10.317 *Replace by:*

Other berths

10.317

1 Muelle No 3 (3 cables E), for general cargo and barges.

Muelle Petromar (4½ cables E) for oil company use.

333

Continuity before Paragraph 10.326 *Replace by:*

(continued from 10.286 and 10.311a)

Paragraph 10.326 *1* lines 1 to 4 *Replace by:*

1 From a position W or WNW of Punta Talara (4°34'·2S, 81°17'·0W) and the traffic separation scheme (10.310) the track leads initially NNW, passing (with positions relative to Punta Talara):

Chart 3089 Edition 5, Peruvian Notices 9/82/01 & 11/115/01; International Maritime Organization (HH. 643/510/02) [13/02]

NP 8 Pacific Coasts of Central America and United States Pilot (1995 Edition) — Supplement 2–2002

Santa Barbara Channel — Traffic Separation Scheme

6

L 32–33 *Replace by:*

...of Santa Catalina, to position 34°24'·7N, 120°52'·2W, W of Point Conception.

235

R 47 *Replace by:*

...34°24'·7N, 120°52'·2W, W of Point Conception.

273

L 57 *Replace by:*

...a position about 20 miles W of Point Conception; see 8.6.

International Maritime Organization (HH. 612/080/02) [13/02]

IV

Caleta Santa Maria — Developments reported

202

L 30 *For* 26°20'N *Read* 27°26'N

L 44–45 *Replace by*:

La Cia Minera Caopas Terminal is situated in the N part of the cove.

It has been reported (2002) that:

Gypsum in bulk is exported from a berth with dolphins at the head of a pier projecting SE from the shore.

Depths alongside: 10–18 m.

Maximum size of vessel: length 205 m; about 70 000 dwt.

The berth is approached on the alignment (about 280°) of leading lights situated on the shore about 1 mile SSW of the root of the pier.

Pilot from Santa Rosalia boards about 1 mile E of the berth.

Captain Glushchenko, MV *CSL Cabo*

(HH. 623/425/03) [13/02]

Recommended tracks

235

R 58–59 *Replace by*:

IMO recommended tracks, as shown on the charts, link the traffic separation schemes off Point Conception (8.336) and the approaches to San Francisco (10.14).

Vessels of 300 gt and above, except those carrying hazardous cargo in bulk, should follow the tracks nearest to the coast, in the directions indicated. Vessels carrying hazardous cargo in bulk, should follow the tracks furthest from the coast, in the directions indicated.

281

R 22 *Insert*:

Traffic Separation Scheme

9.3a

IMO recommended tracks, as shown on the charts, link the traffic separation schemes off Point Conception (8.336) and the approaches to San Francisco (10.14).

Vessels of 300 gt and above, except those carrying hazardous cargo in bulk, should follow the tracks nearest to the coast, in the directions indicated. Vessels carrying hazardous cargo in bulk, should follow the tracks furthest from the coast, in the directions indicated and use the western Traffic Separation Scheme when entering or leaving San Francisco.

299

R 15 *Replace by*:

At the end of the recommended track (9.3a) in the entrance to the N-bound...

R 53 *Replace by*:

...thence, at the end of the recommended track (9.3a) at the entrance to the NE-...

International Maritime Organization

(HH. 612/080/02) [13/02]

San Francisco Bay — Traffic Separation Scheme

297

L 53–54 *Replace by*:

...122°41'W) from the S,SW and NW. The separation zone between the lanes to and from the S is 2 miles wide, whilst the separation zones between the lanes to and from the SW and NW taper from...

299

R 16–35 Including existing Supplement amendment *Replace by*:

...traffic lane of the TSS, about 8¼ miles WSW of Pillar Point (37°30'N, 122°30'W), the track leads N passing (with positions from Pillar Point):

E of special Light-buoy (ODAS) 46012 (10 miles WSW), thence:

W of PP Light-buoy (safe water) (1¾ miles SW) (9.95), thence:

W of Pillar Point (9.87), thence:

W of Point Montara (2½ miles NNW), the seaward end of a spur from the NW shoulder of Montara Mountain (9.85). The point from which a light (9.87) is exhibited, terminates in cliffs 18 m high, and is fringed by numerous detached rocks; a depth of 1.2 m (4 ft) lies about 5 cables W of the point. Dangers, including Colorado Reef about 8 cables SSW of Point Montara, lie up to 5 cables offshore between this point and Pillar Point. Thence:

W of Point San Pedro (6 miles N) (10.25); an underwater rock lies about 3 cables offshore 1 mile S of Point San Pedro. Thence:

E of S Light-buoy (special) (13 miles NW)...

International Maritime Organization

(HH. 612/080/02) [13/02]

San Francisco Bay — Restricted area removed

321

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

415

R 21 *Delete*

US Notice 33/18649/01

(HH. 612/425/04) [13/02]

IV

Oregon – Rogue River Reef westwards — Submerged buoy

353

L 3 *Replace by:*

... the rock a berth of at least 1½ miles. Attention is also drawn to a submerged buoy, shown on the chart, with a depth of 4-6 m (15 ft) over it which lies 3½ miles WSW of North West Rock. Thence:

US Notice 06/18601/02

(HH. 612/445/04)

[13/02]

Columbia River – Sand Island southwards — Wreck

376

R 4 *Add:*

S of a dangerous wreck (1¾ miles WNW) of which only the masts are visible at chart datum.

377

L 5 *Add:* Attention is drawn to a dangerous wreck, of which only the masts are visible at chart datum, which lies in the approaches to the channel in position 46°15'2N, 123°58'2W.

U.S. Notice 4/1852/02

(HH. 612/455/04)

[13/02]

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

Port Walcott — Pilot boarding point

192

R 2–3 *For* 20°33'5S, 117°15'5E *Read* 20°32'0S, 117°16'5E.

Australian Notice 04/130/02

(HH. 573/440/02)

[13/02]

NP 18 Baltic Pilot Volume I (2001 Edition)

Sweden west coast – The Sound – Lernacken — Light discontinued

222

Paragraph 6.298 7 *Delete*

226

Paragraph 6.322 2 line 4 *Delete*

228

Paragraph 6.347 3 line 4 *Delete*

230

Paragraph 6.364 6 line 2 *Delete*

231

Paragraph 6.371 2 lines 3 and 4 *Replace by:*

...SW for about 4 miles, passing...

Swedish notice 48/866/01

(HH. 317/680/04)

[13/02]

Germany – Rostock — Maximum vessel length

464

Paragraph 13.206 1 line 2 *For* 230 m *Read* 260 m

German Hydrographic Office & Notice 25/1672/99

(HH. 327/500/03 & 327/800/02)

[13/02]

Germany and Denmark – Kadet Renden TSS — Buoyage

469

Paragraph 13.260 2 line 2 *For* (cardinal) *Read* (lateral)

Danish & German Hydrographic Offices

(HH. 330/080/02)

[13/02]

NP 24 Black Sea Pilot (2000 Edition)

Port Mariupol' and approaches — Channel depths

223

Paragraph 8.112 1, including existing Section IV Notices Weeks 37/01 and 43/01, *Replace by:*

8.112

1 *Least depths* of dredged approach channels:

Ugol'naya Havan approach channel 8-6 m (2001).

Port Azovstal' approach channel 4-6 m (2002).

Havan Shmidta approach channel 3-4 m (1986).

For the latest controlling depths, mariners should consult the local harbour and pilotage authorities.

Under keel clearance should be at least 15 cm.

Paragraph 8.112 3 *Delete*

224

Paragraph 8.123 2 line 3 including existing Section IV Notices Weeks 37/01 and 43/01, *Replace by:*

...dredged to 8-6 m (2001), which is marked by pairs of...

Paragraph 8.125 2 line 2 existing Section IV Notice Week 37/01, *Replace by:*

...4-6 m (2002), marked by pairs of light-buoys and buoys...

Russian Notice 8/916/02

(HH. 396/420/01)

[13/02]

NP 31 China Sea Pilot Volume II (2001 Edition)

Sungai Sematan — Leading lights

91

Paragraph 4.21 1 *Replace by:*

1 Sungai Sematan (1°48'N, 109°47'E) is entered through Kuala Sematan. A light (triangular daymark, point up, on beacon) stands on the NW entrance point. The entrance channel lies between two drying spits which extend up to 7 cables NE of the entry points. The channel is constantly changing, and entry should not be attempted without local knowledge. Sematan, a Government Station situated on the W bank of the entrance, is the most W port in Sarawak.

IV

Paragraph 4.21 3 and 4 *Replace by:*

- 3 **Directions.** Kuala Sematan Leading Lights stand 2 cables S of the NW entrance point:
Front light (1°48′.7N, 109°46′.7E).
Rear light (about 50 m SW of front).

The alignment (226°) of these lights leads over the bar and thence to the alignment of Sungai Sematan Leading Lights:

Front light (metal column; white triangular daymark, point up) (1°48′.4N, 109°46′.4E).
Rear light (metal framework tower; white triangular daymark, point down) (100 m from front).

- 4 The alignment (202°) of these lights then leads towards the town.

Caution. Because of the changing nature of the bar and channel, these leading lines may not always indicate the deepest water.

