



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 19

9 May 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

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

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

© British Crown Copyright. All rights reserved.

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

I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

I

EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

GEOGRAPHICAL INDEX

(1)	Admiralty Publications and Miscellaneous	2.1 – 2.5
(2)	British Isles	2.5
(3)	North Russia, Norway, The Faeroe Islands and Iceland	2.5 – 2.6
(4)	Baltic Sea	2.6 – 2.7
(5)	North Sea and North and West Coasts of Denmark, Germany, Netherlands and Belgium	2.7 – 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	
(10)	Africa, South and East Coasts, and Madagascar	2.11 – 2.12
(11)	Red Sea, Arabia, Iraq and Iran	2.12 – 2.13
(12)	Indian Ocean, Pakistan, India, Sri Lanka, Bangladesh and Burma	2.13
(13)	Malacca Strait, Singapore Strait and Sumatera	2.13 – 2.14
(14)	China Sea with its West Shore and China	2.14 – 2.15
(15)	Japan	2.15 – 2.16
(16)	Korea and the Pacific Coasts of Russia	2.16
(17)	Philippine Islands, Borneo and Indonesia except Sumatera	2.17
(18)	Australia and Papua New Guinea	2.17 – 2.19
(19)	New Zealand	2.18 – 2.19
(20)	Pacific Ocean	2.19
(21)	Aleutian Islands, Alaska and West Coast of North America including Mexico	2.20
(22)	West Coasts of Central and South America	
(23)	Antarctica	2.20
(24)	East Coast of South America and the Falkland Islands	2.20
(25)	Caribbean Sea, West Indies and the Gulf of Mexico	2.20 – 2.21
(26)	East Coast of North America and Greenland	2.21 – 2.22
(27)	T & P Notices	2.23 – 2.25

I

INDEX OF NOTICES AND CHART FOLIOS

Notice No.	Page	Admiralty Chart Folio	Notice No.	Page	Admiralty Chart Folio
PL	2.1	35, 45, 73, 89, 96, 97	1980	2.15	52
1920	2.6	10	1981	2.15	50
1921*	2.5	7	1982	2.15	53
1922*	2.5	3	1983	2.15	53
1923*	2.5	2	1984	2.15	54
1924*	2.5	1	1985	2.16	53
1925	2.5	14	1986	2.16	52
1926	2.6	13	1987	2.16	52
1927	2.6	10	1988	2.16	52
1928	2.6	11	1989	2.16	52
1929	2.6	10, 11	1990	2.16	56
1930	2.6	10	1991	2.17	46
1931	2.7	10	1992	2.17	48
1932	2.7	10	1993	2.17	63, 65
1933	2.7	27	1994	2.17	66
1934	2.7	9	1995	2.17	63, 66
1935	2.8	9	1996	2.17	66
1936	2.8	9	1997	2.17	63, 66, 67
1937	2.8	9	1998	2.18	66
1938	2.9	9	1999	2.18	63
1939	2.9	9	2000	2.18	63
1940	2.9	7, 9	2001	2.18	65
1941	2.9	7, 9	2002	2.18	65
1942	2.9	9	2003	2.19	63, 67
1943	2.9	7, 9	2004	2.18	71
1944	2.9	9	2005	2.18	71
1945	2.10	9	2006	2.19	71
1946	2.10	9	2007	2.19	71
1947	2.10	16	2008	2.19	72
1948	2.10	18, 26	2009	2.19	72
1949	2.10	25	2010	2.19	72
1950	2.10	25	2011	2.19	73
1951	2.10	25	2012	2.20	90
1952	2.11	25	2013	2.20	90
1953	2.11	26	2014*	2.20	96
1954	2.11	31	2015*	2.20	96
1955	2.11	31	2016	2.20	83
1956	2.11	29	2017	2.20	86
1957	2.11	35	2018	2.20	83
1958	2.12	36	2019	2.20	83
1959	2.12	36	2020	2.21	83
1960	2.12	36	2021	2.21	83
1961	2.12	36	2022	2.21	81, 83
1962	2.12	32, 42	2023	2.21	83
1963	2.12	32	2024	2.21	81
1964	2.13	32	2025	2.21	80, 81, 82
1965	2.13	35, 38, 42	2026	2.21	80
1966*	2.13	45	2027	2.21	80
1967*	2.13	45	2028	2.22	80
1968*	2.13	45	2029	2.22	78
1969*	2.13	45	2030(P)/02	2.23	6
1970*	2.13	45	2031(P)/02	2.23	3
1971*	2.14	45	2032(P)/02	2.24	20
1972*	2.14	45	2033(P)/02	2.24	35
1973*	2.14	45	2034(T)/02	2.24	54
1974*	2.14	45	2035(T)/02	2.24	66
1975	2.14	47	2036(T)/02	2.25	66
1976	2.14	47	2037(T)/02	2.25	65
1977	2.14	47	2038(T)/02	2.25	71
1978	2.15	47	2039	2.5	—
1979	2.15	50			

INDEX OF CHARTS AFFECTED

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

Admiralty Chart No.	Notices	Admiralty Chart No.	Notices
5	1962	1859	1923
35	2030P	1875	1935
37	1978	1920	PL, 2033P
44	2031P	1947	2012, 2013
47	2012	1962	1979
48	2012	1985	1951
51	2013	1990	1952
110	1944	1992	1951
112	1939	1994	1922
120	1946	2093	2031P
122	1943	2094	2031P
147	1924	2110	1961
157	1964	2164	1949
262	1963	2182A	1940
296	2029	2182B	1940
351	1953	2223	1930
352	2025	2226	1930
359	1983	2242	1954
374	2016	2264	1929
376	2016	2278	1931
426	1933	2279	1984
478	2017	2286	1956
497	1956	2297	1928
548	1964	2321	1925
578	2033P	2322	1942, 1943, 1944
614	2032P	2362	1927
623	2032P	2401	1982
625	2032P	2415	1983
648	1958, 1959	2505	PL
686	2032P	2506	2015
717	1965	2532	1932
736	1921	2548	1948
854	1979	2556	PL, 1967, 1970, 1973
903	1920	2568	2030P
913	1988, 1989	2569	PL, 1972
953	1985	2570	PL, 1968
1081	PL	2585	PL, 1972, 1974
1082	PL	2586	PL, 1974
1097	2022	2587	PL
1107	2011	2594	1920
1121	2031P	2598	PL
1166	1923	2670	2025
1176	1923	2710	2022
1213	1951	2817	1929
1232	PL	2834	1950
1248	1980	2866	2022
1270	1986, 1987	2931	1959
1271	1987	2934	1960
1344	2031P	2938	1961
1346	2031P	2939	1958
1405	1940	2954	1962
1408	1940	3085	1926
1411	2031P	3144	1927
1468	2031P	3190	2020
1505	1940, 1941	3236	1981
1546	1945	3316	1955
1558	1988	3340	1990
1651	2025, 2026	3371	1943
1731	1948	3427	1947
1760	1979	3428	1947
1826	2031P	3429	1947

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
3437	1928	4604	1997, 2003
3443	1928	4621	1997
3488	1976, 1977, 1978	4640	2038T
3498	1949	4702	1965
3534	1925	4703	1962
3585	2014	4705	1962
3596	PL	4751	2027
3602	2034T	4753	2028
3603	2034T	4754	2028
3614	1984	5502	1973
3617	1935, 1937		
3619	1935, 1936	Australian Chart No.	Notices
3621	1938		
3684	2023	Aus 26	1999
3687	2024	Aus 32	1993, 2000
3698	2022	Aus 56	1993
3699	2022	Aus 134	2001
3721	1991	Aus 154	2002, 2037T
3746	1922	Aus 249	2035T
3767	1934	Aus 250	2035T
3807	1992	Aus 252	1996
3821	1972, 1992	Aus 262	2036T
3833	1970, 1973	Aus 293	1998
3841	2021	Aus 343	2001
3850	2018	Aus 345	2001
3854	2018, 2019	Aus 354	1993
3892	1977, 1978	Aus 426	1994, 1995
3989	1975	Aus 444	2001
3990	1976, 1977	Aus 776	2001
3991	1975, 1976, 1977, 1978	Aus 830	2036T
4030	1968		
4031	1968, 1969	New Zealand Chart No.	Notices
4032	1968		
4034	1966	NZ 54	2038T
4035	1966, 1967	NZ 532	2004
4036	1967	NZ 4432	2006
4037	1970, 1971	NZ 5321	2005
4038	PL	NZ 5324	2004, 2005, 2007
4039	PL	NZ 6321	2008, 2009
4040	PL	NZ 6612	2010
4041	PL		
4042	PL	International Chart No.	Notices
4043	PL		
4044	PL	INT 60	1995, 1997, 2003
4060	1995, 1997, 2003	INT 70	1965
4070	1965	INT 71	1965
4071	1965	INT 72	1965
4072	1965	INT 403	2025
4145	PL	INT 404	2025
4146	2033P	INT 552	1976, 1977, 1978
4148	PL, 2033P	INT 602	1995, 1997
4150	2033P	INT 604	1997, 2003
4151	2033P	INT 621	1997
4156	1957	INT 702	1965
4157	1957	INT 703	1962
4158	1957	INT 705	1962
4212	PL	INT 1042	1940
4213	PL	INT 1043	1940
4403	2025	INT 1331	1920
4404	2025	INT 1333	1920
4602	1995, 1997		

INDEX OF CHARTS AFFECTED

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

International Chart No		Notices	Admiralty Chart No.	Notices
INT	1373	1932		
INT	1412	1934		
INT	1415	1942, 1943, 1944		
INT	1416	1943		
INT	1420	1940, 1941		
INT	1448	1933		
INT	1452	1935, 1936		
INT	1456	1935, 1937		
INT	1457	1938		
INT	1470	1945		
INT	1472	1943		
INT	1473	1944		
INT	1479	1946		
INT	1654	1923		
INT	1546	1921		
INT	1635	1922		
INT	1636	1922		
INT	1655	1923		
INT	1832	1947		
INT	1833	1947		
INT	3350	1951		
INT	4632	2028		
INT	4633	2028		
INT	5254	1988, 1989		
INT	5363	1986, 1987		
INT	7006	1964		
INT	7061	1965		
INT	7115	1963		
INT	7530	1957		
INT	7531	1957		

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 13 JUNE 2002

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
4038	Malaysia and Singapore, Johor Strait - Western Part. 1°10'·80N. — 1°28'·70N., 103°28'·60E. — 103°40'·70E. Ⓐ Town Reach. 1°24'·90N. — 1°28'·50N., 103°40'·50E. — 103°46'·30E. Ⓑ Pelabuhan Tanjung Pelepas. 1°21'·20N. — 1°23'·00N., 103°31'·90E. — 103°33'·50E.	1:30,000 1:30,000 1:15,000	2587, 2570, 2598
	<i>Part of a new series of 1:30,000 charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore, providing improved coverage of the approaches to Singapore and Tanjung Pelepas. New survey information has been included.</i>		
4039	Indonesia, Singapore and Malaysia, Western Approaches to Main Strait. 1°01'·50N. — 1°13'·70N., 103°31'·20E. — 103°49'·00E.	1:30,000	2598, 2570, 2556
	<i>Part of a new series of 1:30,000 charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore, providing improved coverage of Singapore and the approaches. New survey information has been included.</i>		
4040	Singapore, Indonesia and Malaysia, Tuas View to Pulau Sakijang Bendera (S. John's Island). 1°07'·40N. — 1°19'·60N., 103°34'·10E. — 103°51'·90E.	1:30,000	2570, 2598, 2587
	<i>Part of a new series of 1:30,000 charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore, providing improved coverage of Singapore and the approaches. New survey information has been included.</i>		
4041	Singapore and Indonesia, Pulau Sebarok to Changi. 1°07'·40N. — 1°19'·60N., 103°46'·90E. — 104°04'·70E. Ⓐ Marina Bay. 1°16'·80N. — 1°18'·25N., 103°51'·15E. — 103°52'·90E.	1:30,000 1:15,000	2556, 2585, 2598
	<i>Part of a new series of 1:30,000 charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore, providing improved coverage of Singapore and the approaches. New survey information has been included.</i>		
4042	Indonesia, Malaysia and Singapore, Changi to Pulau Mungging. 1°09'·55N. — 1°21'·75N., 104°01'·70E. — 104°19'·50E.	1:30,000	2569, 2585
	<i>Part of a new series of 1:30,000 charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore, providing improved coverage of Singapore and the approaches. New survey information has been included.</i>		

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 13 JUNE 2002

New Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
4043	Malaysia and Singapore, Kuala Johor and Sungai Johor. 1°16'·10N. — 1°34'·00N., 103°57'·90E. — 104°10'·00E. <i>Part of a new series of 1:30,000 charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore, providing improved coverage of Singapore and the approaches. New survey information has been included.</i>	1:30,000	2585, 2586, 2569
4044	Singapore and Malaysia, Johor Strait, Eastern Part. 1°19'·00N. — 1°31'·20N., 103°45'·60E. — 104°03'·40E. Plan A Serangoon Harbour. 1°22'·80N. — 1°24'·70N., 103°56'·70E. — 103°59'·60E. Plan B Johor Port. 1°25'·20N. — 1°27'·86N., 103°51'·60E. — 103°55'·70E. Plan C Sembawang. 1°27'·50N. — 1°29'·10N., 103°48'·90E. — 103°50'·50E. <i>Part of a new series of 1:30,000 charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore, providing improved coverage of the approaches to Singapore and Johor Port. New survey information has been included.</i>	1:30,000 1:12,500 1:17,500 1:10,000	2586, 2585
4145	Republic of South Africa, West Coast, Approaches to Saldanha Bay. 32°49'·00S. — 33°14'·45S., 17°42'·60E. — 18°03'·81E. <i>One of a series of new charts providing improved coverage of the approaches to Saldanha Bay, replacing existing Chart 1232. (A modified reproduction of South African Chart SAN 1010 originally published by the Hydrographic Office of the Republic of South Africa).</i>	1:50,000	1232
4148	Republic of South Africa, West Coast, Approaches to Table Bay. 33°41'·19S. — 33°59'·50S., 18°15'·36E. — 18°31'·00E. Murray's Bay Harbour. <i>One of a series of new charts providing improved coverage of the approaches to Table Bay, replacing existing Chart 1920. (A modified reproduction of South African Chart SAN 1013 originally published by the Hydrographic Office of the Republic of South Africa).</i>	1:36,000 1:6,000	1920

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 13 JUNE 2002

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
1081	United States - West Coast, California, Los Angeles and Long Beach Harbors. 33°41'·80N. — 33°46'·70N., 118°09'·77W. — 118°17'·70W. <i>Includes amendments to depths in the harbours and approach channels, additional depths, wrecks and obstructions in the vicinity of Anchorage Area G and changes to anchor berths north of the breakwaters. (The title has been changed and the chart limits revised).</i>	1:12,000	1081
1082	United States - West Coast, California, San Pedro Bay. 33°39'·15N. — 33°47'·00N., 118°04'·85W. — 118°18'·05W. <i>Includes amendments to depths in the harbours and approach channels, additional depths, wrecks and obstructions in the vicinity of Anchorage Area G and changes to anchor berths north of the breakwaters. The Los Angeles and Long Beach Pilot Areas have been extended. Depth units have been changed from fathoms to feet. (The title has been changed and the chart limits revised).</i>	1:20,000	1082
2505	South Atlantic Ocean, Approaches to the Falkland Islands. <i>Includes changes to depths and updated lines of equal magnetic variation for the 2000 epoch.</i>	1:500,000	2505
3596	South Atlantic Ocean, Approaches to South Georgia. <i>Includes changes to depths and updated lines of equal magnetic variation for the 2000 epoch.</i>	1:750,000	3596
4212	Southern Ocean, Drake Passage. <i>Includes changes to depths and updated lines of equal magnetic variation for the 2000 epoch.</i>	1:3,500,000	4212
4213	Southern Ocean, Scotia Sea. <i>Includes changes to depths and updated lines of equal magnetic variation for the 2000 epoch.</i>	1:3,500,000	4213

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Publications

NP No. to be WITHDRAWN	Title	Date of withdrawal
NP 135	General Instructions for Hydrographic Surveyors.	25/04/02

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

2039 MISCELLANEOUS UPDATES TO CHARTS

Chart Previous Update Details

Nil corrections this week.

UK Hydrographic Office.

1921* SCOTLAND, East Coast — Firth of Forth — Rosyth — Main Channel — Buoy

Move No 6 light-buoy, from: 56° 01'·01N., 3° 25'·92W.
to: 56° 01'·02N., 3° 25'·96W.

Chart [Last correction].— **736** (INT 1546) [343/02]
SALMO (North) (HH.264/450/06).

1922* SCOTLAND, West Coast — Firth of Clyde — Holy Loch — Hunter's Quay to Strone Point — Harbour limit

Substitute the accompanying note, DOCKYARD PORTS OF
GARELOCH AND LOCH LONG, for existing note,
DOCKYARD PORTS OF HOLY LOCH, GARELOCH &
LOCH LONG, centred on: (a) 55° 59'·450N., 4° 50'·250W.
the accompanying note, DOCKYARD PORTS OF
GARELOCH AND LOCH LONG, for existing note,
DOCKYARD PORTS OF HOLY LOCH AND LOCH LONG,
centred on: (b) 56° 56'·75N., 4° 46'·70W.
Delete harbour limit, pecked line, and associated legend, Eastern
limit of Dockyard Port of Holy Loch (see Note), joining: (c) 55° 58'·240N., 4° 54'·565W. (shore)
(d) 55° 58'·980N., 4° 53'·960W. (shore)

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].— **1994** (INT 1636) (a,c,d) [3915/01] — **3746** (INT 1635) (b–d) [5063/01]
Queen's Harbour Master, Clyde and Clydeport Operations Ltd Notice 16/02 (HH.274/450/04).

1923* ENGLAND, West Coast — Severn Estuary — Approaches to Avonmouth — King Road — Welsh Grounds Eastwards — Depths

Insert depth 4 m enclosed by 5m contour (a) 51° 31'·166N., 2° 43'·299W.
Delete depth 5₆ m (b) close NNE. of (a) above
depth 4 m enclosed by 5m contour (c) close N. of (a) above

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

Chart [Last correction].— **1859** (INT 1655) (**plan A, King Road**) (a,b) [4768/01] — **1166** (**plan A, Avonmouth to Severn Bridge**) (a,b) [1348/02] — **1176** (INT 1654) (a,c) [1533/02]
Bristol Port Company (HH.218/430/08).

1924* ENGLAND, South Coast — Manacle Point — Vervan Rocks — Rock

Insert  50° 03'·276N., 5° 03'·330W.

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].— **147** (**plan E, Coverack Porthoustock Porthallow and the Manacles**) [2669/01]
UK Hydrographic Office (HH.232/420/04).

