



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 17

25 April 2002

CONTENTS

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

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

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

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

I

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

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

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

Access Details:

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

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

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

www.ukho.gov.uk.

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

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I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

I

EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

GEOGRAPHICAL INDEX

(1)	Admiralty Publications and Miscellaneous	2.1 – 2.6
(2)	British Isles	2.6 – 2.7
(3)	North Russia, Norway, The Faeroe Islands and Iceland	2.7 – 2.8
(4)	Baltic Sea	2.8 – 2.9
(5)	North Sea and North and West Coasts of Denmark, Germany, Netherlands and Belgium	2.9 – 2.10
(6)	France and Spain, North and West Coasts, and Portugal	2.10
(7)	North Atlantic Ocean	
(8)	Mediterranean and Black Seas	2.10 – 2.11
(9)	Africa, West Coast and South Atlantic	2.11
(10)	Africa, South and East Coasts, and Madagascar	
(11)	Red Sea, Arabia, Iraq and Iran	2.11 – 2.12
(12)	Indian Ocean, Pakistan, India, Sri Lanka, Bangladesh and Burma	2.12
(13)	Malacca Strait, Singapore Strait and Sumatera	
(14)	China Sea with its West Shore and China	2.12 – 2.13
(15)	Japan	
(16)	Korea and the Pacific Coasts of Russia	2.13
(17)	Philippine Islands, Borneo and Indonesia except Sumatera	2.13 – 2.14
(18)	Australia and Papua New Guinea	
(19)	New Zealand	
(20)	Pacific Ocean	2.14
(21)	Aleutian Islands, Alaska and West Coast of North America including Mexico	2.15
(22)	West Coasts of Central and South America	
(23)	Antarctica	
(24)	East Coast of South America and the Falkland Islands	2.15
(25)	Caribbean Sea, West Indies and the Gulf of Mexico	2.15
(26)	East Coast of North America and Greenland	2.15 – 2.16
(27)	T & P Notices	2.17 – 2.20

I

INDEX OF NOTICES AND CHART FOLIOS

Notice No.	Page	Admiralty Chart Folio	Notice No.	Page	Admiralty Chart Folio
PL	2.1	1, 11, 12, 52, 79, 88	1756	2.12	47
1715*	2.6	7	1757	2.13	50
1716*	2.6	5	1758	2.13	52
1717*	2.7	3	1759	2.13	52
1718*	2.7	2	1760	2.13	48
1719*	2.7	1	1761	2.13	48
1720	2.7	14	1762	2.13	48, 58
1721	2.7	14	1763	2.13	58
1722	2.8	13	1764	2.14	48, 58
1723	2.8	13	1765	2.14	58
1724	2.8	13	1766	2.14	59
1725	2.8	15	1767	2.14	60
1726	2.8	15	1768	2.14	60
1727	2.8	10	1769	2.14	60
1728	2.9	10	1770	2.14	67
1729	2.9	10	1771	2.14	73
1730	2.9	10	1772	2.15	90
1731	2.9	10	1773	2.15	90
1732	2.9	10	1774	2.15	90
1733	2.9	9	1775	2.15	95
1734	2.9	9	1776	2.15	86
1735	2.10	9	1777	2.15	83
1736	2.10	7, 9	1778	2.15	81
1737	2.10	9	1779	2.15	81
1738	2.10	16	1780	2.16	81
1739	2.10	17	1781	2.16	81
1740	2.10	17	1782	2.16	81
1741	2.10	25	1783	2.16	81
1742	2.11	29	1784(P)/02	2.17	5
1743	2.11	29	1785(P)/02	2.17	3
1744	2.11	29	1786(T)/02	2.17	—
1745	2.11	31	1787(P)/02	2.17	6
1746	2.11	31	1788(P)/02	2.17	47, 48, 50
1747	2.11	35	1789(P)/02	2.19	54
1748*	2.11	32	1790(T)/02	2.20	53
1749*	2.12	32	1791(T)/02	2.20	95
1750*	2.12	40	1792	2.6	1, 7, 79
1751*	2.12	40			
1752*	2.12	40			
1753	2.12	41			
1754	2.12	43			
1755*	2.12	47			

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
18	1719	2365	1730
32	1719	2414	1755
110	1736	2442	1752
124	1735	2449	1737
224	1742	2498	1784P
233	1749	2523	1750, 1752
292	1787P	2540	1784P
314	1792	2595	1729
315	PL	2611	PL
319	PL	2615	1792
341	1788P	2621	1753
429	1733	2624	1753
509	1722	2627	1753
584	1776	2693	1715
823	1754	2726	1783
826	1754	2754	1783
833	1754	2807	1780
913	1759	2839	1772
926	1732	2849	1773
937	1788P	2883	1751, 1752
943	1762	2886	1751, 1752
958	1731	2887	1752
976	1760	2889	1752
1005	1742	2916	1739
1006	1743	2962	1720, 1721
1124	1757	2977	1725, 1726
1155	1740	2978	1726
1182	1718	2984	PL
1257	1758	3009	1723
1258	1758, 1759	3013	1766
1271	PL	3026	1788P
1276	PL	3095	1774
1429	1757	3114	1728
1552	1785P	3131	1722
1555	1788P	3152	PL
1749	1791T	3155	1728
1872	1737	3181	1720, 1721
1874	1737	3182	1721
1917	1788P	3214	1748
1918	1788P	3217	1727
1919	1756	3250	1770
1962	1788P	3371	1736, 1792
1968	1788P	3382	1777
2001	1791T	3427	1738
2098	1748	3429	1738
2115	1729, 1730	3457	1781
2126	1717	3458	1782
2166	1741	3488	1788P
2175	1792	3489	1788P
2182C	1787P	3508	PL
2189	1775	3515	PL
2204	1775	3516	PL
2209	1784P	3540	1724
2220	1717	3616	1767, 1768, 1769
2227	PL	3650	1790T
2242	1746	3664	1771
2265	1789P	3686	1779
2279	1789P	3687	1778
2284	1745	3688	1778
2286	1744	3767	1734
2320	1716	3768	1734

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
	3788	1751		
	3805	1761		
	3806	1761, 1762		
	3807	1764		
	3808	1762, 1763, 1764		
	3810	1765		
	3818	1764		
	3826	1765		
	3983	1755		
	4156	1747		
	4157	1747		
	4158	1747		
	4779	PL		
	4785	PL		
	4786	PL		
	4787	1792		
SC	5603	PL		
International Chart No.		Notices		
INT	1332	1729		
INT	1336	1731		
INT	1382	1733		
INT	1412	1734		
INT	1416	1736, 1792		
INT	1471	1735		
INT	1473	1736		
INT	1474	1737		
INT	1570	1715		
INT	1653	1718		
INT	1720	1719		
INT	1726	PL		
INT	1832	1738		
INT	5254	1759		
INT	5510	1756		
INT	7438	1754		
INT	7441	1754		
INT	7530	1747		
INT	7531	1747		

II

[17/02]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 25 April 2002

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
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. 46°46'·20N. — 47°05'·40N., 70°51'·67W. — 71°15'·97W. <i>A replacement for Chart 315. The chart is 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	79	126	£16·30
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 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	79	126	£16·30

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 25 April 2002

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
⊙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> <i>Note: On publication of this New Edition Former Notice 404(P)/02 is cancelled.</i>	1:25,000 1:30,000 1:50,000	52	78	£16·30
⊙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	1	20	£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 25 April 2002 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
SC 5603	Falmouth to Padstow, including the Isles of Scilly.		-	18, 155	£37·00
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.

*UK (RRP) means UK recommended retail price.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 23 MAY 2002

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
3508	Norway - South East Coast, Risør to Arendal. 58°23'·50N. — 58°43'·50N., 8°42'·00E. — 9°30'·50E. <i>A modified reproduction of Norwegian Chart 7, providing additional coverage of the northern Approaches to Arendal. This chart, together with Chart 3515, replaces the plan, Approaches to Arendal, on Chart 3152. This chart is referred to WGS84 datum.</i>	1:50,000	Plan on Chart 3152
3515	Norway - South East Coast, Arendal to Lillesand. 58°09'·50N. — 58°28'·00N., 8°20'·50E. — 9°08'·50E. Rivinggabet. 58°17'·70N. — 58°18'·35N., 8°34'·55E. — 8°35'·60E. <i>A modified reproduction of Norwegian Chart 8, providing additional coverage of the southern Approaches to Arendal. This chart, together with Chart 3508, replaces the plan, Approaches to Arendal, on Chart 3152. This chart is referred to WGS84 datum.</i>	1:50,000 1:10,000	Plan on Chart 3152
3516	Norway - South Coast, Approaches to Kristiansand. 57°57'·00N. — 58°15'·50N., 7°47'·00E. — 8°41'·00E. Randøysund. 58°06'·33N. — 58°07'·12N., 8°06'·06E. — 8°06'·54E. <i>A modified reproduction of Norwegian Chart 9, providing additional coverage of the Approaches to Kristiansand. This chart replaces the plan, Approaches to Kristiansand, on Chart 2984. This chart is referred to WGS84 datum.</i>	1:50,000 1:10,000	Plan on Chart 2984
4779	Canada, Québec/Quebec, Fjord du Saguenay/Saguenay Fjord, Tadoussac à/to Cap Éternité. 48°02'·00N. — 48°16'·20N., 69°31'·97W. — 70°01'·97W. Continuation A. 48°13'·72N. — 48°21'·00N., 69°59'·97W. — 70°17'·27W. Tadoussac. 48°08'·02N. — 48°08'·59N., 69°42'·66W. — 69°43'·72W. <i>Additional to existing chart cover, providing improved coverage of the Saguenay River and Tadoussac. The chart is referred to North American Datum (1983). (This chart is a modified reproduction of Canadian Chart 1203 originally published by the Canadian Hydrographic Service).</i>	1:37,500 1:37,500 1:5,000	-

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
1276	Colombia - North Coast, Bahía Santa Marta to Punta Canoas. Puerto Zúñiga. <i>This partial new edition is limited to changes to depths throughout and changes to buoyage within the vicinity of Puerto Zúñiga.</i>	1:200,000 1:100,000	1276

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 23 MAY 2002

New Editions of Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
2227	Gulf of Finland, Estonia, Tallinn and Approaches. Ⓐ Tallinn, Vanasadam.	1:27,500 1:5,000	2227
	<i>Includes amendments to routeing measures, submarine cables, maritime limits and depths throughout, from the latest Estonian and larger scale Russian charts. The chart is referred to WGS84 datum.</i>		
2984	Norway - South Coast, Kristiansand.	1:12,500	2984
	<i>Includes amendments to lights, depths, submarine cables and port developments. The plan, Approaches to Kristiansand, has been removed on publication of New Chart 3516.</i>		

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

Chart to be WITHDRAWN	Main Title	On publication of New Chart/New Edition
315	Canada, Saint Lawrence River, Sault-au-Cochon to Québec.	4785
319	Canada, Saint Lawrence River, Port de Québec.	4786
1271	Korea - West Coast, Taesan, P'yŏngt'aek and Soraep'ogu.	⊙1271
2611 INT 1726	International Chart Series, England - South Coast, Poole Harbour and Approaches.	⊙2611 INT 1726
SC 5603 1st Edition	Falmouth to Padstow, including the Isles of Scilly.	SC 5603 2nd Edition

⊙ denotes chart available in the ARCS series.

II

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

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

⊙18	⊙1160	⊙1478	⊙1901	⊙2154	⊙2841
⊙26	⊙1161	⊙1481	⊙1902	⊙2172	⊙2878
⊙28	⊙1164	⊙1482	⊙1934	⊙2175	⊙3164
⊙30	⊙1165	⊙1484	⊙1951	⊙2253	⊙3271
⊙31	⊙1166	⊙1491	⊙1953	⊙2255	⊙3272
⊙32	⊙1167	⊙1503	⊙1967	⊙2268	⊙3273
⊙34	⊙1168	⊙1504	⊙1970	⊙2290	⊙3274
⊙105	⊙1169	⊙1512	⊙1971	⊙2345	⊙3275
⊙106	⊙1176	⊙1536	⊙1972	⊙2449	⊙3284
⊙107	⊙1178	⊙1543	⊙1973	⊙2450	⊙3294
⊙108	⊙1179	⊙1552	⊙1975	⊙2451	⊙3297
⊙109	⊙1182	⊙1594	⊙1977	⊙2454	⊙3298
⊙111	⊙1183	⊙1606	⊙1978	⊙2482	⊙3315
⊙121	⊙1185	⊙1607	⊙1981	⊙2484	⊙3319
⊙129	⊙1186	⊙1609	⊙1991	⊙2565	⊙3337
⊙134	⊙1187	⊙1610	⊙1994	⊙2566	⊙3418
⊙147	⊙1188	⊙1612	⊙2000	⊙2567	⊙3478
⊙148	⊙1190	⊙1613	⊙2007	⊙2571	⊙3490
⊙152	⊙1191	⊙1626	⊙2010	⊙2572	⊙3497
⊙154	⊙1192	⊙1627	⊙2011	⊙2610	⊙3683
⊙156	⊙1200	⊙1634	⊙2013	⊙2611	⊙3741
⊙160	⊙1267	⊙1652	⊙2021	⊙2615	⊙3746
⊙323	⊙1320	⊙1698	⊙2022	⊙2625	⊙3750
⊙442	⊙1344	⊙1826	⊙2035	⊙2628	
⊙536	⊙1346	⊙1827	⊙2036	⊙2629	
⊙777	⊙1406	⊙1828	⊙2037	⊙2631	
⊙871	⊙1408	⊙1834	⊙2041	⊙2642	
⊙883	⊙1410	⊙1835	⊙2044	⊙2655	
⊙1076	⊙1411	⊙1859	⊙2045	⊙2656	
⊙1148	⊙1413	⊙1866	⊙2052	⊙2693	
⊙1149	⊙1438	⊙1882	⊙2093	⊙2695	
⊙1152	⊙1446	⊙1892	⊙2094	⊙2696	
⊙1156	⊙1464	⊙1900	⊙2151	⊙2793	

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

⊙ denotes chart available in the ARCS series.

II

1792 MISCELLANEOUS UPDATES TO CHARTS

Chart	Previous Update	Details
314	3160/01	Amend reference to read, <i>Adjoining Chart 4785</i> , in S. border at longitude: 70° 24'·0W. 70° 39'·0W.
2175	1634/02	Extend magenta limit joining the following positions: (a) 50° 39'·23N., 1° 54'·38W. (existing limit) 50° 39'·09N., 1° 54'·38W. 50° 39'·09N., 1° 57'·80W. Delete magenta limit joining the following positions: (a) above 50° 39'·23N., 1° 57'·80W.
2615	1634/02	Extend magenta limit joining the following positions: (a) 50° 39'·23N., 2° 04'·75W. (existing limit) 50° 39'·09N., 2° 04'·75W. 50° 39'·09N., 1° 54'·38W. (b) 50° 39'·23N., 1° 54'·38W. (existing limit) Delete magenta limit joining the following positions: (a) above. (b) above.
3371 INT 1416	1736/02	Amend reference in S. border at longitude 2° 32'·0W. to read, <i>Adjoining Chart UK 2449 (see Note—POSITIONS)</i> . Amend reference in W. border at latitude 51° 33'·5N. to read, <i>Adjoining Chart UK 2449 (see Note—POSITIONS)</i> .
4787	New Chart 28/02/02	Insert magenta limit and chart number, 4786, joining the following positions: 46° 44'·20N., 71° 10'·97W. (E. border) 46° 44'·20N., 71° 14'·98W. 46° 43'·65N., 71° 14'·98W. 46° 43'·65N., 71° 20'·58W. 46° 45'·00N., 71° 20'·58W. 46° 46'·15N., 71° 15'·48W. 46° 51'·50N., 71° 15'·48W. (N. border) Amend reference in E. border at latitude 46° 50'·5N to read, <i>Carte adjacente Adjoining Chart 4785</i> . Delete reference Carte/Chart 319 centred on: 46° 44'·32N., 71° 19'·50W. 46° 49'·71N., 71° 11'·43W.

UK Hydrographic Office.

1715* ENGLAND, East Coast — River Orwell — Depths

Insert	depth 3 ₉ m and extend 5m contour W. to enclose	51° 59'·020N., 1° 16'·670E.
	depth 4 ₆ m and extend 5m contour W. to enclose	51° 58'·820N., 1° 16'·705E.
	depth 5m and extend 5m contour W. to enclose	51° 58'·608N., 1° 16'·670E.

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*].— **2693** (INT 1570) [767/02]

ABP Ipswich (HH.242/500/04).

1716* SCOTLAND, West Coast — Sound of Jura — Loch Crinan — Crinan Harbour — Small craft moorings; Pontoons

Insert	legend, <i>Small Craft Moorings</i> , centred on:	56° 05'·50N., 5° 33'·76W. 56° 05'·35N., 5° 34'·06W.
	pontoon, double firm line, width 7m, joining:	(a) 56° 05'·498N., 5° 33'·640W. (b) 56° 05'·480N., 5° 33'·610W. (shore) and (c) 56° 05'·385N., 5° 33'·817W. (d) 56° 05'·371N., 5° 33'·772W. (shore) adjacent to (a)–(b) above adjacent to (c)–(d) above
	legend, <i>Pontoon</i>	

Chart [*Last correction*].— **2320** [472/00]

The Crinan Harbour Association (HH.272/450/03).

II

1717* SCOTLAND, West Coast — Firth of Clyde — Irvine Bay — Lappock Rock Northwards — Depth; Submarine pipeline; Buoyage

- Insert depth 12m enclosed by  submarine pipeline joining:
- (a) 55° 34'·89N., 4° 42'·07W.
(b) 55° 34'·98N., 4° 41'·49W.
(existing pipeline)
(a) above
close ESE. of (a) above
close WSW. of (a) above
close WNW. of (b) above
- Delete legend, *Diffuser*
special conical light-buoy, *Fl.Y.5s 1B-A*
special conical light-buoy *Fl.Y.5s*

Chart [*Last correction*].— **2220** [413/02] — **2126** [413/02]
Clyde Port Notice 15/02 (HH.274/430/05).

1718* WALES, South Coast — Approaches to Cardiff — Cardiff Grounds Southwards — Centre Ledge Westwards — Depth

- Insert depth 79 m and extend 10m contour NW. to enclose 51° 24'·03N., 3° 07'·80W.
- 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*].— **1182** (INT 1653) [551/02]
Trinity House (HH.218/400/14).

1719* ENGLAND, South Coast — Falmouth — Penryn River — Wreck; Buoy

- Insert  isolated danger spar buoy (a) 50° 09'·95N., 5° 04'·75W.
close S. of (a) above

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*].— **18** [552/02] — **32** (INT 1720) [1211/02]
Falmouth Harbour Commissioners Notice 6/02 (HH.232/430/09).

1720 RUSSIA, North Coast — Kara Sea — Poluostrov Yamal — Mys Kharasovay Northwards and Kharitona Lapteva Land Westwards — Lights; Depths

- Insert ★ *Fl.4s15M* (a) 75° 42'·00N., 88° 38'·75E.
★ *Fl.5s10M* (b) 75° 41'·00N., 89° 05'·60E.
★ *LFl.8s10M* (c) 75° 38'·00N., 87° 56'·50E.
★ *Fl.5s15M* (d) 75° 17'·00N., 86° 14'·00E.
★ *Fl.6s10M* (e) 75° 24'·25N., 88° 49'·00E.
(radiobeacon)
★ *Fl.2·5s11M* (f) 75° 15'·78N., 88° 05'·90E.
★ *Fl.9s10M* (g) 75° 08'·70N., 87° 06'·35E.
★ *Fl.7s11M* (h) 74° 57'·05N., 86° 19'·85E.
★ *Fl.10s13M* (i) 74° 52'·80N., 85° 13'·50E.
Delete depth 4₃ fm (j) 71° 27'·45N., 66° 53'·50E.
depth 6fm (k) close NE. of (j) above

Chart [*Last correction*].— **3181** (j,k) [1445/02] — **2962** (a-i) [4115/01]
Light List Vol. L, 2002/03, 9344, 9345, 9347, 9348, 9349, 9349.5, 9450, 9452, 9454
Admiralty List of Radio Signals Vol. 2, 2002/03: 2773
Russian Charts 12310 & 12329 (HH.301/410/04).