Anchorages. Due to the shallow bar, loading and discharging is carried out from lighters; lighterage ceases during the NE monsoon (October to March).

Sarawak Chart 1045

(HH. 519/400/02) [13/02]

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

Changjiang Kou (Estuary) — Light

171

L70 *Add:*

A light (white square concrete tower) is exhibited from a position close to the head of this jetty.

Chinese Notice No 3/37/02

(HH. 548/473/07) [13/02]

Mokp'o Hang — Directions

258

L 26–28 *Replace by:*

... NNE into No 1 Fairway. A rock, with a depth of 5.8 m, lies 4¾ cables ENE of the light (white octagonal concrete tower, 7 m in height) on the S point of Talli Do; a 4.8 m shoal lies a farther 1¾ cables E of the rock. The E extremities of ...

Korean Notices No 2/18/02 & 4/62/02

(HH. 557/405/02) [13/02]

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

Hjelmelandsfjorden – Dyneneset — Anchorage deleted

97

R 28–30 *Replace by:*

... 4 m alongside. There is a mooring ring on the islet of **Klepsholmen** which lies 1¼ miles ENE of Ølesund.

Norwegian Notice 3/120/02

(HH. 310/420/03) [13/02]

NP 58B Norway Pilot Volume IIIB (1984 Edition) — Supplement 7–1998

Rolvøya – Tufjorden — Anchorage; submarine cable

212

R 26 *Replace by:*

Ytterhamn (about 1 cable E of Tufjord Light, and clear of a submarine cable which is laid through the harbour), ...

Norwegian Chart 101

(HH. 309/460/02) [13/02]

NP 62 Pacific Islands Pilot Volume III (1982 Edition) — Supplement 8–1999

Christmas Island – Port London (Kiritimati) — Berths

200

R 65 *Add:*

It has been reported (2002) that this wharf is no longer in use.

Jetty. A T-shaped jetty is situated about 1¾ miles NNW of Port London (Kiritimati). The jetty is 220 m in length, terminating in a fendered berthing face 80 m in length, with dolphins at each end. Operations at this jetty are susceptible to interruption by swell.

MV *Stellanova*

(HH. 593/470/02) [13/02]

NP 69 East Coast of the United States Pilot Volume II (1999 Edition)

Delaware Bay — Fortescue Creek Direction Light discontinued

82

Paragraph 3.157 2 lines 3–7, *Replace by:*

...moored 5 cables SE of Beadon Point.

USCG Notice 49/12304/01

(HH. 614/535/02) [13/02]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2002/03. NEW EDITION. Weekly Edition No. 13, Dated 28th March, 2002.

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

0500	- Training Bank	50 39·8 1 55·9	2 F R(vert)	...	...	Red □ on red beacon	
			*			*	
1378	- Enrochements Est. Head (Saint-Médard)	49 18·1 0 14·5	Oc(2)R 6s	7	8	White pylon, red top 17	<i>ec 1, lt 1, ec 1, lt 3.</i> TE 2002
							*
1381·7	-	49 17·3 0 14·5	Fl R 4s	9	5	White pylon. red top 13	<i>fl 1. Vis 330°-150°(180°).</i> Marks N limit of Turning Area. TE 2002
							*
1484	-- Lts in line 140·3° and 142·2°. Jetée du Homet. Front	49 39·6 1 37·9	2 Q W(hor)	5	17	White △ on beacon 4	63m apart. Intens 137·3°-143·3°(6°) and 139·2°-145·2°(6°). Mark SW/NE limits of dredged channel. Day Wind Signals
	*		*				*
1484·1	--- Gare Maritime. Dir Lt 141·25°. Rear. 0·99M from front	49 38·8 1 37·0	Dir Q W	35	19	White △ on grey pylon 35	Intens 140°-142·5°(2·5°)
	*						
1519	-- <i>NE</i>	48 46·4 5 10·8	LFl W 10s	9	5	Red and white striped buoy	<i>fl 3. Racon</i>
	--	...	Whis				
		*					*
2050·01	- Floating pontoons	51 23·4 0 29·9	2 F R(vert)	...	...	On downstream end 2	
*	*	*	*	*	*	*	*
	BORSTAL REACH						
2050·05	- CTRL Bridge. NW Pier	51 22·6 0 28·4	2 F G(vert)	4	...	...	2m apart
	-- Main Span. Centre	...	Q Y	...	...	...	On upstream and downstream sides
	-- SE Pier	...	2 F R(vert)	4	...	...	2m apart
	*	*					*
2050·06	<i>Remove from List</i>						
2050·1	<i>Remove from List</i>						
2282	- Lowestoft Roads. Claremont Pier	52 27·9 1 44·9	Oc WR 8s	5	W 8 R 6	White metal column 4	<i>ec 1. W223·8°-229·8°(6°), R229·8°-223·8°(354°).</i> W sector covers the deeper water between Sladdens Pier and the harbour mouth
							*
2318	- South Denes. Outfall diffuser	52 35·0 1 44·1	F WRG	42	1	Power station building	R217°-221°(4°), W221°-223°(2°), G223°-227°(4°). W floodlight sector not for navigational use, outfall diffuser located within the W sector of the light
							*

V

Volume A *continued.*

2822·1	--- Rear. 55m from front	55 45·6 F R 1 59·8	9	... Orange ▽ on orange mast, black bands 12	Reported very dim 2001
					*
2834	- Ldg Lts 241°. Front	55 50·6 F R 2 04·2	29	4 White post 2	Difficult to distinguish by day
	*				*
2834·1	-- Rear. 45m from front	55 50·6 F R 2 04·2	35	4 White post 2	Difficult to distinguish by day
*	*	*	*	*	*
2836	<i>Remove from List</i>				
5286	West Blockhouse Point. Ldg Lts 022°30'. Front	51 41·3 F W 5 09·6	54	13 Black □, white stripe, on white concrete tower 13	Vis 004·5°-040·5°(36°). Racon. TR 2002. Intens on lead. High intensity lights for use in daylight in reduced visibility are available on request to Milford Haven Port Control
	---	... <i>By day</i>	...	10	...
					Vis 004·5°-040·5°(36°). On request to Milford Haven Port Control
					*
5541	Chapel Rock	51 36·4 Fl WRG 2·6s 2 39·2	6	8 Black metal framework tower, white lantern 8	<i>fl 0·4.</i> W213°-284°(71°), G284°-049°(125°), W049°-051·5°(2·5°), R051·5°-160°(108·5°)
					*
5553·2	-- Centre. Water intake. Baffle Wall	51 41·7 2 F G(vert) 2 29·9	...	...	...
	-----	... Siren(2) 30s	...	...	...
	*				2m apart
					5 bl. TD 2002
					*

Volume C, 2001/02. Weekly Edition No. 13, Dated 28th March, 2002.

Last Amendment: Weekly Edition No. 12, dated 21st March, 2002.

1108	<i>Remove from List</i>				
2678·33	--	53 54·4 Oc G 4s 14 15·4	7	2 Green column	<i>ec 1.</i> Synchronized with C2678·3 and C2678·32
*	*	*	*	*	*
2738	- Wyspa Długi Ostrów. S end	53 33·6 Q(6)+LFl W 15s 14 35·8	8	6 ▽ on black dolphin, yellow top with 2 galleries 9	TE 2002
				*	*
2738·1	- Port of Police. Jetty. S end	53 33·5 F R 14 35·4	7	3 Red mast	Reserve light below. TE 2002
		*			
2900·5	- Bridge. S Pier	54 01·1 Oc G 4s 14 44·6	...	2	...
	-- N Pier	... Oc R 4s	...	2	...
*	*	*	*	*	*
					<i>ec 1.</i> 1 either side of pier
					<i>ec 1.</i> 1 either side of pier

V

Volume C *continued.*

3369	- Timber Harbour South (Malku Ilankos Pietinis)	55 38·9 21 09·5	Oc(2)WRG 8s	21	5	Red metal framework tower 16	<i>ec 1, lt 1, ec 1, lt 5.</i> G158·1°-159·6°(1·5°), W159·6°-161·6°(2°), R161·6°-163°(1·4°). Shown 24 hours
	*					*	
3830	- Miinisadam Harbour. W gate. NW Head of middle Breakwater	59 27·5 24 43·5	Fl R 2·5s	7	6	White metal column with gallery 5	<i>fl 0·3. TE 2002</i>
							*
3841·4	Merivälja. Pier. Head	59 29·5 24 49·6	Fl R 3·5s	7	2	Red metal cylinder 5	<i>fl 0·5.</i> Destroyed (T) 2002
							*
6685·8	-- Kyrkegrund	59 31·7 17 01·3	Q R	4	4	Lantern on framework tower on white dolphin, red band	Q R and Q G lights on bridge 800m WNW. Floodlit
		*					*
6687·8	- Hallingön	59 29·4 16 51·9	Q WRG	6	W 5 R 4 G 3	White tower, green band	G shore-327°, R327°-099°(132°), W102°-110°(8°), R110°-shore
					*	*	*
6689·4	- Stora Sandskär	59 31·8 16 35·4	Fl(2)WRG 6s	4	W 6 R 4 G 3	White hut, green band	G242°-258°(16°), W258°-262·5°(4·5°), R262·5°-273°(10·5°), G(unintens)273°-295·5°(22·5°), W295·5°-000·5°(65°) (unintens)336°-000·5°(24·5°), R000·5°-060°(59·5°) (unintens)013°-060°(47°), W060°-132°(72°), G132°-147°(15°), W147°-157°(10°), R157°-169°(12°). For lights to Kvicksund see C6691
		*		*	*		*
6691	- Ldg Lts 028°. Rear. Flaten	59 30·8 16 35·2	Q WRG	5	W 7 R 5 G 4	White hut, green band	G160°-187°(27°), W187°-212°(25°), R212°-285°(73°), G285°-000°(75°), R000°-024°(24°), G024°-048°(24°). <i>See C6689·4. Floodlit</i>
		*			*		*
6691·1	-- Front. Högholm	59 30·3 16 34·7	Fl(4)WRG 12s	4	W 7 R 5 G 4	White hut, green band	G203°-213°(10°), R213°-300°(87°), G300°-024°(84°), W024°-036°(12°), R036°-055°(19°)
		*			*		*

V

Volume D, 2001/02. Weekly Edition No. 13, Dated 28th March, 2002.