1925 NORWAY, West Coast — Meløya — Meløyneset — Light

Amend light to, Oc(2)WRG.8s6m10–7M (a) 66° 50'·35N., 13° 34'·63E.
range of light to, 10–7M (b) (a) above
sectors at light as follows: (c) (a) above
G 142° – 148° (6°)
G 224·5° – 287° (62°·5)
R 287° – 036° (109°)
Remaining sectors unchanged

Chart [Last correction].— **3534** (a,c) [556/02] — **2321** (b) [1215/02]
Light List Vol. L, 2002/03, 2428
Norwegian Notice 6/249/02 (HH.310/540/05).

II

1926 NORWAY, West Coast — Nørøya, North Coast — Flatholmen Eastwards — Lights; Leading line

Delete ★ F.R. (plan, Approaches to Ålesund, ★ Ldg 2F.R) (a) 62° 28'·78N., 6° 11'·15E.
 ★ F.R. (plan, Approaches to Ålesund, ★) 62° 28'·82N., 6° 11'·19E.
 leading line, pecked and firm line, and associated legend,
 Ldg Lts 212°, (plan, Approaches to Ålesund, legend, 212°) extending in direction 032°
 from (a) above

Chart [*Last correction*].— **3085 (plan, Ålesund Havn) & (plan, Approaches to Ålesund)** [1537/02]

Light List Vol. L, 2002/03, 0802, 0802.1

Norwegian Notice 5/212/02 (HH.310/485/04).

1920 BALTIC SEA — The Sound — Denmark, East Coast — Northeastern Approaches to København — Renden — Lights; Leading line

Insert the accompanying block, showing amendments to lights
 and leading line, centred on: (a) 55° 43'·2N., 12° 38'·0E.
 Delete ★ (b) 55° 42'·08N., 12° 35'·80E.
 leading line, pecked line, joining: (c) (b) above
 (d) 55° 42'·19N., 12° 36'·04E. (★)
 Amend legend to, 2 Iso 231°, centred on: (e) 55° 44'·75N., 12° 41'·50E.

Chart [*Last correction*].— **903 (INT 1333) (a)** [1333/02] — **2594 (INT 1331) (b–e)** [246/02]

Light List Vol. C, 2001/02, 1978, 1979

Danish Notices 6/229/02 & 8/268/02 (HH.333/670/06).

1927 BALTIC SEA — Sweden, East Coast — Almagrundet Northwestwards — Falkgrund — Buoy

Delete E. cardinal spar buoy (a) 59° 11'·3N., 19° 05'·1E.
 (b) 59° 11'·3N., 19° 05'·7E.

Chart [*Last correction*].— **3144 (a)** [2805/01] — **2362 (b)** [428/02]

Swedish Notice 13–14/172/02 (HH.318/485/03).

1928 BALTIC SEA — Finland, South–West Coast — Hanko Northwards to Bromarv — Buoyage; Maximum authorised draught; Recommended anchorages; Recommended track

Insert S. cardinal spar buoy (a) 59° 52'·56N., 22° 59'·68E.
 (b) 59° 59'·03N., 23° 03'·63E.
 E. cardinal spar buoy (c) 59° 54'·53N., 23° 03'·25E.
 N. cardinal spar buoy (d) 59° 59'·54N., 23° 05'·43E.
 ⚓ (e) 59° 58'·95N., 23° 02'·60E.
 Amend maximum authorised draught to, 5·0m (f) 59° 51'·27N., 22° 55'·36E.
 (g) 59° 51'·75N., 22° 56'·38E.
 (h) 59° 52'·3N., 22° 58'·8E.
 (i) 59° 53'·6N., 23° 01'·9E.
 (j) 59° 56'·45N., 23° 05'·45E.
 Delete ⚓ (k) 59° 56'·23N., 23° 04'·65E.
 (l) 59° 59'·20N., 23° 02'·75E.
 recommended track, pecked line, joining: (m) 59° 58'·93N., 23° 03'·10E.
 (n) 59° 59'·15N., 23° 02'·73E.
 W. cardinal spar buoy (o) 59° 52'·68N., 23° 00'·99E.

Chart [*Last correction*].— **3437 (plan E, Hanko) (f)** [*New Edition* 5/7/01] — **3443 (a–e,g,i–o)** [*New Edition* 28/3/02] — **2297 (h)** [4458/01]

Finnish Notice 8/139/02 (HH.322/430/02).

1929 BALTIC SEA — Gulf of Finland — Russia — Ostrov Moshchnyy — Radar beacon

Delete radar beacon, Racon(Z)(3cm), at light, (chart 2817, Racon(Z)) 60° 02'·20N., 27° 49'·65E.

Chart [*Last correction*].— **2264** [889/02] — **2817** [1110/02]

Light List Vol. C, 2001/02, 3952

Admiralty List of Radio Signals Vol. 2, 2002/03: 58200 (18/02)

Russian Notice 12/1565/02 (HH.304/560/03).

1930 BALTIC SEA — Latvia — Kolkašraga sēklis — Explosives area

Delete circular magenta maritime limit, radius 1M, pecked line,
 and associated legend, (explos) (a) 57° 45'·50N., 22° 34'·10E.
 legend, Dangerous Area (explos), centred on: (b) 57° 45'·8N., 22° 33'·0E.

Chart [*Last correction*].— **2226 (a)** [784/02] — **2223 (b)** [1110/02]

Latvian Notice 4/27/02 (HH.345/450/02).

II

1931 BALTIC SEA — Russia — Kaliningradskiy Morskoy Kanal — Stvornaya Kosa and Pribrezhnyy Vostochnyy — Lights

Amend light to, *F.8M & F.G.3M* 54° 38'·33N., 20° 00'·60E.
light to, *F.WG.8/4M* 54° 39'·25N., 20° 06'·92E.

Chart [*Last correction*].— **2278 (panel B)** [*New Edition 24/1/02*]

Light List Vol. C, 2001/02, 3103.68, 3103.7, 3104.5

Russian Notice 11/1425/02 (*HH.304/410/05*).

1932 BALTIC SEA — Denmark, East Coast — Lillebælt — Fyn, South Coast — Faaborg Southeastwards — Nakkebølle — Buoyage

Substitute port-hand spar buoy with topmark 55° 02'·717N., 10° 21'·989E.
for port-hand can light-buoy, *Fl(3)R.10s*
port-hand spar buoy for port-hand spar buoy with topmark 55° 02'·874N., 10° 21'·974E.
starboard-hand spar buoy for starboard-hand
spar buoy with topmark 55° 02'·857N., 10° 22'·086E.

Chart [*Last correction*].— **2532** (INT 1373) [*1812/02*]

Danish Chart Correction 12/87/02 (*HH.333/520/06*).

1933 DENMARK, West Coast — Limfjorden — Struer Bugt — Buoy

Substitute port-hand spar light-buoy with topmark, *Fl(3)R.10s*, 56° 30'·13N., 8° 35'·89E.
for port-hand can buoy with topmark

Chart [*Last correction*].— **426** (INT 1448) [*49/02*]

Danish Chart Correction 12/83/02 (*HH.331/480/06*).

1934 GERMANY, North Sea Coast — Amrum — Light

Amend sectors at light, Oc.WRG.6s22m15–11M, as follows: (a) 54° 40'·2N., 8° 18'·6E.
W 031° – 097° (66°)
R 097° – 176·5° (79·5°)
Delete remaining charted sectors at (a) above

Chart [*Last correction*].— **3767** (INT 1412) [*1734/02*]

Light List Vol. B, 2001/02, 1728

German Notice 13/(21)103/02 (*HH.328/630/03*).

II

1935 GERMANY, North Sea Coast — The Elbe — Cuxhaven to Norder Gründe Northwards — Radar reference line

Insert	radar reference line, pecked line, joining:	(a) 53° 59'·32N., 8° 30'·67E. (existing radar reference line)
		(b) 53° 59'·02N., 8° 27'·30E.
		(c) 53° 59'·65N., 8° 21'·80E.
		(d) 54° 00'·07N., 8° 18'·05E.
		(e) 54° 00'·40N., 8° 12'·10E. (N. border)
		(f) 54° 00'·71N., 8° 06'·49E.
		(g) 53° 59'·16N., 8° 28'·48E.
		(h) 53° 59'·06N., 8° 27'·38E.
		(i) 54° 00'·11N., 8° 18'·13E.
		(j) 54° 00'·75N., 8° 06'·57E.
	legend, <i>Ra</i> (see Note), centred on:	(k) 53° 59'·30N., 8° 25'·50E. (along radar reference line)
		(l) 54° 00'·65N., 8° 08'·50E. (along radar reference line)
	legend, <i>Ra</i> (Rot/Red) (see Note), centred on:	(m) 54° 00'·17N., 8° 17'·20E. (along radar reference line)
	legend, <i>Ra</i> (Rot/Red), centred on:	(n) 54° 00'·13N., 8° 17'·50E. (along radar reference line)
	legend, <i>Ra</i> (Red) (see Note), centred on:	(o) 54° 00'·70N., 8° 09'·00E. (along radar reference line)
		(p) 54° 00'·30N., 8° 16'·30E. (along radar reference line)
	legend, <i>Ra</i> , centred on:	(q) 53° 59'·80N., 8° 21'·50E. (along radar reference line)
		(r) 53° 59'·20N., 8° 26'·70E. (along radar reference line)
Amend	legend to, <i>Ra</i> (see Note)	(s) 53° 53'·24N., 8° 42'·22E.
	legend to, <i>Ra</i>	(t) 53° 54'·05N., 8° 41'·40E.
Delete	former radar reference line, pecked line, and associated legends, <i>Ra</i> (see Note), and <i>Ra</i> (Rot/Red) (see Note), joining:	(u) (a) above (v) (f) above
	former radar reference line, pecked line, and associated legend, <i>Ra</i> (Rot/Red), (chart 3619, plan A, (<i>Ra</i> (Rot/Red) (see Note)) joining:	(w) 53° 52'·65N., 8° 42'·95E. (x) 53° 53'·65N., 8° 42'·02E. (N. border)
		(y) 53° 56'·15N., 8° 39'·69E. (existing radar reference line)
	former radar reference line, pecked line, and associated legend, <i>Ra</i> (Rot/Red), joining:	(z) 53° 59'·87N., 8° 21'·87E. (aa) 54° 00'·40N., 8° 10'·90E. (N. border)
	former radar reference line, pecked line, and associated legends, <i>Ra</i> (Red) (see Note), and, <i>Ra</i> , joining:	(bb) (g) above (cc) (j) above

Chart [Last correction].— **3619** (INT 1452) (plan A, Cuxhaven) (s,w,x) & **3619** (INT 1452) (a,b,d,f,k-m,t-w,y) [1452/02] — **3617** (INT 1456) (c-e,n,z,aa) [1549/02] — **1875** (g-j,o-r,bb,cc) [1547/02]
German Notice 11/(21)44/02 (HH.328/540/06).

1936 GERMANY, North Sea Coast — The Elbe — Medemgrund Southwards — Wreck

Substitute	○ <i>Wk</i> , least depth 7 ₉ m for ○ <i>Wk</i> least depth by wire sweep 9 ₄ m	53° 50'·56N., 8° 50'·47E.
------------	--	---------------------------

Chart [Last correction].— **3619** (INT 1452) [1935/02]
German Notice 12/(21)44/02 (HH.328/550/05).

1937 GERMANY, North Sea Coast — Approaches to the Weser — Roter Grund Southeastwards — Legend

Insert	legend, <i>Mussel Bed</i> (buoyed), centred on:	53° 49'·90N., 8° 08'·70E.
--------	---	---------------------------

Chart [Last correction].— **3617** (INT 1456) [1935/02]
German Notice 12/(21)2/02 (HH.328/520/06).

II

1938 GERMANY, North Sea Coast — The Weser — Bremerhaven — Dredged areas; Dredged depths

Insert limit of dredged area, pecked line, joining: 53° 34'·540N., 8° 33'·186E. (shore)
53° 34'·430N., 8° 33'·240E.
(existing limit)
and
53° 33'·899N., 8° 32'·988E. (shore)
53° 33'·890N., 8° 32'·970E.
53° 33'·802N., 8° 32'·970E.
(existing limit)
Amend legend, 5·8m, orientated N./S., centred on: 53° 33'·290N., 8° 33'·530E.
legend, 7·8m, orientated N./S., centred on: 53° 33'·840N., 8° 32'·980E.
dredged depth to, 11m 53° 34'·63N., 8° 33'·11E.
dredged depth to, 10·5m 53° 34'·50N., 8° 33'·46E.
dredged depth to, 12·5m 53° 34'·40N., 8° 33'·10E.
Delete legend, 14m, centred on: 53° 34'·550N., 8° 33'·250E.

Chart [Last correction].— **3621** (INT 1457) (**plan A**) [1120/02]
German Chart 4 (HH.328/400/02).

1939 NETHERLANDS — Terschelling Southwards — Schuitengat Zuid — Buoy

Amend designation of buoy SG 1A to, SG 3 53° 19'·605N., 5° 09'·490E.

Chart [Last correction].— **112** (**plan B, West-Terschelling**) [1124/02]
Netherlands Notice 15/198/02 (HH.340/660/06).

1940 NORTH SEA — Netherlands Sector — TSS West Friesland — Nieuw Zeeland Gronden — Wreck

Substitute ○ Wk, least depth 31m for ○ Wk least depth 28₅ m (a) 53° 34'·63N., 3° 38'·62E.
(b) 53° 34'·58N., 3° 38'·54E.

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

Chart [Last correction].— **1505** (INT 1420) (a) [1714/02] — **1408** (b) [New Edition 18/4/02] — **1405** (a) [1714/02] — **2182A** (INT 1043) (a) [1640/02] — **2182B** (INT 1042) (a) [1640/02]
Netherlands Notice 12/160/02 (HH.340/620/06).

1941 NORTH SEA — Netherlands Sector — Nieuw Zeeland Gronden Southwards — Well; Restricted area

Substitute ○ *Prod. Well*, safe clearance depth 18₄ m for (a) 53° 25'·24N., 3° 49'·51E.
○ Well safe clearance depth 18₄ m
Insert circular limit of restricted area, radius 500m (0·27M), (a) above
pecked line, centred on:

Chart [Last correction].— **1505** (INT 1420) [1940/02]
Netherlands Notice 12/153/02 (HH.340/620/06).

1942 NORTH SEA — Netherlands Sector — Breeveertien — Rijn Veld Northwards — Well

Insert ○ *Well*, least depth 19₄ m 52° 22'·10N., 3° 46'·50E.

Chart [Last correction].— **2322** (INT 1415) [New Edition 14/3/02]
Netherlands Notice 13/172/02 (HH.340/620/06).

1943 NETHERLANDS — Approaches to Europoort — Eurogeul — Foul

Insert # (a) 52° 01'·54N., 3° 46'·71E.
(b) 52° 01'·59N., 3° 46'·79E.

Chart [Last correction].— **122** (INT 1472) (a) [1368/02] — **2322** (INT 1415) (a) [1942/02] — **3371** (INT 1416) (b) [1792/02]
Netherlands Notice 12/159/02 (HH.340/530/06).

1944 NETHERLANDS — Maasvlakle Westwards — Bollen van Goeree Northwards — Wreck

Substitute ○ Wk, least depth by wire sweep 11₆ m 51° 56'·13N., 3° 50'·80E.
for ○ Wk least depth 16₆ m

Chart [Last correction].— **110** (INT 1473) [1736/02] — **2322** (INT 1415) [1943/02]
Netherlands Notice 11/147/02 (HH.340/530/06).

II

1945 NETHERLANDS — Texel, West Coast — Molengat — Buoy

Move MG 9 light–buoy from: 53° 00′.18N., 4° 41′.52E.
to: 53° 00′.18N., 4° 41′.60E.

Chart [*Last correction*].— **1546** (INT 1470) [1205/02]
Netherlands Notice 15/197/02 (HH.340/640/03).

1946 NETHERLANDS — Westerschelde — Middelplaat — Legend

Insert legend, *DOW*, centred on: 51° 22′.25N., 3° 48′.30E.
(adjacent to special conical buoys)

Chart [*Last correction*].— **120** (INT 1479) [*New Edition* 4/4/02]
Netherlands Notice 14/182/02 (HH.340/430/06).

1947 FRANCE, West Coast — Brest — Jetée Est Southeastwards and Trichler Southeastwards — Depths; Jetty; Ro Ro

Insert	depth 0 ₆ m and extend 2m contour W. to enclose	(a)	48° 22′.219N., 4° 28′.577W.
	depth 1 ₄ m enclosed by 2m contour	(b)	48° 22′.220N., 4° 28′.669W.
	jetty, single firm line, joining:	(c)	48° 23′.206N., 4° 27′.630W. (shore)
		(d)	48° 23′.170N., 4° 27′.670W.
		(e)	48° 23′.174N., 4° 27′.680W.
		(f)	48° 23′.210N., 4° 27′.640W. (shore)
	jetty, single firm line, joining:	(g)	48° 23′.21N., 4° 27′.63W. (shore)
		(h)	48° 23′.17N., 4° 27′.67W.
	legend, <i>Ro Ro</i> , centred on:	(i)	48° 23′.215N., 4° 27′.620W.
		(j)	48° 23′.220N., 4° 27′.600W.
Delete	depth 1 ₃ m	(k)	close SE. of (a) above
	charted detail	(l)	within (c)–(f) above

Chart [*Last correction*].— **3428** (INT 1833) (*a–f,i,k,l*) [1456/02] — **3427** (INT 1832) (*a,g,h,j,k*) [1817/02] — **3429** (*a,g,h,j,k*) [1817/02]
French Chart 7399 (HH.353/410/04).

1948 SPAIN, West Coast — Ría de Vigo — Estrecho de Rande — Puerto de Domayo — Light

Amend light to, *Fl.R.5s4m5M* 42° 17′.11N., 8° 40′.88W.

Chart [*Last correction*].— **1731** [1654/02] — **2548** [1655/02]
Light List Vol. D, 2001/02, 1904.6
Spanish Notice 13/228/02 (HH.359/610/03).

1949 MEDITERRANEAN SEA — France, South Coast — Golfe de Fos — Light–beacon; Buoy; Light

Substitute port–hand light–beacon with topmark, *Fl(4)R.15s No 6*,
for No 6 pillar light–buoy 43° 23′.53N., 4° 55′.97E.
Amend light to, *VQ(2)R.14m6M*, (chart 2164, *VQ(2)R.6M*) (a) 43° 23′.84N., 4° 59′.16E.

Chart [*Last correction*].— **3498** [4884/01] — **2164** (a) [681/02]
Light List Vol. E, 2001/02, 0601.25, 0608
French Notices 11/22/02 & 12/29/02 (HH.354/530/02).

1950 MEDITERRANEAN SEA — Spain — Islas Baleares — Ibiza, West Coast — San Antonio Abad — Recommended anchorage

Delete ⚓ 38° 58′.66N., 1° 18′.02E.