1721 RUSSIA, North Coast — Barents Sea — Novaya Zemlya Westwards — Depths; Restricted area

- Insert depth 75fm enclosed by 100fm contour (a) 77° 52'·23N., 53° 44'·00E.
depth 43fm and extend 100fm contour E. to enclose (b) 77° 00'·07N., 60° 42'·50E.
depth 25fm (c) 71° 42'·25N., 47° 37'·50E.
limit of restricted area, pecked line, joining: (d) 72° 43'·00N., 52° 25'·00E. (shore)
(e) 72° 44'·00N., 51° 45'·00E.
(f) 72° 05'·00N., 51° 00'·00E.
(g) 71° 35'·00N., 51° 00'·00E.
(h) 71° 38'·00N., 51° 34'·00E. (shore)
(i) 72° 17'·00N., 51° 32'·00E.
- Delete legend, *Entry Prohibited*, centred on:
depth 29fm (j) close N. of (c) above
depth 71fm (k) close W. of (b) above

Chart [*Last correction*].— **3181** (c-j) [1720/02] — **3182** (b,k) [4115/01] — **2962** (a-c,k) [1720/02]
Russian Charts 11119, 11123 & 11163 (HH.306/440/02).

II

1722 NORWAY, West Coast — Fensfjorden — Sandøytagen Northwards — Light

Insert ★ *F.R* 60° 51'·12N., 5° 02'·27E.

Chart [*Last correction*].— **509** [657/02] — **3131** [657/02]

Light List Vol. B, 2001/02, 4256.7

Norwegian Notice 5/205/02 (*HH.310/455/03*).

1723 NORWAY, West Coast — Approaches to Bergen — One, South Coast — Lights; Leading line

Insert ★ *F.R* 60° 32'·65N., 4° 50'·50E.
 (a) 60° 32'·70N., 4° 50'·57E.
 leading line, pecked for 0·3M then firm line for 1M (b) extending in 213·7° direction
 from (a) above
 legend, *Ldg Lts 033·7°* seaward end of (b) above

Chart [*Last correction*].— **3009** [1019/02]

Light List Vol. B, 2001/02, 4105, 4105.1

Norwegian Notice 5/202/02 (*HH.310/445/05*).

1724 NORWAY, West Coast — Approaches to Sauda — Lovrafjorden — Stake; Lights; Buoy;

Substitute symbol stake for ★ *Fl.G.3s(priv)* (a) 59° 24'·67N., 6° 12'·60E.
 Delete can light-buoy *Fl.R.3s(priv)* close SE. of (a) above
 ★ *Q.G(priv)* 59° 25'·29N., 6° 12'·90E.

Chart [*Last correction*].— **3540** [1352/02]

Light List Vol. B, 2001/02, 3387

Norwegian Notice 5/193/02 (*HH.310/420/03*).

1725 ICELAND, North Coast — Hornstrandir Eastwards to Skaga Fjordhur — Depths

Insert depth 25fm 66° 17'·00N., 20° 23'·10W.
 depth 28fm 66° 11'·30N., 21° 18'·60W.
 depth 5₃ fm enclosed by a 6fm contour 66° 10'·40N., 21° 33'·80W.
 depth 9₃ fm enclosed by a 10fm contour 66° 06'·90N., 19° 29'·30W.
 depth 8₃ fm enclosed by a 10fm contour 66° 06'·50N., 19° 22'·80W.
 depth 1₄ fm and extend danger line S. to enclose (a) 66° 05'·10N., 20° 28'·00W.
 depth 6fm enclosed by a 6fm contour (b) 66° 00'·50N., 19° 42'·20W.
 depth 2₄ fm enclosed by ☉ (c) 65° 57'·60N., 20° 29'·50W.
 depth 13fm enclosed by a 20fm contour (d) 65° 53'·50N., 19° 34'·20W.
 depth 23fm and extend 50fm contour SE. to enclose (e) 65° 47'·40N., 20° 45'·80W.
 depth 9₂ fm enclosed by a 10fm contour 65° 39'·80N., 21° 15'·20W.
 Delete depth 2₂ fm close N. of (a) above
 depth 12fm close SW. of (b) above
 depth 3₂ fm close E. of (c) above
 depth 22fm close W. of (d) above
 depth 46fm close SW. of (e) above

Chart [*Last correction*].— **2977** [4236/00]

Icelandic Chart 51 (*HH.336/410/03*).

1726 ICELAND, North Coast — Flatey to Steingrimsfjordhur — Lights

Amend range of light to, *10M* (a) 66° 09'·60N., 17° 50'·60W.
 range of light to, *6M* 66° 07'·10N., 18° 36'·90W.
 range of light to, *11–8M* 66° 00'·20N., 19° 31'·90W.
 range of light to, *15–12M* 65° 59'·70N., 21° 19'·30W.
 range of light to, *13–12M* 65° 42'·20N., 21° 40'·90W.
 range of light to, *15–11M* 65° 41'·40N., 21° 26'·50W.
 range of light to, *10–7M* 65° 41'·10N., 21° 24'·00W.

Chart [*Last correction*].— **2977** [1725/02] — **2978** (a) [1976/99]

Light List Vol. L, 2002/03, 4616, 4620, 4622, 4626, 4648, 4660.6, 4678

Icelandic Chart 51 (*HH.336/410/03*).

1727 BALTIC SEA — Sweden, East Coast — Approaches to Norrköping — Buoy; Legends; Beacon

Insert port-hand spar light-buoy, *Q.R* (a) 58° 36'·80N., 16° 11'·53E.
 legend, (*not maintained 2002*), centred on: (b) 58° 37'·54N., 16° 15'·94E.
 Delete legend, Dredged to 5m, centred on: (c) 58° 38'·05N., 16° 11'·69E.
 (d) 58° 37'·61N., 16° 15'·35E.
 legend, Channel marked by spar buoys, centred on: (e) 58° 37'·61N., 16° 16'·95E.
 legend, Buoyed, centred on: (f) 58° 37'·52N., 16° 15'·35E.
 beacon with topmark (g) 58° 37'·57N., 16° 13'·20E.
 (h) 58° 37'·57N., 16° 14'·09E.

Chart [*Last correction*].— **3217** (plan, Norrköping) (a–c,e,g,h) & **3217** (d,f) [4049/01]

Swedish Notice 11/133/02 (*HH.318/445/03*).

II

1728 SWEDEN, East Coast — Stockholms Hamn — Vertical clearances

Insert	the accompanying note, BRIDGES – VERTICAL CLEARANCES, centred on:	(a) 59° 21'·15N., 18° 11'·44E.
Amend	vertical clearance to 5·2m	(b) 59° 21'·90N., 18° 08'·22E.
	vertical clearance to 11·5m	(c) 59° 21'·84N., 18° 07'·65E.
	vertical clearance to 4·3m	(d) 59° 21'·50N., 18° 05'·92E.
Delete	vertical clearance 3·2m	(e) 59° 19'·58N., 18° 03'·99E.
	vertical clearance 2·6m	(f) 59° 19'·70N., 18° 03'·63E.

Chart [*Last correction*].— **3114** (a,e,f) [1217/02] — **3155** (b–d) [3928/01]
Swedish Notice 122/02 (HH.318/505/09).

1729 BALTIC SEA — Denmark, East Coast — The Sound — Køge Bugt — Depths; Mooring buoys

Insert	depth 1 ₂ m and extend 2m contour N. to enclose depth 3 ₂ m and extend 4m contour N. to enclose, (chart 2115, depth 3 ₂ m and extend 6m contour N. to enclose)	55° 24'·20N., 12° 20'·46E.
Delete	depth 8 ₆ m special  (1.4. – 15.11.)	(a) 55° 24'·31N., 12° 19'·96E. (b) close N. of (a) above 55° 24'·16N., 12° 18'·13E. 55° 27'·06N., 12° 12'·02E.

Chart [*Last correction*].— **2595** (INT 1332) [235/02] — **2115** (a,b) [789/02]
Danish Notice 7/253/02 and Danish Chart Corrections 6/31/02 & 7/38/02 (HH.333/680/03).

1730 BALTIC SEA — Denmark, East Coast — The Sound — Hjelm Bugt — Depths

Substitute	depth 17 ₃ m for depth 11 ₃ m	54° 54'·3N., 12° 30'·2E.
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Chart [*Last correction*].— **2115** [1729/02] — **2365** [1545/02]
Danish Chart Correction 8/50/02 (HH.333/700/02).

1731 BALTIC SEA — Denmark, East Coast — Bornholm — Nexø — Wreck

Delete		55° 03'·93N., 15° 08'·32E.
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Chart [*Last correction*].— **958** (INT 1336) (**plan C, Nexø**) & **958** (INT 1336) [1026/02]
Danish Notice 8/60/02 (HH.333/730/04).

1732 BALTIC SEA — Denmark, East Coast — Kattegat — Holbæk Fjord — Sandhage — Buoy

Delete	special spar light–buoy, Fl(5)Y.20s	55° 44'·29N., 11° 45'·60E.
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Chart [*Last correction*].— **926** [4985/01]
Danish Notice 9/301/02 (HH.333/440/07).

1733 BALTIC SEA — Denmark, East Coast — Limsfjorden — Hals Southwards — Beacons; Leading line

Delete	red and white beacon with topmark	(a) 56° 59'·03N., 10° 18'·35E.
	leading line, pecked line and firm line, and associated legend, 305,7°	(b) 56° 59'·06N., 10° 18'·28E.
	legend, Bns, centred on:	(c) extending in 125·7° direction from (b) above
		(d) 57° 59'·07N., 10° 18'·22E.

Chart [*Last correction*].— **429** (INT 1382) (**plan A, Approaches to Hals**) (a–c) & **429** (d) [3762/01]
Danish Notice 11/343/02 (HH.332/430/02).

1734 GERMANY, North Sea Coast — Sylt — List West — Light

Amend	sectors at light, Oc.WRG.6s19m14–10M, as follows: W 040° – 069° (29°) R 069° – 133° (64°)	(a) 55° 03'·2N., 8° 24'·2E.
Delete	sector at light as follows: W shore – 039·5°	(b) (a) above
	sector at light as follows: W shore – 040°	(c) (a) above
	Remaining sectors unchanged	

Chart [*Last correction*].— **3767** (INT 1412) (a,b) [50/02] — **3768** (a,c) [1035/02]
Light List Vol. B, 2001/02, 1746
German Notice 11/(21)108/02 (HH.328/640/02).

II

1735 NETHERLANDS — Ijmuiden — Zuider Buitenkanaal — Buoyage

Move	ZK 4 light-buoy, from:	52° 27'·82N., 4° 34'·18E.
	to:	52° 27'·85N., 4° 34'·11E.
Delete	ZK 1 light-buoy	52° 27'·77N., 4° 34'·15E.
	ZK 6 light-buoy	52° 27'·81N., 4° 34'·31E.

Chart [*Last correction*].— **124** (INT 1471) (**part A**) [1205/02]
Netherlands Notice 12/156/02 (HH.340/590/04).

1736 NETHERLANDS — Approaches to Hoek van Holland — Schouwenbank Anchorage Area — Fouls

Insert	#	(a) 51° 46'·87N., 3° 21'·50E.
		(b) 51° 46'·92N., 3° 21'·58E.
		(c) 51° 46'·15N., 3° 17'·35E.
		(d) 51° 46'·20N., 3° 17'·43E.
Delete	#	(e) 51° 47'·00N., 3° 20'·80E.
		(f) 51° 47'·05N., 3° 20'·88E.

Chart [*Last correction*].— **110** (INT 1473) (a,c,e) [1550/02] — **3371** (INT 1416) (b,d,f) [1714/02]
Netherlands Notice 12/162/02 (HH.340/450/03)

1737 BELGIUM — Westerschelde — Bol van Knokke Southwards — Foul; Wreck

Insert	#	(a) 51° 24'·21N., 3° 18'·03E.
		(b) 51° 24'·16N., 3° 17'·95E.
Delete	⊙ Wk, least depth by wire sweep 9 ₈ m	(c) 51° 24'·2N., 3° 18'·0E.

Chart [*Last correction*].— **1874** (INT 1474) (a,c) [1373/02] — **1872** (a,c) [1373/02] — **2449** (b,c) [1373/02]
Belgian Notice 5/67/02 (HH.342/720/03).

1738 FRANCE, West Coast — Rade de Brest — Pointe de Lanvéoc Northeastwards — Buoy

Insert	N. cardinal pillar light-buoy, VQ	48° 17'·90N., 4° 27'·07W.
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Chart [*Last correction*].— **3427** (INT 1832) [1456/02] — **3429** [1456/02]
French Notice 10/23/02 (HH.353/410/04).

1739 FRANCE, West Coast — La Gironde and La Garonne — Pte de la Chambrette Southeastwards to Bassens Northwestwards — Buoyage; Light

Insert	starboard-hand pillar light-buoy with topmark, Fl(2)G.6s No 65b	(a) 44° 55'·99N., 0° 33'·17W.
	port-hand pillar light-buoy with topmark, Fl(2)R.6s No 74	(b) 44° 55'·77N., 0° 32'·98W.
Amend	range of light to, 12–8M	(c) 45° 31'·96N., 1° 02'·05W.
	sectors at light, Dir.Iso.WRG.4s12–8M, as follows:	(d) (c) above
	G 165° – 170° (5°)	
	R 173° – 178° (5°)	
	Remaining sector is unchanged	
Delete	former No 65b light-buoy	(e) close N. of (a) above
	former No 74 light-buoy	(f) close SW. of (b) above

Chart [*Last correction*].— **2916 (panel F)** (a,b,f) (**panel A**) (c,d) & (**panel C**) (a,b,e,f) [4228/01]
Light List Vol. D, 2001/02, 1326
French Notices 45/21/01, 9/34/02 & 10/24/02 (HH.353/540/05).

1740 SPAIN, North Coast — Approaches to Santander — Anchorage area

Insert	limit of anchorage area, pecked line, joining:	43° 29'·40N., 3° 46'·42W. (existing limit)
		43° 29'·05N., 3° 45'·12W. (existing limit)
Delete	former limit of anchorage area, pecked line, joining:	43° 29'·18N., 3° 46'·42W.
		43° 28'·94N., 3° 45'·12W.

Chart [*Last correction*].— **1155** [1126/02]
Spanish Notice 11/191/02 (HH.359/460/03).

1741 MEDITERRANEAN SEA — France, South Coast — Cap Camarat Northwards — Baie de Pampelonne — Restricted area

Insert	limit of restricted area, anchoring and fishing prohibited, pecked line, joining:	43° 12'·52N., 6° 40'·17E. (shore)
		43° 13'·10N., 6° 41'·54E.
		43° 12'·97N., 6° 41'·64E.
		43° 12'·42N., 6° 40'·31E. (shore)

Chart [*Last correction*].— **2166** [4258/01]
French Notice 9/40/02 (HH.354/690/02).

II

1742 MEDITERRANEAN SEA — Turkey — Marmara Denizi — Approaches to Ambarli — Works; Lights; Harbour limit

Insert	legend, <i>Works in progress (2001)</i> , centred on: ★ <i>FR</i> harbour limit, pecked line, joining:	(a) 40° 57'·30N., 28° 40'·60E. (b) 41° 01'·08N., 28° 34'·72E. (c) 40° 54'·60N., 28° 43'·40E. (existing limit) (d) 40° 57'·12N., 28° 32'·54E. (e) 40° 59'·18N., 28° 32'·54E. (shore) (f) along (c)–(d) above (g) 41° 00'·90N., 28° 34'·00E.
Delete	legend, <i>Southern Limit of Port of Ambarli</i> ★ <i>FR</i> .3M	

Chart [*Last correction*].— **1005** [1561/02] — **224** (c–f) [1560/02]

Light List Vol. E, 2001/02, 4899.52 & 4899.54

Turkish Charts 2292 & 2296 (HH.394/420/03).

1743 MEDITERRANEAN SEA — Turkey — Marmara Denizi — Ambarli — Depths; Light; Jetty

Insert	depth 4 ₈ m enclosed by 5m contour depth 9 ₂ m enclosed by 10m contour ★ <i>FR</i> jetty, double firm line, width 40m, joining:	40° 58'·30N., 28° 42'·24E. 40° 58'·17N., 28° 42'·25E. (a) 40° 57'·83N., 28° 41'·10E. (a) above 40° 57'·92N., 28° 41'·07E. (jetty)
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Chart [*Last correction*].— **1006 (plan, Ambarli)** [1560/02]

Light List Vol. E, 2001/02, 4900.9

Turkish Chart 2922 (HH.394/420/03).

1744 MEDITERRANEAN SEA — Turkey — Marmara Denizi — Ataköy — Light; Jetty

Insert	★ <i>FR</i>	(a) 40° 58'·41N., 28° 52'·75E.
Delete	jetty, double firm line	extending NE. from (a) above

Chart [*Last correction*].— **2286** [1561/02]

Light List Vol. E, 2001/02, 4902.5

Turkish Chart 2922 (HH.394/420/03).

1745 BLACK SEA — Romania — Portul Constanța–Sud — Buoy

Insert	starboard–hand pillar light–buoy with topmark and radar reflector, <i>Fl.G.3s</i>	44° 06'·42N., 28° 40'·15E.
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Chart [*Last correction*].— **2284** [2189/99]

Romanian Notice 2/38/02 (HH.398/430/03).

1746 BLACK SEA — Ukraine — Kerch Strait — Mys Fanar Northeastwards — Chushkinskoye Koleno — Buoy

Substitute	port–hand pillar buoy with topmark, <i>No 50</i> , for former <i>No 50</i> light–buoy	45° 24'·6N., 36° 40'·6E.
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Chart [*Last correction*].— **2242** [1236/02]

Russian Notice 11/1445/02 (HH.396/430/05).

1747 AFRICA, South–East Coast — South Africa — Approaches to Port Elizabeth — Wreck; Obstruction

Substitute	○ <i>Wk</i> , least depth 10 ₄ m, for ○ <i>Wk</i> , least depth 12 ₈ m	(a) 33° 55'·3S., 25° 39'·7E.
Delete	○ <i>Obstn</i>	(b) 33° 54'·3S., 25° 42'·1E.

Chart [*Last correction*].— **4158 (plan A, Port Elizabeth)** (a) [*New Chart 20/9/01*] — **4157** (INT 7531) [*New Chart 20/9/01*] — **4156** (INT 7530) (b) [*New Chart 20/9/01*]

South African Notices 3/36–37/02 (HH.450/460/02).

1748* RED SEA — Gulf of Suez — Port of Suez — Râs el 'Adabiya Eastwards — Anchor berths; Swinging circles

Insert	symbol, anchor berth, <i>W1</i> limit of swinging circle, radius 300m, pecked line, centred on:	(a) 29° 51'·98N., 32° 32'·34E. (a) above
Delete	former anchor berth <i>W1</i> swinging circle, radius 300m, pecked line, centred on:	29° 51'·89N., 32° 32'·31E. 29° 51'·89N., 32° 32'·34E.

Chart [*Last correction*].— **3214** [148/02] — **2098** [1384/02]

Port and Lighthouses Administration, Alexandria Notice 4/02 (HH.476/400/05).

II

1749* RED SEA — Egypt — Suez Canal — Great Bitter Lake — Depth

Insert depth 12m, *Rep* (2002) 30° 18'·60N., 32° 25'·50E.

Chart [*Last correction*].— 233 (plan D, Great Bitter Lake (El Buheiret el Murra el Kubra) to Suez Bay (Bahr el Qulzum)) [3853/01]

mv Lica Mærsk (HH.475/420/05).

1750* ARABIA — Qatar — Shah Allum Shoal Southwestwards — Depth

Insert depth 52m with seabed character, R 26° 14'·60N., 52° 22'·91E.

Chart [*Last correction*].— 2523 [688/02]

UK Hydrographic Office (HH.489/420/04).

1751* ARABIA — Saudi Arabia — Approaches to Ra's Tannūrah — Rennie Shoals Northeastwards — Depths

Insert depth 64m (a) 27° 07'·37N., 51° 04'·92E.
depth 61m (b) 27° 14'·93N., 50° 49'·37E.
(c) 27° 14'·79N., 50° 49'·32E.

Chart [*Last correction*].— 3788 (c) [689/02] — 2883 (a,b) [689/02] — 2886 (a) [1244/02]

UK Hydrographic Office (HH.492/420/04).