Last Amendment: Weekly Edition No. 12, dated 21st March, 2002.

0870	- La Vieille	48 02·5 4 45·4	Oc(2+1)WRG 12s	33	W 18 R 13 G 14	Grey tower, black top 27	<i>ec 1, lt 1, (ec 1, lt 4) x 2.</i> W290°-298°(8°), R298°-325°(27°), W325°-355°(30°), G355°-017°(22°), W017°-035°(18°), G035°-105°(70°), W105°-123°(18°), R123°-158°(35°), W158°-205°(47°)
--		...	Horn(2+1) 60s	...	...	...	<i>bl 2, si 3, bl 5, si 23, bl 2, si 25.</i> TD 2002 *
1213·6	- Rochebonne NE	46 12·7 2 25·0	Iso G 4s	8	3	△ on green buoy	Ra refl. Missing (T) 2002 *
1240	- Chanchardon	46 09·8 1 28·3	Fl WR 4s	15	W 11 R 8	Black 8-sided tower, white base 20	<i>fl 1.</i> R110°-290°(180°), W290°-110°(180°) *
1289	- BXA	45 37·6 1 28·6	Iso W 4s	8	7	Red ○ on red buoy, white stripes	Ra refl. Racon *
--		...	Whis				
1394.1	--- Rear. 150m from front	43 31·7 1 29·9	Dir Iso R 4s	18	13	Pylon	Intens 312·4°-332·4°(20°) *
1396	- La Forme de Radoub	43 30·6 1 29·7	VQ G	17	3	White pylon, green base and top 12	 * *
2324·05	-- Dir Lt 339° 11'	37 08·6 6 50·7	Dir F WRG	59	8	White tower 15	G337·5°-339·1°(1·6°), W339·1°-339·3°(0·2°), R339·3°-340·9°(1·6°). Daylight range 6M *
6758	- Ulenge Reef	5 02·4 39 09·8	Fl G 6s	7	...	White concrete beacon	<i>fl 0·6</i> *
8586·3	- OKONO TERMINAL, FPSO Jamestown	3 59·4 7 17·5	Mo(U)W	...	...	Tanker	
*	-	...	Horn Mo(U)				
*	*	*	*	*	*	*	*

V

Volume E, 2001/02. Weekly Edition No. 13, Dated 28th March, 2002.

Last Amendment: Weekly Edition No. 12, dated 21st March, 2002.

0056·1	- Puerto Pesquero. Dique de Levante. Head	36 30·4 4 52·5	Fl G 5s	9	5	White concrete tower, green top	<i>fl 1. TE; replaced by buoy Q G (T) 2002</i>
					4		*
1171·35	- E Groyne. Head	44 08·2 8 16·2	VQ G	8	3	Green post	Private
*	*	*	*	*	*	*	*
1702	Punta Campanella	40 34·1 14 19·5	Fl W 5s	65	10	White framework tower, black bands	<i>fl 1. Vis 270°-166° (256°), obscured 066°-089° (23°) by Isola di Capri</i>
			*		18		*
1785	Isola Filicudi. Scoglio Montenassari	38 34·9 14 31·8	Fl(5)W 15s	20	12	Post	<i>(fl 1, ec 1) x 4, fl 1, ec 6. Vis 317°-090° (133°), 095°-255° (160°)</i>
	*	*	*	*	6	*	*
1926	- Molo di Levante. Old Head	37 30·1 13 04·9	Fl G 4s	...	2	Green post	<i>fl 1. Vis only inside the harbour</i>
			*	*	3		*
1926·2	-- Head	37 30·0 13 04·8	Fl G 4s	...	2	Green metal column	Vis only inside the harbour
			*	*			*
4907	- Ferry Harbour. S Breakwater. Head	41 00·7 29 00·4	VQ(2)G 5s	7	3	White concrete tower	<i>fl 0·4, ec 0·6, fl 0·4, ec 3·6</i>
			*		3		*
4907·2	-- N Breakwater. Head	41 00·9 29 00·6	VQ(2)R 5s	7	3	White concrete tower	<i>fl 0·4, ec 0·6, fl 0·4, ec 3·6</i>
			*		3		*
5090	- Dredged channel. Ldg Lts 274°36'. Front	46 30·0 30 44·4	Fl G 3s	10	2	White ◇ and white □, black stripe, on metal framework tower	Vis on leading line only. TE 2002
					10		*
6362·8	- No 1	34 46·3 10 54·5	Fl Y 10s	4	3	Yellow × on yellow beacon	<i>fl 1·5</i>
*	*	*	*	*	4	*	*
6362·85	- No 2	34 46·3 10 54·7	Fl (2+1)Y 20s	4	3	Yellow × on yellow beacon	<i>fl 0·5, ec 12·5, (fl 0·5, ec 3) x 2</i>
*	*	*	*	*	4	*	*
6713	Les Moules	35 42·3 1 00·8	Iso Vi 2s	12	3	3-sided column	
*	*	*	*	*	7	*	*

V

Volume F, 2001/02. Weekly Edition No. 13, Dated 28th March, 2002.

Last Amendment: Weekly Edition No. 12, dated 21st March, 2002.

1398	Bengkalis. Gosong Clark Southeastwards	1 42·6 102 24·2	Fl W 3s	14	12	...	Racon. TR 2002
							*
1597	--- Signal Station	3 00·1 101 23·5	Fl R	28	5	Building	
							*
1598	--- No 14	2 59·9 101 23·6	Fl R	9	3	White metal mast 26	
							*
3675·5	Xiaojiaotou Jiao	28 28·1 121 54·5	Fl(2)W 6s	23	10		<i>fl 0·5, ec 1, fl 0·5, ec 4</i>
						12	*
3682·2	Ping Jiao	28 59·3 121 44·2	Fl(4)W 10s	13	7		<i>(fl 0·3, ec 1) x 3, fl 0·3, ec 5·8</i>
						6	
*	*		*	*	*	*	*
3682·3	Caoxiepa Yu (Caoxiepo Yu)	29 00·4 121 53·8	Fl(2)W 6s	28	10		<i>fl 0·5, ec 1, fl 0·5, ec 4</i>
						10	
*	*		*	*	*	*	*
3682·4	Sanmen Wan. Yang Jiao	29 03·2 121 43·3	Fl W 4s	7	7		<i>fl 0·4</i>
						8	
*	*		*	*	*	*	*
3682·5	Mituo Dao (Zuo Yu)	29 03·1 122 00·7	Fl W 5s	49	16		
						10	
*	*		*	*	*	*	*
3682·6	Jiabeixia	29 10·1 121 58·7	Fl W 4s	9	7		<i>fl 0·5</i>
						9	
*	*		*	*	*	*	*
3682·8	Chengzhu Jiao	29 11·7 121 59·4	Fl(2)W 6s	26	10		<i>fl 0·5, ec 1, fl 0·5, ec 4</i>
						4	
*	*		*	*	*	*	*
3683·7	Dachan Dao (Suo Shan)	29 16·0 122 02·3	Fl W 4s	52	10		<i>fl 0·5</i>
						9	
*	*		*	*	*	*	*
3684·3	Baimutian Jiao (Xing Jiao)	29 18·2 122 02·8	Fl(4)W 12s	12	10		<i>(fl 0·5, ec 1·5) x 3, fl 0·5, ec 5·5</i>
						17	
*	*		*	*	*	*	*
3684·5	Tianluotou Dao. Ermu Shan. NE Islet	29 21·1 122 01·6	Fl(3)W 10s	27	9		<i>(fl 0·5, ec 1) x 2, fl 0·5, ec 6·5</i>
						9	
*	*		*	*	*	*	*
3689·5	Xiasi Jiao	29 30·3 122 04·9	Fl(2)W 6s	38	9		<i>fl 0·5, ec 1, fl 0·5, ec 4</i>
						10	
*	*		*	*	*	*	*