Chart [*Last correction*].— **2834** (plan, San Antonio Abad) [1379/02]
Spanish Chart 4781 (HH.362/400/03).

1951 MEDITERRANEAN SEA — Italy — Sardegna Northwards — Arcipelago di la Maddalena — Isola Razzoli — Radar beacon

Insert radar beacon, *Racon (M)*, at light 41° 18′.47N., 9° 20′.42E.

Chart [*Last correction*].— **1213** (INT 3350) [1930/01] — **1985** [4690/01] — **1992** [1930/01]
Light List Vol. E, 2001/02, 0940
Admiralty List of Radio Signals Vol. 2, 2002/03: 69300 (18/02)
Italian Notice 2.6/02 (HH.372/400/03).

II

1952 MEDITERRANEAN SEA — Italy — Sardegna, South Coast — Budello — Light

Insert ★ *Fl.R.4s8m6M* 38° 55'·6N., 8° 43'·3E.

Chart [*Last correction*].— **1990** [4690/01]

Light List Vol. E, 2001/02, 1073

Italian Notice 2.5/02 (*HH.372/520/02*).

1953 MEDITERRANEAN SEA — Italy, West Coast — San Remo — Approach channel

Insert magenta maritime limit, pecked line, joining: 43° 48'·880N., 7° 47'·255E. (shore)
43° 48'·729N., 7° 47'·461E.
and
43° 48'·918N., 7° 47'·312E. (shore)
43° 48'·768N., 7° 47'·524E.

Chart [*Last correction*].— **351 (plan, San Remo)** [184/02]

Italian Notice 4.2/02 (*HH.369/400/02*).

1954 BLACK SEA — Ukraine — Kerch Strait — Heroyevskoye Southeastwards — Obstruction

Insert ○ *Obstn* 45° 12'·27N., 36° 28'·14E.

Chart [*Last correction*].— **2242** [1746/02]

Russian Notice 13/1742/02 (*HH.396/430/05*).

1955 BLACK SEA — Russia — Port Novorossiysk — Vnutrenniy Reyd — Pier No 5 Southwestwards — Obstruction

Insert ○ *Obstn*, least depth 0.5 m 44° 43'·692N., 37° 46'·797E.

Chart [*Last correction*].— **3316 (plan A, Port Novorossiysk)** [1824/02]

Russian Notice 13/1740/02 (*HH.305/440/05*).

1956 MEDITERRANEAN SEA — Turkey — İzmit Körfezi — Pilot boarding places

Insert	① <i>İzmit Körfezi</i> , (chart 497, ① <i>İzmit Körfezi</i> (<i>see Note</i>))	(a)	40° 44'·70N., 29° 21'·20E.
Delete	① <i>İzmit Körfezi</i>	(b)	40° 44'·61N., 29° 23'·19E.
	① <i>İzmit Körfezi</i> (<i>see Note</i>)	(c)	40° 44'·43N., 29° 23'·52E.

Chart [*Last correction*].— **2286 (a,b)** [1744/02] — **497 (plan, Tuzla to İzmit) (a,c)** [1232/02]

Admiralty List of Radio Signals Vol. 6 (3), 2001/02, (16/02)

Turkish Notice 9/47/02 (*HH.392/400/03*).

1957 SOUTH AFRICA, South Coast — Port Elizabeth — Vessel traffic service

Substitute	the accompanying note, VESSEL TRAFFIC SERVICE, for existing note centred on:	(a)	33° 58'·23S., 25° 37'·32E.
		(b)	33° 43'·82S., 25° 43'·45E.
		(c)	33° 33'·50S., 25° 24'·50E.
Delete	note, REPORTING SYSTEM, centred on:	(d)	33° 45'·00S., 25° 43'·45E.
		(e)	33° 32'·50S., 25° 13'·00E.
	radio reporting point and associated legend, Reporting System (<i>see Note</i>), centred on:	(f)	34° 05'·00S., 25° 42'·85E.
		(g)	34° 05'·00S., 25° 43'·00E.
		(h)	33° 56'·00S., 25° 58'·00E.

Chart [*Last correction*].— **4158 (plan A, Port Elizabeth) (a)** [1747/02] — **4157 (INT 7531) (b,d,f)** [1747/02] **4156 (INT 7530) (c,e,g,h)** [1747/02]

Admiralty List of Radio Signals Vol. 6 (3), 2001/02, (17/02)

South African Notice 38/02 (*HH.450/460/02*).

II

1958 AFRICA, East Coast — Mozambique — Quissico Southeastwards to Almirante Leite Bank — Depths

Insert	depth 549m	(a)	26° 09'·3S., 35° 15'·1E.
	depth 90m,		
	(chart 648, depth 49fm enclosed by 100fm contour)	(b)	26° 08'·9S., 35° 05'·6E.
	depth 110m	(c)	26° 08'·8S., 35° 02'·8E.
	depth 108m,		
	(chart 648, depth 59fm enclosed by 100fm contour)	(d)	26° 05'·6S., 35° 07'·5E.
	depth 494m, (chart 648, depth 270fm)	(e)	26° 05'·2S., 34° 54'·4E.
	depth 431m	(f)	26° 02'·7S., 35° 13'·6E.
	depth 520m	(g)	25° 57'·5S., 35° 12'·0E.
	depth 265m	(h)	25° 36'·8S., 34° 54'·0E.
	depth 21m, (chart 648, depth 11fm)	(i)	24° 51'·5S., 34° 49'·5E.
Delete	depth 283m	(j)	close W. of (b) above
	depth 155fm	(k)	close W. of (b) above
	depth 645m	(l)	close NW. of (f) above
	depth 309m	(m)	close W. of (h) above

Chart [*Last correction*].— **2939** (a–j,l,m) [1762/96] — **648** (b,d,e,i,k) [3586/01]
 Russian Chart 41126 (HH.455/440/04).

1959 AFRICA, East Coast — Mozambique — Inhambane Northnortheastwards — Depths

Insert	depth 215 m, (chart 648, depth 11fm)	(a)	23° 23'·20S., 35° 36'·05E.
Delete	depth 24m	(b)	close NE. of (a) above
	depth 13fm	(c)	close N. of (a) above

Chart [*Last correction*].— **2931** (a,b) [1762/96] — **648** (a,c) [1958/02]
 Russian Chart 41126 (HH.455/440/04).

1960 AFRICA, East Coast — Mozambique — Rio Zambeze Southeastwards and Banco de Sofala Eastwards — Depths

Insert	depth 75m	(a)	19° 10'·4S., 36° 54'·5E.
	depth 140m and extend 200m contour E. to enclose		19° 05'·1S., 37° 04'·1E.
	depth 984m		19° 58'·1S., 36° 40'·5E.
Delete	depth 1017m		close E. of (a) above

Chart [*Last correction*].— **2934** [2175/00]
 Russian Chart 41123 (HH.455/440/04)

1961 AFRICA, East Coast — Mozambique — Arquipélago das Querimbas — Porto do Ibo Southeastwards — Depth

Insert	depth 51fm enclosed by 100fm contour		12° 24'·9S., 40° 44'·0E.
--------	--------------------------------------	--	--------------------------

Chart [*Last correction*].— **2938** [760/02] — **2110** [760/02]
 Russian Chart 41109 (HH.455/440/04).

1962 ARABIA — Arabian Sea — Suqūṭrá (Socotra) Northwards and Southeastwards — Depths

Insert	depth 33m enclosed by 100m contour, (charts 4703 and 4705,		
	depth 33m and extend 200m contour SE. to enclose),		
	(chart 2954, depth 18fm enclosed by 20fm contour)	(a)	12° 15'·10N., 54° 24'·80E.
	depth 18fm enclosed by 20fm contour	(b)	12° 47'·80N., 54° 00'·20E.
	depth 47m and extend 100m approximate contour SE.		
	to enclose, (chart 2954, depth 25ft and extend 100ft contour		
	SE. to enclose)	(c)	12° 13'·80N., 54° 19'·40E.
Delete	depth 48m	(d)	close W. of (a) above
	depth 112m	(e)	12° 14'·5N., 54° 17'·0E.
	depth 110m	(f)	12° 16'·5N., 54° 20'·5E.
	depth 341m	(g)	close SW. of (a) above
	depth 213fm	(h)	close W. of (b) above
	depth 304fm	(i)	close W. of (a) above

Chart [*Last correction*].— 5 (a,c,e–g) [582/02] — **2954** (a–c,h,i) [582/02] — **4703** (INT 703) (a,d) [3386/01] **4705** (INT 705) (a) [468/02]
 Russian Charts 41101 & 41213 (HH.481/430/02).

1963 ARABIA — Gulf of Aden — Golfe de Tadjoura — Djibouti Westwards — Banc des Salines Eastwards — Wreck

Insert			11° 35'·970N., 43° 07'·704E.
--------	---	--	------------------------------

Chart [*Last correction*].— **262** (INT 7115) (**plan A, Port of Djibouti**) & **262** (INT 7115) [1005/02]
 French Notice 13/37/02 (HH.471/400/03).

II

1964 ARABIA — Red Sea — Farasān Bank — Fasht Island Southeastwards to Kamarān Island Westwards — Islet; Depths; Coral patch

Insert	islet enclosed by ○	(a)	16° 09'·40N., 42° 23'·20E.
	depth 10m enclosed by 10m contour	(b)	15° 21'·40N., 42° 24'·05E.
Substitute	depth 14 ₅ m for depth 16 ₂ m	(c)	15° 32'·60N., 42° 25'·55E.
	limit of coral patch for 2m contour, centred on:	(d)	15° 42'·85N., 42° 39'·30E.
Delete	depth 1 ₅ m	(e)	(d) above

Chart [*Last correction*].— **548** (b–e) [4214/00] — **157** (INT 7006) (a) [80/02]
Russian Chart 42077 (HH.481/400/02).

1965 INDIAN OCEAN — Seychelles Group Southeastwards and Agalega Islands Eastwards — Depths

Delete	depth 22m enclosed by ○	6° 27'·0S., 58° 31'·0E.
	depth 23m enclosed by ○ Rep (1943) PA, (charts 4702, 4070, 4071 and 4072, depth 23m enclosed by ○)	10° 26'·0S., 57° 30'·0E.

Chart [*Last correction*].— **717** (INT 7061) [3496/99] — **4702** (INT 702) [876/02] — **4070** (INT 70) [2582/00] — **4071** (INT 71) [79/02] — **4072** (INT 72) [79/02]
French Notice 13/36/02 (HH.461/410/03).

1966* SINGAPORE STRAIT — Singapore — Pasir Panjang Terminal Eastwards — Depth

Insert	depth 13 ₂ m	1° 16'·169N., 103° 46'·737E.
--------	-------------------------	------------------------------

Chart [*Last correction*].— **4034** [1247/02] — **4035** [879/02]
Maritime and Port Authority, Singapore Notice DBNM 17/02 (HH.521/400/10).

1967* SINGAPORE STRAIT — Singapore — Pulau Sebarok Northeastwards — Depth

Insert	depth 14 ₉ m enclosed by 15m contour	1° 12'·990N., 103° 48'·259E.
--------	---	------------------------------

Chart [*Last correction*].— **4035** [1966/02] — **4036** [369/02] — **2556** [1247/02]
Maritime and Port Authority, Singapore Notice DBNM 18/02 (HH.521/400/10).

1968* SINGAPORE STRAIT — Singapore — Jurong Island Southwards — Depths

Insert	depth 17 ₅ m	(a)	1° 13'·370N., 103° 40'·315E.
Delete	depth 18 ₈ m		close NW. of (a) above

Chart [*Last correction*].— **4030** [818/02] — **4031** [818/02] — **4032** [879/02] — **2570** [1576/02]
Maritime and Port Authority, Singapore Notice DBNM 15/02 (HH.521/400/10).

1969* SINGAPORE STRAIT — Singapore — Pulau Sudong Southwards — Anchorage area

Insert	limit of anchorage area, pecked line, joining:	(a)	1° 10'·915N., 103° 42'·530E. (E. border) 1° 11'·109N., 103° 42'·384E. 1° 10'·649N., 103° 42'·048E.
		(b)	1° 10'·292N., 103° 42'·530E. (E. border) within (a)–(b) above
	legend, <i>Sudong Explosive</i> ⚡		

Note: The above update will be included in Charts 2569, 2585, 3831 and 5502 by New Editions and New Charts, (see Former Notice 1909(P)/02).

Chart [*Last correction*].— **4031** [1968/02]
Maritime and Port Authority, Singapore Notice DBNM 16/02 (HH.521/400/10).

1970* SINGAPORE STRAIT — Singapore — Pulau Seringat, East Coast — Light–beacon

Insert	port–hand light–beacon, <i>Fl(2)R.10s5m3M Seringat</i> , (chart 3833, light–beacon, <i>Fl(2)R.3M Seringat</i>)	1° 13'·912N., 103° 51'·488E.
Delete	former Seringat light–beacon	1° 13'·919N., 103° 51'·507E.

Chart [*Last correction*].— **4037** [*New Chart 11/10/01*] — **2556** [1967/02] — **3833** [1576/02]
Light List Vol. F, 2001/02, 1717
Maritime and Port Authority, Singapore Notice DBNM's 20/02 & 21(T)/02 (HH.521/405/06).

II

1971* SINGAPORE STRAIT — Singapore — Keppel Harbour — Pulau Brani — Brani Terminal — Alongside depths

Amend	legend to, 11·0m (2001)	1° 15'·663N., 103° 49'·529E.
	legend to, 11·4m (2001)	1° 15'·726N., 103° 49'·637E.
	legend to, 11·5m (2001)	1° 15'·797N., 103° 49'·762E.

Chart [*Last correction*].— **4037** [1970/02]

Maritime and Port Authority, Singapore Notice DBNM 19/02 (HH.521/405/06).

1972* SINGAPORE STRAIT — Singapore — Changi — Johor Shoal Eastwards — Wreck

Insert ○ Wk, least depth 237 m (a) 1° 19'·16N., 104° 05'·56E.
Delete ○ Wk least depth 209 m close N. of (a) above

Chart [*Last correction*].—**2569** [821/02]—**2585** [821/02]—**3831** [1386/02]

Maritime and Port Authority, Singapore Notice 39/04/02 (HH.521/405/06).

1973* SINGAPORE STRAIT — Indonesia — Pulau Lengkana Northwards — Batu Berhanti Northwestwards — Depth

Substitute depth 21₇ m for depth 22₅ m 1° 11'·87N., 103° 52'·37E.

Chart [*Last correction*].— **2556** [1970/02] — **3833** [1970/02] — **5502** (panel, Singapore and Singapore Strait)
[5053/01]

Conoco (HH.522/400/08).

1974* SINGAPORE STRAIT — Singapore — Pulau Ubin Northeastwards and Eastwards — Obstruction; Fishing stakes

Insert	○ <i>Obstn</i>	(a)	1° 25'·18N., 103° 59'·63E.
Delete	symbol, fishing stakes		close W. of (a) above
			close SW. of (a) above
			1° 24'·52N., 103° 59'·99E.

Chart [*Last correction*].—**2585** [1972/02] — **2586** [817/02]

Maritime and Port Authority, Singapore Notice 37/04/02 (HH.523/500/03).

1975 CHINA, South Coast — Hai-Nan Tao, South Coast — Chin-mu Chiao — Radar beacon

Amend	radar beacon to, <i>Racon(Y)</i> , at light	18° 10'·00N., 109° 33'·70E.
-------	---	-----------------------------

Chart [*Last correction*].— **3989** [1389/02] — **3991** [1389/02]

Light List Vol. F, 2001/02, 3349

Admiralty List of Radio Signals Vol. 2, 2002/03: 81040 (12/03)

Chinese Chart 16170 (HH.548/414/02).

1976 CHINA, South Coast — Hai-Nan Tao, North-West Coast — Kuan-yin Chiao — Radar beacon; Light

Insert radar beacon, *Racon(X)*, at light (a) 19° 34'·5N., 108° 59'·6E.

Amend	light to, <i>Fl(3)9s197f18M</i>	(b)	(a) above
	range of light to, <i>18M</i>	(c)	(a) above

Chart [*Last correction*].—**3990** (*a,b*) [3587/01]—**3991** (*a,b*) [1975/02]—**3488** (INT 552) (*c*) [694/02]

Light List Vol. F, 2001/02, 3338.4

Admiralty List of Radio Signals Vol. 2, 2002/03: 81095 (17/02)

Chinese Notice 9/141/02 (HH.548/400/02).

1977 CHINA, South Coast — Hainan Dao, North Coast — Yubao Jiǎo — Light; Radar beacon

Insert ★ *Fl(3)15s74m18M*,
 (charts 3990 and 3991, ★ *Fl(3)15s243ft18M*),
 (chart 3488, ★ *Fl(3)18M*) (a) 19° 59'·51N., 109° 56'·47E.
 radar beacon, *Racon(C)*, at light (a) above

Chart [Last correction].—**3892** [4336/01]—**3990** [1976/02]—**3991** [1976/02]—**3488** (INT 552) (a) [1976/02]

Light List Vol. F, 2001/02, 3342.73

Admiralty List of Radio Signals Vol. 2, 2002/02: 80965 (17/02)

Chinese Notice 9/140/02 (HH.548/424/04).

II

1978 CHINA, South Coast — Hainan Dao, North Coast — Haikou Wan — Baisha Dao Eastwards and Haixiu — Light; Radar beacons

- Insert ★ *Fl.6s78m18M*, (chart 3991, ★ *Fl.6s256ft18M*), (chart 3488, ★ *Fl.18M*) (a) 20° 04'·29N., 110° 18'·81E.
 Delete radar beacon, *Racon(K)*, at light (a) above
 radar beacon, *Racon(Z)*, at light, (chart 3892, radar beacon, *Racon(Z)(3cm)*), (chart 3991, radar beacon, *Racon(Y)*) (c) 20° 01'·2N., 110° 16'·0E.
- Chart** [*Last correction*].— **37 (plan, Haikou Wan)** [165/01] — **3892** [1977/02] — **3991** [1977/02] — **3488** (INT 552) (a) [1977/02]
- Light List Vol. F, 2001/02, 3346, 3347.95
 Admiralty List of Radio Signals Vol. 2, 2002/03: 81130 (17/02)
 Chinese Notices 9/138 & 139/02 (HH.548/426/02).

1979 CHINA, South-East Coast — Approaches to Shantou — Unexploded ordnance

- Insert ○ *Unexploded Ordnance* 23° 14'·70N., 116° 54'·80E.
 23° 14'·29N., 116° 56'·02E.
- Chart** [*Last correction*].— **854 (plan, Approaches to Shantou)** [*New Edition* 18/4/02] — **1760** [1674/02] — **1962** [1673/02] Chinese Notice 10/168/02 (HH.548/448/06).