1752* ARABIA — Iran — South Pars Gasfield, Reshadt (Rostam) Oilfield and Nasr Oilfield — Pipes; Mooring buoy; Platforms

Insert  Pipe special  (a) 26° 45'·53N., 52° 05'·57E.
 (b) 25° 39'·94N., 54° 17'·65E.
(c) 25° 52'·87N., 52° 53'·52E.
(d) 25° 56'·40N., 52° 54'·43E.
(e) 25° 52'·77N., 52° 53'·47E.
(f) 25° 56'·30N., 52° 54'·38E.

Delete  Pipe Rep (1991), (charts 2883 and 2886,  Pipe Rep (1991)) (g) close NE. of (a) above

Chart [*Last correction*].— 2442 (b) [2723/01] — 2523 (a,g) [1750/02] — 2883 (a,g) [1751/02] — 2886 (a,c,d,g) [1751/02] — 2887 (e,f) [1244/02] — 2889 (c,d) [1244/02]

HMS *Beagle* (HH.496/185/03).

1753 INDIA, West Coast — Port of Bombay — Colāba Point Southwards and Butcher Island Southwards — Buoyage

Insert port-hand can light-buoy, *Fl*(2)*R*.10s 18° 51'·44N., 72° 48'·89E.
starboard-hand conical light-buoy,
Fl(3)*G*.10s *West Uran* (a) 18° 55'·794N., 72° 53'·580E.

Chart [*Last correction*].— 2624 [1473/02] — 2627 (a) [812/02] — 2621 [1473/02]

Indian Notice 6/136/02 (HH.502/440/04).

1754 BURMA (MYANMAR) — Gulf of Martaban — Western Channel — Light-float

Delete light-float, Q.R Upper 16° 22'·21N., 96° 19'·46E.

Chart [*Last correction*].— 833 [274/02] — 823 (INT 7438) [274/02] — 826 (INT 7441) [274/02]

Hydrographic Depot, Myanmar Navy Notice 1/02 (HH.511/430/02).

1755* SOUTH CHINA SEA — Gulf of Thailand — Benchamas Gasfield Southwards — Platform

Insert  (lighted) 10° 22'·23N., 101° 19'·28E.

Chart [*Last correction*].— 3983 [1476/02] — 2414 [1387/02]

mv Wilhelmine Oldendorff (HH.544/180/04).

1756 CHINA, South-East Coast — Lantau Island Northwards — Kwai Shek Northwestwards — Wreck; Buoy

Insert  Wk, least depth 133 m (a) 22° 21'·080N., 114° 02'·165E.
S. cardinal pillar light-buoy, *Q*(6)+*LFl*.15s close SW. of (a) above

Chart [*Last correction*].— 1919 (INT 5510) [1146/02]

Hong Kong Marine Department Notice 30/02 (HH.550/406/06).

II

1757 CHINA, East Coast — Chou Shan Westwards — T'ao-yao Men — Depth; Power transmission lines

- Insert depth $\frac{3}{4}$ fm enclosed by  (a) 30° 05'·95N., 121° 58'·62E.
depth 1₆ m enclosed by  (b) 30° 05'·95N., 121° 58'·74E.
power transmission line, joining: (c) 30° 05'·77N., 121° 58'·45E.
(shore)
(d) 30° 05'·95N., 121° 58'·95E.
(shore)
and
(e) 30° 05'·95N., 121° 57'·77E.
(shore)
(f) 30° 06'·10N., 121° 57'·30E.
(shore)
and
(g) 30° 06'·08N., 121° 57'·10E.
(shore)
(h) 30° 05'·99N., 121° 57'·53E.
(shore)

Chart [*Last correction*].— **1429** (*a,c,d,g,h*) [1150/02] — **1124** (*b,e,f*) [1394/02]
Chinese Chart 13371 (HH.548/470/03).

1758 KOREA, West Coast — Paengnyŏng Do Eastwards and Tŏkchok Kundo — Taeryonggi Bong Northeastwards and Kak'ul Do Southwestwards — Fish havens

- Insert  (a) 37° 58'·60N., 124° 45'·60E.
37° 06'·25N., 126° 00'·50E.

Chart [*Last correction*].— **1257** (*a*) [*New Edition* 30/8/01] — **1258** [1491/02]
Korean Notices 12/159–160/02 (HH.557/210/10).

1759 KOREA, West Coast — Approaches to Inch'ŏn — Manripo — Light

- Insert ★ *Fl*(2)*G*.6*s*16*m*5*M* 36° 46'·52N., 126° 07'·75E.

Chart [*Last correction*].— **913** (INT 5254) [1679/02] — **1258** [1758/02]
Light List Vol. F, 2001/02, 4154.9
Korean Notice 8/114/02 (HH.557/410/04).

1760 PHILIPPINE ISLANDS — Luzon, West Coast — Manila Bay — Pugad — Light

- Amend light to, *Fl*.5*s*11*m* 14° 45'·80N., 120° 44'·40E.

Chart [*Last correction*].— **976** [1270/02]
Light List Vol. F, 2001/02, 2641
Philippine Notice 2/21/02 (HH.552/685/04).

1761 PHILIPPINE ISLANDS — Luzon, West Coast — Piedra Point — Light

- Amend light to, *Fl*.5*s*292*ft*22*M* 16° 18'·5N., 119° 47'·0E.

Chart [*Last correction*].— **3805** [5128/01] — **3806** [1269/02]
Light List Vol. F, 2001/02, 2688
Philippine Notice 11/140/01 (HH.552/655/04).

1762 PHILIPPINE ISLANDS — Luzon, East Coast — Canimo Island — Light

- Amend light to, *Fl*.5*s*138*ft*18*M*, (chart 943, *Fl*.18*M*) 14° 07'·7N., 123° 03'·1E.

Chart [*Last correction*].— **3806** [1761/02] — **3808** [1685/02] — **943** [3489/01]
Light List Vol. F, 2001/02, 2772
Philippine Notice 12/160/01 (HH.552/545/02).

1763 PHILIPPINE ISLANDS — Luzon, East Coast — Caramoan Peninsula — Lights

- Amend light to, *Fl*.5*s* 13° 43'·4N., 123° 58'·5E.
13° 54'·7N., 123° 48'·8E.

Chart [*Last correction*].— **3808** [1762/02]
Light List Vol. F, 2001/02, 2778.5, 2779
Philippine Notices 12/158/02 & 12/161/02 (HH.552/545/02).

II

1764 PHILIPPINE ISLANDS — Sibuyan Sea — Burias — Aguja Point — Light

Amend light to, *Fl.5s* 12° 41'·8N., 123° 23'·0E.

Chart [*Last correction*].— **3818** [1683/02] — **3808** [1763/02] — **3807** [1684/02]

Light List Vol. F, 2001/02, 2503

Philippine Notice 12/172/01 (HH.552/560/02).

1765 PHILIPPINE ISLANDS — Mindanao Northwards — Hinatuan Passage — Sumilon Island — Light

Amend light to, *Fl(3)15s* 9° 55'·0N., 125° 26'·5E.

Chart [*Last correction*].— **3826** [1685/02] — **3810** [1685/02]

Light List Vol. F, 2001/02, 2252

Philippine Notice 1/7/02 (HH.552/460/03).

1766 INDONESIA — Selat Makasar — Sulawesi, West Coast — Mamuju — Lights

Insert ★ *Fl.3s15m12M* & *Fl.G.5s13m12M* 2° 40'·5S., 118° 51'·9E.

Chart [*Last correction*].— **3013** [290/02]

Light List Vol. K, 2002/03, 1490.1, 1490.15

DG SeaComm, Indonesia (HH.528/475/02).

1767 INDONESIA — Sulawesi, South Coast — Teluk Bone — Pelabuhan Bajowe — Lights; Beacons

Substitute ★ *Fl.R.4s26ft10M*, for ☉ Bn 4° 32'·8S., 120° 25'·1E.
 ★ *Fl.G.3s23ft10M*, for white beacon 4° 32'·5S., 120° 26'·2E.
 ★ *Fl.G.3s26ft10M*, for black beacon 4° 30'·4S., 120° 27'·4E.

Chart [*Last correction*].— **3616** [1278/02]

Light List Vol. K, 2002/03, 1540.9, 1540.95, 1541.1

DG SeaComm, Indonesia (HH.528/700/02).

1768 INDONESIA — Sulawesi, South-East Coast — Teluk Bone — Kabaena, West Coast — Lights

Insert ★ *Fl(3)R.10s23ft6M* 5° 18'·18S., 121° 46'·13E.
 ★ *Fl(3)G.10s23ft6M* 5° 17'·60S., 121° 46'·13E.

Chart [*Last correction*].— **3616** [1767/02]

Light List Vol. K, 2002/03, 1554.24, 1554.26

Indonesian Notices 5/31–32/02 (HH.528/675/03).

1769 INDONESIA — Sulawesi, South-East Coast — Wowon Island, North-West Coast — Lights

Insert ★ *Fl(3)G.10s23ft6M* & *Fl(3)R.10s23ft6M* 4° 01'·4S., 122° 58'·8E.

Chart [*Last correction*].— **3616** [1768/02]

Light List Vol. K, 2002/03, 1559.74, 1559.75

Indonesian Notices 1/3–4/02 (HH.528/675/03).

1770 INDONESIA — Irian Jaya, North Coast — Ketapa — Light

Insert ★ *Fl.6s39ft14M* 2° 26'·44S., 140° 36'·71E.

Chart [*Last correction*].— **3250** [1579/97]

Light List Vol. K, 2002/03, 3397.95

Indonesian Notice 1/5/02 (HH.531/400/02).

1771 SOUTH PACIFIC OCEAN — Archipel des Tuamotu — Makemo — Pouheva — Landmarks

Insert symbol, water tower 16° 37'·588S., 143° 34'·578W.
 symbol, radio mast (a) 16° 37'·575S., 143° 34'·052W.
 Delete symbol, flagstaff close E. of (a) above

Chart [*Last correction*].— **3664 (plan, Makemo, Passe Arikitamiro and Anchorages)** [*New Edition* 14/3/02]

French Notice 11/41/02 (HH.595/520/05).

II

1772 NORTH AMERICA, West Coast — Oregon and Washington — Columbia River — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Entrance to Miller Sands Range), for existing table, centred on: (a) 46° 17'·1N., 123° 36'·7W.
the accompanying table, CHANNEL DEPTHS (Pillar Rock Lower Range to Gull Island Turn and Channel), for existing table, centred on: (b) 46° 15'·7N., 123° 21'·8W.
the accompanying table, CHANNEL DEPTHS (Stella Range to Slaughters Channel), for existing table, centred on: (c) 46° 08'·3N., 123° 08'·7W.

Chart [*Last correction*].— **2839 (panel A) (a) & (panel B) (b,c)** [1291/02]
U.S. Notices 12/18521/02 & 12/18523–18524/02 (HH.612/012/2002).

1773 NORTH AMERICA, West Coast — Oregon and Washington — Columbia River — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Walker I Channel to St Helens Range), for existing table, centred on: (a) 46° 06'·4N., 122° 47'·9W.
the accompanying table, CHANNEL DEPTHS (St Helens Turn to Morgan Channel), for existing table, centred on: (b) 46° 04'·1N., 122° 47'·9W.
the accompanying table, CHANNEL DEPTHS (Vancouver Lower Channel to Tomahawk Bar), for existing table, centred on: (c) 45° 33'·9N., 122° 46'·9W.

Chart [*Last correction*].— **2849 (panel A) (a,b) & (panel B) (c)** [1498/02]
U.S. Notices 12/18524/02 & 14/18525/02 (HH.612/012/2002).

1774 NORTH AMERICA, West Coast — Oregon — Coos Bay — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Coos Bay), for existing table, centred on: 43° 22'·6N., 124° 15'·9W.

Chart [*Last correction*].— **3095 (plan, Coos Bay)** [1499/02]
U.S. Notice 14/18587/02 (HH.612/012/2002).

1775 SOUTH AMERICA, East Coast — Brazil, East Coast — Rio Amazonas — Canal do Norte — Ilha Caviana de Dentro — Light

Amend light to, *Fl.15s23m16M*, (chart 2204, *Fl.15s16M*) 0° 15'·7N., 50° 31'·4W.

Chart [*Last correction*].— **2189** [3249/01] — **2204** [681/00]
Light List Vol. G, 2001/02, 0007.4
Brazilian Notice 1/4/02 (HH.659/410/05).

1776 WEST INDIES — Saint Barthélemy Eastwards — Depth

Insert depth 27m enclosed by 30m contour 17° 54'·30N., 62° 35'·60W.

Chart [*Last correction*].— **584** [846/02]
UK Hydrographic Office (HH.671/450/04).

1777 GULF OF MEXICO — Louisiana — Mississippi River — Shingle Point Eastwards — Light

Insert ★ *Fl.R.2·5s* 29° 52'·28N., 89° 56'·73W.

Chart [*Last correction*].— **3382 (panel 3)** [1707/02]
Light List Vol. J, 2001/02, 3904.7
U.S. Notice 13/11364/02 (HH.615/440/09).

1778 NORTH AMERICA, East Coast — North Carolina — Oak Island — Yaupon Beach — Buoy

Insert special pillar light–buoy, *Fl.Y.6s 'A'* 33° 53'·65N., 78° 05'·08W.

Chart [*Last correction*].— **3688** [1186/02] — **3687** [525/02]
U.S. Notice 13/11537/02 (HH.614/610/06).

1779 NORTH AMERICA, East Coast — North Carolina — Morehead City — Bogue Sound — Beacons

Insert black and white beacon, 'A' 34° 43'·000N., 76° 42'·360W.
black and white beacon, 'B' 34° 42'·707N., 76° 42'·175W.

Chart [*Last correction*].— **3686 (plan, Morehead City)** [1708/02]
U.S. Notice 13/11547/02 (HH.614/605/05).

II

1780 NORTH AMERICA, East Coast — Georgia and South Carolina — Savannah River — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, for
existing table, centred on: 32° 06'·0N., 81° 08'·6W.

Chart [*Last correction*].— **2807 (inset, Continuation to Port Wentworth)** [1306/02]

U.S. Notice 15/11512/02 (HH.614/012/2002).

1781 NORTH AMERICA, East Coast — New Jersey and New York — New York Harbor — Arthur Kill, Kill Van Kull and Newark Bay — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Arthur Kill,
Kill Van Kull, Newark Bay and Upper Bay), for existing
table, centred on: 40° 36'·05N., 74° 09'·60W.
the accompanying table, CHANNEL DEPTHS (Newark Bay,
Passaic and Hackensack Rivers), for existing table,
centred on: 40° 35'·40N., 74° 09'·70W.

Chart [*Last correction*].— **3457** [1308/02]

U.S. Notices 15/12333/02 & 15/12337/02 (HH.614/012/2002).

1782 NORTH AMERICA, East Coast — New Jersey and New York — Raritan Bay to Arthur Kill — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, for existing
table, centred on: 40° 32'·85N., 74° 13'·50W.

Chart [*Last correction*].— **3458** [623/02]

U.S. Notice 15/12331/02 (HH.614/012/2002).

1783 NORTH AMERICA, East Coast — Connecticut — Long Island Sound — Approaches to Bridgeport — Stratford Point Southwestwards — Buoy

Amend '18' light-buoy to, *Fl.R.4s* 41° 06'·8N., 73° 08'·2W.

Chart [*Last correction*].— **2726** [994/02] — **2754** [1606/02]

U.S. Notice 14/12354/02 (HH.614/480/02).

II

1784(P)/02 SCOTLAND, West Coast — Inner Sound — Kyle Akin and Approaches — Depths

1. A recently received survey of the Kyle Akin and approaches shows numerous shoal depths. The more significant are in the following positions:

117 m	57° 17'·430N., 5° 44'·930W.
73 m	57° 17'·350N., 5° 44'·952W.
96 m	57° 16'·795N., 5° 45'·201W.
94 m	57° 16'·701N., 5° 45'·032W.
32 m	57° 16'·691N., 5° 45'·218W.
94 m	57° 16'·690N., 5° 44'·826W.
58 m	57° 16'·683N., 5° 45'·371W.
78 m	57° 16'·535N., 5° 43'·381W.
47 m	57° 16'·505N., 5° 43'·002W.
2. Mariners are advised to navigate with caution in this area.
3. These and other amendments will be included in the next New Edition of Chart 2540 to be published in mid 2002.

Charts affected — 2540 — 2498 — 2209

HMSML *Gleaner* (HH.272/610/06).

1785(P)/02 ENGLAND, West Coast — Morecambe Bay — Approaches to Heysham Lake — Depths

1. Mariners are advised that shoaling has taken place in the vicinity of No 3 light-buoy (54° 00'·07N., 2° 57'·69W.). The drying bank extends at least 0·15 miles north-westward of No 3 light-buoy.
2. Mariners should exercise caution when navigating in this area.
3. Chart 1552 will be updated when further information is available.

Chart affected — 1552

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

1786(T)/02 BALTIC SEA — Germany, North Coast — Measuring instruments; Buoyage

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

<i>Latitude</i>	<i>Longitude</i>	<i>Chart</i>
53° 48'·00N.	14° 15'·60E.	2677
54° 09'·50N.	11° 51'·50E.	2117
54° 12'·17N.	12° 04'·66E.	2117
* 54° 37'·04N.	13° 26'·32E.	2365

* Indicates new or revised entry.

2. Former Notice 1711(T)/02 is cancelled.

German Notices 9/02 & 12/02 (HH.326/003/09).

1787(P)/02 NORTH SEA — Norwegian Sector — Balder Oilfield Northeastwards — Ringhorne Field development

1. A production platform is being installed at the Ringhorne Field in position 59° 15'·96N., 2° 26'·99E. Associated submarine pipelines and a submarine cable will be laid between the Ringhorne platform and Balder Oilfield floating production unit in position 59° 11'·48N., 2° 23'·16E.
2. Installation activity will take place from April to July 2002.
3. Charts will be updated as appropriate in due course.

Charts affected — 292 — 2182C

Norwegian Notices 5/219–220/02 (HH.314/467/01).

1788(P)/02 HONG KONG, South Coast — Chung Hom Kok — Chek Chue Wan (Stanley Bay) Southeastwards and Eastwards — Submarine cables

1. Segments 1, 2A and 7 of the C2C telecommunications cables have been laid between the following positions:
 Segment 1:
 22° 12'·92N., 114° 12'·39E. (shore)
 22° 12'·86N., 114° 12'·53E.
 22° 12'·22N., 114° 12'·40E.
 22° 12'·00N., 114° 12'·38E.
 22° 11'·86N., 114° 12'·39E.
 22° 11'·71N., 114° 12'·44E.
 22° 11'·60N., 114° 12'·51E.
 22° 11'·38N., 114° 12'·72E.
 22° 11'·25N., 114° 13'·07E.
 22° 11'·10N., 114° 13'·53E.