V

Volume F *continued.*

3824·13	- No 42	36 01·7 120 14·2	Iso W 4s	...	...	Buoyant beacon	
*	*	*	*	*	*	*	*
3948·45	-- No 12	39 53·9 119 38·9	Fl G 4s	...	...	Green △ on green buoyant beacon	
*	*	*	*	*	*	*	*
3948·6	-- No X-1	39 54·3 119 38·8	Fl(2+1)G 12s	...	...	△ on green buoyant beacon, red band	
*	*	*	*	*	*	*	*
3953·55	-- No 32	39 54·4 119 39·1	Fl G 4s	...	...	Green △ on green buoyant beacon	
*	*	*	*	*	*	*	*
3962	- Tianlongsi	40 11·4 120 21·0	LFl W 10s	24	6		18
*	*	*	*	*	*	*	*
3964·3	- Liuguhe Kou	40 16·2 120 29·6	Fl W 6s	26	6		18
*	*	*	*	*	*	*	*
3964·6	- Taizili	40 22·9 120 35·6	Fl R 4s	35	6		18
*	*	*	*	*	*	*	*
4154·9	-- Breakwater	36 46·5 126 07·8	Fl(2)G 6s	16	5	White round concrete tower	11
*	*	*	*	*	*	*	*
4158·73	- Korea Gas Sea Berth. No A (Kogas)	36 59·9 126 47·0	Fl(2)Y 6s	8	7		
	---	...	Horn 20s				*
4182	Hangang, Gayang Great Bridge, Centre, C2, C3	37 34·1 126 51·8	F W	...	4	○ with red and white stripes	
	-- Left, L2, L3	...	F G	...	8	Green □	
	-- Right, R2, R3	...	F R	...	5	Red △	
	-- Piers, P1, P2, P3, P4	...	F Y	...	6		
*	*	*	*	*	*	*	*
4225	-- Hajug Do	34 45·8 125 26·7	Fl W 5s	98	18	White round concrete tower	Reduced range 8M (T) 2002
					6		*
4228	Manjaedo (Maury Is)	34 12·6 125 28·4	Fl W 5s	193	16	White round concrete tower	Reduced range 8M (T) 2002
					5		*
4228·8	Ui Do	34 37·1 125 48·3	Fl W 5s	81	15	White round concrete tower	Vis 345°-156°(171°). Reduced range 8M (T) 2002
					8		*

V

Volume F *continued.*

4298-6	Pungnam Hang. Breakwater	34 30·7 127 15·1	Fl G 5s	16	5	White 8-sided concrete tower	13	
*	*		*	*	*	*		*
4381-36	-- W Head	35 27·8 129 24·1	Fl R 4s	21	9	Red round tower	15	Racon
			*		*			
5665	- Torigakubino Ishi	34 08·9 132 29·7	Mo(D)R 10s	7	10	△ on red beacon	8	TE 2002. F W, F R, F G and F Y lights on bridge 800m NW
								*
5762	- HIROHATA KU. E Breakwater. Head	34 45·8 134 37·7	Iso R 4s	16	13	Red round metal tower	17	5 Y lights on posts 0·7M WNW
								*
6589-2	- Madaga Saki	39 16·1 141 55·7	Fl(2)W 8s	60	13	White tower	10	R light on SW head 950m WSW
								*
6589-3	-	39 15·4 141 55·9	Fl G 3s	8	3	White tower	2	
*	*		*	*	*	*		*
6805	Osirabetu Kō	42 13·7 143 19·3	Fl(2)G 6s	8	3	Green tower	5	Destroyed. Fl G 3s 6m 3M (T) 2002
								*
7232-4	- E Breakwater. Head	36 37·7 136 36·2	Fl G 3s	11	3	White round concrete tower	8	
				*	*			
7233-2	-- Breakwater. Head	36 37·2 136 36·1	Fl R 3s	11	3	Red tower	9	
					*			

Volume G, 2001/02. Weekly Edition No. 13, Dated 28th March, 2002.

Last Amendment: Weekly Edition No. 12, dated 21st March, 2002.

0550	Araquari	26 27·1 48 35·7	F Y 151	5	7	White cylindrical concrete tower	4	
			*					*
4179-7	- Farm Island. No 1	37 44·1 122 16·2	Fl G 4s	4	...	Green □ on pile		Private
		...	Horn 20s	...	...	...		<i>bl 2</i>
			*					*
4179-72	-- No 2	37 44·1 122 16·1	Fl R 4s	4	...	Red △ on pile		Private
			*					
4179-73	-- No 3	37 44·2 122 16·0	Fl G 4s	4	...	Green □ on pile		Private
*	*		*	*	*	*		*

V

Volume G *continued.*

4489	- ODAS 46050	44 36·3 124 30·0	Fl(4)Y 20s	...	... Yellow superbuoy	
*	*	*	*	*	*	*
5642	- Nahwitti Point	50 54·3 127 59·1	Fl W 4s	15	9 White round tower 7	fl 0·1. Ra refl. R lights on tower 1·9M NE
			*			

Volume H, 2001/02. Weekly Edition No. 13, Dated 28th March, 2002.
Last Amendment: Weekly Edition No. 12, dated 21st March, 2002.

0539	-- Long Liner Wharf. Head	48 39·0 53 06·8	Fl G 4s	3	4 Cylindrical mast 2	Seasonal
			*			

Volume J, 2001/02. Weekly Edition No. 13, Dated 28th March, 2002.
Last Amendment: Weekly Edition No. 12, dated 21st March, 2002.

1447·2	- Nauticus Pier. A	36 50·9 76 17·8	Fl Y 4s	2	... On post	Private
*	*	*	*	*	*	*
1447·4	-- B	36 50·9 76 17·8	Fl Y 4s	2	... On post	Private
*	*	*	*	*	*	*
1466	<i>Remove from List</i>					
1675·6	<i>Remove from List</i>					
2104	Cove Point	38 23·2 76 22·9	Fl W	14	12 White tower 16	Vis 110°-040°(290°)
	-	... Horn 15s		...	...	bl 2
	*		*		*	
2204	Thomas Point Shoal	38 53·9 76 26·2	Fl WR	13	W 16 R 11 White 6-sided tower on piles	R011°-051·5°(40·5°), W051·5°-096·5°(45°), R096·5°-202°(105·5°), W202°-011°(169°). 3 Fl(vert) Intens lights on chimney 10·4M NW. 2 F R(vert) on mast 6·5M W
	-	... Horn 15s		...	...	bl 2
	*		*		*	
3368·1	-- Rear. 1·46M from front	29 54·3 85 23·1	Iso R 6s	15	13 Red □, white stripe, on framework tower	
	--- Passing Light	... Fl W 4s		5	4	
	*	*	*	*	*	
3493·51	---- Rear. 0·8M from front	30 28·2 88 00·1	Iso W 6s	20	... Red □, white stripe, on framework tower on piles	Vis 4° each side of leading line
				*		*
3493·52	----- Passing Light	30 28·2 88 00·1	Fl W 4s	5	5 Red □, white stripe, on framework tower on piles	On same structure as J3493·51
*	*	*	*	*	*	*

V

Volume J *continued.*

3575·52	- Ship Island. S	30 17·1 88 53·2	Mo(A)W	5	6	...	Ra refl
*	*	*	*	*	*	*	*
3575·54	-- No 2	30 17·0 88 57·2	Fl R 2·5s	5	14	...	PA
*	*	*	*	*	*	*	*
5779·5	--- MA 10	14 27·8 60 52·4	Fl(2)G 6s	2	2	Green □ on beacon	TE 2002
							*

Volume K, 2002/03. Weekly Edition No. 13, Dated 28th March, 2002.
Last Amendment: Weekly Edition No. 12, dated 21st March, 2002.

1365·5	- Tg Oisina	10 21·6 123 27·6	Fl W 4s	20	12	Beacon	<i>fl 0·5. Reported TE 2002</i>
							*
2048	<i>Remove from List</i>						
2048·5	Long Split (co)	34 36·0 138 05·5	Fl W 5s	9	10	White GRP hut on white pile with platform	<i>fl 1. Ra refl</i>
							*
2588	- Point Perpendicular (co)	35 05·7 150 48·2	Fl W 10s	95	19	White GRP hut on white metal framework tower 19	Vis 231°-028°(157°) and in Jervis Bay. F R lights on radio masts 5·25M SW
			*		*		*
3066·45	<i>Remove from List</i>						
3744·1	- Saltworks (Duder Spit Rock)	36 47·6 174 49·4	Q(3)R 8s	2	1	Red □ on red beacon	<i>(fl 0·5, ec 1) x 2, fl 0·5, ec 4·5</i>
							*
3745	St Leonards Approach. Dir Lt 216°	36 47·9 174 47·3	Dir Oc WRG 4s	23	W 21 R 17 G 17	Metal column	<i>ec 1. G213·5°-214·5°(1°), W214·5°-217·5°(3°), R217·5°-218·5°(1°)</i>
	--	...	<i>By day</i>	...	4		*
3756	Orakei Wharf	36 50·7 174 48·9	Oc R 6s	8	3	On tower	<i>ec 2</i>
							*
4094·5	- Blyde Wharf. Lts in line 247°31'. Front	39 03·4 174 02·0	VQ G	15	3	Orange △ on metal mast 9	*
4094·51	--- Rear. 62m from front	39 03·5 174 01·9	VQ G	20	3	Orange △ on building 12	*
4110·5	-- No 5	37 02·1 174 47·9	Q G	4	3	Green △ on green metal pile	<i>fl 0·3</i>
							*