1980 CHINA — Bo Hai — Jinzhou Gang — Buoyage

- Insert preferred channel to port pillar light-buoy with topmark, *Fl(2+1)G.12s No 10 Jinzhougang*, (chart 1248, *Fl(2+1)G.12s No 10*) (a) 40° 47'·590N., 121° 03'·763E.
- Substitute preferred channel to port pillar light-buoy with topmark, *Fl(2+1)G.12s*, for starboard-hand pillar light-buoy *Fl(2+1)G.12s* (b) 40° 47'·995N., 121° 03'·787E.
- Delete former No 10 light-buoy (c) 40° 47'·63N., 121° 03'·77E.
 No 4 light-buoy 40° 44'·41N., 121° 03'·35E.
 No 6 light-buoy 40° 45'·15N., 121° 03'·44E.
 No 8 light-buoy 40° 46'·39N., 121° 03'·60E.

Chart [*Last correction*].— **1248 (plan, Jinzhou Gang Gangchi)** (a-c) & **1248** [1253/02]
 Chinese Notices 6/88/02 & 8/115/02 (HH.556/420/03).

1981 JAPAN — Sakishima Guntō — Miyako Rettō — Kurima Sh. — Light-beacon

- Insert S. cardinal light-beacon, *Q(6)+LFl.5M* 24° 41'·27N., 125° 13'·27E.
- Chart** [*Last correction*].— **3236** [1678/02]
 Light List Vol. F, 2001/02, 4736.98
 Japanese Notice 10/326/02 (HH.566/430/04).

1982 JAPAN — Kyūshū, West Coast — Amakusa-Kami-Shima — Oshimako — Light

- Amend light to, *Iso.G.4s12m2M* 32° 28'·57N., 130° 15'·10E.
- Chart** [*Last correction*].— **2401** [1153/02]
 Light List Vol. F, 2001/02, 5154.4
 Japanese Notice 13/450/02 (HH.564/401/07).

1983 JAPAN — Kyūshū, West Coast — Amakusa-Shimo Shima, West Coast — Sakitsu Wan — Light

- Amend light to, *Iso.6s79m11M* 32° 19'·2N., 129° 59'·3E.
- Chart** [*Last correction*].— **2415** [1483/02] — **359** [*New Edition* 28/3/02]
 Light List Vol. F, 2001/02, 5144
 Japanese Notice 13/452/02 (HH.564/401/07).

1984 JAPAN — Seto Naikai — Ōsaka Kō — Sakai South Fairway — Light; Obstruction

- Insert ★ *Mo(U)8s10m5M Wave Observation Tower*, (chart 3614, ★ *Mo(U)8s10m5M*) (a) 34° 36'·69N., 135° 22'·73E.
- Delete ★ *Mo(U)8s10m6M Wave Observation Tower*, (chart 3614, ★ *Mo(U)8s10m6M*) (b) 34° 36'·97N., 135° 23'·11E.
 ○ close SW. of (b) above

Chart [*Last correction*].— **2279** [3597/01] — **3614** (a,b) [927/02]
 Light List Vol. F, 2001/02, 5939.6
 Japanese Notice 13/447/02 (HH.568/504/06).

II

1985 JAPAN — Honshū, South Coast — Izu Syotō — Kōzu Shima, West Coast — Light

Amend light to, *Fl.R.4s7M* 34° 12'·5N., 139° 07'·8E.

Chart [*Last correction*].— **953** [1398/02]

Light List Vol. F, 2001/02, 6274.4

Japanese Notice 13/461/02 (HH.563/401/03).

1986 KOREA, West Coast — Tangjin, Northwards — Anchorage area

Delete circular limit of anchorage area, radius 0·2M, pecked line, centred on: 37° 04'·15N., 126° 30'·22E.

Chart [*Last correction*].— **1270** (INT 5363) [934/02]

Korean Notice 13/175/02 (HH.557/419/08).

1987 KOREA, West Coast — Taesan Hang and T'aeon Hang — Buoyage; Light-beacon

Insert	special pillar light-buoy with topmark, <i>Fl(4)Y.8s "E"</i>	(a)	37° 00'·245N., 126° 21'·000E.
	special pillar light-buoy with topmark, <i>Fl(4)Y.8s "F"</i>	(b)	37° 00'·340N., 126° 21'·090E.
	special conical buoy with topmark, "D"	(c)	37° 00'·150N., 126° 21'·070E.
	special conical buoy with topmark, "G"	(d)	37° 00'·420N., 126° 21'·310E.
	special light-beacon with topmark, <i>Fl.Y.4s13m7M</i>	(e)	36° 54'·75N., 126° 14'·61E.

Chart [*Last correction*].— **1271 (plan A, Taesan) (a–d)** [*New Edition* 25/4/02] — **1270** (INT 5363) (e) [1986/02]

Light List Vol. F, 2001/02, 4156.39

Korean Notices 12/161–163/02 (HH.557/417/02).

1988 KOREA, West Coast — Approaches to Kunsan — Harbour limit; Buoyage

Insert	harbour limit, pecked line, joining:	(a)	35° 59'·99N., 126° 28'·00E. (existing limit)
		(b)	35° 59'·96N., 126° 27'·19E. (W. border) and
		(c)	35° 52'·78N., 126° 27'·85E. (scale)
		(d)	35° 52'·78N., 126° 30'·75E. and
		(e)	36° 00'·30N., 126° 40'·00E. (shore)
		(f)	35° 59'·90N., 126° 26'·00E.
		(g)	35° 52'·80N., 126° 26'·00E.
		(h)	35° 52'·80N., 126° 30'·80E.
	legend, <i>Harbour Limit</i>	(i)	along (c)–(d) above
		(j)	along (f)–(g) above
Delete	former harbour limit, pecked line, and associated legend, <i>Harbour Limit</i> , joining:	(k)	(a) above
		(l)	35° 55'·98N., 126° 28'·00E.
		(m)	35° 56'·50N., 126° 31'·62E. (shore)
Delete	special pillar light-buoy with topmark, <i>Fl(4)Y.8s No A</i>	(n)	35° 58'·63N., 126° 37'·70E.
	special pillar light-buoy with topmark, <i>Fl(4)Y.8s No B</i>	(o)	35° 58'·65N., 126° 38'·06E.

Chart [*Last correction*].— **1558 (plan B, Approaches to Kunsan) (a–d,i,k–o)** [1679/02] — **913** (INT 5254) (e–h,j) [1759/02]

Korean Notices 8/112/02 & 13/176/02 (HH.557/412/03).

1989 KOREA, West Coast — Anma Kundo Northeastwards — Buoy

Insert special pillar light-buoy with topmark, *Fl(5)Y.20s* 35° 27'·20N., 126° 11'·90E.

Chart [*Last correction*].— **913** (INT 5254) [1988/02]

Korean Notice 12/164/02 (HH.557/400/07).

1990 RUSSIA, Pacific Coast — Gulf of Tartary — Approaches to Sovetskaya Gavan' — Mys Putyatina Northeastwards — Buoy

Substitute safe water pillar light-buoy with topmark, *LFl Whis*,
for safe water pillar buoy with topmark 49° 03'·60N., 140° 24'·50E.

Chart [*Last correction*].— **3340** [1330/02]

Russian Chart 63017 (HH.570/440/03).

II

1991 INDONESIA — Kalimantan, West Coast — Approaches to Pontianak — Sungai Kapuas Kecil — P. Batulayang — Light

Delete ★ Fl.R.4s7m5M 0° 00'·35N., 109° 18'·09E.

Chart [*Last correction*].— **3721** (plan A, Approaches to Pontianak) [3506/00]

Light List Vol. F, 2001/02, 1873

Indonesian Notice 7/48/02 (HH.527/440/02).

1992 PHILIPPINE ISLANDS — Panay, North-West Coast — Pucio Pt — Light

Insert ★ Fl.7s 11° 45'·8N., 121° 50'·6E.

Chart [*Last correction*].— **3821** [New Edition 2/8/01] — **3807** [1764/02]

Light List Vol. F, 2001/02, 2337

Philippine Notice 2/19/02 (HH.552/705/06).

1993 AUSTRALIA — Miscellaneous correction; Satellite derived positions

Insert magenta limit and chart number, Aus 176, joining: (a) 43° 12'·8S., 146° 14'·5E.
(b) 43° 12'·8S., 145° 43'·5E.
(c) 43° 26'·0S., 145° 43'·5E.
(d) 43° 26'·0S., 146° 14'·5E.

Substitute the accompanying note, SATELLITE DERIVED POSITIONS, for existing note, centred on: (e) 20° 39'·35S., 117° 09'·50E.
(f) 14° 47'·5S., 128° 02'·8E.

Delete magenta limit and chart number, Aus 175 (g) 43° 12'·25S., 146° 01'·5E.
magenta limit and chart number, Aus 176 (h) 43° 23'·7S., 146° 12'·7E.

Chart [*Last correction*].— **Aus 56** (e) [3426/00] — **Aus 32** (f) [1182/01] — **Aus 354** (a–d,g,h) [712/02]

Australian Notice 5/154/02 (HH.571/009/02).

1994 AUSTRALIA — Queensland — Fraser Island Eastwards — Submarine cable

Insert submarine cable joining: 26° 15'·1S., 156° 36'·9E.
(S. border)
26° 03'·8S., 156° 38'·1E.
25° 37'·8S., 156° 38'·4E.
25° 24'·8S., 156° 40'·2E.
25° 17'·0S., 156° 44'·9E.
25° 08'·1S., 156° 55'·3E.
24° 49'·8S., 157° 03'·5E.
24° 43'·3S., 157° 09'·5E.
23° 59'·7S., 158° 00'·4E.
23° 58'·4S., 158° 04'·5E.
(E. border)

Chart [*Last correction*].— **Aus 426** [1404/02]

Australian Notice 5/157/02 (HH.571/009/02).

1995 AUSTRALIA — Queensland — Coral Sea — Kenn Reef Southeastwards — Depths

Insert depth 25m enclosed by ☉ 22° 03'·0S., 156° 43'·0E.

Delete depth 9fm enclosed by ☉ Rep (1973),
(charts 4602 and 4060, depth 16m enclosed by ☉) (a) 21° 42'·0S., 156° 44'·0E.

Chart [*Last correction*].— **Aus 426** (a) [1994/02] — **4602** (INT 602) (a) [715/02] — **4060** (INT 60) [1286/02]

Australian Notice 5/159/02 (HH.571/009/02).

1996 AUSTRALIA — Queensland — Whitsunday Group — South Molle Island, North Coast — Light

Delete ★ F.G 20° 15'·57S., 148° 50'·36E.

Chart [*Last correction*].— **Aus 252** [4400/01]

Light List Vol. K, 2002/03, 3066.45

Australian Notice 5/161/02 (HH.571/009/02).

1997 AUSTRALIA — Queensland — Coral Sea — Lihou Reef Northeastwards — Depth

Delete depth 622m enclosed by ☉ (1968),
(charts 4602, 4604 and 4060, depth 622m enclosed by ☉) 16° 10'·0S., 154° 34'·0E.

Chart [*Last correction*].— **4621** (INT 621) [4922/01] — **4602** (INT 602) [1995/02] — **4604** (INT 604) [5147/01] — **4060** (INT 60) [1995/02]

Australian Notice 5/162/02 (HH.571/009/02).

II

1998 AUSTRALIA — Northern Territory — Torres Strait — Prince of Wales Channel — Depths

Insert	depth 11 ₇ m	(a)	10° 29'·693S., 142° 16'·277E.
	depth 10 ₉ m	(b)	10° 30'·510S., 142° 19'·750E.
Substitute	depth 9 ₄ m and extend 10m contour N. to enclose	(c)	10° 30'·137S., 142° 20'·154E.
	depth 9 ₆ m and extend 10m contour N. to enclose		10° 29'·665S., 142° 21'·288E.
Delete	depth 11m for depth 11 ₃ m		10° 32'·96S., 142° 08'·47E.
Delete	depth 12 ₄ m		close E. of (a) above
	depth 12 ₁ m		close SW. of (b) above
	depth 10m		close S. of (c) above

Chart [*Last correction*].— **Aus 293** [1854/02]
Australian Notice 5/163/02 (HH.571/009/02).

1999 AUSTRALIA — Northern Territory — Approaches to Darwin — East Point — Outfall

Insert	outfall joining:	12° 24'·090S., 130° 49'·339E. 12° 24'·325S., 130° 49'·440E. (shore)
--------	------------------	---

Chart [*Last correction*].— **Aus 26** [4924/01]
Australian Notice 5/164/02 (HH.571/009/02).

2000 AUSTRALIA — Western Australia — Approaches to Wyndham — Roe Bank Southwestwards — Buoy

Move	E. cardinal spar light–buoy, Q(3)10s, from:	15° 20'·4S., 128° 06'·4E.
	to:	15° 20'·36S., 128° 06'·46E.

Chart [*Last correction*].— **Aus 32 (plan, Approaches to Wyndham) & Aus 32** [1993/02]
Australian Notice 5/165/02 (HH.571/009/02).

2001 AUSTRALIA — South Australia — Approaches to Port Lincoln — Cape Donington Eastwards — Depths

Substitute	depth 18 ₉ m for depth 14m enclosed by 15m contour, Helen Shoal, (chart Aus 343, depth 19 ₁ m for depth 14 ₂ m, Helen Shoal)	(a)	34° 43'·73S., 136° 03'·68E.
Delete	depth 7 ₄ fm enclosed by 10fm contour, Helen Sh, (chart Aus 444, depth 7¾ fm)	(b)	34° 43'·7S., 136° 03'·5E.

Chart [*Last correction*].— **Aus 134** (a) [294/02] — **Aus 776** (a) [5143/01] — **Aus 343** (a) [953/02] — **Aus 345** (b) [953/02] — **Aus 444** (b) [5053/01]
Australian Notice 5/166/02 (HH.571/009/02).

2002 AUSTRALIA — Victoria — Port Melbourne — Victoria Dock Westwards — Bolte Bridge — Vertical clearances

Amend	vertical clearance to, 25m	37° 49'·119S., 144° 55'·930E. 37° 49'·212S., 144° 55'·896E.
-------	----------------------------	--

Chart [*Last correction*].— **Aus 154** [957/02]
Australian Notice 5/168/02 (HH.571/009/02).

2004 NEW ZEALAND — North Island, East Coast — Hauraki Gulf — Waiheke Island, North Coast — Spray Rock — Buoy

Insert	isolated danger spar buoy	36° 45'·43S., 175° 08'·06E.
--------	---------------------------	-----------------------------

Chart [*Last correction*].— **NZ 5324** [500/02] — **NZ 532** [1162/02]
New Zealand Notice 5/49/02 (HH.580/009/02).

2005 NEW ZEALAND — North Island, East Coast — Hauraki Gulf — Rakino Island, South Coast — Home Bay — Rock; Drying height

Insert	circular limit of drying rock which covers and uncovers, radius 50m, centred on:	(a)	36° 43'·56S., 174° 56'·92E.
Amend	drying height 1 ₂ m to, (1 ₂)		close S. of (a) above

Chart [*Last correction*].— **NZ 5321** [1162/02] — **NZ 5324** [2004/02]
New Zealand Notice 5/50/02 (HH.580/009/02).

II

2006 NEW ZEALAND — North Island, West Coast — Port Taranaki — Lights; Beacons

Amend	light to, VQ.G.15m3M (Or Δ)	39° 03'·44S., 174° 01'·98E.
	light to, VQ.G.20m3M (Or Δ)	39° 03'·460S., 174° 01'·940E.
Delete	black beacon with topmark	(a) 39° 03'·150S., 174° 02'·280E.
	orange beacon with topmark	(b) 39° 03'·095S., 174° 02'·380E.

Chart [*Last correction*].— **NZ 4432 (plan, Port Taranaki) & NZ 4432 (a,b)** [*New Edition 1/7/97*]

Light List Vol. K, 2002/03, 4094.5, 4094.51

New Zealand Notice 5/51/02 (HH.580/009/02).

2007 NEW ZEALAND — North Island, East Coast — Hauraki Gulf — Tamaki Strait — Papakohatu Island Westwards — Rock; Depth

Substitute	$\odot$ for depth 4m	36° 48'·78S., 174° 58'·26E.
------------	----------------------	-----------------------------

Chart [*Last correction*].— **NZ 5324** [*2005/02*]

New Zealand Notice 6/54/02 (HH.580/009/02).

2008 NEW ZEALAND — South Island, East Coast — Lyttelton Harbour — Maintained depths

Amend	maintained depth to, 11·9m	(a) 43° 36'·70S., 172° 43'·73E.
		(b) 43° 36'·40S., 172° 46'·36E.
	maintained depth to, 12·7m	(c) 43° 36'·56S., 172° 43'·70E.

Chart [*Last correction*].— **NZ 6321 (plan, Port of Lyttelton) (a,c) & NZ 6321 (b)** [*3315/01*]

New Zealand Notice 6/55/02 (HH.580/009/02).

2009 NEW ZEALAND — South Island, East Coast — Lyttelton Harbour — Lights; Foul; Submarine cable; Jetties; Marina

Insert	★ Fl.G.2s.	43° 36'·77S., 172° 42'·21E.
	limit of foul area, pecked line, joining:	(a) 43° 36'·80S., 172° 42'·31E.
		(breakwater)
		43° 36'·81S., 172° 42'·29E.
		43° 36'·65S., 172° 42'·01E.
		(b) 43° 36'·63S., 172° 42'·09E. (shore)
		43° 36'·72S., 172° 42'·23E.
Amend	legend, <i>Foul</i> , centred on:	43° 36'·80S., 172° 42'·17E.
	light to, Fl(3)G.4s2m2M	43° 36'·76S., 172° 42'·17E.
	light to, Fl.G.4s2m2M	43° 36'·81S., 172° 42'·29E.
Delete	★ Fl(3)R.10s2m2M	43° 36'·65S., 172° 42'·01E.
	★ Q(2)G.20s2m2M	close NE. of (a)–(b) above
	submarine cable, jetties and symbol, marina	

Chart [*Last correction*].— **NZ 6321** [*2008/02*]

Light List Vol. K, 2002/03, 4302.1, 4302.15, 4302.2, 4302.3, 4302.4

New Zealand Notice 7/63/02 (HH.580/009/02).

2010 NEW ZEALAND — South Island, East Coast — Otago Harbour — Quarantine Island Eastwards — Depths

Insert	depth 4 ₉ m enclosed by 5m contour	45° 49'·60S., 170° 38'·32E.
	depth 1 ₉ m and extend 2m contour E. to enclose	45° 49'·73S., 170° 38'·36E.

Chart [*Last correction*].— **NZ 6612 (upper panel)** [*1865/02*]

New Zealand Notice 7/64/02 (HH.580/009/02).

2003 SOUTH PACIFIC OCEAN — Fiji — Rotuma Island — Islet; Aero radiobeacon

Substitute	islet for radiobeacon $\odot$ Aero RC	(a) 12° 30'·0S., 177° 00'·0E.
Delete	radiobeacon, $\odot$ Aero RC	(b) 12° 29'·0S., 177° 02'·0E.