II

1788(P)/02 (continued)

22° 11'17N., 114° 13'89E.
 22° 11'49N., 114° 14'59E.
 22° 11'67N., 114° 15'38E.
 22° 11'64N., 114° 15'53E.
 22° 11'56N., 114° 15'64E.
 22° 11'53N., 114° 15'70E.
 22° 11'53N., 114° 15'77E.
 22° 11'71N., 114° 16'60E.
 22° 11'78N., 114° 17'03E.
 22° 11'83N., 114° 17'76E.
 22° 11'49N., 114° 23'64E.
 22° 11'62N., 114° 29'12E.
 22° 11'37N., 114° 30'59E.
 22° 10'87N., 114° 31'71E.
 22° 10'16N., 114° 33'01E.
 22° 09'44N., 114° 33'85E.
 22° 04'03N., 114° 38'71E.
 21° 59'06N., 114° 42'63E.
 21° 58'42N., 114° 45'64E.
 21° 45'01N., 115E 30'01E.
 21° 29'69N., 115E 52'76E.
 21° 22'51N., 116E 00'80E.
 Segment 2A:
 22° 12'92N., 114° 12'39E. (shore)
 22° 12'93N., 114° 12'46E.
 22° 12'92N., 114° 12'50E.
 22° 12'90N., 114° 12'57E.
 22° 12'84N., 114° 12'61E.
 22° 12'71N., 114° 12'58E.
 22° 12'25N., 114° 12'48E.
 22° 11'77N., 114° 12'48E.
 22° 11'69N., 114° 12'52E.
 22° 11'46N., 114° 12'82E.
 22° 11'43N., 114° 12'89E.
 22° 11'41N., 114° 13'00E.
 22° 11'40N., 114° 13'29E.
 22° 11'82N., 114° 14'85E.
 22° 12'45N., 114° 18'00E.
 22° 12'57N., 114° 20'53E.
 22° 12'43N., 114° 21'00E.
 22° 12'78N., 114° 23'12E.
 22° 12'90N., 114° 23'35E.
 22° 14'03N., 114° 24'53E.
 22° 14'31N., 114° 24'99E.
 22° 14'59N., 114° 25'14E.
 22° 14'73N., 114° 25'33E.
 22° 14'82N., 114° 25'59E.
 22° 15'00N., 114° 27'00E.
 22° 15'51N., 114° 29'54E.
 22° 15'44N., 114° 32'52E.
 22° 15'01N., 114° 50'71E.
 22° 14'36N., 115E 04'00E.
 22° 06'10N., 117E 40'90E.
 22° 06'61N., 117E 43'50E.
 22° 12'92N., 117E 58'99E.
 22° 13'09N., 118E 01'40E.
 22° 08'84N., 118E 12'55E.
 Segment 7:
 22° 12'92N., 114° 12'39E. (shore)
 22° 12'90N., 114° 12'45E.
 22° 12'82N., 114° 12'51E.
 22° 12'04N., 114° 12'21E.
 22° 11'06N., 114° 11'48E.
 22° 10'82N., 114° 11'36E.
 22° 10'67N., 114° 11'37E.
 22° 10'50N., 114° 11'43E.
 22° 09'70N., 114° 12'34E.
 22° 09'54N., 114° 12'54E.
 22° 09'07N., 114° 13'54E.
 22° 08'91N., 114° 14'04E.
 22° 08'80N., 114° 14'32E.
 22° 08'58N., 114° 14'64E.
 22° 08'19N., 114° 14'97E.
 22° 08'08N., 114° 15'11E.
 22° 07'98N., 114° 15'43E.
 22° 07'92N., 114° 16'08E.

II

1788(P)/02 (continued)

22° 07'88N., 114° 16'27E.
 22° 07'94N., 114° 16'46E.
 22° 08'05N., 114° 16'65E.
 22° 08'24N., 114° 16'90E.
 22° 08'37N., 114° 17'05E.
 22° 08'38N., 114° 17'15E.
 22° 08'57N., 114° 18'51E.
 22° 08'56N., 114° 18'80E.
 22° 08'52N., 114° 18'93E.
 22° 08'20N., 114° 19'34E.
 22° 08'12N., 114° 19'47E.
 22° 08'09N., 114° 19'72E.
 22° 08'09N., 114° 20'62E.
 22° 08'03N., 114° 20'88E.
 22° 07'68N., 114° 21'89E.
 22° 06'85N., 114° 23'35E.
 22° 06'67N., 114° 23'54E.
 22° 06'45N., 114° 23'68E.
 22° 06'25N., 114° 23'75E.
 22° 06'03N., 114° 23'77E.
 22° 05'80N., 114° 23'70E.
 21° 59'30N., 114° 19'90E.
 21° 58'45N., 114° 19'53E.
 21° 57'79N., 114° 19'13E.
 21° 57'20N., 114° 18'50E.
 21° 55'78N., 114° 17'82E.
 21° 49'39N., 114° 13'92E.
 21° 30'00N., 114° 03'60E.
 21° 03'77N., 114° 03'69E.
 20° 50'50N., 114° 06'99E.
 20° 43'45N., 114° 07'47E.
 20° 30'00N., 114° 10'30E.
 20° 00'01N., 114° 11'70E.

2. Vessels are requested to avoid anchoring or trawling in the vicinity of the cable routes.
3. Charts will be updated as appropriate in due course.

Charts affected — 1917 — 1918 — 341 — 937 — 3026 — 1555 — 1962 — 1968 — 3488 — 3489

C2C AsiaPac Pte Ltd (HH.130/302/01).

1789(P)/02 JAPAN — Seto Naikai — Ōsaka — Harbour limits; Fairways; Buoyage; Dredged areas; Light-beacons; Restricted area

Mariners are advised of the following changes:

1. Ōsaka Harbour limit has been amended.
2. Additional channel dredging has taken place in the outer approaches to Ōsaka Inner Harbour Fairway. Buoyage has been established to mark the outer southeastern limit of this channel, (see accompanying diagram). The following light-buoy has been removed:
No.1 S. cardinal pillar light-buoy, in position 34° 37'49N., 135° 21'56E.
3. A new Outer Approach to Sakai Fairway (formerly Sakai South Fairway) has been established, (see accompanying diagram). It has been dredged to a depth of 12 metres. Aids to navigation have been changed to mark the new approach and seven light-buoys have been established in the following positions:
 34° 36'51N., 135° 22'34E.
 34° 36'35N., 135° 22'34E.
 34° 36'51N., 135° 22'95E.
 34° 36'35N., 135° 22'95E.
 34° 36'35N., 135° 23'47E.
 34° 36'51N., 135° 23'59E.
 34° 36'30N., 135° 23'70E.
 Six light-buoys have also been removed from the following positions;
 No 3 light-buoy in position 34° 37'20N., 135° 22'16E.
 No 4 light-buoy in position 34° 37'07N., 135° 22'05E.
 No 5 light-buoy in position 34° 36'86N., 135° 22'90E.
 No 6 light-buoy in position 34° 36'72N., 135° 22'80E.
 No 7 light-buoy in position 34° 36'61N., 135° 23'42E.
 No 8 light-buoy in position 34° 36'37N., 135° 23'54E.
4. Sakai North Fairway is discontinued. The following light-buoys and light have been removed:
 No 1 light-buoy in position 34° 36'53N., 135° 23'79E.
 No 4 light-buoy in position 34° 36'36N., 135° 24'73E.
 No 5 light-buoy in position 34° 36'52N., 135° 25'40E.
 No 7 light-buoy in position 34° 36'40N., 135° 25'83E.
 No 9 light-buoy in position 34° 36'26N., 135° 26'18E.
 ★ Iso.R.4s14m5M in position 34° 36'16N., 135° 26'05E.

II

1789(P)/02 (continued)

5. A restricted area, entry prohibited, marked by Fl.Y.3s light–beacons, has been established within the following positions:
34° 36′.91N., 135° 20′.66E.
34° 37′.21N., 135° 21′.17E.
34° 37′.95N., 135° 22′.14E.
34° 38′.43N., 135° 21′.62E.
34° 37′.24N., 135° 20′.48E.
6. These and other amendments will be included in the next New Edition of Chart 2279.
7. Former Notice 641(P)/02 is cancelled.

Charts affected — 2279 — 2265

Japanese Notices 37/1450/01, 43/1626/01, 49/1832/01, 52/1943/01, 9/305(T)/02 & Japanese Chart W 1146 (HH.568/504/06).

1790(T)/02 JAPAN — Honshū, South Coast — Saku Shima Westwards — Depths

1. Depths up to 4.6 metres less than charted may exist within an area bounded by the following positions:
34° 43′.52N., 137° 01′.03E.
34° 43′.23N., 137° 01′.03E.
34° 43′.23N., 137° 00′.77E.
34° 43′.50N., 137° 00′.77E.

Chart affected — 3650

Japanese Notice 11/377(T)/02 (HH.563/415/03).

1791(T)/02 SOUTH AMERICA, East Coast — Approaches to Río de La Plata — Light–float

1. Mariners are advised that the Practicos Recalada light–float is reported to have been moved from position 35° 04′.36S., 55° 57′.79W. to position 35° 06′.3S., 55° 57′.5W.
2. Updates to charts will be issued when further information has been received.

Charts affected — 2001 — 1749

Hydrolant 643/02(24) (HH.652/420/03).

On Chart 3114

The vertical clearances for bridges higher than 3·0m above Mean Sea Level on this chart have been recalculated above Mean High Water, with an allowance for sea swell. These revised clearances are displayed on boards close to the bridges. Charted vertical clearances are reduced as follows: at Skansbro (59° 18'·2N., 18° 04'·8E.), Karl Johannessund bridge (59° 19'·3N., 18° 04'·4E.) and Ålkistan (54° 22'·5N., 18° 02'·8E.) and all bridges seaward (eastward) of them by 1·1m; at all other bridges by 0·8m.

On Chart 2839

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

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

On Chart 2839

To accompany Notice to Mariners 1773/02

On Chart 2849

CHANNEL DEPTHS (see Note)								
COLUMBIA RIVER ST HELENS TURN TO MORGAN CHANNEL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT COLUMBIA RIVER DATUM (CRD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
ST HELENS TURN	43	44	42	38	1-02	600	1.7	40
WARRIOR ROCK RANGE	39	41	42	41	1-02	600	1.3	40
DUCK CLUB TURN	42	41	41	42	1-02	600	1.4	40
HENRICI RANGE	42	42	43	40	1-02	600	2.6	40
FALES CHANNEL	43	42	41	40	1-02	600	1.1	40
KNAPP POINT CHANNEL	43	42	41	39	1-02	600	1.8	40
WILLOW LOWER RANGE	42	41	42	40	1-02	600	2.1	40
WILLOW UPPER RANGE	45	43	43	45	1-02	600	1.1	40
MORGAN TURN	45	45	46	49	1-02	600	1.0	40
MORGAN CHANNEL	44	46	42	42	1-02	600	1.5	40
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 2849

CHANNEL DEPTHS (see Note)								
COLUMBIA RIVER VANCOUVER LOWER CHANNEL TO TOMAHAWK BAR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT COLUMBIA RIVER DATUM (CRD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
VANCOUVER LOWER CHANNEL	48	49	53	48	12-01	500	1.0	40
VANCOUVER RANGE	41	40	43	39	12-01	500	1.3	40
VANCOUVER UPPER CHANNEL	43	42	41	42	12-01	500	0.9	40
VANCOUVER LOWER TURNING BASIN	35	37	41	41	12-01	800	1.0	40
VANCOUVER UPPER TURNING BASIN	31	28	31	28	12-01	800	0.9	35
TOMAHAWK BAR	18	18	20	19	10-01	300	3.7	27

On Chart 3095

CHANNEL DEPTHS (see Note)							
COOS BAY TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE RANGE	39	40	40	8,10-01	-	1.9	47-37
ENTRANCE RANGE AND TURN	38	44	32	10-01	300-1050	0.5	37
INSIDE RANGE	36	37	36	10-01	300	0.6	37
COOS BAY RANGE	36	37	36	10-01	300	1.6	37
EMPIRE RANGE	36	37	39	10-01	300	1.3	37
LOWER JARVIS RANGE	37	36	35	10-01	300	0.8	37
JARVIS TURN	35	39	37	10-01	300	0.5	37
UPPER JARVIS RANGE	32	34	34	10-01	300	1.9	37
NORTH BEND LOWER RANGE	35	37	37	10-01	400	0.4	37
NORTH BEND RANGE	35	37	35	1-02	400	0.9	37
NORTH BEND UPPER RANGE	35	37	36	1-02	400	0.6	37
LOWER TURNING BASIN	34	39	34	1-02	400-800	0.3	37
FERNDALDE LOWER RANGE	39	39	37	8-01	400	0.4	37
FERNDALDE TURN	32	39	38	8-01	400	0.2	37
FERNDALDE UPPER RANGE	13	37	38	8-01	400	0.7	37
MARSHFIELD RANGE	36	36	33	8-01	400	0.4	37
MARSHFIELD RANGE TO ISTHMUS SLOUGH	35	36	34	8-01	150-750	0.9	37

On Chart 2807

On Chart 3457

CHANNEL DEPTHS (see Note)								
ARTHUR KILL, KILL VAN KULL, NEWARK BAY AND UPPER BAY TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP - OCT 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FRESH KILLS REACH	30.0	35.2	36.5	34.4	2,3-01	500	1.8	35
TREMLEY POINT REACH	33.3	37.7	36.9	32.0	2,3-01	600	0.9	35
PRALLS ISLAND REACH	30.8	34.8	36.1	31.0	2,3-01	500	1.2	35
GULFPORT REACH	27.3	37.0	37.0	31.0	2,3-01	500-600	1.1	35
ELIZABETHPORT REACH	32.4	35.9	35.3	31.1	1,2-01	500-600	1.1	35
N OF SHOOTERS ISLAND REACH	33.0	34.5	35.6	33.9	5-99	600	1.0	35
S OF SHOOTERS ISLAND REACH	18.6	24.1	14.0	A 5.0	8-90	400	1.0	30
BERGEN PT. WEST REACH	38.1	40.0	40.0	37.1	12-96;2-97;5-99	800	1.1	35
BERGEN PT. EAST REACH	37.4	40.0	40.0	39.5	12-96;2-97	800	1.0	35
CONSTABLE HOOK REACH	34.0	40.0	40.0	34.8	12-96;2-97;9,10-01	2000-800	2.2	35
NEWARK BAY SOUTH REACH	40.3	40.1	40.2	39.1	3-99	1750-1000	1.4	40
NEWARK BAY MIDDLE REACH	36.9	40.6	37.6	34.6	3-99	1750-500	1.4	40
ELIZABETH CHANNEL	39.3	39.8	39.9	39.1	3-99	1350-500	1.4	40
A. OBSTRUCTIONS INTERSPERSED IN THE TWO RIGHT QUARTERS, THERE IS A MINIMUM DEPTH OF 5.9 FT OVER WRECKAGE. * CONTROLLING DEPTHS IN CHANNELS OF RARITAN BAY-EAST REACH TO AND INCLUDING FRESH KILLS REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER NEW YORK BAY. CONTROLLING DEPTHS FROM CONSTABLE HOOK TO AND INCLUDING TREMLEY POINT REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER NEW YORK BAY. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 3457

To accompany Notice to Mariners 1782/02

On Chart 3458

CHANNEL DEPTHS (see Note)								
RARITAN BAY, ARTHUR KILL AND RARITAN RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2001 AND SURVEYS TO JUN 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
RARITAN BAY EAST REACH	35.3	37.6	36.8	32.7	7-99	600	4.0	35
RARITAN BAY WEST REACH	33.8	38.7	38.9	29.7	7-99	600	2.4	35
SEGUINE POINT BEND	33.1	34.8	37.8	23.7	7-99;4-01	600-800	1.2	35
RED BANK REACH	33.4	40.8	40.8	36.5	4-01	600	1.2	35
WARD POINT BEND (EAST)	33.0	38.5	37.0	29.4	4-01	600-800	1.1	35
WARD POINT BEND (WEST)	35.5	33.8	32.4	32.1	4-01	600-800	0.8	35
OUTERBRIDGE REACH	34.2	35.4	35.0	32.2	4-96;4-01	600-800	0.8	35
PORT SOCONY REACH	34.9	35.3	35.7	34.9	5-99	600-800	0.8	35
PORT READING REACH	28.1	35.5	35.3	22.9	5-99	500	1.8	35
FRESH KILLS REACH	30.0	35.2	36.5	34.4	2,3-01	500	1.8	35
RARITAN RIVER CUTOFF	16.7	19.3	19.3	11.6	3-99	600-1100	1.0	20
WARD POINT SECONDARY CHANNEL	23.6	22.7	22.5	21.9	3-91	400	0.9	30
GREAT BEDS REACH	24.6	25.7	25.3	25.2	6-01	300	0.6	25
SOUTH AMBOY REACH	24.4	23.1	22.8	23.6	6-01	300	1.2	25
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

NOT TO BE USED FOR NAVIGATION

ŌSAKA KŌ

Ōsaka Ku
Sakai - Senboku ku

III

NAVIGATIONAL WARNINGS

See N.M. 13/02. Messages printed below are all in force on 16 April 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) 17th Week 25/4/02.

NAVAREA I warnings in force 16/4/02: 2000 series: 189 397 419 473. 2001 series: 114 151 152 222 252 303 510. 2002 series: 089 096 105 106 107 114 120 128 138 139 140 141 142 143 144.

135 Cancelled.

136 Cancelled.

137 Cancelled.

138 BRITISH ISLES. DGPS. Chart BA 2. Stirling DGPS station established 56°04'·3N 004°03'·6W. Frequency 285.5 Khz, range 200 Miles.

139 GPS. PRN 31 unusable until 251415z Apr 02. Cancel this message 251515z Apr 02.

140 ENGLAND, East Coast. Winterton Ness. Chart BA 1536. Winterton Racon moved 294° 625 metres to Winterton church tower 52°42'·921N 001°41'·213E.

141 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 161000z Apr 02.

53°23'·7N	001°28'·3E	Transocean Nordic
53°49'·1N	003°29'·7E	Noble Ronald Hoope
53°55'·7N	000°32'·3E	Noble Julie Robertson
54°03'·8N	004°04'·8E	Glomar Adriatic 11
54°06'·6N	000°32'·6E	Glomar Adriatic 6
54°27'·6N	002°21'·7E	Ensco 72

NOTES:

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

2. Cancel 131/02.

III

142 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 161000z Apr 02.

	55°31'·8N	005°00'·4E	Maersk Endeavour
	55°32'·3N	005°01'·9E	Ensco 71
	55°40'·7N	017°55'·7E	Petrobaltic
	56°07'·8N	004°24'·6E	Ensco 70
	56°41'·8N	002°14'·9E	J.W. McLean
NEW	56°42'·3N	002°37'·4E	Deepsea Bergen
	56°51'·0N	002°15'·3E	Galaxy 1
NEW	56°53'·2N	001°14'·0E	Santa Fe 135
	57°05'·5N	000°51'·0E	Santa Fe 140
	57°10'·2N	000°41'·1E	Ocean Nomad
NEW	57°18'·5N	001°54'·7E	Sedco 714
NEW	57°30'·0N	002°01'·7E	Glomar Arctic 4
NEW	57°47'·4N	000°56'·7W	Borgny Dolphin
	57°51'·4N	000°57'·0W	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
	58°24'·7N	000°10'·8W	Ocean Princess
NEW	Invergordon		Pride North Sea
	59°09'·9N	002°29'·2E	Scarabeo 6
	59°19'·0N	001°33'·3E	Noble Ton Van Langeveld
	59°25'·2N	001°37'·0E	Sedco 711
	59°26'·0N	001°40'·9E	Glomar Arctic 3
	59°34'·9N	001°39'·2E	Borgsten Dolphin
NEW	59°42'·7N	002°19'·4E	West Vanguard

NOTES:

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

2. Cancel 132/02.

143 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 161000z Apr 02.

60°20'·0N	004°05'·8W	Paul B Loyd Jr
60°20'·1N	004°02'·2W	Transocean Leader
60°20'·6N	004°14'·7W	Jack Bates
60°28'·1N	002°39'·2E	Deepsea Delta
60°30'·8N	001°50'·1E	Transocean John Shaw
60°50'·0N	003°36'·2E	Polar Pioneer
60°51'·4N	002°39'·0E	Maersk Gallant
60°52'·6N	003°29'·7E	West Venture
60°56'·5N	003°34'·5E	Maersk Jutlander
61°02'·0N	001°07'·7E	Sedco 712
61°04'·6N	001°57'·9E	Borgland Dolphin
61°06'·6N	002°15'·5E	Deepsea Trym
61°16'·6N	002°07'·2E	Bideford Dolphin
61°37'·8N	001°29'·8E	Ocean Guardian
63°34'·3N	005°34'·3E	Scarabeo 5
64°37'·3N	006°36'·1E	Transocean Winner
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 133/02.

III

144 RIGLIST. South and West Coasts of the British Isles. Correct at 161000z Apr 02.
NIL.

2. Cancel 134/02.

Cancel 032/02. ANM 1640/02 refers.

(2) Navarea II (E Atlantic) 17th Week 25/4/02.

Edited Navarea II warnings in force 16/4/02: NIL.
127 to 137 received.

(3) Navarea III (Mediterranean) 17th Week 25/4/02.

Edited Navarea III warnings in force 16/4/02: 466/01, 552/01.
160 to 199 received.

(4) Navarea IV (NW Atlantic) 17th Week 25/4/02.

Edited Navarea IV warnings in force 16/4/02: 383/01.
127 to 133 received.

(5) Navarea V (W Atlantic) 17th Week 25/4/02.