V

Volume K *continued.*

4110-6	-- No 10	37 01-9 174 48-0	Q R	4	3	Red □ on red metal pile	<i>fl 0-3</i>	*
4116-8	-- No 18	36 56-4 174 43-7	Q(4)R 3s	...	...	□ on red beacon		*
4394	Dog Island (M)	46 39-1 168 24-6	Fl W 10s	46	19	White round stone tower, black bands 37	<i>fl 0-1.</i> Reserve light 10M. Unreliable (T) 2002	*
4744	- SAVUSAVU BAY. Lesiaceva Point. Point Reef	16 49-8 179 16-2	Fl W 3s	8	10	White 6-sided concrete tower 9	Obscured by land when bearing less than 250°. TE 2002	*
4751	Nukutolu Islets. W end	17 17-0 179 38-5	Fl(3)W 10s	11	12	Metal tripod tower 7	<i>(fl 0-1, ec 1-6) x 2, fl 0-1, ec 6-5.</i> Vis 262°-250°(348°). TE 2002	*
5025	- Passe Mahanatoa. Ldg Lts 167°18'. Front	23 51-5 147 40-2	Iso R 4s	17	6	Red column, white band 14		*
5025-1	--- Rear. 300m from front	23 51-7 147 40-2	Iso R 4s	34	6	White □, red stripe, on column 5	Synchronized with front	*
5025-75	--	23 51-1 147 40-1	VQ(9)W 10s	4	4	⌘ on yellow beacon, black band 9		*
*	*	*	*	*	*	*		*

Volume L, 2002/03. Weekly Edition No. 13, Dated 28th March, 2002.
Last Amendment: Weekly Edition No. 11, dated 14th March, 2002.

1584	- Ldg Lts 212°. Hauråsskjær. Front	63 49-2 9 36-5	Oc WRG 6s	4	W 9 R 8 G 8	White lantern on piles	G356°-027°(31°), W027°-035°(8°), R035°-204°(169°), W204°-214°(10°), G214°-222°(8°). Shown 21/7-16/5. Lts in line 032°. Rear to L1584-1	*
1602	- Treholmen. N Point	63 53-8 9 46-7	Oc(3)WRG 12s	7	W 3 R 2 G 2	White lantern on base 6	G042°-052°(10°), W052°-059°(7°), R059°-174°(115°), W174°-187°(13°), G187°-200°(13°). Shown 21/7-16/5	*

V

Volume L *continued.*

1747	-- Einvika	64 30-6 10 49-5	Fl(2)WRG 10s	10	W 6 R 5 G 4	White lantern	R079°-087°(8°), G087°-098°(11°), W098°-109°(11°), R109°-252°(143°), W252°-261°(9°), G261°-265°(4°). Shown 25/7-12/5
							*
2426	- Gjersholm. E point. Meløysund	66 49-8 13 33-8	Oc WRG 6s	7	W 10 R 8 G 7	White lantern on base	G212°-223°(11°), W223°-230°(7°), R230°-281°(51°), W281°-021°(100°), R021°-050°(29°), W050°-072°(22°), G072°-080°(8°). Shown 1/8-5/5
							*
2771-6	<i>Remove from List</i>						
2771-61	<i>Remove from List</i>						
4175	- Grundteneset	70 51-5 29 06-2	Q G	3	4	Metal perch	Shown 12/8-24/4
							*
4314	- Isfjord. Kap Linné	78 03-8 13 36-5	Fl W 10s	20	10	White lantern on red tower, white stripe	
						10	
		*	*			*	*
6416-2	-- Ldg Lts 095°30'. Front	69 18-9 34 09-4	Fl G	...	7		
		*			*		
6416-4	--- Rear. 0-5M from front	69 18-8 34 10-8	Fl G	...	7	...	Destroyed (T) 2002
		*			*		*

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 13 dated 28 March 2002

VOLUME 2, 2002/03

Published Wk 6/02

(Last Amendments: Weekly Edition No. 12 dated 21 March 2002)

RADAR BEACONS

Page 112, **TURKEY (COAST)** section:

71500 Kumkale Burun Lt

Delete station

Turkish Notice 02/5/2002 (HH393/400/02 - E44) 13/02

Page 137, **KOREA, SOUTH** section:

82490 Myangam Lt, Kunsan Hang

Delete station and replace by:

Kunsan Hang North Breakwater Lt Racon 35°58'·55N 126°29'·60E
(3 & 10 cm) 10 n miles **G**

Korean Notice 9/133/02 (HH557/412/03 - E92 & E93) 13/02

VOLUME 6, 2001/02—PART 1

Published Wk 41/01

(Last Amendments: Weekly Edition No. 12 dated 21 March 2002)

Page 184, **UNITED KINGDOM, MOSTYN DOCK AND RIVER DEE PILOTS**

Pilots and Port, PROCEDURE, delete sections (3) and (4) and replace by:

(3) Deep draught vessels bound for Mostyn should anchor near the N Rhyl Lt buoy (52°22'·75N 3°34'·50W) and then proceed when directed by the Harbour Master to the Dee Lt buoy (53°22'N 3°18'W).

(4) Pilot boards near Dee Lt buoy.

Harbour Master, Port of Mostyn (HH080/001/23 - E35) 13/02

Page 193, **UNITED KINGDOM, PLYMOUTH**

Insert new diagram of **PLYMOUTH** on page 6.3

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

- (1) Pilotage is compulsory for the following vessels:
 - (a) All vessels over 50 metres LOA proceeding to or from an alongside or buoy berth in the port.
 - (b) All vessels over 100 metres LOA proceeding within the area north of an imaginary line from Maker Point lighthouse to the western Plymouth Breakwater lighthouse, and north of an imaginary line from the eastern Plymouth Breakwater lighthouse to Staddon Point.
 - (c) All vessels exceeding 125 metres LOA proceeding to an anchorage in Cawsand Bay.
 - (d) All vessels exceeding 150 metres LOA proceeding north of an imaginary line drawn from Penlee Point to the Shag Stone.
 - (e) All vessels carrying hazardous, noxious or polluting cargoes, including those vessels not gas-freed from a previous cargo proceeding to or from a berth in the port.
 - (f) All vessels over 50 metres LOA not carrying navigational charts of Plymouth of a scale of 1:12,500 or larger and which show all numbered anchorages.

13/02

Delete section (4) and replace by:

- (4) Pilot boards in the following positions:
 - (a) Vessels under 150 metres LOA: within 0·75 n miles of the W entrance to the Sound.
 - (b) Vessels over 150 metres LOA: 50°18'·5N 4°10'·5W.

Cattewater Harbour Master (HH234/440/04 - E6) 13/02

VOLUME 6, 2001/02—PART 3

Published Wk 41/01

(Last Amendments: Weekly Edition No. 12 dated 21 March 2002)

Page 80, **GREECE**, after **THESSALONÍKI (SALONICA)** entry, insert new entry:

THÍSVI

38°13'N 22°57'E

Pilots and Port

CALL: Pilots: Thísvi Pilot

TELEPHONE: Hr Mr: +30 267 041205

FAX: Hr Mr: +30 267 041205

FREQUENCY: Pilots: Ch 16; 10

HOURS: H24

PROCEDURE:

(1) Pilotage is available via agent.

(2) Berthing available HJ only, unberthing H24.

(3) Pilot boards in approximate position 38°10'·7N 22°58'·4E (between Foniás Island and Gromboloura Island).

NOTE: Hr Mr is located at Andíkira, 24 n miles from Thísvi.

Master, M/V Hunzedijk & Corinth Pipeworks SA (HH386/803/01 - E9) 13/02

Continued on next column

VOLUME 6, 2001/02—PART 4

Published Wk 41/01

(Last Amendments: Weekly Edition No. 12 dated 21 March 2002)

Page 39, **AUSTRALIA, PORT WALCOTT, W.A.**

Pilots, PROCEDURE, *delete section (4) and replace by:*

- (4) Pilot boards in the following positions:
(a) 20°32'·0S 117°16'·5E (5 n miles from the seaward end of the ore jetty).
(b) close E of C1 Lt buoy.