Chart [*Last correction*].— **4604 (INT 604) (b)** [*1997/02*] — **4060 (INT 60) (a)** [*1997/02*]

Australian Notice 5/170/02 (HH.571/009/02).

2011 SOUTH PACIFIC OCEAN — Polynésie Française — Îles de la Société — Tahaa, South-West Coast — Baie Hurepiti — Marine farms

Insert	symbol, marine farm	16° 38'·84S., 151° 31'·53W.
		16° 38'·90S., 151° 31'·67W.

Chart [*Last correction*].— **1107 (plan, Passe Paipai)** [*1287/02*]

French Notice 14/36/02 (HH.595/490/02).

II

2012 NORTH AMERICA, West Coast — Washington — Puget Sound — Bainbridge Island — Blakely Harbor and Beans Point — Lights

Delete ★ Fl.4s ‘A’ 47° 35′.75N., 122° 30′.65W.
★ 2Fl.Y, (chart 1947, ★ 2 Fl.Y) (a) 47° 34′.50N., 122° 31′.51W.

Chart [*Last correction*].— **47** [1691/02] — **48** [*New Edition* 28/3/02] — **1947** (a) [1692/02]

Light List Vol. G, 2001/02, 4866.5, 4868

U.S. Notice 15/18449/02 (HH.612/485/06).

2013 NORTH AMERICA, West Coast — Washington — Puget Sound — Hartstene Island Southwards — Dana Passage and Squaxin Passage — Obstruction; Light

Delete ○ Obstn 47° 10′.8N., 122° 51′.0W.
★ Q.5m, (chart 1947, ★ Q) (a) 47° 10′.9N., 122° 56′.2W.

Chart [*Last correction*].— **51** [1692/02] — **1947** (a) [2012/02]

Light List Vol. G, 2001/02, 4951

U.S. Notice 15/18448/02 (HH.612/485/06).

2014* ANTARCTICA — South Georgia — Fortuna Bay — Peruque Point Southwards — Depth

Insert depth 1₂ fm enclosed by 3fm contour 54° 08′.48S., 36° 49′.03W.

Chart [*Last correction*].— **3585 (plan, Fortuna Bay)** [1695/02]

HMS *Endurance* (HH.691/400/04).

2015* FALKLAND ISLANDS — East Falkland — Mare Harbour — Hecate Channel — Buoy

Move E light–buoy from: 51° 54′.33S., 58° 27′.94W.
to: 51° 54′.32S., 58° 28′.06W.

Chart [*Last correction*].— **2506** [1172/02]

SALMO (North) (HH.690/420/03).

2016 GULF OF MEXICO — Mexico, East Coast — Approaches to Veracruz and Punta el Coyol Eastwards — Isla Verde Northwestwards and Northeastwards and Arrecife El Rizo Eastwards — Hulk; Depth; Buoy

Insert symbol, hulk, length 600 feet, width 300 feet, orientated 090°/270°, centred on: (a) 19° 12′.64N., 96° 03′.35W.
legend, *Hulk* (b) close E. of (a) above
Substitute depth 2₅ fm for depth 3₃ fm (c) 19° 12′.37N., 96° 04′.73W.
Delete ‘G 24’ buoy (d) 19° 03′.50N., 95° 54′.10W.

Chart [*Last correction*].— **374 (plan B, Approaches to Veracruz)** (a–c) & **(plan D, Punta el Coyol to Punta Zempoala)** (c,d) [4741/01] — **376** (d) [2957/01]

Mexican Chart 822 (HH.622/415/05).

2017 WEST INDIES — Puerto Rico, South Coast — Bahía de Jobos — Pta. Colchones — Buoyage

Delete “7” buoy (a) 17° 55′.99N., 66° 13′.80W.
“8” buoy close NE. of (a) above

Chart [*Last correction*].— **478 (plan, Bahía de Jobos)** [1696/02]

U.S. Notice 15/25687/02 (HH.675/410/02).

2018 GULF OF MEXICO — Louisiana — Outer Approaches to Galveston Bay — Well; Buoy

Delete ○ Well least depth 216ft, (chart 3850, ○ Well least depth 36fm) (a) 28° 13′.0N., 93° 03′.2W.
starboard–hand pillar light–buoy, Q.R close N. of (a) above

Chart [*Last correction*].— **3854** [1884/02] — **3850** [1885/02]

U.S. Notice 17/11330/02 (HH.616/180/2002).

2019 GULF OF MEXICO — Louisiana — Calcasieu Pass Eastwards — Platform

Insert □ (lighted) 29° 38′.03N., 93° 11′.33W.

Chart [*Last correction*].— **3854** [2018/02]

U.S. Notice 17/11344/02 (HH.616/180/2002).

II

2020 GULF OF MEXICO — Louisiana — Calcasieu Pass and River — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS,
for existing table, centred on: 30° 15'·0N., 93° 16'·3W.

Chart [*Last correction*].— **3190 (panel E)** [1884/02]

U.S. Notice 17/11347/02 (HH.615/011/2002).

2021 GULF OF MEXICO — Mississippi — Pascagoula Harbor — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS,
for existing table, centred on: 30° 19'·5N., 88° 29'·4W.

Chart [*Last correction*].— **3841** [1415/02]

U.S. Notice 17/11375/02 (HH.615/011/2002).

2022 NORTH AMERICA, East Coast — Florida — Miami Harbor — Government Cut — South Pointe Park — Fixed point; Light

Substitute ☉ for ★ Fl(2)30s240ft17M,
(chart 3699, ☉ *BLDG*, for ★ Fl(2)17M) (a) 25° 46'·015N., 80° 08'·039W.
Delete sectors at light (b) (a) above
★ Fl(2)30s240ft17M, (chart 2866, ★ Fl(2)30s13M), (c) (a) above
(chart 2710, ★ Fl(2)13M)

Chart [*Last correction*].— **3698** (a,b) [*New Edition* 8/11/01] — **3699** (a) [1305/02] — **1097** (c) [4531/01] — **2866** (c) [216/02] — **2710** (c) [1595/02]

Light List Vol. J, 2001/02, 2946.5

U.S. Notice 15/11467/02 (HH.614/650/04).

2023 NORTH AMERICA, East Coast — Florida — Port of Palm Beach — Entrance Channel — Buoy

Move '3' light-buoy from: 26° 46'·287N., 80° 01'·775W.
to: 26° 46'·267N., 80° 01'·773W.

Chart [*Last correction*].— **3684 (plan, Port of Palm Beach)** [1594/02]

U.S. Notice 16/11472/02 (HH.614/645/04).

2024 NORTH AMERICA, East Coast — North Carolina — Long Bay — Shallotte Inlet — Buoy

Move 'SH' light-buoy from: 33° 53'·2N., 78° 21'·9W.
to: 33° 52'·97N., 78° 22'·90W.

Chart [*Last correction*].— **3687** [1778/02]

U.S. Notice 14/11536/02 (HH.614/610/06).

2025 NORTH AMERICA, East Coast — Approaches to Bay of Fundy — Lurcher Shoal Southwards — Data buoy

Insert special ⇐ Fl(5)Y ODAS, (chart 4404, ⇐ ODAS (lighted)) 43° 37'·50N., 66° 33'·27W.

Chart [*Last correction*].— **352** [748/02] — **1651** [5168/01] — **2670** [1608/02] — **4403** (INT 403) [1595/02] — **4404** (INT 404) [1194/02]

Canadian Notice 3/4012/02 (HH.602/003/05).

2026 NORTH AMERICA, East Coast — Nova Scotia — Sable Island — West Spit — Wreck

Insert ○ Wk, least depth 5¾ fm 43° 56'·1N., 60° 07'·5W.

Chart [*Last correction*].— **1651** [2025/02]

Canadian Notice 3/4098/02 (HH.606/400/01).

2027 NORTH AMERICA, East Coast — Nova Scotia, South-East Coast — St Margarets Bay — Croucher Island — Light

Insert ★ Fl.12s90ft7M 44° 38'·38N., 63° 57'·50W.

Chart [*Last correction*].— **4751** [1195/02]

Light List Vol. H, 2001/02, 3664

Canadian Notice 3/4386/02 (HH.606/430/02).

II

**2028 NORTH AMERICA, East Coast — Nova Scotia — Halifax Harbour — Northwest Arm — Point Pleasant
Westwards — Buoy**

Delete white and orange pillar light-buoy, Fl.Y 44° 37' 03.3"N., 63° 34' 21.6"W.

Chart [*Last correction*].— **4753** (INT 4632) [*New Chart 22/2/01*] — **4754** (INT 4633) [*4094/01*]

Canadian Notice 3/4203/02 (HH.606/426/03).

2029 NORTH AMERICA, East Coast — Newfoundland — Conception Bay — Harbour Grace — Light

Delete ★ F.R.6M 47° 41' 5N., 53° 12' 5W.

Chart [*Last correction*].— **296** [*1199/02*]

Light List Vol. H, 2001/02, 0486

Canadian Hydrographic Office (HH.601/400/08).

II

2030(P)/02 SCOTLAND, North Coast — Orkney Islands — Hoy Sound and Approaches — Depths

- Recent Highlands and Islands Enterprise surveys have revealed numerous changes to depths in Hoy Sound and approaches. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
8m	58° 57'·74N., 3° 21'·90W.
6 ₈ m	58° 57'·73N., 3° 21'·76W.
18 ₆ m	58° 57'·65N., 3° 22'·28W.
17 ₇ m	58° 57'·54N., 3° 21'·71W.
11 ₃ m	58° 57'·26N., 3° 21'·19W.
11 ₉ m	58° 57'·19N., 3° 21'·35W.
3 ₉ m	58° 57'·19N., 3° 20'·37W.
14 ₉ m	58° 57'·16N., 3° 21'·12W.
12 ₅ m	58° 57'·15N., 3° 21'·35W.
5m	58° 57'·15N., 3° 20'·41W.
16 ₂ m	58° 57'·12N., 3° 21'·61W.
26 ₅ m	58° 57'·11N., 3° 22'·15W.
6 ₅ m	58° 57'·11N., 3° 20'·42W.
16 ₃ m	58° 57'·09N., 3° 21'·13W.
3 ₆ m	58° 57'·09N., 3° 20'·26W.
1 ₆ m	58° 57'·09N., 3° 20'·13W.
6m	58° 57'·08N., 3° 20'·33W.
18 ₇ m	58° 57'·03N., 3° 21'·30W.
7 ₅ m	58° 57'·02N., 3° 20'·14W.
24 ₅ m	58° 56'·77N., 3° 15'·67W.
18m	58° 56'·71N., 3° 15'·26W.
20 ₄ m	58° 56'·64N., 3° 15'·22W.
17m	58° 56'·59N., 3° 15'·08W.

- These depths and other amendments from the surveys will be included in the next New Editions of Charts 2568 and 35.

Charts affected — 2568 — 35

Highlands and Islands Enterprise (HH.268/450/03).

2031(P)/02 IRELAND, East Coast to SCOTLAND, West Coast — Gormanston to Ross Bay — Submarine pipelines; Obstruction

- During May and June 2002 submarine pipelines will be laid joining the following approximate positions:
 - 53° 38'·70N., 6° 13'·04W. (shore)
 - 53° 39'·91N., 6° 09'·72W.
 - 54° 00'·09N., 5° 23'·66W.
 - 54° 00'·52N., 5° 22'·21W.
 - 54° 01'·20N., 5° 21'·08W.
 - 54° 05'·31N., 5° 11'·42W.
 - 54° 23'·17N., 4° 39'·77W.
 - 54° 26'·03N., 4° 36'·25W.
 - 54° 27'·62N., 4° 33'·77W.
 - 54° 27'·98N., 4° 32'·88W.
 - 54° 28'·28N., 4° 30'·53W.
 - 54° 30'·13N., 4° 26'·51W.
 - 54° 31'·52N., 4° 25'·94W.
 - 54° 33'·73N., 4° 22'·48W.
 - 54° 34'·64N., 4° 20'·83W.
 - 54° 36'·93N., 4° 17'·72W.
 - 54° 37'·33N., 4° 16'·80W.
 - 54° 44'·58N., 4° 05'·81W.
 - 54° 45'·32N., 4° 04'·93W.
 - 54° 45'·60N., 4° 04'·70W.
 - 54° 45'·90N., 4° 04'·66W.
 - 54° 46'·20N., 4° 04'·80W.
 - 54° 46'·43N., 4° 05'·08W.
 - 54° 46'·87N., 4° 05'·84W. (shore)
 and
 - 54° 20'·46N., 4° 44'·57W.
54° 18'·32N., 4° 41'·09W.
54° 16'·30N., 4° 36'·53W. (shore)
- An obstruction 3·2 metres high will be installed in position y. above.
- Further activities including trenching and backfilling of pipelines will continue throughout the summer. Mariners are requested to keep clear of this activity and to avoid anchoring and trawling in the vicinity of the pipeline.
- The submarine pipeline from position a. to position x. above has been included in a New Edition of Chart 1826 published 28 February 2002. Other charts will be updated in due course.

Charts affected — 1344 — 44 — 1346 — 1468 — 2093 — 2094 — 1411 — 1826 — 1121

J.P. Kenny Ltd (HH.208/181/02).

II

2032(P)/02 AFRICA, West Coast — Sierra Leone — Sierra Leone River and Approaches — Depths

- Surveys have recently been conducted within the Sierra Leone River and Approaches, covering the main channel as far as position 13° 09' 9W. Following further assessment, mariners are advised that significant shoaling has taken place in several areas. Some of the more important depths are as follows:
- | <i>Depth</i> | <i>Position</i> |
|-------------------|-----------------------------|
| 13 ₁ m | 8° 28' 71N., 13° 25' 31W. |
| 9 ₉ m | 8° 32' 30N., 13° 21' 64W. |
| 9m | 8° 32' 62N., 13° 21' 56W. |
| 6 ₁ m | 8° 31' 54N., 13° 18' 18W. |
| 11 ₇ m | 8° 30' 46N., 13° 17' 32W. |
| 13 ₅ m | 8° 29' 99N., 13° 16' 90W. |
| 12 ₆ m | 8° 30' 460N., 13° 15' 485W. |
| 2 ₂ m | 8° 29' 497N., 13° 14' 185W. |
| 2 ₄ m | 8° 29' 536N., 13° 14' 132W. |
| 12 ₈ m | 8° 30' 103N., 13° 13' 861W. |
| 12 ₉ m | 8° 29' 798N., 13° 13' 598W. |
| 3 ₂ m | 8° 29' 534N., 13° 12' 349W. |
| 13 ₁ m | 8° 30' 195N., 13° 12' 328W. |
| 8 ₄ m | 8° 30' 413N., 13° 11' 901W. |
| 12 ₂ m | 8° 30' 154N., 13° 11' 893W. |
| 11 ₆ m | 8° 29' 472N., 13° 11' 858W. |
| 8 ₁ m | 8° 29' 403N., 13° 11' 857W. |
| 6m | 8° 30' 397N., 13° 11' 618W. |
| 8 ₆ m | 8° 30' 194N., 13° 11' 552W. |
| 8 ₇ m | 8° 29' 789N., 13° 10' 488W. |
| 11 ₈ m | 8° 29' 101N., 13° 10' 309W. |
| 9 ₆ m | 8° 29' 52N., 13° 09' 96W. |
- Mariners are reminded that depths less than charted, other than those listed, do exist. Accordingly caution should be exercised when navigating in the area.
- These depths and other amendments will be included in the next New Editions of Charts 614, 625, 623 and 686 which are being transferred to a WGS84 compatible datum and will be published in due course.
- Former Notice 3161(P)/01 is cancelled.

Charts affected — 614 — 625 — 623 — 686

HMS *Beagle* (HH.426/400/02).

2033(P)/02 AFRICA, South-West Coast — South Africa — Melkbos Strand — Submarine cable

- Cable laying and associated operations for the SAFE cable are being undertaken and are scheduled to be completed by at the end of July 2001.
- The submarine cable is being installed between the following positions:
 - 33° 42' 50S., 18° 26' 60E. (shore)
 - 33° 42' 93S., 18° 24' 26E.
33° 47' 20S., 18° 02' 10E.
33° 51' 50S., 17° 50' 90E.
- The cable is already in place between positions 2a. and 2b. above.
- Vessels are requested to maintain a wide berth from any cable-laying vessel and to avoid anchoring or trawling in the vicinity of the cable route.
- Charts will be updated as appropriate in due course.
- Former Notice 4762(P)/01 is cancelled.

Charts affected — 1920 — 4148 — 4150 — 4146 — 4151 — 578

South African Notices 1/40/01 & 4/61(P)/01 (HH.450/400/05).

2034(T)/02 JAPAN — Seto Naikai — Iyo Nada — Yuri Shima to Heyano Seto — Depths

- Depths less than charted are reported to exist in the vicinity of the recommended tracks between Yuri Shima and Heyano Seto. The more significant are as follows:

<i>Approximate Depth</i>	<i>WGS-84 Position</i>
24m	33° 56' 45N., 132° 34' 78E.
29m	33° 55' 23N., 132° 35' 88E.
24m	33° 56' 08N., 132° 30' 57E.
23m	33° 53' 80N., 132° 30' 18E.
16m	33° 53' 12N., 132° 28' 63E.
24m	33° 51' 95N., 132° 32' 12E.

Charts affected — 3602 — 3603

Japanese Notice 12/425(T)/02 (HH.568/424/04).

2035(T)/02 AUSTRALIA — Queensland — Mackay — Harbour works; Buoyage; Restricted area

- Demolition of pier berth No 2 in position 21° 06' 43S., 149° 13' 58E. has commenced.
- Two special light-buoys, *Fl.Y.2-5s*, mark the eastern extremity of the demolition site, which is a restricted area.
- Mariners are advised to navigate with caution in the area.

Charts affected — Aus 249 — Aus 250

Australian Notice 5/173(T)/02 (HH.571/009/02).

II

2036(T)/02 AUSTRALIA — Queensland — Cairns — Depth information

1. Available depths as at 18 February 2002:

	<i>Metres</i>
* Entrance Channel	7.9
Crystal Swing Basin at:	
360 metre diameter	6.8
380 metre diameter	6.2
Swing Basin at:	
310 metre diameter	8.1
320 metre diameter	7.2
Marlin Marina	2.1
Berths:	
* No 1	8.2
No 2	8.3
* No 3	8.3
No 4	8.2
* No 5	8.0
No 6	7.8
No 7	9.8
No 8	10.0
No 10	9.1
No 12	9.9
* Smith Creek 1	5.5

* Indicates new or revised entry.
2. Former Notice 3542(T)/01 is cancelled.

Charts affected — Aus 262 — Aus 830

Australian Notice 5/174(T)/02 (HH.571/009/02).