Edited Navarea V warnings in force 16/4/02: 923/97, 568/98, 055/01, 1368/01.
Nil received.

(6) Navarea VI (SW Atlantic) 17th Week 25/4/02.

Edited Navarea VI warnings in force 16/4/02: 101/01, 175/01.
097 to 118 received.

(7) Navarea VII (SE Atlantic) 17th Week 25/4/02.

Edited Navarea VII warnings in force 16/4/02: NIL.
Nil received.

(8) Navarea VIII (Indian Ocean) 17th Week 25/4/02.

Edited Navarea VIII warnings in force 16/4/02: 388/00, 268/01, 497/01, 170/02.
230 to 247 received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 17th Week 25/4/02.

Edited Navarea IX warnings in force 16/4/02: NIL.
Nil received.

(10) Navarea X (Australia, New Guinea) 17th Week 25/4/02.

Edited Navarea X warnings in force 16/4/02: 020/00.
Nil received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 17th Week 25/4/02.

Edited Navarea XI warnings in force 16/4/02: NIL.
Nil received.

(12) Navarea XII (NE Pacific) 17th Week 25/4/02.

Edited Navarea XII warnings in force 16/4/02: 288/01.
101 to 104 received.

(13) Navarea XIII (NW Pacific) 17th Week 25/4/02.

Edited Navarea XIII warnings in force 16/4/02: NIL.
Nil received.

III

(14) Navarea XIV (SW Pacific) 17th Week 25/4/02.

Edited Navarea XIV warnings in force 16/4/02: NIL.
065 to 068 received.

(15) Navarea XV (SE Pacific) 17th Week 25/4/02.

Edited Navarea XV warnings in force 16/4/02: NIL.
031 received.

(16) Navarea XVI (E Pacific) 17th Week 25/4/02.

Edited Navarea XVI warnings in force 16/4/02: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 17th Week 25/4/02.

Edited Hydropacs in force 16/4/02: 1272/99, 1639/01, 1647/01, 496/02.
657 and 664 to 698 received.

(18) Hydrolants (Atlantic, Mediterranean) 17th Week 25/4/02.

Edited Hydrolants in force 16/4/02: 2002/98, 1581/00, 2659/01, 383/02.
808 to 882 received.

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 10 Arctic Pilot Volume I (1985 Edition) — Supplement 6–1997

Novaya Zemlya south-west coast — Restricted area

82

L 21 *Insert:***Restricted area****4.1a**

Area No 42, shown on the chart and to which entry is prohibited, encloses Zaliv Molera (4.141) and the N part of the coast of Poluostrov Gusinaya Zemlya (4.136).

Russian Chart 11163

(HH. 306/440/02)

[17/02]

NP 18 Baltic Pilot Volume I (2001 Edition)

Germany – Flensburger Förde — Falshöft Light discontinued

327

Paragraph 9.183 3 line 6 *Delete*

426

Paragraph 12.207 2 line 3 *Delete*

433

Paragraph 12.277 1 line 2 *For* Falshöft Light–tower *Read* Falshöft Tower

Paragraph 12.280 1 lines 2 and 3 *Replace by:*

Falshöft Tower, a disused lighthouse (white tower, red band and lantern, 24 m in height) (54°46'N, 9°58'E).

Paragraph 12.280 4 *Delete*

434

Paragraph 12.282 2 lines 1 and 6 *For* Falshöft Light *Read* Falshöft Tower

German Notice 9/(16)26/02

(HH. 327/410/03)

[17/02]

NP 54 North Sea (West) Pilot (2000 Edition)

Great Yarmouth — Britannia Pier

206

Paragraph 9.47 5 lines 2–4 *Replace by:*

... seafront at Great Yarmouth and has a large pavilion. Lights are exhibited from the head of Britannia Pier, which dries at MLWS. The Jetty and ...

Naval Party 1016

(HH. 090/986/01)

[17/02]

NP 55 North Sea (East) Pilot (1999 Edition)

Den Helder — Pilotage

7

Paragraph 1.47 1 lines 4 and 5 *For* 40 m *Read* 60 m

88

Paragraph 4.14 1 lines 1–2 *Replace by:*

1 Pilotage is compulsory for certain vessels (1.47) for the inner channels across Waddenzee. Pilots are ...

89

Paragraph 4.23 1 lines 2–5 *Replace by:*

Pilotage for Den Helder roads and adjacent ports is compulsory (see 1.47). The pilot boarding station is located 5 cables E of S14/MG17 light–buoy (52°58'5N, 4°43'5E).

Generally pilotage for Schulpengat and Molengat is not compulsory. However, compulsory pilotage may be imposed by the authorities in certain circumstances, for example bad weather. Vessels which require a pilot for Schulpengat embark the pilot 4½ miles WNW of Egmond aan Zee in position 52°38'N, 4°30'E.

Regional Pilot Service Amsterdam–IJmond

(HH.340/630/04)

[17/02]

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

Hardangerfjorden – Hissfjorden — Submarine cables; anchorage deleted

132

R 42–43 *Replace by:*

... rings can be obtained inside Omaholmen. Anchorage inside Børsheimholmen is not recommended due to the presence of submarine cables. At **Omastrand**, opposite Omaholmen, ...

Norwegian Notice 06/237/02

(HH. 310/435/02)

[17/02]

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

Somalia – Caluula (Alula) — Less water reported

283

R 17 *Add:*

Caution. Less water has been reported (1988) in the seaward approaches to the anchorage.

USNS *Chauvenet*

(HH. 483/400/03)

[17/02]

NP 71 West Indies Pilot Volume II (2000 Edition)

Grenadines – Ronde Island westward —
Submarine volcano

333

*After Paragraph 8.105 Insert:***Submarine volcano****8.105a**

- 1 **Kick 'em Jenny Volcano** (12°18'·0N, 61°38'·2W), and associated exclusion zones (8.244a), lie 4½ miles N of Grenada.

347

Paragraph 8.244 2 *Delete**After Paragraph 8.244 Insert:***Submarine volcano****8.244a**

- 1 **Exclusion zone.** A permanent exclusion zone, radius 8·1 cables, has been established around Kick 'em Jenny Volcano (12°18'·0N, 61°38'·2W), a submerged volcano with a reported depth over it of 178 m (1996).
- 2 An outer exclusion zone, radius 2·7 miles, may be established by the local authorities at times of increased or dangerous volcanic activity, and promulgated by navigation warnings; see the relevant *Admiralty List of Radio Signals*.
- 3 The mariner is warned that Kick'em Jenny volcano has been in continuous low level activity since 1939, but volcanic activity is not visible nor audible until it is in full eruption, which may occur with little or no warning. It is dangerous, therefore, to enter the exclusion zones.

Paragraph 8.248 2 line 3 *Replace by:*

...N of London Bridge (20 m high) (1¾ miles SSW)...

Paragraph 8.248 3 line 5 *Replace by:*

...(8.256), thence:

- 4 S of the exclusion zone around Kick'em Jenny Volcano (¾ miles WNW) (8.244a).

359

Paragraph 8.374 1 lines 4–5 *Delete**After Paragraph 8.374 Insert:***Submarine volcano****8.374a**

- 1 **Exclusion zone.** A permanent exclusion zone, radius 8·1 cables, has been established around Kick 'em Jenny Volcano (12°18'·0N, 61°38'·2W), and an outer exclusion zone, radius 2·7 miles, will be declared at times of increased or dangerous volcanic activity (see 8.244a).

Paragraph 8.376 2 Lines 2 and 3 *Replace by:*

NW of the exclusion zone around Kick'em Jenny Volcano (2½ miles W) (8.244a).

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2002/03. Weekly Edition No. 17, Dated 25th April, 2002.

Last Amendment: Weekly Edition No. 16, dated 18th April, 2002.

0093	- Mid Main Beacon	50 20·6 4 26·9	Q(3)W 10s	...	2  on black beacon, yellow band	TE 2002	*
0224	- Landing Stage	50 14·2 3 46·0	F R	4	3 White metal column 3	2 F R(vert) on pontoon 190m N. TE 2002	*
1456	<i>Basse du Renier</i>	49 44·9 1 22·1	VQ W	...	4  on yellow buoy, black top 8	Removed (T) 2002	*
	-	...	Whis				*
1668·2	--- Secondary Mole. Head	48 50·0 1 35·9	Fl G 4s	4	5 Green structure 13	<i>fl 1.</i> Submerged mole marked by 5 Fl Bu 4s 3M; TE 2002	*
5174	- Breakwater. Head	53 19·9 4 37·2	Fl(3)G 10s	21	14 White square stone tower, black band 19	F R on chimney 2M SSE. Fl Y. Vis 174°-226°(52°). To warn of ferry approaching from seaward. Shown April to September	
	---	...	Siren 20s	...	...	<i>bl 3</i>	*
5317·8	- Quays 2 and 3. Ldg Lts 195°. Front	51 41·8 4 57·1	F G	4	4 White  , black stripe		*
5317·81	--- Rear. 40m from front	51 41·7 4 57·1	F G	10	4 White  , black stripe		*
5938	- Greenore. Pier. Head	54 02·1 6 07·9	Fl R 7·5s	10	5 Concrete column 7	LED. Removed (T) 2001	*

Volume C, 2001/02. Weekly Edition No. 17, Dated 25th April, 2002.

Last Amendment: Weekly Edition No. 16, dated 18th April, 2002.

1066·1	-- Færgeleje. Lts in line 227°. Front	54 59·9 9 40·2	F R	7	6 Grey mast	Shown sunset-0100 and 0500-sunrise	*
1066·11	---- Rear. 48m from front	54 59·9 9 40·2	F R	8	6 Grey mast	Shown sunset-0100 and 0500-sunrise	*
1066·3	- Hardeshøj Færgebro. Lts in line 063·9°. Front	55 00·5 9 41·6	F R	7	6 Grey mast	Shown sunset-0100 and 0500-sunrise	*

V

Volume C *continued.*

1066·31	--- Rear. 44m from front	55 00·5 F R 9 41·6	8	6	Grey mast	Shown sunset-0100 and 0500-sunrise
					*	
1802·3	--- S side	54 58·0 F W + 2 F R 11 53·1	4	W 7 R 4		
		* *	*	*		
1802·4	-- Pier 23. N side	54 58·0 F W + 2 F G 11 53·1	4	W 7 G 4		
		*	*	*		
3103·68	- Vorot No5 Pravyy	54 38·3 F G 20 00·6	...	3	...	Vis 255°-082°(187°)
*	*	* *	*	*	*	*
3104·5	- Pribrezhnyy Vostochnyy. Ldg Lts 075·9°. Front	54 39·2 F WG 20 06·9	13 12	W 8 G 4	...	Also front light for C3104·35
		*	*	*		
3914	<i>Remove from List</i>					
3952	- Bashnya Lavensari (Moscnyj)	60 02·2 Fl(3)W 10s 27 49·7	30	15	Red 8-sided metal framework tower 29	Emergency light Fl W 2s 7M
						*
3996	<i>Remove from List</i>					
5052	<i>Remove from List</i>					
5240·4	Kölhällen	60 06·3 Q(3)WRG 10s 25 38·6	11	3	Black tower, white band	(fl 0·6, ec 0·4) x 2, fl 0·6, ec 7·4. G028°-041°(13°), W041°-055°(14°), R055°-173°(118°), G173°-190°(17°), W190°-200°(10°), R200°-231°(31°). Ra refl
	*	*	*			*
5242·9	Havsudden. Ldg Lts 012°. Front. 310m from rear	60 12·8 Q R 25 37·0	14	10	Red □, yellow stripe	Vis 007·5°-015·5°(8°). Synchronized with rear. See C5241·1
	*					*
6374	- Tyvö	59 46·5 Fl WRG 5s 19 07·4	10	W 10 R 7 G 6	White lantern, green band	fl 0·7. G021°-028°(7°), W028°-035°(7°), R035°-090°(55°), G090°-156°(66°), W156°-161°(5°), R161°-169°(8°). Floodlit
						*
6377·5	- Tistelö	59 46·6 Fl(2)WRG 6s 18 51·0	6	W 5 R 4 G 3	Lantern on white tower, green base	G251·7°-264·6°(12·9°), W264·6°-270°(5·4°), R270°-348°(78°), G348°-069°(81°), W069°-074°(5°), R074°-089·5°(15·5°). Ra refl
						*

V

Volume C *continued.*

6399	Hundskärsknöv	59 35·9 19 07·6	Fl WRG 3s	9	W 8 R 5 G 4	White tower, red band 7	G180°-196°(16°), W196°-199°(3°), R199°-209°(10°), R(unintens)209°-262°(53°), G(unintens)262°-353°(91°), G353°-001°(8°), W001°-003°(2°), R003°-040°(37°), G040°-052°(12°), G(unintens)052°-097°(45°), G097°-107°(10°), R107°-117°(10°), R(unintens)117°-180°(63°)
							*
6692·4	-- Kvicksund Västra. Lts in line 083°30'. Rear. 2150m from front	59 27·2 16 19·2	Iso WRG 4s	13	W 12 R 9 G 7	Daymark on white framework tower	G046°-080°(34°), W080°-087°(7°), R087°-110°(23°)
							*
6692·8	-- Brobygrund. Lts in Line 253°. Front	59 26·9 16 15·1	Q WRG	8	W 8 R 5 G 4	Red daymark on framework tower	R110°-181°(71°), G181°-249°(68°), W249°-257°(8°), R257°-270°(13°), G270°-110°(200°)
							*

Volume D, 2001/02. Weekly Edition No. 17, Dated 25th April, 2002.

Last Amendment: Weekly Edition No. 16, dated 18th April, 2002.

1557·4	- Punta del Rostro	43 27·0 3 46·6	Fl(2)G 7s	5	3	Metal post	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5</i>
							*
1667·5	- Breakwater. Head	43 33·5 7 06·2	Q G	12	3	Green round tower 6	*
							*
1716·2	- Muelle del Centenario. NW corner	43 21·8 8 23·7	Fl(4)R 14s	9	2	Red post 6	<i>(fl 0·5, ec 1·5) x 3, fl 0·5, ec 7·5.</i> 3 lightbuoys Q R 2M mark works in progress (T) 2002
			*				*
1735·1	-- Basin. Head	43 11·3 9 05·2	Fl(2)G 7s	12	5	Round concrete tower 8	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5</i>
							*
1787	- PUERTO DE MUROS. Pier. Head	42 46·5 9 03·1	Fl R 1·5s	3	2	Metal tripod 4	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
1788·5	<i>Remove from List</i>						
1794	Cabo Corrubedo	42 34·6 9 05·4	Fl(2+3)WR 20s	30	W 15 R 15	Grey round tower	<i>(fl 0·4, ec 2) x 2, fl 0·4, ec 6, fl 0·4, ec 2, fl 0·4, ec 6. Racon.</i> Dangerous sector 347°-040°(53°)
	- 80m SW	...	Siren Mo(O) 60s	...	...	...	<i>(bl 5, si 3) x 2, bl 5, si 39</i>
			*				

V

Volume D *continued.*

1825	- Palmeira. Outer breakwater. Head	42 34·8 8 57·3	Fl(4)R 8s	6	2 Masonry truncated pyramid 5	(<i>fl</i> 0·5, <i>ec</i> 1) $\times$ 3, <i>fl</i> 0·5, <i>ec</i> 3. F R (T) 2002	*
1893·4	<i>Remove from List</i>						
1893·41	<i>Remove from List</i>						
1895·55	- ALCABRE, Muelle Museo del Mar. Head	42 13·6 8 46·0	Q G	4	1 Metal column 3		*
*	*	*	*	*	*	*	*
1907	- Las Serralleiras	42 08·9 8 52·6	Fl G 4s	9	6 White truncated conical tower 6	<i>fl</i> 0·4	*
1924	Rio Minho. Camposancos. Mole. Head	41 53·4 8 50·9	Fl R 4s	6	5 Red round masonry tower 6	<i>fl</i> 1	*
2250	- Dique de Levant. S end	37 10·0 7 23·7	Fl G 3s	...	4 Black metal framework tower, concrete base	<i>fl</i> 0·3. TE 2002	*
2324·05	-- Dir Lt 339° 11'	37 08·6 6 50·7	Dir WRG	59	8 White tower 15	Fl G337·5°-338°(0·5°), F G338°-338·6°(0·6°), Oc G338·6°-339·1°(0·5°), F W339·1°-339·3°(0·2°), Oc R 339·3°-339·8°(0·5°), F R339·8°-340·4°(0·6°), Fl R340·4°-340·9°(0·5°)	
	---		<i>By day</i>	...	6		*
	*		*	*	*		*
2409	- W Breakwater. Head	36 10·8 5 55·5	Fl R 4s	11	5 Red truncated conical tower 2	<i>fl</i> 0·2	*
2410·5	- Barrera antioleaje. SE Head	36 11·1 5 55·8	Fl(2+1)R 21s	...	1 Red column, green band	<i>fl</i> 0·5, <i>ec</i> 1, <i>fl</i> 0·5, <i>ec</i> 4·5, <i>fl</i> 0·5, <i>ec</i> 14	*
*	*	*	*	*	*	*	*
2411·2	- Marina	36 11·2 5 55·9	Fl(2)G	...	2 Grey tower, green lantern	TE 2002	*
2411·25	--	36 11·1 5 55·9	Fl R 3s	...	2 Grey tower, red lantern	<i>fl</i> 0·5	*
			*				*
2540·1	-- Rear. 800m from front	34 15·7 6 39·7	Oc(3)W 12s	74	16 Red octagonal tower, white lantern 9	(<i>ec</i> 1·5, <i>lt</i> 1·5) $\times$ 2, <i>ec</i> 1·5, <i>lt</i> 4·5. TE 2002	*
7073	- NW side. Meteorological Station (F)	15 53·0 54 30·9	Fl W 4s	15	11 White pylon on building 10	<i>fl</i> 1. TE 2002	*

V

Volume E, 2001/02. Weekly Edition No. 17, Dated 25th April, 2002.

Last Amendment: Weekly Edition No. 16, dated 18th April, 2002.

0112-5	- Villaricos. Balsa. Breakwater. Head	37 14-8 1 46-1	Fl(4)G 12s	8	5	Green truncated tower 3	(fl 0-5, ec 1-5) x 3, fl 0-5, ec 5-5. TE 2002	*
0126-3	- Methane Gas Pier. W Head	37 34-5 0 58-0	Fl(2)R 7s	8	1	Red post 1	fl 0-5, ec 1-5, fl 0-5, ec 4-5	*
0126-4	-- E Head	37 34-5 0 57-7	Fl(3)R 10s	8	1	Red post 1	(fl 0-5, ec 1-5) x 2, fl 0-5, ec 5-5	*
0126-64	- Muelle Isaac Peral	37 34-1 0 57-1	Fl R 3s	7	1	Red column 4	fl 0-5	*
0126-66	- Small Craft Mole. Head	37 34-2 0 57-1	Fl(3)G 10s	7	1	Green column 4	(fl 0-5, ec 1-5) x 2, fl 0-5, ec 5-5	*
0126-7	- Muelle Principe Felipe. S Corner	37 34-3 0 57-5	Fl(4)R 12s	7	1	Red post 4	(fl 0-5, ec 1-5) x 3, fl 0-5, ec 5-5	*
0136-5	Los Punchosos	37 37-5 0 42-0	Q(3)W 10s	8	5	Grey mast on concrete base 5		*
0187	- Dique Norte. Elbow	38 50-8 0 07-3	Fl G 2s	4	4	White 8-sided tower, green top 3	fl 0-5	*
0187-5	-- Spur. Head	38 50-6 0 07-1	Fl W 2s	4	3	White tower 3	fl 0-5. Vis 226°-134-5°(268-5°)	*
0374-4	-- Muelle de Poniente. Head	40 37-0 0 35-9	Oc R 4s	5	2	Red truncated pyramidal tower 4	ec 1. F R (T) 2002	*
0375	- Muelle de Hierro. Head	40 36-2 0 41-4	Q W	8	3	⚓ on yellow post, black top 4	Vis 082°-229°(147°). TE 2002	*
0393-85	--	41 08-2 1 24-3	Q(3)W 10s	9	3	⚓ on black beacon, yellow band 3	(fl 0-5, ec 0-5) x 2, fl 0-5, ec 7-5. Obscured within the port. TE 2002	*
0434-8	- Power Station. Pier. Head	41 25-0 2 14-1	Q(3)W 10s	12	5	⚓ on black tower, yellow band 6	(fl 0-5, ec 0-5) x 2, fl 0-5, ec 7-5	*

V

Volume E *continued.*

0435	- Muelle Centrales Técnicas FECSA. San Adrian de Besós. Jetty 1	41 25·5 2 14·3	Q(3)W 10s	11	3 ∇ on black post, yellow band	(fl 0·5, ec 0·5) x 2, fl 0·5, ec 7·5	
					8		*
0608	--- Môle Nord. Head	43 23·8 4 59·1	VQ(2)R	14	6 White tower, red top		
					9		*
4899·52	- Mimarsinan Barinagi	41 01·1 28 34·7	F R				
*	*	*	*	*	*	*	*
4899·54	<i>Remove from List</i>						
4900·81	Ambarli. Jetty. Head	40 57·7 28 40·4	F R				
*	*	*	*	*	*	*	*
4900·83	--	40 57·7 28 40·6	F G				
*	*	*	*	*	*	*	*
4900·85	--	40 57·9 28 40·7	F R				
*	*	*	*	*	*	*	*
4900·87	--	40 57·9 28 40·8	F R				
*	*	*	*	*	*	*	*
4900·89	--	40 57·9 28 41·0	F R				
*	*	*	*	*	*	*	*
4900·9	--	40 57·8 28 41·1	F R				
*	*	*	*	*	*	*	*
4916·2	Pendik. Breakwater. Head	40 51·6 29 15·2	Fl G 5s	6	8 Concrete tower	fl 1	
			*		10		*
					*	*	*
5090	- Dredged channel. Ldg Lts 274°36'. Front	46 30·0 30 44·4	Fl G 3s	10	2 White $\diamond$ and white $\square$, black stripe, on metal framework tower	Vis on leading line only	
					10		*
5789	Çamlı Burnu. Zefre	40 58·5 38 38·5	Fl(2)W 10s	16	12 Metal framework tower	fl 0·5, ec 2, fl 0·5, ec 7	
		*	*		6		*
6029·5	Râs Shukheir Lt F	28 09·6 33 20·4	Mo(A)W 10s	14	12 Red $\circ$ on red and white striped float	Racon	
		*					*

V

Volume E *continued*.