Australian Notice 130/04/02 (HH573/440/02 - E10) 13/02

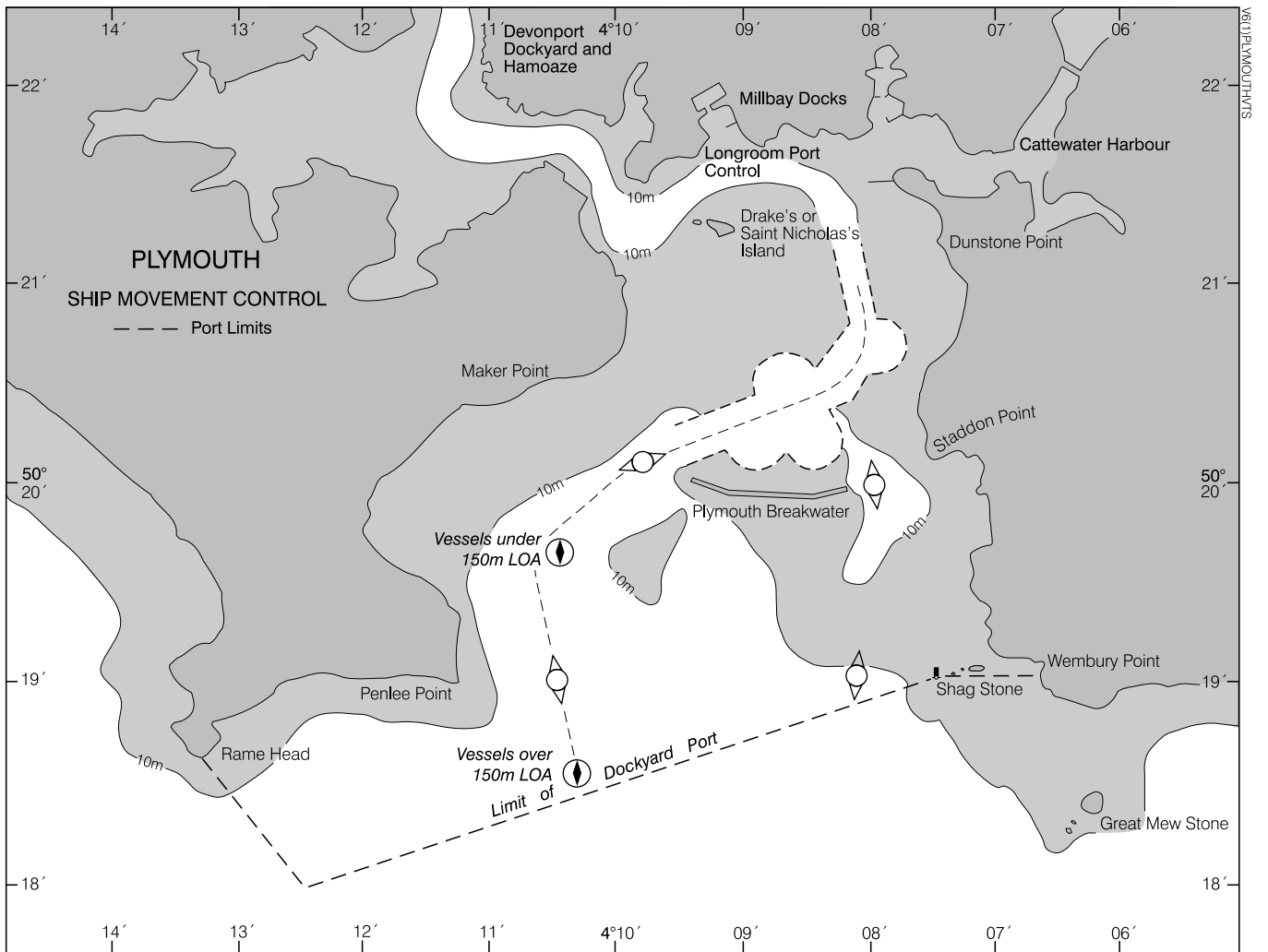
Page 120, **INDONESIA (Jawa), CIGADING/CIWANDAN**

Pilots and Port, PROCEDURE, *after section (5) add new section;*

- (6) Pilot boards 1 n mile W of Tamposo Island (5°54'·20S 105°59'·50E).

M/V Barbarossa (HH526/750/03 - E19) 13/02

VI



VI

VOLUME 8, 2002/03

Published Wk 11/02

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

Page 43, **BULGARIA**, insert section and station:

BULGARIA									
Kavarna	43°25'·2N 28°21'·9E	300	200	900 901	540	110	Yes	Operational	3 6 7 9-3 16

Bulgarian Notice 01-07/386/02 (HH080/060/12 - E43) 13/02

ADMIRALTY MARITIME COMMUNICATIONS NP289 - SECOND EDITION UNITED KINGDOM AND THE MEDITERRANEAN

Published Wk 15/01

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

Pages 93 and 94, **UNITED KINGDOM, Firing and Practice Exercise Areas**

Delete section and replace by:

Firing and Practice Exercise Areas

Firing, bombing practices, and defence exercises, take place in a number of sea areas around the coasts of the United Kingdom. These areas are in use, or are available for use, by the Ministry of Defence for practice and exercises, with or without the use of live ammunition. The areas are operated using a clear range procedure, which means that exercises and firing etc. only take place when the ranges are thought to be clear of all shipping. In most cases, warnings are not broadcast during operations.

The designated Range Authorities are responsible for ensuring that there should be no risk of damage from falling shell splinters, bullets, etc., to any vessel which may be in a practice area.

The limits of all practice and exercise areas are shown on Practice and Exercise Areas (PEXA) charts Q.6401, Q.6402, Q.6403, Q.6404, Q.6405, and Q.6407. These charts are available through appointed Admiralty Distributors.

It should be noted that practice and exercise area warning broadcasts are only in force for limited periods. For information regarding activities and broadcast information within each of the areas shown on diagram on page 96 the following authorities should be contacted:

Firing Range	Frequencies	Times of Operation (LT)	Area
England - East Coast			
Shoeburyness	Ch 16 72	0730–1630 (Mon–Thurs) 0730–1530 (Fri)	Thames Estuary
England - South Coast (Range Safety vessels are on station except in adverse weather)			
South Coast Exercise Areas – are the responsibility of the Flag Officer Sea Training (FOST) Operations Room, Plymouth, see diagrams on pages 97 and 98. West and East Areas — FOST Ops, Duty Controller Tel: (H24) : 01752 557550 Fax: (H24) : 01752 557774 RT: Call: 'FOST Ops' on VHF Ch 74 (range approximately 40 n miles from Plymouth) Details of activities within South Coast Exercise Areas (East) are also available: On request from MRSC Solent: Tel: 01705 552100 RT: Call: 'Solent Coastguard' on VHF Ch 16 or 67 BBC Radio Solent – 999 kHz; 1359 kHz; 96.1 MHz; 103.8 MHz – 0535 0635 0745 (Mon–Fri) 0633 0745 (Sat, Sun) covering area Portsmouth to Lulworth Cove			

Continued on next page

VI

HQ Army Training Estate SE Tel: 01303 225834/225859 Fax: 01303 225838, ext: 8138			
Hythe Ranges (D 141) Range Control Operator Tel: 01303 225879 Fax: 01303 225924 24 hour pre-recorded message on firing times: 01303 225861	Ch: 06 13 16 73	0830–2300: as required to clear the Danger Areas	Dover Strait; Danger Areas are closed under (local) Byelaws
Lulworth Range Control D 026 Tel: 01929 462721, ext: 4859 / 4700	Ch: 08 16	During operations	Portland — S. Alban's Head NOTE: Radar and CCTV tracking and recording of all vessels within or approaching the area
Lydd Ranges (D 044) Range Control Operator. Tel: 01303 225519 / 225518 Fax: 01303 225638 24 hour pre-recorded message on firing times: 01303 225467	Ch 06 13 16 72 73	0830–2300: as required to clear the Danger Areas	Dover Strait; Danger Areas are closed under (local) Byelaws
Wales - West Coast (Range Safety vessels are on station except in adverse weather)			
Aberporth Range T & EE Range Sector Tel: 01239 813760 (Marine Control) (Office Hours) Tel: 01239 813480 (Range Control) (H24) Fax: 01239 813230	Ch 13 16	0800–1630 (Mon–Fri)	Cardigan Bay
Castlemartin Range (East) (Navy) Range Control Office Tel: 01646 661321, ext: 4241	Ch 16; 73 (on request) Call: Castlemartin Range Control on Ch 16	During operations, 0800–1600 (Mon–Thurs) and 0800–1530 (Fri)	D114 — S. Govan's Hd to Sheep Island, about 3·5 n miles offshore. During operations radar station tracks all vessels within / approaching area.
Castlemartin Range (Army) Range Control Office Tel: 01646 662336 24 hour pre-recorded message on firing times and areas: 01646 662367	Ch 16 67 73 (on request) Call: Castlemartin Range Control, on Ch 16	During operations, 0900–1630 (Mon–Fri), 1900–2400 (Mon–Thurs; any 2 non-consecutive nights)	D113 — S. Govan's Hd to Skokholm I, about 12 n miles offshore NOTE: Radar tracking and recording of all vessels within or approaching the area
Manorbier Range Range Control Tower Tel: 01834 871282, ext 4007 24 hour pre-recorded message on firing time and areas: 01834 870098	Ch 16 73 (on request) Call: Manorbier Range Control, on Ch 16	During operations, 0830–1730 (Mon–Fri; Sat, Sun occasionally)	D115 — Caldey I. to S. Govan's Hd, about 12 n miles offshore NOTE: Radar tracking and recording of all vessels within or approaching the area
Pendine Range	Ch 16 73	0900 1400	Carmarthen Bay
Scotland, Northern England and Northern Ireland Exercise Areas (Range Safety vessels are on station except in adverse weather)			
Scotland, Northern England and Northern Ireland Exercise Areas are the responsibility of the Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI), HM Naval Base Clyde, Faslane, Helensburgh, G84 8HL, see diagram on page 99 Scotland — West Coast, Exercise Areas — Faslane Ops, Duty Controller Tel: 01436 674321, ext 3206 / 6778 Tel: 01436 674321, ext: 6544			
Applecross (BUTEC) Operations Room. Tel: 01599 4262, ext: 213 / 205	Ch 08 13 16	0800 1800	Inner Sound
Barry Buddon (Tay) Range Control: Tel: 01382 534839	Monitors Port Authority Channels		NOTE: Radar and CCTV tracking and recording of all vessels within or approaching the area
Eskmeals (DERA) Operations Room Tel: 01229 717631, ext: 245 / 246	Ch 13 16 Call: Eskmeals Gun Range	0800–1600 (Mon–Thurs) 0800–1500 (Fri) Occasionally, Mon–Fri, firing hours extended.	D 406 — Irish Sea Radar used to track vessels within / approaching area: CCTV used close inshore.
Fort George (Inverness) (Murray Firth) Range Comdt: Tel: 01463 224545			NOTE: Radar and CCTV tracking and recording of all vessels within or approaching the area