2037(T)/02 AUSTRALIA — Victoria — Port Phillip — Port Melbourne — Depth information

1. Available depths as at 5 February 2002:

<i>Berth</i>	<i>Metres</i>
Station Pier Outer East	10.2
Gellibrand Pier	12.1
No3 Webb Dock	9.9
No4 East Webb Dock	12.1
No6 Yarraville Wharf	10.2
No1 East Swanson Dock	12.9
No4 East Swanson Dock	12.7
No2 West Swanson Dock	13.1
No3 West Swanson Dock	12.7
B Appleton Dock	10.7
C Appleton Dock	10.7
D Appleton Dock	10.7
No25 Lower South Wharf	10.7
No26 Lower South Wharf	10.7
2. No5 Yarraville Wharf has been restored to charted depth.
3. Former Notice 333(T)/02 is cancelled.

Charts affected — Aus 154

Australian Notice 5/181(T)/02 (HH.571/009/02).

2038(T)/02 NEW ZEALAND — North Island, East Coast — Bay of Plenty — Wreck; Buoyage

1. The wreck of a yacht has been located in position 37° 54'·4S., 176° 59'·0E. The wreck is upright with the mast intact and a trawl net is caught on the wreckage. Least depth over the wreck is less than 10 metres.
2. The area is marked by six yellow buoys and one large orange buoy.
3. Mariners are warned to keep clear of the area.

Charts affected — NZ 54 — 4640

New Zealand Notice 6/60(T)/02 (HH.580/009/02).

IIA

*This section contains chart-correcting notices issued by the Chief Topographer/Hydrographer, Land Information New Zealand for the Week(s) indicated below. Mariners are advised that only a selection of these notices have been included in the BA notices in the preceding section. Mariners requiring copies of Blocks or Notes not reproduced should apply to Land Information New Zealand. Mariners should note that information omitted from the BA version of a chart will be included in the next reprint of that chart. Chart correcting notices issued by the Hydrographer RAN are no longer repeated within this section as **all** notices for adopted Aus charts are included in Section II which precedes this page.*

NEW ZEALAND WEEKLY EDITION 5 8 March 2002

NZ 49/02 NEW ZEALAND — North Island — East Coast — Hauraki Gulf — Waiheke Island — Buoy

Former Notice - NZ 250(P) is cancelled.

Chart NZ 532 [32/02]

Insert	isolated danger spar buoy	36° 45'·43S., 175° 08'·06E.
--------	---------------------------	-----------------------------

Chart NZ 533 [177/01]

Insert	isolated danger spar buoy	36° 45'·43S., 175° 08'·06E.
--------	---------------------------	-----------------------------

Chart NZ 5324 [255/01]

Insert	isolated danger spar buoy	36° 45'·43S., 175° 08'·06E.
--------	---------------------------	-----------------------------

Auckland Volunteer Coastguard

NI 31/2002

NZ 50/02 NEW ZEALAND — North Island — East Coast — Hauraki Gulf — Rakino Island — Rock

Chart NZ 5321 [32/02]

Insert	drying rock which covers and uncovers	(a) 36° 43'·56S., 174° 56'·92E.
Substitute	drying height (<u>1</u> ₂) for <u>1</u> ₂	close S. of (a) above

Chart NZ 5324 [49/02]

Insert	drying rock which covers and uncovers	(a) 36° 43'·56S., 174° 56'·92E.
Substitute	drying height (<u>1</u> ₂) for <u>1</u> ₂	close S. of (a) above

Ms B. Harris

NI 32/2002

NZ 51/02 NEW ZEALAND — North Island — West Coast — Port Taranaki — Navigational daymarks

Chart NZ 4432 (plan, Port Taranaki) [NE Jul 97]

Amend	Blyde Wharf front leading light to, VQ.G.15m3M (Or △)	39° 03'·445S., 174° 01'·980E.
	Blyde Wharf rear leading light to, VQ.G.20m3M (Or △)	39° 03'·460S., 174° 01'·940E.
Delete	black beacon	39° 03'·150S., 174° 02'·280E.
	orange beacon	39° 03'·095S., 174° 02'·380E.

Chart NZ 4432 (plan, Taranaki Roads)

Delete	black beacon	39° 03'·150S., 174° 02'·280E.
	orange beacon	39° 03'·095S., 174° 02'·380E.

Westgate Transport Ltd.

NZ Light List K4094.5, K4094.51

NI 34/2002

IIA

NEW ZEALAND WEEKLY EDITION 6 22 March 2002

NZ 53/02 NEW ZEALAND — North Island — East Coast — Hauraki Gulf — Waiheke Island — Awaawaroa Bay — Marine Farms

Chart NZ 5324 [50/02]

Insert symbol, marine farm

36° 50'·33S., 175° 05'·88E.

36° 49'·85S., 175° 06'·38E.

Auckland Regional Council

NI 37/2002

NZ 54/02 NEW ZEALAND — North Island — East Coast — Hauraki Gulf — Tamaki Strait — Rock

Chart NZ 5324 [53/02]

Substitute ☉ for depth 4m

36° 48'·78S., 174° 58'·26E.

Waiheke Volunteer Coastguard.

NI 38/2002

NZ 55/02 NEW ZEALAND — South Island — East Coast — Lyttelton Harbour — Maintained Depths

Chart NZ 6321 [228/01]

Amend Maintained Depth to, 11·9m

43° 36'·40S., 172° 46'·36E.

Chart NZ 6321 (plan, Port of Lyttelton)

Amend Maintained Depth to, 11·9m

43° 36'·70S., 172° 43'·73E.

Maintained Depth to, 12·7m

43° 36'·56S., 172° 43'·70E.

Lyttelton Port Company Ltd.

NI 36/2002

NZ 56/02 SOUTH PACIFIC — Tasman Sea and Coral Sea — Depths

Chart NZ 14060 (INT 60) [42/02]

Insert depth 25m enclosed by ○

22° 03'·0S., 156° 43'·0E.

Substitute depth 175m and extend contour E. to enclose for

depth 160m enclosed by ○

31° 24'·5S., 153° 13'·0E.

Delete depth 16m enclosed by ○

21° 42'·0S., 156° 44'·0E.

depth 622m enclosed by ○

16° 10'·0S., 154° 34'·0E.

Chart NZ 14602 (INT 602) [42/02]

Insert depth 86m

33° 23'·5S., 151° 46'·0E.

Substitute depth 175m and extend contour E. to enclose

for depth 160m enclosed by ○

31° 24'·5S., 153° 13'·0E.

Delete depth 16m enclosed ○

21° 42'·0S., 156° 44'·0E.

depth 622m enclosed by ○

16° 10'·0S., 154° 34'·0E.

Chart NZ 14604 (INT 604) [42/02]

Delete depth 622m enclosed by ○

16° 10'·0S., 154° 34'·0E.

Aus Notices 722/01, 723/01, 159/02, 162/02

NI 40/2002

NZ 57/02 SOUTH PACIFIC — Solomon Islands — Lights discontinued.

Chart NZ 14604 (INT 604) [56/02]

Delete ★

10° 17'·09S., 161° 43'·70E.

9° 30'·90S., 159° 34'·26E.

Aus Notice 169/02

NI 43/2002

IIA

NZ 58/02 SOUTH PACIFIC — Fiji - Rotuma Island - Light and Aeronautical Radio Beacon Discontinued.

Chart NZ 14052 (INT) [57/01]

Delete ★ and aeronautical radio beacon

12° 30'·0S., 177° 00'·0E.

Chart NZ 14060 (INT 60) [56/02]

Delete aeronautical radio beacon

12° 30'·0S., 177° 00'·0E.

Chart NZ 14061 (INT 61) [34/02]

Delete aeronautical radio beacon

12° 30'·0S., 177° 00'·0E.

Chart NZ 14604 (INT 604) [57/02]

Delete aeronautical radio beacon

12° 29'·0S., 177° 02'·0E.

Chart NZ 14605 (INT 605) [34/02]

Delete aeronautical radio beacon

12° 29'·0S., 177° 02'·0E.

Aus Notice 170/02

NI 42/2002

NZ 59/02 SOUTH PACIFIC — Caroline Islands — Depths.

Chart NZ 14052 (INT 52) [58/02]

Insert depth 705m enclosed by 1000m and 2000m contours
 depth 575m enclosed by 1000m contour

8° 03'·7N., 143° 26'·1E.

6° 53'·0N., 144° 49'·0E.

UKHO Notice 4412/01

NI 45/2002

IIA

NEW ZEALAND WEEKLY EDITION 7 5 April 2002

NZ 62/02 NEW ZEALAND — South Island — North Coast — Pelorus Sound — Beatrix Bay — Weather Station Removed.

Chart NZ 615 [76/01]

Delete ○ Fl(5)Y.20s Raft

41° 02'·25S., 174° 01'·00E.

Chart NZ 6152 [76/01]

Delete ○ Fl(5)Y.20s Raft

41° 02'·25S., 174° 01'·00E.

Marlborough District Council

NI 47/2002

NZ 63/02 NEW ZEALAND — South Island — East Coast — Lyttelton Harbour — Marina — Foul Ground

Former Notice – NZ 93(P)/01 is cancelled

Chart NZ 6321 [55/02]

Insert ★ Fl.G.2s.

limit of foul area, pecked line, joining:

43° 36'·77S., 172° 42'·21E.

(a) 43° 36'·80S., 172° 42'·31E.

(b) 43° 36'·81S., 172° 42'·29E.

(c) 43° 36'·65S., 172° 42'·01E.

(d) 43° 36'·63S., 172° 42'·09E.

(coastline at Erskine Point)

43° 36'·72S., 172° 42'·23E.

43° 36'·80S., 172° 42'·17E.

43° 36'·76S., 172° 42'·17E.

43° 36'·81S., 172° 42'·29E.

43° 36'·65S., 172° 42'·01E.

between coastline and pecked line
at (a)-(d) above

Amend legend, *Foul*, centred on:

light to, Fl(3).G.4s2m2M

light to, Fl.G.4s2m2M

Delete ★ Fl(3)R.10s2m2M

★ Q(2)G.20s2m2M

all charted detail of marina

Canterbury Regional Council

NZ Light List K 4302.1, 4302.2, 4302.3, 4302.4

NI 48/2002

NZ 64/02 NEW ZEALAND — South Island — East Coast — Otago Harbour — Shoal depths

Chart NZ 6612 (plan, Lower Harbour) [41/02]

Insert depth 4₉ m enclosed by 5m contour

45° 49'·60S., 170° 38'·32E.

depth 1₉ m and extend 2m contour to enclose

45° 49'·73S., 170° 38'·36E.

University of Otago

NI 46/2002

On Chart Aus 32

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

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0-08 minutes SOUTHWARD and 0-08 minutes WESTWARD to agree with this chart.

On Chart 3190

CHANNEL DEPTHS (see Note)								
CALCASIEU PASS AND RIVER 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	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	28.0	40.0	40.0	27.0	1-02	800	19.1	42
JETTY CHANNEL TO (29°46'00"N, 93°20'40"W)	31.0	44.0	47.0	48.0	6-01	400	1.4	40
THENCE TO A POINT (29°52'00"N, 93°20'43"W)	22.0	38.0	40.0	36.0	7-01;9-01;10-01	400	6.0	40
THENCE TO A POINT (29°58'00"N, 93°20'10"W)	35.0	40.0	41.0	36.0	1-02	400	6.0	40
THENCE TO A POINT (30°04'00"N, 93°19'38"W)	37.0	40.0	40.0	37.0	1-02	400	6.0	40
THENCE TO A POINT (30°09'00"N, 93°19'58"W)	34.0	38.0	39.0	33.0	7-01;1-02	400	5.0	40
THENCE TO 210 BRIDGE (30°12'06"N, 93°16'50"W)	37.0	40.0	34.0	37.0	7-01	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'09"N, 93°15'08"W)	38.0	40.0	40.0	38.0	7-01	400	2.0	40

On Chart 3841

CHANNEL DEPTHS (see Note)							
HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2002							
CONTROLLING DEPTHS FROM SEAWARD IN METERS 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 (METERS)	LENGTH (NAUT. MILES)	DEPTH MLLW (METERS)
HORN ISLAND PASS CHANNEL	12.4	12.3	10.1	8-00	137	4.4	12.2
PASCAGOULA CHANNEL	9.8	10.4	10.9	11-01	106	10.8	11.6
TURNING BASIN	11.6	11.6	11.5	11-01	289	0.4	11.6
BAYOU CASOTTE CHANNEL	9.9	10.4	9.8	2-00,6-01	68	3.3	11.6
TURNING BASIN	11.6	11.6	11.0	6-01	304	0.3	11.6
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

To accompany Notice to Mariners 1922/02



On Chart 1994

DOCKYARD PORTS OF GARELOCH AND
LOCH LONG
See Admiralty Sailing Directions for details of the
regulations within the Dockyard Port Limits.

On Chart 3746

DOCKYARD PORTS OF GARELOCH AND
LOCH LONG
See Admiralty Sailing Directions for details of the
regulations within the Dockyard Port Limits.

To accompany Notice to Mariners 1957/02

On Chart 4158

VESSEL TRAFFIC SERVICE
For procedures and working details of the Port
Elizabeth Vessel Traffic Service, see Admiralty List
of Radio Signals.

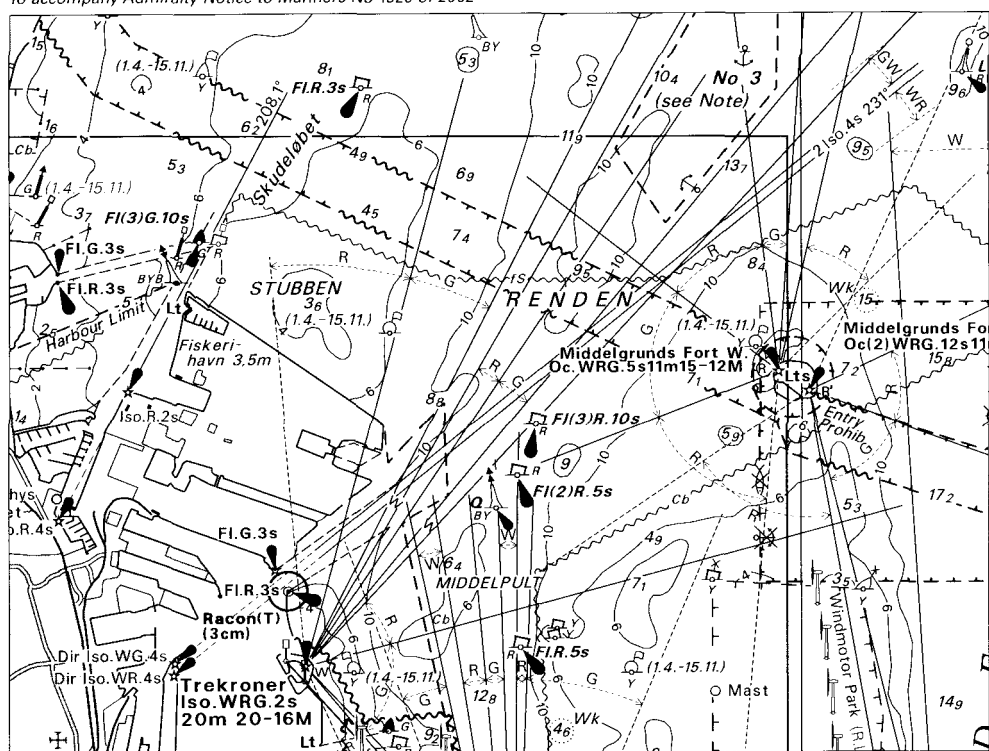
On Chart 4157

VESSEL TRAFFIC SERVICE
For procedures and working details of the Port
Elizabeth Vessel Traffic Service, see Admiralty List
of Radio Signals.

On Chart 4156

VESSEL TRAFFIC SERVICE
For procedures and working details of the Port
Elizabeth Vessel Traffic Service, see Admiralty List
of Radio Signals.

To accompany Admiralty Notice to Mariners No 1920 of 2002



Block for Chart No 903

III

NAVIGATIONAL WARNINGS

See N.M. 13/02. Messages printed below are all in force on 30 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) 19th Week 9/5/02.

NAVAREA I warnings in force 30/4/02: 2000 series: 189 397 419 473. 2001 series: 114 151 152 222 252 303 510. 2002 series: 089 106 114 120 128 138 140 163 164 165 166 167.

154 Cancelled. Cancel 139/02.

155 Cancelled.

156 Cancelled. Cancel 147/02.

157 Cancelled. Cancel 105/02.

158 Cancelled.

159 Cancelled

160 Cancelled. Cancel 158/02.

161 Cancelled.

162 Cancelled. Cancel 159/02.

163 NORWAY, Northwest Coast. Missiles. Chart BA 2288.
Meteorological rocket firings in progress from Andøya Rocket Range 60°18'N 016°00'E.
Impact area bounded by: 69°23'N 015°14'E, 70°00'N 013°53'E, 70°22'N 015°20'E and 69°42'N 016°43'E.
Cancel this message 292359z Jun 02.

164 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 301000z 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 150/02.

III

165 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 301000z 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°42'3N	002°37'4E	Deepsea Bergen
	56°51'0N	002°15'3E	Galaxy 1
	56°53'2N	001°14'0E	Santa Fe 135
	57°05'5N	000°51'0E	Santa Fe 140
	57°18'5N	001°54'7E	Sedco 714
	57°30'0N	002°01'7E	Glomar Arctic 4
	57°47'4N	000°56'7W	Borgny Dolphin
	57°51'4N	000°57'0W	Stena Dee
NEW	57°59'0N	000°09'7E	Ocean Princess
	58°01'6N	001°06'6E	Stena Spey
	58°14'5N	000°23'3E	Glomar Grand Banks
	58°17'0N	002°02'6E	Byford Dolphin
	58°18'1N	001°42'4W	Sedco 704
	59°09'9N	002°29'2E	Scarabeo 6
	59°19'0N	001°33'3E	Noble Ton Van Langeveld
	59°22'1N	001°36'4E	Borgsten Dolphin
	59°26'0N	001°40'9E	Glomar Arctic 3
	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 151/02.

166 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 301000z Apr 02.

	60°18'7N	004°20'3W	Jack Bates
	60°20'0N	004°05'8W	Paul B Loyd Jr
	60°20'1N	004°02'2W	Transocean Leader
	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°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
NEW	66°00'8N	008°03'5E	Stena Don

NOTES:

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

2. Cancel 152/02.

167 RIGLIST. South and West Coasts of the British Isles. Correct at 301000z Apr 02.
NIL.

2. Cancel 153/02.

Cancel 096/02. ANM 1530/02 refers.

III

(2) Navarea II (E Atlantic) 19th Week 9/5/02.

Edited Navarea II warnings in force 30/4/02: NIL.
146 to 160 received.

(3) Navarea III (Mediterranean) 19th Week 9/5/02.

Edited Navarea III warnings in force 30/4/02: 466/01, 552/01.
Nil received.

(4) Navarea IV (NW Atlantic) 19th Week 9/5/02.

Edited Navarea IV warnings in force 30/4/02: 383/01.
144 to 158 received.