6047	El Akhawein. N islet (The Brothers)	26 18·8 34 50·5	Fl W 5s	36	17	White round tower on square dwellings	<i>fl</i> 0·5. TE 2002. Racon. TR 2001
						31	
							*
7440	- Emilio	42 58·0 14 14·7	Mo(U)W 15s	...	5	Platform	Private
	--	...	Horn Mo(U) 30s			30	
			*				

Volume F, 2001/02. Weekly Edition No. 17, Dated 25th April, 2002.

Last Amendment: Weekly Edition No. 16, dated 18th April, 2002.

1504	<i>Remove from List</i>						
1941·1	-- Rear. 0·52M from front. Pulau Chermin. N end. No 30A	4 55·9 115 01·4	Fl(2)W 10s	16	12	Red and white □ on alluminium framework tower	TE 2002
	*	*					*
1945	<i>Remove from List</i>						
2218	- Little Santa Cruz Island. Summit (PCG)	6 53·2 122 02·5	Fl W 5s	16	20	White framework tower	Partially obscured by Great Santa Cruz Island
			*				
2292	Jintotolo (PCG)	11 50·5 123 07·2	Fl(3)W 5s	57	20	Grey square stone tower and dwelling	
						16	
							*
2337	- Pucio Point	11 45·8 121 50·6	Fl W 7s				
*	*	*	*	*	*	*	*
2912	Sichon	9 00·7 99 55·2	Fl WR 3s	22	W 7 R 2	White metal framework tower	<i>fl</i> 0·3. R074°-114°(40°) over Hin Sichon. TE 2002
						10	
							*
3469	Yuehai Xiaohu. Ldg Lts 286°01'. Front	22 50·4 113 33·7	Iso G 2s	17	6		
*	*	*	*	*	*	12	*
3469·1	-- Rear. 400m from front	22 50·5 113 33·5	F G	25	6		
*	*	*	*	*	*	20	*
3472	Zhouziwei N	22 53·5 113 34·7	F R				
*	*	*	*	*	*	*	*
3596·3	Gongkou Niuma Shi	23 36·7 117 13·5	Fl W 3s	4	3		<i>fl</i> 0·3
*	*	*	*	*	*	6	*

V

Volume F *continued*.

3596·8	Bai Yu	23 42·5 117 20·4	Fl W 6s	12	4	2	<i>fl 0·3</i>
*	*	*	*	*	*	*	*
3603·8	No 3	23 58·9 117 45·4	Fl(3)R 6s	5	3	5	<i>(fl 0·3, ec 1) × 2, fl 0·3, ec 3·1</i>
*	*	*	*	*	*	*	*
3648·39	Yangyu Shan	27 35·6 120 38·9	Fl(3)W 10s	74	7	4	
*	*	*	*	*	*	*	*
3658·5	Dongtou Gang	27 49·2 121 09·4	Fl(3)W 10s	13	7	4	<i>(fl 0·3, ec 1) × 2, fl 0·3, ec 7·1</i>
*	*	*	*	*	*	*	*
3659·5	- Sangapan	27 51·7 121 08·4	VQ(3)W 5s	3			
*	*	*	*	*	*	*	*
3660·2	- Dasanpan Dao	27 52·4 121 09·2	Fl(3)W 10s	49	7	3	<i>(fl 0·5, ec 1·5) × 2, fl 0·5, ec 5·5</i>
*	*	*	*	*	*	*	*
3717·75	Dayang Shan	30 34·5 122 06·1	Fl(2)W 5s	6	8	5	
*	*	*	*	*	*	*	*
4066·42	Shuangshi Jiao	39 15·3 122 35·5	Fl R 4s	9	5	13	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
4136	Soch'ông Do	37 45·4 124 43·9	Fl(4)W 40s	81	20	White round concrete tower 10	Vis 254°-205°(311°). 2 F W(vert) on tower 12·5M N
	-	...	Siren 45s	...	...	...	<i>bl 5</i>
							*
4156·39	- Taeon Hang, No 3	36 54·8 126 14·6	Fl Y 4s	13	7	Yellow round tower 5	
*	*	*	*	*	*	*	*
4734·533	---- Ishigaki Ko, No 2	24 19·4 124 06·7	Fl(2)R 6s	...	2	Red △ on red beacon	
*	*	*	*	*	*	*	*
4734·537	----- No 5	24 18·5 124 05·5	Fl(2)G 6s	...	2	Green □ on green beacon	
*	*	*	*	*	*	*	*
4736·98	- Miyako Shima	24 41·5 125 13·2	Q(6)+LFl W	...	5		
*	*	*	*	*	*	*	*
4748·8	---- No 4	26 07·7 127 46·7	Fl R 3s	...	2	Red △ on red beacon	
*	*	*	*	*	*	*	*

V

Volume F *continued.*

4748-82	---- No 5	26 07-9 127 46-6	Fl G 3s	...	2	Green □ on green beacon	
*	*	*	*	*	*	*	*
4748-9	----	26 09-4 127 52-9	Fl G 3s	...	5	Green □ on green beacon	
*	*	*	*	*	*	*	*
5259-26	--	33 43-9 129 38-5	Mo(A)G 8s	7	3	Green □ on green beacon	
*	*	*	*	*	*	*	*
6495-45	- Approach	36 21-2 140 36-8	Fl(2)R 6s	8	5		
			*	*	*		
6793	- E Breakwater	42 07-6 142 54-6	Fl G 3s	9	2	White round concrete tower 9	
				*	*		
6802			<i>Remove Fog Signal</i>				
6805	Osirabetu Kō. E Breakwater	42 13-7 143 19-3	Fl(2)G 6s	8	3	Green tower 5	
	*						*
6886-1	- Breakwater. N Head	44 20-5 143 22-9	Fl G 4s	8	4		
*	*	*	*	*	*	*	*
7481	<i>Remove from List</i>						
7481-1	<i>Remove from List</i>						
7484	<i>Remove from List</i>						
7484-01	<i>Remove from List</i>						

Volume H, 2001/02. Weekly Edition No. 17, Dated 25th April, 2002.
Last Amendment: Weekly Edition No. 15, dated 11th April, 2002.

0474-7	--- Ldg Lts 183°32'. Front	47 23-3 53 07-7	F R	8	...	Red □, white stripe, on square tower 6	
							*
0474-71	---- Rear. 280m from front	47 23-2 53 07-7	F R	19	...	Red □, white stripe, on square tower 17	
							*
0486	<i>Remove from List</i>						
1582	- Middle Caraqueet. Wharf. E section. Head	47 48-2 64 52-4	Fl W 3s	7	9	Square framework tower 7	<i>fl 1. Seasonal</i>
							*

V

Volume J, 2001/02. Weekly Edition No. 17, Dated 25th April, 2002.

Last Amendment: Weekly Edition No. 16, dated 18th April, 2002.

0419·5	- Eastward. ODAS 44011	41 03·8 66 34·9	Fl(4)Y 20s	...	... Yellow superbuoy	
*	*	*	*	*	*	*
1466·1	<i>Remove from List</i>					
2104	Cove Point	38 23·2 76 22·9	F W	14	12 White tower 16	Vis 110°-040°(290°)
	-	...	Horn 15s	...	...	bl 2
			*			
2226	- Nichols Point	39 05·6 76 09·9	Fl W 6s	5	6 Red and white ◇, black round base	
					*	
2949·235	-- D	25 46·2 80 10·2	Fl Y 4s	5	3 Yellow ◇ on pile	
*	*	*	*	*	*	*
3176	- CUT D CHANNEL. Ldg Lts 213·5°. Front	27 40·6 82 34·1	Q W	5	... On piles	Vis 211·5°-215·5°(4°). Shown 24 hours
					*	*
3176·1	--- Rear. 0.8M from front	27 40·2 82 34·4	Iso W 6s	16	... On framework tower on piles	Vis 211·5°-215·5°(4°). Shown 24 hours
					*	*
3634	-- Port Authority Dolphin	30 21·9 89 05·2	Fl R 6s	...	... On dolphin	Private
*	*	*	*	*	*	*
3666·4	- No 97	29 50·8 89 38·8	Fl G 2·5s	5	4 Green □ on dolphin	Ra refl
					*	*
4195·18	-- Lavaca Pipeline. 'A'	28 33·2 96 30·3	Fl Y 4s	5	... Dolphin	Private
			*			
4195·2	--- 'B'	28 33·2 96 30·2	Fl Y 4s	5	... Dolphin	Private
			*			
4877	- No 26	23 07·9 81 16·5	Fl R 6s	6	3 Red △ on metal beacon	Destroyed (T) 2002
						*
4881·3	- No 2	23 10·8 81 07·7	Fl R 6s	4	3 Red △ on concrete column on piles	Destroyed (T) 2002
						*
4881·4	- Canal Vizcaino. W side. No 3	23 11·5 81 07·9	Fl G 3s	4	3 Green □ on concrete column on piles	Destroyed (T) 2002
						*

V

Volume J *continued.*

4881-5	--- No 4	23 11-4 81 07-8	Fl R 4s	4	3	Red △ on concrete column on piles	Destroyed (T) 2002
							*
5082-7	- Cayo Paraguas. Off W end. No 6	21 27-8 78 47-0	Fl R 6s	5	3	Red △ on column on platform on pile	Destroyed (T) 2002
							*
5085	- Estero Tunas de Zaza. No 6	21 36-4 79 33-0	Fl R 4s	4	3	Red △ on GRP beacon	Destroyed (T) 2002
							*
5087-2	- No 3	21 39-5 79 47-7	Fl G 3s	...	3	Green □ on green beacon	Destroyed (T) 2002
							*
5090-25	- Bajo Jobabos. No 4	21 40-5 79 53-2	Fl R 4s	4	3	Red △ on column on platform on piles	Destroyed (T) 2002
							*
5090-55	- Banco Derribada	21 42-0 79 57-9	Fl G 5s	4	3	Green □ on column on platform on piles	Destroyed (T) 2002
							*
5103	Playa Girón	22 03-9 81 02-4	Fl W 15s	25	10	Pedestal on white water tank 2	Destroyed (T) 2002
							*
5104	- BAHÍA DE COCHINOS. Cayo Piedras del Sur. WNW part	21 58-1 81 07-5	Fl W 10s	13	8	White round GRP tower 10	<i>fl 1.</i> Destroyed (T) 2002
							*
5121-5	- No 28	22 08-5 82 05-4	Fl R 6s	4	3	Red △ on column on platform on piles	Destroyed (T) 2002
							*
5122-5	Cayo Ambar. Off SE side	22 19-1 82 09-6	Fl G 5s	4	3	Green □ on column on platform on piles	Destroyed (T) 2002
							*
5128-1	- No 1	21 36-2 81 34-9	Fl G 5s	4	3	Green □ on green column	Destroyed (T) 2002
							*
5128-2	- No 2	21 36-2 81 34-9	Fl R 4s	4	3	Red △ on red column	Destroyed (T) 2002
							*
5128-3	- No 3	21 36-4 81 35-1	Fl G 7s	4	3	Green □ on green column	Destroyed (T) 2002
							*
5128-4	- No 6	21 36-5 81 35-1	Fl R 6s	4	3	Red △ on red column	Destroyed (T) 2002
							*

V

Volume J *continued.*

5128-5	- No 7	21 36-7 81 35-1	Fl G 3s	4	3	Green □ on green column	Destroyed (T) 2002
							*
5128-6	- No 10	21 36-8 81 34-9	Fl R 4s	4	3	Red △ on red column	Destroyed (T) 2002
							*
5128-7	- No 11	21 36-9 81 34-8	Fl G 5s	4	3	Green □ on green column	Destroyed (T) 2002
							*
5128-8	- No 14	21 37-1 81 34-6	Fl R 6s	4	3	Red △ on red column	Destroyed (T) 2002
							*
5128-9	- No 15	21 37-2 81 34-5	Fl G 3s	4	3	Green □ on green column	Destroyed (T) 2002
							*
5807	- Needhams Point	13 04-5 59 36-9	Fl WR 8s	13	W 14 R 10	Red metal mast 9	R274°-304°(30°), W304°-124°(180°), R124°-154°(30°). Reported TE 2002
							*
6158	<i>Remove from List</i>						

Volume K, 2002/03. Weekly Edition No. 17, Dated 25th April, 2002.

Last Amendment: Weekly Edition No. 16, dated 18th April, 2002.

1963-16	--	33 06-4 138 01-7	Fl W 3s	...	...	Yellow × on beacon	
*	*	*	*	*	*	*	*
2876-6	- Goodwill Bridge	27 28-5 153 01-2	F Bu	...	...	...	On upstream and downstream sides
*	*	*	*	*	*	*	*
2903-017	- Weinam Creek. Ldg Lts 214°17'. Front	27 37-3 153 18-6	F Bu				
	----	...	<i>By day</i> F Y				
*	*	*	*	*	*	*	*
2903-018	--- Rear	27 37-4 153 18-6	F Bu				
	----	...	<i>By day</i> F Y				
*	*	*	*	*	*	*	*
2903-1	<i>Remove from List</i>						
2903-2	<i>Remove from List</i>						
2903-251	<i>Remove from List</i>						
2903-252	<i>Remove from List</i>						
3061-3	Victor Creek Channel. No 2	20 52-3 148 56-0	Fl R 3s	...	...	Red beacon	
	*						*

V

Volume K *continued.*

3061·35	- No 6	20 52·7 148 55·6	Fl R 3s	...	...	Red □ on red beacon	
*	*	*	*	*	*	*	*
3061·355	- No 8	20 52·9 148 55·7	Fl R 3s	...	...	Red □ on red beacon	
*	*	*	*	*	*	*	*
3061·358	- No 10	20 53·0 148 56·0	Fl R 3s	...	...	Red □ on red beacon	
*	*	*	*	*	*	*	*
3061·36	- No 12	20 53·0 148 56·0	Fl R 3s	...	...	Red □ on red beacon	
*	*	*	*	*	*	*	*
3061·365	- No 14	20 53·4 148 55·8	Fl R 3s	...	...	Red □ on red beacon	
*	*	*	*	*	*	*	*
3061·5	Seaforth Creek Channel. No 1	20 53·8 148 58·7	Fl G 2·5s	...	...	Green △ on green beacon	
*	*	*	*	*	*	*	*
3061·51	-	20 53·7 148 58·7	Fl R 2·5s	...	...	Red □ on red beacon	
*	*	*	*	*	*	*	*
3239	Quintell Beach. Ldg Lts 305°. Front	12 47·8 143 21·5	Q Y	...	...	White △	2 Fl W 1·5s 163m on radio tower 0·6M NW
							*
4302·1	<i>Remove from List</i>						
4302·15	--	43 36·8 172 42·2	Fl G 2s				
*	*	*	*	*	*	*	*
4302·2	- Outer floating breakwater head. SE end	43 36·8 172 42·2	Fl(3)G 4s	2	2	Black and white metal pipe	
	*		*				
4302·3	- Middle floating breakwater head. NW	43 36·8 172 42·2	Fl G 4s	2	2	Black and white metal pipe	
	*		*				
4302·4	<i>Remove from List</i>						
4956	- PASSE PAPEETE. Ldg Lts 148°30'. Front	17 32·7 149 34·8	LFl G 10s	23	8	White □ on white metal pylon, red bands 20	<i>fl</i> 2. Vis 012°-282°(270°). F R lights on 3 radio masts 1·05M WSW. F R on tower 2M SW
	*		*		*		*
4956·1	--- Rear. 222m from front	17 32·8 149 34·9	LFl G 10s	34	8	White □ on white metal pylon, red bands 30	<i>fl</i> 2. Vis 012°-282°(270°). Synchronized with front. Obstruction light on TV mast 1·2M SE
	*		*		*	*	*

V

Volume L, 2002/03. Weekly Edition No. 17, Dated 25th April, 2002.

Last Amendment: Weekly Edition No. 15, dated 11th April, 2002.