Continued on next page

VI

Scotland, Northern England and Northern Ireland Exercise Areas (Range Safety vessels are on station except in adverse weather)			
Hebrides Range Control Control Room Tel: 01870 604441 / 604535 (Range Safety)	2660 kHz (Range Control) 2226 kHz (S. Kilda Local) Ch 12 16 73	1100–1700 (Mon–Fri) Range Programme Broadcast 0950–1000 (Daily) (2660kHz Ch 12)	D 701 and D 701 A B C D (West Coast of Outer Hebrides and S. Kilda) NOTE: Radar tracking and recording of all vessels and aircraft within or approaching the area.
Kirkcudbright (Army) Range Control: Tel: 0141 2248520	Ch 16 73		D405 — Solway Firth NOTE: Radar tracking and recording of all vessels within or approaching the area

HQ ATE (HH080/001/23 - E32) 13/02

ADMIRALTY MARITIME COMMUNICATIONS NP290 - FIRST EDITION CARIBBEAN

Published Wk 21/01

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

Page 196, section, **Centre Regional Opérationnel de Surveillance et de Sauvetage (CROSSAG)**

Guadeloupe

Column 5, **Others** Row 1 Line 2 delete: Inmarsat-C: 422799224 (AOR-E) and replace by: Inmarsat C: 422799244 (AOR-E)

SECMAR (HH080/084/04 - E7) 13/02

ADMIRALTY LIST OF RADIO SIGNALS-CUMULATIVE LIST OF AMENDMENTS

CORRECT TO WK 13/02

This list is a summary of the entries in the current editions of the **Admiralty List of Radio Signals** which have had amendments issued in **Section VI** of the **Weekly Edition of Notices to Mariners**.

The entries affected are shown in **bold type** followed by the numbers of the **Weekly Editions** in which amendments for that station were issued.

These summaries are issued on a quarterly basis.

VOLUME 1, 2001/02 - PART 1

Published Wk 31/01

GLOBAL MARINE COMMUNICATIONS SERVICES

GLOBE WIRELESS 31
INMARSAT 49

COAST RADIO STATIONS

AÇORES 49
ANDAMAN ISLANDS (India) 47
ANGOLA 31
BAHRAIN 31
BELGIUM 50
BURMA 31
CHINA 31,38
COMOROS 49
EGYPT(Mediterranean Coast) 35
ESTONIA 9
FRANCE (Corse) 47
GERMANY 2
GREECE 5
INDIA 47
JAPAN 6
KOREA, SOUTH 31
MALAYSIA 31
MADEIRA (Portugal) 49
MALTA 7
NETHERLANDS 47
NORWAY 31,49,50
PAKISTAN 43
POLAND 39
PORTUGAL 49
RUSSIA (Black Sea Coast) 43
SOUTH AFRICA 31,12

Continued on next column

Continued on next page

VI

SVALBARD (Norway) 50
 SWEDEN 31
 SWITZERLAND 31
 THAILAND (East Coast) 35
 TIMOR, EAST 35
 TURKEY 35
 UKRAINE 31
 UNITED KINGDOM 39
 VIETNAM 34,5

RADIO QUARANTINE REPORTS FROM SHIPS AT SEA

6,

SHIP REPORTING SYSTEMS

48,1

PIRACY AND ARMED ROBBERY-REPORTS

9

VOLUME 1, 2001/02—PART 2

Published Wk 31/01

GLOBAL MARINE COMMUNICATIONS SERVICES

GLOBE WIRELESS 31,
 INMARSAT 49

COAST RADIO STATIONS

ARGENTINA 31,34,9
 AUSTRALIA 31,39,6
 BARBADOS 31
 CANADA (Atlantic Coast) 31
 CANADA (Northern Coast) 32,35
 CHILE 31,32,34
 GREENLAND (Denmark) 2
 ICELAND 5
 INDONESIA (Halmahera) 43
 INDONESIA (Irian Jaya) 43,8
 INDONESIA (Jawa) 43,8
 INDONESIA (Kalimantan) 43,8
 INDONESIA (Kep Sula) 43
 INDONESIA (Lombok) 43
 INDONESIA (Sulawesi) 8
 INDONESIA (Sumatera) 43,8
 INDONESIA (Timor) 8
 MEXICO (Gulf Coast) 31
 MEXICO (Pacific Coast) 34
 NEW ZEALAND 31
 NORTHERN MARIANA ISLANDS (USA) 31
 PHILIPPINES 32,34,35,38,46,47,10
 S.LUCIA 50
 UNITED STATES (Atlantic Coast) 31,35
 UNITED STATES (Great Lakes) 33
 UNITED STATES (Gulf Coast) 31
 UNITED STATES (Hawaii) 31
 UNITED STATES (Pacific Coast) 31,35

RADIO QUARANTINE REPORTS FROM SHIPS AT SEA

6

SHIP REPORTING SYSTEMS

48,5,6

PIRACY AND ARMED ROBBERY-REPORTS

9

VOLUME 2, 2002

Published Wk 6/02

RADIOBEACONS AND RADIO DIRECTION- FINDING STATIONS

3868 6

RADAR BEACONS

54540 9; 57040 6; 57870 11; 60400 6; 69920 6; 71500 13; 73040 6; 78250 7; 80450 11;
 80770 6; 81040 12; 81575 6; 81675 10; 82365 6; 82415 10; 82485 6; 82490 13; 82625 8;
 83360 6; 83420 6; 83450 6; 83480 6; 85765 6; 85766 6; 85767 6; 85768 6; 85769 6; 86040
 12; 87600 11; 87700 9; 88175 6; 89530 10; 91670 6; 91710 11; 94570 9; 95020 6; 95640
 6; 97230 12;

LEGAL TIME

9,10,11,12

RADIO TIME SIGNALS

Table 2 6;

VOLUME 3, 2001/02—PART 1

Published Wk 24/01

RADIO-FACSIMILE

Ankara (YMA20) [Facsimile] 5; New Delhi [Facsimile] 25; Northwood [Facsimile]
 24,47; Northwood [Facsimile] Map Area Diagram 24; Offenbach (Main) /Pinneberg
 (DDH) (DDK) [Facsimile] 24; Offenbach (Main) Pinneberg (DDH) (DDK) [Facsimile]
 Index of Map Areas NA, NT1 - NT7 Diagram 24

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

AÇORES 4
 ANGOLA 31
 AUSTRIA 24
 BRITISH ISLES COASTAL NAVIGATION WARNING AREAS DIAGRAM 35
 CANARIAS, ISLAS (Spain) 41,4

Continued on next column

Continued on next page

VI

CHINA 39,
CROATIA 24
CYPRUS 31
DENMARK 24
ESTONIA 24
FINLAND 41
FRANCE 39,
FRANCE (Atlantic Coast) 27,4
FRANCE (Mediterranean Coast) 4
FRANCE (Corse) 4
GERMANY 24,7
GREECE 5
IRAN 43
IRELAND, REPUBLIC OF 24,4
JAPAN 25
LATVIA 25
LITHUANIA 25
MADIERA (Portugal) 4
MALTA 31,7
MONACO 4
MOROCCO 4
NETHERLANDS 24,31
NORWAY 48
POLAND 25,48
PORTUGAL 4
ROMANIA 35
RUSSIA (Arctic Coast) 24
RUSSIA (Baltic Coast) 24
RUSSIA (Black Sea Coast) 24
RUSSIA (Caspian Sea Coast) 48
RUSSIA (Pacific Coast) 24
SOUTH AFRICA 24,25
SPAIN (Atlantic Coast) 31,41,4
SPAIN (Mediterranean Coast) 41,4
SWEDEN 24,26
THAILAND 25
TURKEY 5
UNITED KINGDOM 26,27,35,41,51,4,5
VIETNAM 41