(5) Navarea V (W Atlantic) 19th Week 9/5/02.

Edited Navarea V warnings in force 30/4/02: 923/97, 568/98, 055/01, 1368/01.
Nil received.

(6) Navarea VI (SW Atlantic) 19th Week 9/5/02.

Edited Navarea VI warnings in force 30/4/02: 101/01, 175/01.
Nil received.

(7) Navarea VII (SE Atlantic) 19th Week 9/5/02.

Edited Navarea VII warnings in force 30/4/02: NIL.
Nil received.

(8) Navarea VIII (Indian Ocean) 19th Week 9/5/02.

Edited Navarea VIII warnings in force 30/4/02: 388/00, 268/01, 497/01.
248 to 269 received.

Cancel 170/02. ANM 1571/02 refers.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 19th Week 9/5/02.

Edited Navarea IX warnings in force 30/4/02: NIL.
060 to 067 received.

(10) Navarea X (Australia, New Guinea) 19th Week 9/5/02.

Edited Navarea X warnings in force 30/4/02: 020/00.
002 and 003 received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 19th Week 9/5/02.

Edited Navarea XI warnings in force 30/4/02: NIL.
081, 091, 096 to 099 and 123 to 209 received.

(12) Navarea XII (NE Pacific) 19th Week 9/5/02.

Edited Navarea XII warnings in force 30/4/02: 288/01.
111 to 126 received.

(13) Navarea XIII (NW Pacific) 19th Week 9/5/02.

Edited Navarea XIII warnings in force 30/4/02: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 19th Week 9/5/02.

Edited Navarea XIV warnings in force 30/4/02: NIL.
Nil received.

III

(15) Navarea XV (SE Pacific) 19th Week 9/5/02.

Edited Navarea XV warnings in force 30/4/02: NIL.
043 received.

(16) Navarea XVI (E Pacific) 19th Week 9/5/02.

Edited Navarea XVI warnings in force 30/4/02: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 19th Week 9/5/02.

Edited Hydropacs in force 30/4/02: 1272/99, 1639/01, 1647/01, 496/02.
757 to 808 received.

(18) Hydrolants (Atlantic, Mediterranean) 19th Week 9/5/02.

Edited Hydrolants in force 30/4/02: 2002/98, 1581/00, 2659/01, 383/02.
943 to 997 received.

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 3 Africa Pilot Volume III (1980 Edition) —
Supplement 10–2001Port Elizabeth — Traffic Separation Scheme;
Vessel Traffic Service; Anchorage

86

R 23–53 Including existing Supplement amendments
Replace by:

Traffic Separation Scheme. Vessels approaching from the W, except those vessels using the Inshore Traffic Zone, should make for a position 4½ miles E of Cape Recife Light and thence follow the Traffic Separation Scheme shown on the chart leading to the anchorages, Precautionary Area and pilot boarding point.

Vessels approaching from the E, except those vessels using the Inshore Traffic Zone, should join the Traffic Separation Scheme from a position 10 miles NE of Cape Recife Light.

Vessel Traffic Service. The Port Elizabeth Vessel Traffic Service is mandatory for the following:

- (1) Vessels of more than 15 m in length.
- (2) Towing vessels, where the tow is 15 m or more in length, or where the combined length of the towing vessel and tow exceeds 30 m.
- (3) Passenger vessels.

For details of procedures and reporting points see the relevant *Admiralty List of Radio Signals*.

87

R 13 *Replace by:*

2.83 Anchorage. Designated anchorages for differing classes of vessels are shown on the chart, centred on the following positions:

- No 1 (33°57′.5S, 25°40′.0E) for Small Craft. (1¼ miles ESE of the harbour entrance).
- No 3 (33°52′.5S, 25°44′.0E) for vessels with hazardous cargo.
- No 2 (33°53′.2S, 25°40′.2E) for other vessels.

Safe anchorage may generally be ...

Chart BA4157. South African Notice 38/2002
(HH. 450/460/02) [19/02]

NP 20 Baltic Pilot Volume III (2000 Edition)

Hanko to Bromarv — Authorised draught;
anchorages

115

Paragraph 4.15 1 lines 2–3 *Replace by:*

...the channel to Bromarv is authorised for a maximum draught of 5.0 m.

116

Paragraph 4.27 1 lines 3–5 *Replace by:*

...23°02'E). The route is authorised for a draught of 5.0 m. Local knowledge...

Paragraph 4.28 3 line 4 *For* 5.2 m *Read* 5.0 m

Paragraph 4.29 1 *Delete*

Paragraph 4.29 2 lines 1–2 *Replace by:*

- 2 Anchorage is available 4 cables SE of Bromarv (59°59'N, 23°02'E) in depths of about 20 m, and 6 cables.....

Finnish Notice 08/139/02

(HH.322/430/02) [19/02]

NP 24 Black Sea Pilot (2000 Edition)

Izmit Körfezi — Pilotage

88

Paragraph 2.223 1 lines 2–3, *Replace by:*

Pilots board 7 cables S of Yelkenkaya Burnu Light (40°45'N, 29°21'E) (2.216).

Turkish Notice 47/09/02

(HH. 392/400/03) [19/02]

NP 46 Mediterranean Pilot Volume II (1978
Edition) — Supplement 10–1998

Sardegna – Porto Teulada — Light

136

L 48–51 Including existing Supplement amendments
Replace by:

... alongside. A breakwater 1 cable long protects the harbour from NE. A light (red post, 2 m in height) (38°55′.6N, 8°43′.3E) is exhibited from the head of the outer mole. The harbour is connected by road with **Tuelada**, a village 3½ miles NE.

Italian Notice 2.5/02

(HH. 372/520/02) [19/02]

IV

Gulf of Genoa – San Remo — Approach Channel

141

R 8–13 Including existing Supplement amendments
Replace by:

10.16 Approaches. Sewer outfalls extend 6 cables seaward 5 cables W of the harbour entrance, 2½ cables seaward from **Punta San Martino** 5 cables E of the entrance, and 5 cables seaward 7½ cables E of the entrance. A bathing establishment, 7½ cables WSW of the harbour, is fronted by rocky ledges extending 1½ cables seaward. In 1996 three new rubble breakwaters were under construction outside of the port.

The approach channel, marked on the chart, leads NW from a position about 3 cables SE of the entrance. Vessels entering and leaving the port should navigate on the starboard side of the channel.

Italian Notice 4.2/02
(HH. 369/400/02)

[19/02]

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

Osundet — Leading lights established

171

L 35 *Replace by:*

Osundet is approached from SW, on the alignment (033°7′) of Osundet Leading lights (60°32′.7N, 4°50′.5E). The track leads between **Flatskjaer** ...

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

[19/02]

NP 57B Norway Pilot Volume IIB (1979 Edition) — Supplement 10–1999

Nørvøya north coast – Flatholmen — Leading lights deleted

69

R 67–70 Including existing Supplement amendment
Replace by:

6.9 Directions. From a position in Ellingsøyfjorden about 2 cables NE of the NE point of **Flatholmen** (62°29′.0N, 06°11′.3E) the approach leads generally SSW, passing W of an iron perch marking the W rock awash of **Flatholmfluene** and into **Flatholmbukta**, the small bay SE of Flatholmen.

70

L 1–2 *Delete*

Norwegian Notice 05/212/02
(HH. 310/485/04)

[19/02]

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

Trinidad – Port of Spain – Grier Channel — Pilotage; dredged channel

65

L 42 Including existing Supplement amendment *Replace by:*

... channel to the wharves.

There are two Pilot Boarding Points for the Grier Channel:

Pilot Station A (for vessels of 9 m draught or less)
10°38′.2N, 61°34′.5W

Pilot Station B (for vessels of greater than 9 m draught)
10°36′.5N, 61°37′.0W

Pilots for the Sea Lots Channel board in position 10°37′.7N, 61°32′.1W (1 cable W of the entrance light-beacons)

L 51–54 Including existing Supplement amendments
Replace by:

Grier Channel, which leads ENE into Grier Basin, has a width of 122 m and a dredged depth of 12 m (2002). It is marked by light-beacons (lateral) for a distance of 4½ miles to seaward of the wharves.

Trinidad and Tobago Notices 35/01 and 12/02
(HH. 670/530/01)

[19/02]

Puerto Cortés — Controlling depth; directions

88

R 69–70 *Replace by:*

The controlling depth in the approach channel was reported (2002) to be 11 m.

89

R 50–57 Including existing Section IV Notice Week 30/00
Replace by:

WNW of a 9.1 m shoal (3 miles NNE), thence:

ESE of two 9.4 m shoals (2½ miles NNW), thence:

WNW of O Light-buoy (safe water) (15°51′.8N, 87°57′.9W) (6 cables NNW), marking the beginning of the approach channel, marked by buoyant light-beacons, and with a controlling depth (reported 2002) of 11 m, thence:

Between No 1 and No 2 Buoyant light-beacons (lateral) (5 cables WSW) standing 2½ cables apart, thence:

Between No 3 and No 4 Buoyant light-beacons (lateral) (9½ cables SSW) standing 3 cables apart, thence:

S of the 10 m depth contour (8½ cables SSW), thence:

N of a 9.5 m shoal (reported 1976) (1¼ miles S).

A stranded wreck, shown on the chart, lies 2 miles S of Punta Caballos Light.

MT *Temryuk*. Chart BA2988
(HH. 627/420/03)

[19/02]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2002/03. Weekly Edition No. 19, Dated 9th May, 2002.

Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

4929·3	- Church Tower (RCC)	53 44·3 Iso W 6s 2 59·3	29	12	...	Vis 046°-086°(40°). See A4928
						*
5286	West Blockhouse Point. Ldg Lts 022°30'. Front	51 41·3 F W 5 09·6	54	13	Black □, white stripe, on white concrete tower 13	Vis 004·5°-040·5°(36°). Intens on lead. Racon. High intensity lights for use in daylight in reduced visibility are available on request to Milford Haven Port Control
---		... By day	...	10	...	Vis 004·5°-040·5°(36°). On request to Milford Haven Port Control
						*
5594·5	- Harbour. Ldg Lts 188°. Front	51 12·5 Oc W 10s 4 06·7	8	3	...	ec 2
*	*	*	*	*	*	*
5594·51	--- Rear	51 12·5 Oc W 10s 4 06·7	6	3	...	ec 2
*	*	*	*	*	*	*

Volume B, 2002/03. Weekly Edition No. 19, Dated 9th May, 2002.

Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

0318	- NAUW VAN BATH. Westketel	51 23·7 Oc WRG 10s 4 10·3	8	W 8 Red post R 5 G 5	11	ec 3. W054°-234°(180°), R234°-246·5°(12·5°), W246·5°-256·5°(10°), G256·5°-301·5°(45°), W301·5-351°(49·5°), G351°-016·5°(25°), W016°-37°(21°), R037°-054°(17°)
						*
1728	Amrum. W side. Norddorf	54 40·3 Oc WRG 6s 8 19·0	22	W 15 White round tower, red R 12 lantern and roof G 11	8	ec 1·5. W031°-097°(66°), R097°-176·5°(79·5°), W176·5°-178·5°(2°), G178·5-188°(9·5°)
						*

Volume C, 2001/02. Weekly Edition No. 19, Dated 9th May, 2002.

Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

0850	-- N Mole. Head	55 49·0 F G 10 38·5	6	2 Grey mast		*
		*				*
3242	- Gdańsk Channel. (To NE of mouth of the Nogat)	54 18·0 Fl Y 5s 19 17·5	13	5 Black, white and red round beacon on granite base 11	fl 1·5. TE 2002	*
						*

V

Volume D, 2001/02. Weekly Edition No. 19, Dated 9th May, 2002.
Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

0870	- La Vieille	48 02·5 4 45·4	Oc(2+1)WRG 12s	33	W 18 R 13 G 14	Grey tower, black top 27	<i>ec 1, lt 1, (ec 1, lt 4) x 2.</i> W290°-298°(8°), R298°-325°(27°), W325°-355°(30°), G355°-017°(22°), W017°-035°(18°), G035°-105°(70°), W105°-123°(18°), R123°-158°(35°), W158°-205°(47°)
--		...	Horn(2+1) 60s	...	...	...	<i>bl 2, si 3, bl 5, si 23, bl 2, si 25</i> *
1387·5	- Digue. Sud	43 31·6 1 31·7	Q(9)W 15s	15	6	Σ on yellow pylon, black band 14	TE 2002 *
1550·2	-- Digue S. Head	43 23·7 3 27·9	Fl G 2·5s	7	3	White truncated conical masonry tower, green bands 5	<i>fl 0·5</i> *
1728	- Summit of largest island	43 21·6 8 50·7	Fl(3)W 15s	108	23	White 8-sided tower and white building 11	<i>(fl 0·2, ec 2·8) x 2, fl 0·2, ec 8·8</i>
-- 140m WNW of light		...	Siren Mo(S) 30s	...	...	Building	<i>(bl 3, si 3) x 2, bl 3, si 15. TD 2001</i> *
1791·95	-- Bajo A Miñateria	42 45·8 8 56·8	Fl Y	4	2	Round beacon	TE 2001 *
2122	- Albatroz	38 42·1 9 24·9	Oc R 6s	12	5	Lantern 6	<i>ec 2. TE 2002</i> *
2127·18	Nato Fuel Pier. W Dolphin	38 40·4 9 15·1	Fl G 4s	9	3	Green post 4	<i>fl 1. TE 2002</i> *
2596	- Grande Jetée. Head	32 19·0 9 15·5	Iso G 4s	12	8	White framework tower, green top 12 *	Ra refl *
2743	- Praia de Vitória	32 38·3 16 57·8	Q(6)+LFl W 15s	14	9	Dolphin on two red round columns, white bands 10	TE 2002 *
2754	- Porto do Moniz. Ilhéu Môle. Summit	32 52·0 17 09·6	Fl WR 5s	64	W 10 R 8	Tower 3	<i>fl 1. R116°-127°(11°) over Baixas do Moniz, W127°-116°(349°). TE 2002</i> *
7575·4	- Ras Al Zour	28 44·7 48 24·2	Q(6)+LFl W 15s	...	2	Σ on black beacon, yellow top 3	 *
		*	*	*	*	*	*

V

Volume D *continued*.

7575-45	- SPM	28 45:7 Mo(U)W 15s 48 27:9					
	--	... Horn Mo(U)					
*	*	*	*	*	*	*	*

Volume E, 2001/02. Weekly Edition No. 19, Dated 9th May, 2002.

Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

0071	- Dique de Levante. Head	36 42:8 Oc G 3s 4 20:8	7	4	White truncated tower, green top 4	2 F R(vert) (T) 2002
						*
0073-2	- Dique de Abrigo. Head	36 44:9 Fl G 5s 4 04:2	9	5	White truncated conical tower, green top 4	fl 0-5. TE 2002
						*
0577.2	<i>Remove from List</i>					
6021-15	Conry Rock Lt F	29 48:1 Q(9)W 15s 32 34:2	6	9	Black ∇ on yellow float, black band *	Racon. Reported TR 2002
6077-65	-	19 13:8 Fl R 5s 37 23:3 *	10	5	Red metal framework tower, white bands, on red base	
7580	- North Adriatic. Ivana A	44 44:7 Mo(U)W 15s 13 17:9 ... Mo(U)R 15s ... Horn Mo(U) 30s *	17 14 17 13	10 10 5 5	Platform	

Volume F, 2001/02. Weekly Edition No. 19, Dated 9th May, 2002.

Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

1617-2	- (i)	2 48:7 Q W 100 56:3 *	11	11	Δ on yellow buoyant beacon, black top	Ra refl. Racon. TE 2002
						*
1690-725	- PULAU SAKENG. Semakau Beacon. Dir Lt 017-04° ----	1 12:6 Dir F WRG 103 46:7 ... By day *	15	13	... 4	G015-52°-016-55°(1-03°), W016-55°-017-62°(1-07°), R017-62°-019-3°(1-68°). Occas
1701-76	---	1 16:8 Aero Fl W 103 43:6	181	12	Power station chimney, red and white bands *	Obstruction
1701-77	---	1 16:7 Aero Fl W 103 43:7	182	12	Power station chimney, red and white bands *	Obstruction
1873	<i>Remove from List</i>					

V

Volume F *continued.*

3587-4	Nangang Zui	23 23·8 Fl W 6s 116 49·0	10	5	10	<i>fl</i> 0·5. Fishing. Occas
*	*	*	*	*	*	*
3587-53	Li Gang. Da Yu	23 32·1 Fl W 4s 116 55·5	5	5	4	<i>fl</i> 0·5
*	*	*	*	*	*	*
3588-5	- Guan'ao Wan. LPG Terminal	23 12·4 LFl W 6s 116 47·1	25	10		
*	*	*	*	*	*	*
4157	- Janganseο	37 04·4 Fl(2)W 5s 126 17·7	12	12 8 on black beacon, red band	21	Racon
	*		*	*	*	
5255	Kanai Hana	33 22·3 Fl W 3s 129 47·4	10	4 White tower	8	
		*	*	*		
7638	Sovgavanskiy	48 58·4 Fl G 6s 140 16·3	14	2 White 8-sided stone tower	5	<i>fl</i> 0·5. Vis 013°-189°(176°). Shown 15/4-1/1
			*		*	*
7638-5	Mys Marii	48 58·4 Fl W 5s 140 15·6	16	6 White 8-sided stone tower	5	<i>fl</i> 0·5. Vis 139°-345°(206°). Shown 15/4-1/1
			*		*	*
7639	- Ldg Lt 224°06'. Front	48 57·8 Oc R 3s 140 13·6	51	15 White 8-sided stone tower, black stripe	16	Vis 164°-284°(120°). Shown 1/4-15/1. Reserve light 10M
		*	*		*	*
7639-1	-- Rear. 0·5M from front	48 57·5 F R 140 13·1	87	15 White 8-sided stone tower	10	Vis 164°-284°(120°). Shown 1/4-15/1. Reserve light 3M
			*		*	*
7642	- Mys Putyatina	49 01·5 Oc W 3s 140 20·9	21	10 White 8-sided stone tower, red band	7	Vis 105°-345°(240°). Ra refl
			*		*	*
7642-2	- Mys Aleksandry	49 01·0 Fl G 6s 140 17·0	22	2 Red round metal tower with platform	5	<i>fl</i> 1. Vis 161°-025°(224°). Shown 15/4-1/1. Ra refl
			*		*	*
7642-4	- Mys Gavrilova	49 01·5 Fl W 5s 140 17·1	16	3 White 8-sided stone tower	5	<i>fl</i> 1. Vis 212°-073°(221°). Shown 15/2-1/1
			*		*	*
7651	Mys Khoy	49 05·5 LFl G 7·5s 140 18·8	14	5 White 8-sided stone tower	5	<i>fl</i> 3. Vis 263°-071°(168°)
					*	*

V

Volume F *continued.*

7653·1	-- Middle. 330m from front	49 05·4 F R 140 15·5	68	12 White 8-sided stone tower, red stripe 9	Vis 220°-340°(120°)
			*	*	
7653·2	-- Rear. 750m from front	49 05·4 F R 140 15·2	91	12 Lantern on roof of 4 storey building	Vis 220°-340°(120°)
			*	*	
7654	- Mys Severnyy. Wall	49 05·2 Fl G 5s 140 18·0	22	2 Lantern on tower of radar antenna 21	<i>fl</i> 0·5. Ra refl
	*		*	*	*
7667	Ostrov Dyuanka	49 12·3 LFl G 6s 140 20·6	12	2 Red round metal tower with platform 5	<i>fl</i> 2. Ra refl
				*	*
7676	- De Kastri Jetty. Head	51 27·9 Iso G 4s 140 47·0	9	2 White round metal tower, red band, with platform 5	Vis 190°-120°(290°). Ra refl
			*	*	*

Volume G, 2001/02. Weekly Edition No. 19, Dated 9th May, 2002.

Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

3542	San Felipe	31 02·0 Fl W 6s 114 49·0	35	18 White round concrete tower and dwelling 22	<i>fl</i> 1. TE 2002
					*
3547·4	- Islote Gémelo del Este	28 58·0 Fl(2)W 10s 113 28·0	9	11 Silver metal tower, red band	<i>fl</i> 1, <i>ec</i> 2, <i>fl</i> 1, <i>ec</i> 6. TE 2002
					*
3547·5	- Cabeza De Caballo	28 58·0 Fl R 6s 113 29·0	10	8 Silver metal tower 9	<i>fl</i> 1. TE 2002
					*
3559	- Piedra Blanca	27 14·2 Fl(2)W 10s 112 07·7	16	11 Truncated pyramidal tower 15	<i>fl</i> 1, <i>ec</i> 2, <i>fl</i> 1, <i>ec</i> 6
					*
3562·5	- Isla San Ildefonso	26 38·0 Fl(4)W 16s 111 26·4	17	11 White truncated metal tower, red bands 10	(<i>fl</i> 1, <i>ec</i> 2) x 3, <i>fl</i> 1, <i>ec</i> 6. TE 2002
					*
3574	- 3rd Ldg Lts 033°. No 5. Front	24 11·3 Fl W 3s 110 18·1	32	11 White square masonry tower 5	<i>fl</i> 1
					*
3574·1	-- No 6. Rear. 80m from front	24 11·4 Iso W 2s 110 18·1	38	17 White square masonry tower 6	
					*

V

Volume G *continued*.

3616	Isla San Jerónimo. Centre	29 47·5 Fl(2)W 10s 115 47·7	47	11	White 6-sided masonry tower	<i>fl 1, ec 2, fl 1, ec 6. Racon. TE 2002</i>
					6	
						*

Volume H, 2001/02. Weekly Edition No. 19, Dated 9th May, 2002.
Last Amendment: Weekly Edition No. 17, dated 25th April, 2002.

0295	-- Wharf	47 28·7 Fl R 4s 55 48·7	...	...	Cylindrical mast 2	
*	*	*	*	*	*	*
0299	-- Wharf	47 27·5 Fl R 4s 55 37·5	...	...	Cylindrical mast 2	
*	*	*	*	*	*	*
0435·5	- O'Donnell's Wharf	47 04·1 Fl R 4s 53 34·3	...	2	Cylindrical mast	
*	*	*	*	*	*	*
0495	- Ochre Pit Cove	47 54·7 Fl G 4s 53 03·9	3	4	Cylindrical mast 2	
		*	*	*	*	
0545·5	- Jamestown. Wharf	48 26·6 Fl R 4s 53 48·3	3	2	Round mast	Seasonal
		*	*			
2206	- Wharf. Head	47 25·2 F G 70 23·6	14	7		
						*
3664	- Croucher Island. Near S end	44 38·4 Fl W 12s 64 57·5	27	7	Red □, white bands, on framework tower 11	
		*		*		
4152	Cherry Islet. SE point	44 55·1 Fl W 5s 66 58·0	9	8	Red round tower, white bands 7	<i>fl 0·5. Emergency light</i>
--		... Horn 20s	...	...	...	<i>bl 2</i>
		*	*	*	*	*

Volume J, 2001/02. Weekly Edition No. 19, Dated 9th May, 2002.
Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

1466·2	- Newport News Point. Pier	36 57·6 2 F Y 76 25·0	4	...	On dolphin	
*	*	*	*	*	*	*
1551·6	Cherrystone Channel. No 2	37 12·0 Fl R 2·5s 76 01·5	5	4	Red △ on pile	Removed if endangered by ice
						*

V

Volume J *continued*.

2227-901	--- Passing light	39 06-1 Iso W 4s 76 24-4	7	5	...	On same structure as J2227-9
		*				
2949-27	-- No 13A	25 46-0 Fl G 4s 80 10-2	5	3		
*	*	*	*	*	*	*
4238	- Entrance Ldg Lts 256° 30'. Front	22 15-5 Fl W 3s 97 48-0	21	24	Red and white chequered □ on metal framework tower 16	<i>fl 1. TE 2002</i>
						*
4260	- Rio Tecolutla . N bank	20 29-0 Fl(2)W 10s 97 00-0	25	25	White round concrete tower and hut 22	<i>fl 1, ec 2, fl 1, ec 6.</i> Vis 149°-301°(152°). Ra refl. TE 2002
						*
4403-1	- Fishing Mole. Beacon No 1	20 41-4 Iso R 2s 90 27-3	4	...	Red post	
						*
4403-2	-- Beacon No 2	20 41-4 Iso G 2s 90 27-3	4	...	Green post	
						*
6266	Cabo de La Vela	12 13-0 Fl W 10s 72 10-3	86	15	White tower, red bands	<i>fl1</i>
						*

Volume K, 2002/03. Weekly Edition No. 19, Dated 9th May, 2002.
Last Amendment: *Weekly Edition No. 18, dated 2nd May, 2002.*

1318	- Tg Sasar	9 16-8 Fl(3)W 22s 119 56-5	85	24	...	Reported TE 2002
						*
1431	- Tg Pangebala	4 01-2 Fl W 6s 116 01-9	18	12	...	TE 2002
						*
1442	Pulau-Pulau Sambargalang	4 24-5 Fl W 5s 116 10-0	55	18	White metal framework tower 30	<i>fl 1. Obscured 208°-219°·5°(11·5°) at a distance of 2M to 12M</i>
						*
1444-5	Tg Mangkok	3 22-2 Fl(3)W 14s 116 25-0	15	12	White beacon	<i>(fl 0-5, ec 1-5,) x 2, fl 0-5, ec 9-5</i>
						*
1753-1	---- Rear. 120m from front	28 46-4 F G 114 35-6	...	...	...	F R (T) 2002
						*

V

Volume K *continued*.

3186	- Island Point (CO)	16 28·9 Fl(4)WR 20s 145 28·0	90	W 14 Metal framework tower R 11 40	(fl 1, ec 2) x 3, fl 1, ec 10. W162°-285°(123°), R285°-325°(40°)
		*			*
3239·3	- Derry Hill	12 47·3 Aero 2 Fl W 1·5s 143 21·1	163	... Radio Tower	
		*		*	*
3304·903	-- No1	15 35·8 Iso G 2s 136 24·0	...	... Beacon	
		*		*	*
3304·905	-- No 2	15 35·8 Iso R 2s 136 24·0	...	... Beacon	
		*		*	*
3304·907	-- No 3	15 36·1 Fl G 3s 136 23·9	...	... Beacon	
		*		*	*
3304·909	-- No 4	15 36·2 Fl R 3s 136 23·9	...	... Beacon	
		*		*	*
3392·5	<i>Remove from List</i>				
3395·1	Tg Oransbari	1 21·0 Oc W 4s 134 16·4	50	21 White metal framework tower 20	ec 1
		*		*	*
3395·15	- Rumberpon. Tg Yanimerai (Yenimerai)	1 44·3 Fl Y 4s 134 12·2	24	6 Yellow x on yellow beacon	
		*		*	*
3395·2	- Mios Waar. Tg Wandoswaar	2 00·5 Fl Y 4s 134 21·7	15	6 Yellow x on yellow beacon	
		*		*	*
3395·35	- Matas	2 12·5 Fl Y 4s 134 45·8	14	6 Yellow x on yellow beacon	
		*		*	*
3395·59	- Notabari (Nu Tabari)	3 06·1 Fl Y 4s 135 09·6	24	6 Yellow x on yellow beacon	
		*		*	*
3654·5	Actaeon Island	43 31·7 Q(3)W 4s 146 59·8	21	7 Metal pedestal 4	(fl 0·3, ec 0·6) x 2, fl 0·3, ec 1·9
				*	
4706	- Navula Point	17 53·2 Fl R 2s 177 15·2	6	8 White concrete beacon 6	fl 0·2. TE 2002
					*

V

Volume K *continued.*

4710	- Naikorokoro	17 39·2 Fl(2)W 6s 177 22·7	13	10 White structure on black piles 15	TE 2002 *
4711	- LAUTOKA HARBOUR. Vio Island. Off SW point	17 36·4 Fl R 3s 177 25·9	6	5 Beacon	<i>fl</i> 0·3. F R on radio mast 1·05M E. TE 2002 *
4711·2	--- Off SE point	17 36·5 Fl G 3s 177 26·1	6	5 Beacon	<i>fl</i> 0·3. TE 2002 *
4956	- PASSE PAPEETE. Ldg Lts 148°30'. Front	17 32·7 Oc(2)G 8s 149 34·8	23	8 White □ on red and white pylon 20	<i>ec</i> 2, <i>fl</i> 1, <i>ec</i> 2, <i>fl</i> 3. 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 Oc(2)G 8s 149 34·9	34	8 White □ on red and white pylon 30	<i>ec</i> 2, <i>fl</i> 1, <i>ec</i> 2, <i>fl</i> 3. Vis 012°-282°(270°). Synchronized with front. Obstruction light on TV mast 1·2M SE *

Volume L, 2002/03. Weekly Edition No. 19, Dated 9th May, 2002.

Last Amendment: Weekly Edition No. 18, dated 2nd May, 2002.

4513·8 *Remove from List*

4515·4	- Gufunes. Lts in line 062°. Front	64 09·0 Fl WR 21 49·1	...	... ○ on beacon	Marks E end of cable *
4515·41	--- Rear. 250m from front	64 09·1 Fl WR 21 48·9	...	... ♂ on beacon	Marks E end of cable *
4515·45	- Kleppur. Lts in line 242°. Front	64 08·6 Fl WR 21 50·7	...	... ○ on beacon	Marks W end of cable *
4515·46	--- Rear. 60m from front	64 08·6 Fl WR 21 50·7	...	... ♂ on beacon	Marks W end of cable *
6690	Ostrov Sidorov. Westwards	66 21·6 Fl R 5s 33 45·6	30	4 Black square truncated pyramid, white diagonal stripe 6	<i>fl</i> 0·5 *
9323	- Severo-Vostochnyy. Ldg Lts 116°42'. Front	73 30·9 Iso W 2s 80 32·2	17	9 White □, red stripe, on framework tower 8	Vis on leading line only. Ra refl *
9323·1	--- Rear. 800m from front	73 30·7 Iso W 4s 80 33·5	45	9 White □, red stripe, on framework tower 15	Vis on leading line only. Ra refl *

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 19 dated 9 May 2002

VOLUME 1, 2001/02—PART 1

Published Wk 31/01

(Last Amendments: Weekly Edition No. 18 dated 2 May 2002)

Pages 68 and 70, **DENMARK, Lyngby (OXZ)**

Wef 1 June 2002, delete section 2 and replace by:

2. RT (MF)

CALL: Lyngby Radio

Antenna sites are located at:

Balka (55°03'N 15°07'E)

2182	2182
2586 ¹	1995 2045

H24

Blåvand (55°33'N 8°07'E)

1734 ¹	2045 2078
1767 ¹	2111
2182	2182
2593 ¹	3245

H24
0600-2200

0600-2200

Bovbjerg (56°32'N 8°10'E)

1635	2432
1734 ¹	2045 2078
2182	2182
2593 ¹	3245

H24
H24

0600-2100

Lyngby (55°50'N 11°25'E)

1704 ¹	2045 2129
2182	2182

Skagen (57°44'N 10°34'E)

1758 ¹	2045 2102
2182	2182
2740	3259

H24

(1) Receives traffic from foreign vessels on 2045 kHz

TRAFFIC LISTS: 1704 1734 1758 2586 kHz: every odd H+05

19/02

Page 69, diagram **Denmark, Lyngby Radio (OXZ)**

Delete note (2) wef 1 June 2002

Denmark Notice to Mariners 12/367/2002 & ITU List of Coast Stations (HH080/003/12 - E11) 19/02

Page 255, **UNITED KINGDOM, Aberdeen (Coastguard MRCC)**

Section 2, Cruden Bay, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Gregness, line 2, Hours of Watch column, delete H24, wef 31 May 2002

Windyhead, line 2, Hours of Watch column, insert: H24

19/02

Page 257, **Brixham (Coastguard MRSC)**

Section 3, delete line 3 and replace by:

Ch 06 10 23 67 73 84 86 Ch 06 10 23 67 73 84 86

19/02

Page 257, **Clyde (Coastguard MRCC)**

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, line 3, Transmits and Receives columns, add: Ch 06

19/02

Page 258, **Dover (Coastguard MRCC)**

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, line 3, Transmits and Receives columns, add: Ch 67

19/02

Page 258, **Falmouth (Coastguard MRCC)**

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, line 3, Transmits and Receives columns, add: Ch 06 and 84

19/02

Page 259, **Forth (Coastguard MRSC)**

Section 2, line 3, Transmits and Receives columns, add: Ch 06

19/02

Page 259, **Holyhead (Coastguard MRSC)**

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, delete line 3 and replace by:

Ch 06 10 23 67 73 86 Ch 06 10 23 67 73 86

19/02

Page 260, **Humber (Coastguard MRSC)**

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, delete line 3 and replace by:

Ch 06 10 23 67 73 86 Ch 06 10 23 67 73 86

19/02

VI

Page 260, **Liverpool** (Coastguard MRSC)

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, delete line 3 and replace by:

Ch 06 10 23 67 73 84 Ch 06 10 23 67 73 84

19/02

Page 260, **Milford Haven** (Coastguard MRSC)

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, line 3, Transmits and Receives columns, add: Ch 06

19/02

Page 261, **Portland** (Coastguard MRSC)

Section 2, line 4, Transmits and Receives columns, add: Ch 06

19/02

Page 261, **Shetland** (Coastguard MRSC)

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, line 3, Transmits and Receives columns, add: Ch 06 and 86

19/02

Page 262, **Solent** (Coastguard MRSC)

Section 2, line 4, Hours of Watch column, delete H24, wef 31 May 2002

Delete footnote reference ¹ together with footnote (1)

19/02

Page 262, **Stornoway** (Coastguard MRSC)

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, line 3, Transmits and Receives columns, add: Ch 06

19/02

Page 263, **Swansea** (Coastguard MRCC)

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, line 3, Transmits and Receives columns, add: Ch 06

19/02

Page 263, **Thames** (Coastguard MRSC)

Section 2, line 3, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, line 3, Transmits and Receives columns, add: Ch 06

19/02

Page 264, **Yarmouth** (Coastguard MRCC)

Section 2, line 6, Hours of Watch column, delete H24, wef 31 May 2002

Section 3, delete line 10 and replace by:

Ch 06 10 23 67 73 84 86 Ch 06 10 23 67 73 84 86

19/02

Page 266, **UNITED KINGDOM (Northern Ireland)** **Belfast** (Coastguard MRSC)

Delete section 2 and replace by:

2. RT (MF)

Transmits	Receives	Hours of Watch
2182	2182	

3. VHF (see ALRS Volume 2 for Coastguard VHF DF sites)

Ch 16	Ch 16	H24
Ch 06 10 23 67 73 84 86	Ch 06 10 23 67 73 84 86	

Maritime and Coastguard Agency (HH080/079/03 - E13 & E15) 19/02

VOLUME 6, 2001/02—PART 1

Published Wk 41/01

(Last Amendments: Weekly Edition No. 18 dated 2 May 2002)

Page 221, **UNITED KINGDOM, SULLOM VOE HARBOUR, Shetland**

Pilots, Port, Terminal and Vessel Movement Service, PROCEDURE, section (5),
delete (b) SE Entrance to Firths Voe Lt) and replace by:

(b) SE Entrance: in position 60°28'5N 0°56'5W (7 n miles E of Firths Voe Lt). (Use of the SE Entrance is restricted to vessels under 200m LOA and maximum draught of 11·6m.)

Port Operations Manager, Shetland Islands Council (HH080/001/24 - E15) 19/02

VOLUME 6, 2001/02—PART 3

Published Wk 41/01

(Last Amendments: Weekly Edition No. 18 dated 2 May 2002)

Page 192, SOUTH AFRICA, RICHARDS BAY

Insert diagram of RICHARDS BAY on page 6.5

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: Richards Bay Port Control

LOCATION: The VTS Control Centre is located at the Port Control Building Office (28°47'6S 32°05'9E)

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 Richards Bay Port Control on VHF Ch 12 at the following Reporting Points:

(1) Vessels Inward-Bound:

Reporting Point	Position
15 minutes before crossing the 15 n miles Reporting Line	
1	When crossing the 15 n miles Reporting Line
2	When crossing the 6 n miles Reporting Line
3	When entering the Deep Water (DW) Route (4 n miles from the South Breakwater Lt)
4	When passing the South Breakwater Lt

(2) Vessels Outward-Bound:

Reporting Point	Position
15 minutes before departure from a berth	
4	When passing the South Breakwater Lt
3	When entering the Deep Water (DW) Route (4 n miles from the South Breakwater Lt)
2	When crossing the 6 n miles Reporting Line

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

NOTES:

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

South African List of Lights and Radio Signals 2001 (HH080/13/08 - E28) 19/02

Continued on next column

VOLUME 6, 2001/02—PART 4

Published Wk 41/01

(Last Amendments: Weekly Edition No. 17 dated 25 April 2002)

Page 18, AUSTRALIA, Fleet Base West (Garden Island)

Pilots and Naval Port, delete CALL to HOURS: H24 and replace by:

CALL: Stirling Tower

TELEPHONE: +61(0)8 9553 2386

Out of hours: Duty Port Manager (mobile): 0410 694 301

FAX: +61(0)8 9553 2776

FREQUENCY: Port Control: Ch 14

Tug Control: Ch 69

HOURS: Mon-Fri: 0730-1600

Lt Underdown, HMAS Stirling (HH080/021/13 - E1) 19/02

Page 161, JAPAN, ONAHAMA

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

(4) Pilot boards in the following positions:

(a) Tankers: 36°52'·59N 140°53'·90E

(b) Cargo vessels: 36°53'·54N 140°53'·43E

Japanese Chart W68 19/02

V6(3)RBAYVTS



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