0350	- NW point. Kvanhovden	61 41·8 4 50·0	Oc WRG 6s	39	W 17 R 17 G 15	White wooden tower 10	W008°-022·5°(14·5°), R022·5°-084·5°(62°), W084·5°-108°(23·5°), G108°-161°(53°), R161°-180°(19°), W180°-182°(2°), G182°-191·5°(9·5°), W191·5°-221°(29·5°). Shown 9/7-28/5
							*
0544	- Stabbane	62 12·3 5 29·9	Oc(2)WRG 8s	5	W 3 R 2 G 2	Lantern on piles 11	W183°-189°(6°), R189°-293·5°(104·5°), W293·5°-313°(19·5°), G313°-088°(135°), R088°-097°(9°), W095°-105·5°(10·5°), G105·5°-183°(77·5°). Shown 16/7-21/5
					*	*	*
0626	- Dimnasørpynt	62 17·8 5 47·6	Oc WRG 6s	1	W 8 R 6 G 6	Small hut	G276°-284·5°(8·5°), W284·5°-286·5°(2°), R286·5°-298°(11·5°), W298°-305°(7°), G305°-069°(124°), W069°-070°(1°), R070°-095°(25°). Shown 16/7-21/5
					*		*
0676	- Kvaleklubben, Klubben	62 18·6 5 36·7	Oc(2)WRG 8s	5	W 3 R 2 G 2	Lantern on piles	G180·5°-251·5°(71°), W251·5°-255·5°(4°), R255·5°-277°(21·5°), W277°-326·5°(49·5°), G326·5°-063°(96·5°), W063°-066·5°(3·5°), R066·5°-094°(27·5°), G094°-097°(3°). Shown 16/7-21/5
							*
0684	- Steinholmskjæret	62 18·3 5 39·4	Oc(3)WRG 10s	3	W 10 R 7 G 7	Lantern on concrete post	G075°-091°(16°), R091°-100°(9°), W100°-102°(2°), G102°-122°(20°), W122°-127°(5°), R127°-196°(69°), W196°-206·5°(10·5°), G206·5°-293°(86·5°), W292·5°-314·5°(22°), R314·5°-357·5°(43°), W357·5°-009·5°(12°), G009·5°-028·5°(19°). Private. Shown 16/7-21/5
					*		*

V

Volume L *continued.*

0726	- Rundesund. Remøya	62 22·7 5 38·1	Oc(3)WRG 10s	24	W 11 R 8 G 8	Small hut	(<i>ec 1, lt 1</i>) $\times$ 2, <i>ec 1, lt 5</i> . G058°-090·5°(32·5°), W090·5°-108°(17·5°), R108°-122°(14°), G122°-235·5°(113·5°), W235·5°-240°(4·5°), R240°-244°(4°), W244°-246·5°(2·5°), G246·5°-266°(19·5°), R266°-271·5°(5·5°). Shown 16/7-21/5. F G 50m NNE and F R 170m NNW on Rundesund Bridge
							*
0802	<i>Remove from List</i>						
0802·1	<i>Remove from List</i>						
2428	- Meløya. E point. Meløyneset	66 50·3 13 35·1	Oc(2)WRG 8s	6	W 10 R 7 G 7	White lantern on base 8	G142°-148°(6°), W148°-161°(13°), R161°-222°(61°), W222°-224·5°(2·5°), G224·5°-287°(62·5°), R287°-036°(109°), W036°-039°(3°), G039°-051°(12°). Shown 1/8-5/5. TE 2001
							*
7900	Poluostrov Pankrat'yeva	76 08·6 60 17·2	Fl W 5s	82	5	4-sided truncated pyramid with panels at top 8	<i>fl 0·5, ec 4·5</i>
*	*	*	*	*	*	*	*

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 17 dated 25 April 2002

VOLUME 2, 2002/03

Published Wk 6/02

(Last Amendments: Weekly Edition No. 14 dated 4 April 2002)

RADAR BEACONS

Page 112, (Mediterranean Coast) EGYPT section, insert station:

Great Pass Beacon Lt Racon 31°09'·99N 29°48'·51E **71645**
(3 & 10 cm) 25 n miles **M**

Ports & Lighthouses Administration Alexandria Notice 27/2002 (HH405/440/02 - E22) 17/02

Page 130, **CHINA** section, insert stations:

Yubao Jiǎo Lt Racon 19°59'·51N 109°56'·47E **80965**
C

Chinese Notice 9/140/02 (HH548/424/04 - E4) 17/02

Guanyin Jiǎo Lt Racon 19°34'·20N 108°59'·60E **81095**
X

Chinese Notice 9/141/02 (HH548/400/02 - E38) 17/02

Page 130, **CHINA** section:

81130 Xiuying Lt, Haikou Gang

Delete station and replace by:

Baisha Men Lt Racon 20°04'·29N 110°18'·81E **81130**
K

Chinese Notices 9/138/02 & 9/139/02 (HH548/426/02 - E15 & E16) 17/02

Page 134, **CHINA** section, insert station:

Nandingxing Lt, Shengsi Liedao Racon 30°38'·88N 122°30'·66E **81780**
Y

Chinese Notice 8/111/02 (HH548/468/03 - E41) 17/02

Page 174, (Atlantic Coast) CANADA section, insert stations:

Confederation Bridge Pier 22 Lt Racon 46°12'·56N 63°45'·19W **97940**
B

Confederation Bridge Pier 21 Lt Racon 46°12'·65N 63°45'·08W **97945**
T

Canadian Coast Guard (HH080/023/08 - E11) 17/02

LEGAL TIME

Page 187, **Jordan, Daylight Saving Time**, delete **Begins** date and replace by:

29 March 2002

Delete **Ends** date and replace by:

25 Oct 2002

OAG Worldwide (HH080/030/08 - E91) 17/02

Page 190, **Sweden, Daylight Saving Time**, delete **Ends** date and replace by:

Last Sun in Oct

Swedish Notice 12/146/02 (HH080/030/08 - E92) 17/02

VI

VOLUME 3, 2001/02—PART 1

Published Wk 24/01

(Last Amendments: Weekly Edition No. 16 dated 18 April 2002)

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

Pages 294 and 295, **UNITED KINGDOM, NAVTEX**

Delete section and replace by:

NAVTEX [G] [S] [K] [O] [U] [I] [T] [C] (remotely controlled by Falmouth Coastguard)			
G	Cullercoats	518 kHz	55°04'N 1°28'W
S	Niton	518 kHz	50°35'N 1°18'W
K	Niton	518 kHz	50°35'N 1°18'W
O	Portpatrick	518 kHz	54°51'N 5°07'W
U	Cullercoats	490 kHz	55°04'N 1°28'W
I	Niton	490 kHz	50°35'N 1°18'W
T	Niton	490 kHz	50°35'N 1°18'W
C	Portpatrick	490 kHz	54°51'N 5°07'W
DIAGRAMS: pages 291, 292, and 373			
Weather Bulletins		Navigational Warnings	
G: On receipt and repeated once during next routine broadcast	Gale Warnings for Viking, Forties, Cromarty, Forth, Tyne, Dogger, Humber, Thames and Fair Isle.	G: 0100 0500 0900 1300 1700 2100	For areas Kilo, Lima, Mike and November, Navarea I Warnings are included at 0500 and 1700.
G: 0900 2100	Shipping Forecast general synopsis, 24 hour forecast and 24 hour outlook (hazards) for Viking, Forties, Cromarty, Forth, Tyne, Dogger, Humber, Thames and Fair Isle.	G: On receipt	Warnings of negative tidal surges in the Southern North Sea, and Thames.
G: 0100	Extended Outlook daily, signalling expected hazards (gales and/or extensive sea fog) for a further two or three days, for the North Sea and Eastern English Channel.		
S: On receipt and repeated once during next routine broadcast	Gale Warnings for Thames, Dover, Wight, Portland, Plymouth, Biscay, FitzRoy, Sole, Lundy and Fastnet.	S: On receipt	Warnings of negative tidal surges in the Dover Strait.
S: 0700 1900	Shipping Forecast general synopsis, 24 hour forecast and 24 hour outlook (hazards) for Thames, Dover, Wight, Portland, Plymouth, Biscay, FitzRoy, Sole, Lundy, Fastnet.	S: 0300 0700 1100 1500 1900 2300	For areas Delta, Foxtrot, Golf, Hotel and India Navarea I Warnings are included at 0300 and 1500.
S: 2300	Extended Outlook daily, signalling expected hazards (gales and/or extensive sea fog) for a further two or three days, for Thames, Dover, Wight, Portland Plymouth, Biscay, FitzRoy, Sole, Lundy, Fastnet, Irish Sea and Shannon.	S: 0700 1900 (General Information)	Submarine Exercises (SUBFACTS—South Coast) Broadcasts are after any gale warnings or weather forecasts and will cover any planned submarine activity for the following 24 hours and will refer to the exercise areas depicted on the SUBFACTS diagrams.
		S: 0700 1900 (General Information)	Gunnery Exercises (GUNFACTS—South Coast) Broadcasts are after any gale warnings or weather forecasts and SUBFACTS and will cover controlled underwater explosions, planned gunnery and missile firings of 20mm calibre and above, for the following 24 hours. Broadcasts will refer to the exercise areas depicted on the GUNFACTS diagrams.
		K: 0140 0540 0940 1340 1740 2140	In English for areas Golf, Hotel and India south of the Channel median

Continued on next page

VI

Weather Bulletins		Navigational Warnings	
O: On receipt and repeated once during next routine broadcast	Gale Warnings for Lundy, Fastnet, Irish Sea, Rockall, Malin, Hebrides, Bailey, Fair Isle, Faeroes and SE Iceland.	O: 0220 0620 1020 1420 1820 2220	For areas Alfa, Bravo, Charlie and Echo Navarea I Warnings are included at 0220 and 1420.
O: 0620 1820	Shipping Forecast general synopsis, 24 hour forecast and 24 hour outlook (hazards) for Lundy, Fastnet, Irish Sea, Rockall, Malin, Hebrides, Bailey, Fair Isle, Faeroes and SE Iceland.	O: 0620 1820 (General Information)	Submarine Exercises (SUBFACTS—Clyde) Broadcasts are after any gale warnings or weather forecasts and will cover any planned submarine activity for the following 16 hours and will refer to the exercise areas depicted on the SUBFACTS diagrams.
O: 0220	Extended Outlook daily, signalling expected hazards (gales and/or extensive sea fog) for a further two or three days, for Lundy, Fastnet, Irish Sea, Shannon, Rockall, Malin, Hebrides, Fair Isle, Faeroes and SE Iceland.		
U: On receipt and repeated in routine broadcasts until expired	Strong Wind Warnings		
U: 0720 1920	Inshore Waters 24 hour forecast, 24 hour outlook, wind, weather, visibility and sea state for areas: Cape Wrath to Rattray Head including Orkney, Rattray Head to Berwick-upon-Tweed, Berwick-upon-Tweed to Whitby, Whitby to The Wash and The Wash to North Foreland. National 3 day outlook.		
I: On receipt and repeated in routine broadcasts until expired	Strong Wind Warnings		
I: 0520 1720	Inshore Waters 24 hour forecast, 24 hour outlook, wind, weather, visibility and sea state for areas: The Wash to North Foreland, North Foreland to Selsey Bill, Selsey Bill to Lyme Regis, Lyme Regis to Land's End including the Isles of Scilly, Land's End to S. David's Head including the Bristol Channel, S. David's Head to Colwyn Bay including S. George's Channel. National 3 day outlook.		
T: 0310 0710 1110 1510 1910 2310	Storm Warnings , Bulletins Météorologique Spéciaux (BMS) for areas: Humber, Tamise, Pas de Calais, Antifer, Casquets and Ouessant. In French	T: 0310 0710 1110 1510 1910 2310	In French, for areas Antifer, Casquets and Ouessant, south of the Channel median to the French coast. (See diagram on page 100)
T: 0710 1910	Gale Warnings or Storm Warnings , synopsis and development, 24 hour forecast for areas: Humber, Tamise, Pas de Calais, Antifer, Casquets and Ouessant. In French.		
C: On receipt and repeated in routine broadcasts until expired	Strong Wind Warnings		
C: 0820 2020	Inshore Waters 24 hour forecast, 24 hour outlook, wind, weather, visibility and sea state for areas: S. David's Head to Colwyn Bay including S.George's Channel, Colwyn Bay to the Mull of Galloway including the Isle of Man, Lough Foyle to Carlingford Lough, the Mull of Galloway to the Mull of Kintyre including the Firth of Clyde and the North Channel, Mull of Kintyre to Ardnamurchan Point, Ardnamurchan Point to Cape Wrath including the Outer Hebrides and the Shetland Islands. National 3 day outlook.		

VOLUME 6, 2001/02—PART 1

Published Wk 41/01

(Last Amendments: Weekly Edition No. 16 dated 18 April 2002)

Page 68, **NETHERLANDS, DEN HELDER****Pilots**, delete PROCEDURE and replace by:

PROCEDURE:

- (1) Pilotage for the Schulpengat is not compulsory, but compulsory pilotage may be imposed upon a vessel on an ad hoc basis by the authorities. Pilotage for Rede Den Helder and adjacent ports is compulsory for vessels over 60m in length.
- (2) Vessels should send ETA at least 6h in advance of arrival at the Pilot boarding position off Egmond or in Rede Den Helder.
- (3) Messages should be sent through Den Helder Traffic Centre and include information as listed in GENERAL NOTES (except item (T)). Include "Texelrede" if pilotage required inward from Rede Den Helder.
- (4) Because the Den Helder Pilot boarding position off Egmond is located within the NOORDZEEKANAAL Vessel Traffic Services area, vessels must also report to VTS IJmuiden on VHF Ch 07.
- (5) Vessels should send ETD 1h in advance from Den Helder (2h in advance from other ports).
- (6) Pilot boards in the following positions:
 - (a) Vessels requiring pilotage for the Schulpengat (ad hoc compulsory or not): 52°38'·0N 4°30'·0E (off Egmond).
 - (b) Vessels for whom pilotage is compulsory for Rede Den Helder and adjacent ports, or vessels for whom pilotage is not compulsory but still require a pilot: 0·5 n miles E of S14-MG17 Lt buoy.

17/02

Page 70, diagram of **DEN HELDER**, delete Pilot boarding symbols off SG and MG Lt buoys.

Insert Pilot boarding symbol in position 52°58'·5N 4°44'·4E.

Netherlands Loodswezen Regio Amsterdam-IJmond (HH340/630/04 - E58 & E59) 17/02

Page 240, **UNITED KINGDOM (Northern Ireland), LARNE****Pilots and Port**, delete section and replace by:**Pilots**

CALL: Larne Port Control

TELEPHONE: Larne Port Control: +44(0)28 2887 2179 (H24)

FAX: Larne Port Control: +44(0)28 2887 2220 (H24)

HOURS: H24

FREQUENCY: Larne Port Control: Ch 16; 14

PROCEDURE:

- (1) Pilotage is not compulsory but is available on request through the agent and/or the Larne Port Control Centre.
- (2) Pilot boards off No 1 Lt buoy.

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

Port Information Service

CALL: Larne Port Control

TELEPHONE: Larne Port Control: +44(0)28 2887 2179 (H24)

Port: +44(0)28 2887 2100 & 2205

Hr Mr: +44(0)28 2887 2177

FAX: Larne Port Control: +44(0)28 2887 2220 (H24)

Port: +44(0)28 2887 2209

Hr Mr: +44(0)28 2887 2200

E-MAIL: info@portoflarne.co.uk

WEBSITE: www.portoflarne.co.uk

FREQUENCY: Larne Port Control: Ch 16; 14

HOURS: H24

PROCEDURE:

Vessels Inward-bound should report as follows:

- (1) Vessels, other than Ro-Ro vessels, must advise Larne Port Control on VHF Ch 14, 3h before arrival stating:
 - (a) ETA
 - (b) Maximum draught
 - (c) Equipment defects
 - (d) Hazardous cargo on board
 - (e) Any other relevant information
- (2) All vessels must report ETA at S Hunter Rock Lt buoy to Larne Port Control on VHF Ch 14 as follows:
 - (a) Ro-Ro vessels from Cairnryan and Troon to give 15 mins notice of ETA.
 - (b) Ro-Ro vessels from Fleetwood and Liverpool to give 30 mins notice of ETA.
 - (c) All other vessels to give 30 mins notice of ETA.
- (3) Vessels to provide the following information when making the first call:
 - (a) ETA to S Hunter Rock Lt buoy
 - (b) Master's name
 - (c) Maximum draught
 - (d) Any defects/deficiencies
 - (e) Any hazardous cargo
- (4) Larne Port Control will provide the following information at the first call from the vessel:
 - (a) Wind speed and direction
 - (b) Weather trend, if appropriate
 - (c) Anticipated traffic movements
 - (d) Tidal information if required

(4) When passing S Hunter Rock Lt buoy all vessels to call Larne Port Control for traffic update. Weather will only be given if requested.

(5) When passing No 1 Lt buoy all vessels to call Larne Port Control for traffic update. Weather will only be given if requested.

(6) On arrival, when alongside and secure, all vessels to call Larne Port Control to confirm 'all fast' time and if possible, ETD.

Vessels Outward-bound should report as follows:

- (1) Vessels, other than Ro-Ro vessels, must advise Larne Port Control on VHF Ch 14, 30 mins prior to departure stating:
 - (a) Time of departure
 - (b) Maximum draught
 - (c) Whether pilot is required
 - (d) Equipment defects
 - (e) Hazardous or polluted cargo on board
 - (f) Any other relevant information

(2) At 15 mins before scheduled departure time (or previously advised ETD given on arrival), call Larne Port Control to confirm.

(3) When 'singled up' and ready to let go, call Larne Port Control to confirm all clear to depart. On each occasion, Larne Port control will provide the vessel with traffic movements and if requested, weather data.

(4) On passing No 1 Lt buoy, call and advise Larne Port Control.

Vessels shifting berth or anchoring should report as follows:

- (1) Vessels to report as for departure, but also report and confirm once the shift is completed and when the vessel is all secure alongside. ETD to be advised if possible.
- (2) Vessels to advise Larne Port Control when anchored and if possible the vessel's future schedule.
- (3) Vessels to advise Larne Port Control when raising anchor and again when anchor is aweigh. The approach to Larne Port will follow the above procedure for normal arrivals.

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

INCIDENT REPORTS:

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

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

Larne Harbour Master (HH080/001/24 - E5) 17/02

Continued on next column

VOLUME 6, 2001/02—PART 3

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Page 192, SOUTH AFRICA, PORT ELIZABETH

Insert diagram of PORT ELIZABETH on page 6.7

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

(4) Pilot boards in position 33°55'6S 25°40'9E (2.5 n miles NE of South Breakwater Head Lt).

17/02

Delete Reporting System section and replace by:**Vessel Traffic Service**DESCRIPTION: This VTS System is **mandatory** for the following:

- (1) Vessels of 15m or more in length
- (2) Towing vessels, where the tow is 15m or more in length, or the overall length of vessel and tow is of 30m or more
- (3) Any passenger carrying vessels

AREA: Radar and VHF Radio Stations are installed at the PORTNET Port Control Office to improve the navigational safety within the Port Control Limits. Radar covers a radius of about 30 n miles offshore.

CALL: Port Elizabeth Port Control

LOCATION: The VTS Control Centre is located at the Port Control Building Office (33°57'3S 25°38'3E)

FREQUENCY: Ch 12

HOURS: H24

PROCEDURE:

- (1) Vessels are required to report the following information:
 - (a) Vessel's name
 - (b) Call sign, GT, LOA and draught
 - (c) Position
 - (d) ETA at Reporting Point of vessel entering the VTS Zone
 - (e) Destination
 - (f) ETA at destination
 - (g) Whether any pollutant or dangerous cargo is carried on board, or carried on any vessel or object being towed or pushed
 - (h) ETD from a berth
 - (i) ETA at a location requiring a report (such as a Reporting Point)
 - (2) The above information must be reported as follows, when:
 - (a) **Entering a VTS Zone:** Vessels must apply for Traffic Clearance 15 minutes before entering a VTS Zone, stating (a) - (g) in (1) above.
 - (b) **Arriving at a Reporting Point (RP):** On arrival at a Reporting Point, vessels must report (a), (c) and (i) in (1) above.
 - (c) **Arriving at a Berth:** As soon as practicable, after arrival, vessels must report (a) and (c) in (1) above.
 - (d) **Departing a Berth:** Vessels must apply for Traffic Clearance 15 minutes prior to departing a berth, stating (a) - (c) and (e) - (h) in (1) above.
 - (e) Immediately prior to departing a berth, vessels must report (a), (c) and (i) in (1) above.
 - (f) **Vessel Manoeuvres:** Vessels must apply for Traffic Clearance 15 minutes prior to commencing any manoeuvre listed below, stating (a) and (c) in (1) above.
- Listed manoeuvres:
- (i) Compass adjustment
 - (ii) The calibration and servicing of navigational aids
 - (iii) A sea trial
 - (iv) A dredging operation
 - (v) The laying, picking up and servicing of a submarine cable or navigation mark
 - (vi) Any other manoeuvre that may be detrimental to safe navigation
 - (g) As soon as possible after the manoeuvre is completed, a description of the manoeuvre (just completed) must be communicated to the VTS Centre.

- (3) **Incident Reports:** Vessels should immediately report any of the following (stating (a) and (c) in (1) above):

- (a) An onboard fire, that may impair safe navigation
- (b) The involvement of the vessel in a collision, grounding or striking that may impair safe navigation
- (c) Any defect to the vessel's hull, main propulsion equipment, steering, radars, compasses, radio equipment, anchors or cables that may impair safe navigation
- (d) Any discharge or threat of discharge of a pollutant from the vessel
- (e) Another vessel in apparent difficulty
- (f) The presence of any other vessel which may impede the movement of other vessels
- (g) Any obstruction to navigation
- (h) Any aid to navigation that is functioning improperly, damaged, out of position or missing
- (i) The presence of any pollutant in the water
- (j) Any weather condition that may impair safe navigation

Note: Items (g), (h) and (i) need not be reported if the information has been previously reported by Notices to Mariners or Coastal Navigational Warnings.