SHIPS' WEATHER REPORTS

SOUTH AFRICA 24

VOLUME 3, 2001/02—PART 2

Published Wk 24/00

RADIO-FACSIMILE

Boston (NMF) 31, CAMSPAC, Point Reyes 31, Darwin (AXI) 41, Halifax (CFH) 51;
Honolulu (KVM70) 43, Iqaluit (VFF) 35, Kodiak (NOJ) 44, New Orleans (NMG) 31,46;
Valparaiso Playa Ancha (CBV) [Facsimile] 24

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

AUSTRALIA 39,41
CANADA (Atlantic, S. Lawrence River and North) 27,35,5
CANADA (Great Lakes) 35
CANADA (Pacific Coast) 27
EQUADOR 24
GREENLAND (Denmark) 5
HAWAIIAN ISLANDS (USA) 24,31
ICELAND 5
ÎLES DE LA SOCIÉTÉ (France) 24
MARIANA ISLANDS, NORTHERN (USA) 24
MARTINIQUE (France) 31,43,48
SAINT-PIERRE AND MIQUELON (France) 24

Continued on next column

SOUTH SHETLAND ISLANDS (UK) 35
SVALBARD (Norway) 48
UNITED STATES (Atlantic Coast) 24,31
UNITED STATES (Great Lakes) 35
UNITED STATES (Gulf Coast) 24,31,
UNITED STATES (Pacific Coast) 24,31

VOLUME 5, 2001/02

Published Wk 31/01

Chapter 1: GMDSS 31,35

Chapter 3: COMMUNICATIONS SYSTEMS FOR USE IN THE GLOBAL SYSTEM 43

Chapter 6: DISTRESS COMMUNICATIONS & FALSE ALERTS 31

Chapter 9: VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1 31,39,9,47,10

Chapter 10: MF DSC, LIST OF COAST STATIONS FOR SEA AREA A2 39,47,2,10

Chapter 11: HF DSC, LIST OF COAST STATIONS FOR SEA AREA A3 AND A4 35,
43,44,47

Chapter 12: INMARSAT 49,51

Chapter 15: SAFETYNET 4

Chapter 16: NAVTEX 31,35,38,41,47,4,9

Chapter 17: DISTRESS, SEARCH AND RESCUE 31,35,38,39,40,43,47,51,1,5,7,9

Chart size diagram of Maritime Search and Rescue Regions (SRRs) and GMDSS
Sea Areas 32

VOLUME 6, 2001/02—PART 1

Published Wk 41/01

PILOT SERVICES, VESSEL TRAFFIC SERVICES and PORT OPERATIONS

FRANCE (English Channel) 42,46,47
IRELAND, REPUBLIC OF 51,12
NETHERLANDS 42,43,49,51,3,4,6
UNITED KINGDOM 42,43,45,46,47,48,49,51,1,2,4,5,6,11,12,13
UNITED KINGDOM (Northern Ireland) 42,50,12

VOLUME 6, 2001/02—PART 2

Published Wk 41/01

PILOT SERVICES, VESSEL TRAFFIC SERVICES and PORT OPERATIONS

AÇORES 47
FINLAND 1,4,5,9

Continued on next page

FRANCE (Atlantic Coast) 47
 GERMANY (Baltic Coast) 44,45,47,48,1,4
 GERMANY (North Sea Coast) 48,51
 LITHUANIA 5
 PORTUGAL 44,48,6
 RUSSIA 50
 SPAIN (North Coast) 2
 SWEDEN 42

VOLUME 6, 2001/02—PART 3

Published Wk 41/01

PILOT SERVICES, VESSEL TRAFFIC SERVICES and PORT OPERATIONS

ANGOLA 47,6,7
 BAHRAIN 44
 CROATIA 7
 EQUATORIAL GUINEA 1
 FRANCE 42
 GREECE 13
 ITALY 42,51,1,3,10
 KUWAIT 10
 LIBYA 10
 MADAGASCAR 46
 NIGERIA 12
 QATAR 49,1,10
 RUSSIA 10
 SEYCHELLES 42
 SICILIA (Italy) 42,10
 SPAIN (Mediterranean Coast) 2
 TURKEY (Marmara Denizi) 44,47
 UNITED ARAB EMIRATES 11
 YUGOSLAVIA Federal Republic of (MONTENEGRO) 3

VOLUME 6, 2001/02—PART 4

Published Wk 41/01

PILOT SERVICES, VESSEL TRAFFIC SERVICES and PORT OPERATIONS

AUSTRALIA 42,43,46,2,12,13
 CAROLINE ISLANDS (MICRONESIA) 47
 CHINA 45,50,8
 INDIA 44,46,48,10
 INDONESIA (Kalimantan) 9,13
 JAPAN 50,2,4,8
 KOREA 11
 NEW ZEALAND 10
 PHILIPPINES 42
 RUSSIA (Pacific Coast) 3
 SINGAPORE 45
 TAIWAN 44,45,12
 THAILAND (East Coast) 45,51,2,5,

VOLUME 6, 2001/02—PART 5

Published Wk 41/01

PILOT SERVICES, VESSEL TRAFFIC SERVICES and PORT OPERATIONS

BAHAMAS 42
 BRAZIL 7
 CANADA (Atlantic Coast) 45
 CANADA (Northern Coast) 45
 CANADA (Pacific Coast) 43,45
 LEEWARD ISLANDS 51
 UNITED STATES (Alaska) 49
 UNITED STATES (Atlantic Coast) 42,43,46,5,7
 VIRGIN ISLANDS(US) 6

VOLUME 8, 2002/03

Published Wk 11/02

SATELLITE NAVIGATION SYSTEMS

Information available on the INTERNET 15

DIFFERENTIAL GPS (DGPS)

BULGARIA 13
 GERMANY (Baltic Coast) 11
 GERMANY (North Sea Coast) 11
 NETHERLANDS 11

NP289 - Second Edition - ADMIRALTY MARITIME COMMUNICATIONS

United Kingdom and the Mediterranean

Published Wk 15/01

GMDSS

Diagram Figure 2B 32

NAVTEX

Oostende Belgium 20; Navtex (UK) (remotely controlled by Falmouth Coastguard) [C] Transmitter Identification, Weather Bulletins Navigational Warnings 20,5,9

MARITIME SAFETY INFORMATION - SafetyNET

5,

SAFETY AND WEATHER INFORMATION - UNITED KINGDOM - HM COASTGUARD

32,36,42,51,5,9

RADIO-FACSIMILE

UNITED KINGDOM 20,25,47
 GERMANY 20

SAFETY AND WEATHER INFORMATION - SUBFACTS AND GUNFACTS

UNITED KINGDOM 30,36,13

SAFETY AND WEATHER REPUBLIC OF IRELAND

NAVTEX [Q] [W] 5 Valentia [W] 25; Malin Head [Q] 25

Continued on next page

SAFETY AND WEATHER ATLANTIC COAST

FRANCE 30,42,5
(North Coast) SPAIN 47
PORTUGAL 15,5
AÇORES (Portugal) 5
MADEIRA (Portugal) 5
ISLAS CANARIAS (Spain) 47,5
SPAIN 42, 47,5
SPAIN (South Coast) 5

SAFETY AND WEATHER MEDITERRANEAN

FRANCE 20,5
MONACO 20,5
SPAIN 5
TURKEY 20
MOROCCO 5
GERMANY 20

MANAGEMENT OF VHF

Centres Régionaux opérationnels de surveillance et de Sauvetage (CROSS) 20,41

GLOBAL MOBILE SATELLITE COMMUNICATIONS

5

NP290 - First Edition - ADMIRALTY MARITIME COMMUNICATIONS Caribbean

Published Wk 21/01

MARITIME SAFETY INFORMATION (SafetyNET)

Metarea I UNITED KINGDOM Diagram 5: Metarea II FRANCE Diagram 5:
9;

RADIO- FACSIMILE

Boston (U.S.Coast Guard) 32 CAMSPAC, Point Reyes (NMC) [Facsimile
(U.S.CoastGuard) 42; Halifax 5; New Orleans (NMG) [Facsimile] (U.S.Coast Guard)
32,47; Northwood [Facsimile] 25,47;

OCEANIC SAFETY AND WEATHER AND MARINE COMMUNICATION SERVICES

25,5

GLOBAL MOBILE SATELLITE COMMUNICATIONS

51,5

MARINAS, PORTS AND VESSEL TRAFFIC SERVICES

AÇORES 5, ISLAS CANARIAS 5, CAPE VERDE, GIBRALTAR (UK) and MADEIRA
ANTIGUA AND BARBUDA 30
BAHAMAS 36
DOMINICA, LEEWARD ISLANDS 30
GUADELOUPE (FRANCE) 30,47
MARTINIQUE(FRANCE) 30,47
MONTSERRAT (FRANCE) 30
S. KITTS & NEVIS 30
S. LUCIA 30
S. MARTIN 30,47
S. VINCENT AND THE GRENADINES 30
VENEZUELA 42

NP291 - First Edition - ADMIRALTY MARITIME COMMUNICATIONS United Kingdom and the Baltic

Published Wk 13/02

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