(4) **VHF Equipment Failure:** In the event of VHF radio failure, the VTS Centre should be alerted as soon as possible, by sending a message through a Coast Radio Station (CRS), or another vessel, or by other means, stating that there is a failure, giving the vessel's position and destination.(5) **Listening Watch:** All vessels in South African waters are to maintain a constant listening watch on VHF Ch 16, unless in the area of the VTS System when the watch should be on VHF Ch 12. VHF Ch 16 should be monitored if a Dual Watch facility is available.(6) **Navigational Safety Calls:** Safety calls, stating vessel's name, position and intended course of action, are to be made on the frequency above, in the event of any of the following:

- (a) Risk of collision
- (b) A call from another vessel indicating that a close quarters situation is developing
- (c) Overtaking, or being overtaken, in a narrow channel
- (d) Doubt about another vessel's intentions
- (e) An obstruction or bend in the channel which may obscure approaching vessels
- (f) In restricted visibility, approaching charted routes or groups of vessels
- (g) If vessel is restricted in its ability to manoeuvre
- (h) Approaching dredgers and floating plant in restricted waters, which are not covered by a VTS System
- (i) Leaving a berth, anchorage, mooring area, etc
- (j) Any other occasion when a call could contribute to safe navigation

REPORTING POINTS: Vessels should call Port Elizabeth Port Control on VHF Ch 12 at the following Reporting Points:

(1) **Vessels Inward-Bound:**

- (a) Vessels approaching from the West or South:

Reporting Point	Position
When 15 minutes from Reporting Point 1A	
1A	34°01'7S 25°47'4E
2A	33°57'3S 25°42'3E
3	33°57'2S 25°38'5E

- (b) Vessels approaching from the East

Reporting Point	Position
When 15 minutes from Reporting Point 1B (approx crossing the 25°55'E meridian)	
1B	33°56'3S 25°50'0E
2B	33°55'8S 25°43'7E
3	33°57'2S 25°38'5E

Continued on next column

Continued on next page

(2) **Vessels Outward-Bound:** Vessels departing for the high seas:

Reporting Point	Position
3	33°57'·2S 25°38'·5E
2A	33°57'·3S 25°42'·3E
1A	34°01'·7S 25°47'·4E
2B	33°55'·8S 25°43'·7E
1B	33°56'·3S 25°50'·0E
1C	34°01'·7S 25°43'·7E
1D	33°49'·5S 25°47'·3E

(3) **Inshore Routes: Vessels Inward-Bound and Outward-Bound:**

Reporting Point	Position
1C	34°01'·7S 25°43'·7E
1D	33°49'·5S 25°47'·3E
3	33°57'·2S 25°38'·5E

INFORMATION: The VTS will provide the vessel with up to date information on berthing arrangements, pilots and relevant traffic movements in the area.

NOTES:

- (1) All times should be given in Local Time (LT).
 (2) The VTS is linked to the Port Control and Administration Offices, MRCC, Pilot Station and the local Coast Radio Station.

South African List of Lights and Radio Signals 2001 (HH080/13/08 - E26) 17/02

VOLUME 6, 2001/02—PART 4

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(Last Amendments: Weekly Edition No. 16 dated 18 April 2002)

Page 125, **INDONESIA (Kalimantan), KOTABARU, Pulau Laut**

Pilots, Port and Coal Terminal, delete entry and replace by:

Pilots and Port

CALL: Pilots: Kotabaru Pilot
 Port: Kotabaru Radio

FREQUENCY: Pilots: Ch 12
 Port: Ch 16; 09 19

HOURS: H24

PROCEDURE:

- (1) Pilotage is not compulsory but available if required.
 (2) Pilot should be ordered via the local agent.
 (3) Pilot boards in the anchorage area 2 n miles E of Tanjung Pemancingan.

Captain Barkhuysen, MV Lauriergracht & Pertamina Indonesia (HH527/610/03 - E53 & E54) 17/02

Page 125, before **MUARA PEGAH** entry, insert new entry:

NORTH PULAU LAUT COAL TERMINAL

3°12'S 116°17'E

Pilots and Coal Terminal

LOCATION: Off Tanjung Pemancingan

CALL: Kotabaru Pilot or Pemancingan

TELEPHONE: Coal Terminal: +62 518 21870

FAX: Coal Terminal: +62 518 21865

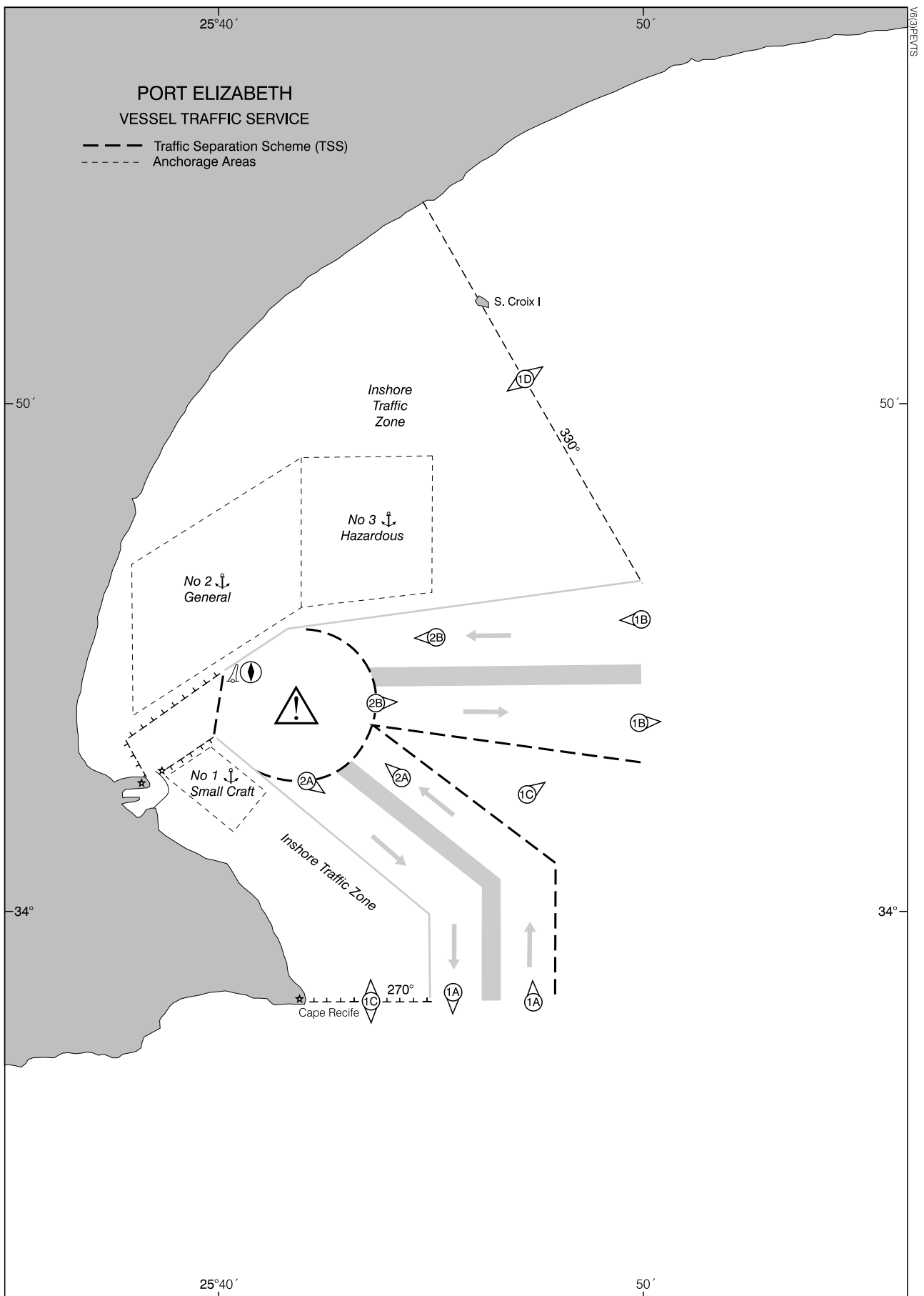
FREQUENCY Kotabaru Pilots: Ch 12
 Pemancingan Pilots: Ch 14
 Coal Terminal: Ch 14

PROCEDURE:

- (1) Pilotage is compulsory and is available H24.
 (2) Pilot should be ordered via the local agent.
 (3) Vessels should send ETA 14 days, 7 days, 3 days, 48h and 24h prior to arrival.
 (4) Pilot boards in the following positions:
 (a) 3°12'·4S 116°20'·0E (NE Channel)
 (b) 3°12'·2S 116°20'·0E (SE Channel)

PT Arutmin, North Pulau Laut Coal Terminal (HH527/610/03 - E58 & E59) 17/02

VI



VI

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

Published Wk 15/01

(Last Amendments: Weekly Edition No. 13 dated 28 March 2002)

Page 73, **NAVTEX (UK)** (remotely controlled by Falmouth Coast Guard) **[C]** Transmitter Identification, delete section and replace by:

NAVTEX [G] [S] [K] [O] (remotely controlled by Falmouth Coastguard)			
G	Cullercoats	518 kHz	55°04'N 1°28'W
S	Niton	518 kHz	50°35'N 1°18'W
K	Niton	518 kHz	50°35'N 1°18'W
O	Portpatrick	518 kHz	54°51'N 5°07'W
NAVTEX [U] [I] [T] [C] (remotely controlled by Falmouth Coastguard)			
U	Cullercoats	490 kHz	55°04'N 1°28'W
I	Niton	490 kHz	50°35'N 1°18'W
T	Niton	490 kHz	50°35'N 1°18'W
C	Portpatrick	490 kHz	54°51'N 5°07'W
DIAGRAMS: pages 82, 83, 84, 97, 98 and 99			
Weather Bulletins		Navigational Warnings	
G: On receipt and repeated once during next routine broadcast	Gale Warnings for Viking, Forties, Cromarty, Forth, Tyne, Dogger, Humber, Thames and Fair Isle	G: 0100 0500 0900 1300 1700 2100	For areas Kilo, Lima, Mike, November Navarea I Warnings are included at 0500 and 1700
G: 0900 2100	Shipping Forecast general synopsis, 24 hour forecast and 24 hour outlook (hazards) for Viking, Forties, Cromarty, Forth, Tyne, Dogger, Humber, Thames and Fair Isle	G: On receipt	Warnings of negative tidal surges in the Southern North Sea, Thames
G: 0100	Extended Outlook daily, signalling expected hazards (gales and/or extensive sea fog) for a further two or three days, for the North Sea and Eastern English Channel		
S: On receipt and repeated once during next routine broadcast	Gale Warnings for Thames, Dover, Wight, Portland, Plymouth, Biscay, FitzRoy, Sole, Lundy and Fastnet	S: On receipt	Warnings of negative tidal surges in the Dover Strait
S: 0700 1900	Shipping Forecast general synopsis, 24 hour forecast and 24 hour outlook (hazards) for Thames, Dover, Wight, Portland, Plymouth, Biscay, FitzRoy, Sole, Lundy, Fastnet	S: 0300 0700 1100 1500 1900 2300	For areas Delta, Foxtrot, Golf, Hotel and India Navarea I Warnings are included at 0300 and 1500
S: 2300	Extended Outlook daily, signalling expected hazards (gales and/or extensive sea fog) for a further two or three days, for Thames, Dover, Wight, Portland Plymouth, Biscay, FitzRoy, Sole, Lundy, Fastnet, Irish Sea and Shannon	S: 0700 1900 (General Information)	Submarine Exercises (SUBFACTS—South Coast) Broadcasts are after any gale warnings or weather forecasts and will cover any planned submarine activity for the following 24 hours and will refer to the exercise areas depicted on the SUBFACTS diagrams
		S: 0700 1900 (General Information)	Gunnery Exercises (GUNFACTS—South Coast) Broadcasts are after any gale warnings or weather forecasts and SUBFACTS and will cover controlled underwater explosions, planned gunnery and missile firings of 20mm calibre and above, for the following 24 hours. Broadcasts will refer to the exercise areas depicted on the GUNFACTS diagrams
		K: 0140 0540 0940 1340 1740 2140	In English for areas Golf, Hotel and India south of the Channel median
O: On receipt and repeated once during next routine broadcast	Gale Warnings for Lundy, Fastnet, Irish Sea, Rockall, Malin, Hebrides, Bailey, Fair Isle, Faeroes and SE Iceland	O: 0220 0620 1020 1420 1820 2220	For areas Alfa, Bravo, Charlie and Echo NAVAREA I Warnings are included at 0220 1420

Continued on next page

VI

O: 0620 1820	Shipping Forecast general synopsis, 24 hour forecast and 24 hour outlook (hazards) for Lundy, Fastnet, Irish Sea, Rockall, Malin, Hebrides, Bailey, Fair Isle, Faeroes and SE Iceland	O: 0620 1820 (General Information)	Submarine Exercises (SUBFACTS—Clyde) Broadcasts are after any gale warnings or weather forecasts and will cover any planned submarine activity for the following 16 hours and will refer to the exercise areas depicted on the SUBFACTS diagrams
O: 0220	Extended Outlook daily, signalling expected hazards (gales and/or extensive sea fog) for a further two or three days, for Lundy, Fastnet, Irish Sea, Shannon, Rockall, Malin, Hebrides, Fair Isle, Faeroes and SE Iceland		
U: On receipt and repeated in routine broadcasts until expired	Strong Wind Warnings		
U: 0720 1920	Inshore Waters 24 hour forecast, 24 hour outlook, wind, weather, visibility and sea state for: Cape Wrath to Rattray Head including Orkney, Rattray Head to Berwick-upon-Tweed, Berwick- upon-Tweed to Whitby, Whitby to The Wash and The Wash to North Foreland. National 3 day outlook		
I: On receipt and repeated in routine broadcasts until expired	Strong Wind Warnings		
I: 0520 1720	Inshore Waters 24 hour forecast, 24 hour outlook, wind, weather, visibility and sea state for: The Wash to North Foreland, North Foreland to Selsey Bill, Selsey Bill to Lyme Regis, Lyme Regis to Land's End including the Isles of Scilly, Land's End to S. David's Head including the Bristol Channel, S. David's Head to Colwyn Bay including S. George's Channel. National 3 day outlook		
T: 0310 0710 1110 1510 1910 2310	Storm Warnings , Bulletins Météorologique Spéciaux (BMS) for areas: Humber, Tamise, Pas de Calais, Antifer, Casquets and Ouessant. In French	T: 0310 0710 1110 1510 1910 2310	In French, for areas Antifer, Casquets and Ouessant, south of the Channel median to the French coast
T: 0710 1910	Gale Warnings or Storm Warnings , synopsis and development, 24 hour forecast for areas: Humber, Tamise, Pas de Calais, Antifer, Casquets and Ouessant. In French		
C: On receipt and repeated in routine broadcasts until expired	Strong Wind Warnings		
C: 0820 2020	Inshore Waters 24 hour forecast, 24 hour outlook, wind, weather, visibility and sea state for: S. David's Head to Colwyn Bay including S.George's Channel, Colwyn Bay to the Mull of Galloway including the Isle of Man, Lough Foyle to Carlingford Lough, the Mull of Galloway to the Mull of Kintyre including the Firth of Clyde and the North Channel, Mull of Kintyre to Ardnamurchan Point, Ardnamurchan Point to Cape Wrath including the Outer Hebrides and the Shetland Islands. National 3 day outlook		

Maritime and Coastguard Agency (HH080/051/15 - E21) 17/02

Page 76, **United Kingdom - H M Coastguard, Local Inshore Forecast**

Delete section and replace by:

INSHORE WATERS FORECASTS: HM Coastguard broadcast Forecast Bulletins for the Inshore Waters of the United Kingdom (out to 12 n miles from the coast). These bulletins are prepared by the Met Office on behalf of the Maritime and Coastguard Agency for broadcast as part of HM Coastguard MSI broadcasts at 4 hourly intervals on VHF. The bulletins are issued twice a day by the Met Office (at 0500 and 1700 UTC). Each Centre transmits that part of the bulletin relevant to its reception area in the routine 4 hourly broadcasts until updated by the next issue of the forecast. The bulletin consists of a 24 hour forecast (wind, weather, visibility and sea state) and an outlook for the following 24 hours (also wind, weather, visibility and sea state) for discrete sections of the coast (see diagram on page 267). Also included is an outlook highlighting significant weather for a further 3 days for all the inshore waters of the United Kingdom. These forecasts are also broadcast twice a day via the National Navtex service (490 kHz). A copy of the forecast may also be obtained from the Met Office web site: www.metoffice.com/datafiles/inshore.html

Martin W Stubbs, Meteorological Office (HH080/001/23 - E45) 17/02

VI

Pages 128, **PORTUGAL, NAVTEX [R]**

Delete station and replace by:

NAVTEX [R] [G]			
R	Monsanto	518 kHz	38°44'N 9°11'W
G	Monsanto	490 kHz	38°44'N 9°11'W
DIAGRAM: page 129			
Weather Bulletins		Navigational Warnings	
R: On receipt 0250 0650 1050 1450 1850 2250	Storm Warnings and Gale Warnings. Synopsis, 24 hour forecast for Areas Charcot, Josephine, Finisterre, Porto, S. Vicente and Cádiz. In English.	R: 0250 0650 1050 1450 1850 2250	Warnings for Areas Charcot, Josephine, Finisterre, Porto, S. Vicente and Cádiz. In English.
G: 0100 0500 0900 1300 1700 2100	In Portuguese	G: 0100 0500 0900 1300 1700 2100	In Portuguese

17/02

Page 129, diagram of **PORTUGAL FORECAST AREAS**, delete 7 Irvine and replace by: 7 Irving

17/02

Page 130, **AÇORES (Portugal), NAVTEX [F]**

Delete station and replace by:

NAVTEX [F] [J]			
F	Horta	518 kHz	38°32'N 28°38'W
J	Horta	490 kHz	38°32'N 28°38'W
DIAGRAM: page 129			
Weather Bulletins		Navigational Warnings	
F: On receipt 0050 0450 0850 1250 1650 2050	Storm Warnings and Gale Warnings. Synopsis, 24 hour forecast for Areas Altair, Açores, Irving, Milne and Marsala. In English.	F: 0050 0450 0850 1250 1650 2050	Warnings for Areas Altair, Açores, Irving, Milne and Marsala. In English.
J: 0120 0520 0920 1320 1720 2120	In Portuguese	J: 0120 0520 0920 1320 1720 2120	In Portuguese

Portuguese Notice 5/142/02 (HH080/008/07 - E10) 17/02

VI

ADMIRALTY MARITIME COMMUNICATIONS NP290 - FIRST EDITION CARIBBEAN

Published Wk 21/01

(Last Amendments: Weekly Edition No. 13 dated 28 March 2002)

Page 150, **AÇORES AND MADEIRA (PORTUGAL), NAVTEX [F] and NAVTEX [R]**

Delete stations and replace by:

NAVTEX [F] [J]			
F	Horta	518 kHz	38°32'N 28°38'W
J	Horta	490 kHz	38°32'N 28°38'W
DIAGRAM: page 151			
Weather Bulletins		Navigational Warnings	
F: On receipt 0050 0450 0850 1250 1650 2050	Storm Warnings and Gale Warnings. Synopsis, 24 hour forecast for Areas Altair, Açores, Irving, Milne and Marsala. In English.	F: 0050 0450 0850 1250 1650 2050	Warnings for Areas Altair, Açores, Irving, Milne and Marsala. In English.
J: 0120 0520 0920 1320 1720 2120	In Portuguese	J: 0120 0520 0920 1320 1720 2120	In Portuguese

NAVTEX [R] [G]			
R	Monsanto	518 kHz	38°44'N 9°11'W
G	Monsanto	490 kHz	38°44'N 9°11'W
DIAGRAM: page 129			
Weather Bulletins		Navigational Warnings	
R: On receipt 0250 0650 1050 1450 1850 2250	Storm Warnings and Gale Warnings. Synopsis, 24 hour forecast for Areas Charcot, Josephine, Finisterre, Porto, S. Vicente and Cádiz. In English.	R: 0250 0650 1050 1450 1850 2250	Warnings for Areas Charcot, Josephine, Finisterre, Porto, S. Vicente and Cádiz. In English.
G: 0100 0500 0900 1300 1700 2100	In Portuguese	G: 0100 0500 0900 1300 1700 2100	In Portuguese

17/02

Page 151, diagram of **PORTUGAL FORECAST AREAS**, delete 7 Irvine and replace by: 7 Irving

Portuguese Notice 5/142/02 (HH080/008/07 - E10) 17/02

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