



# ADMIRALTY NOTICES TO MARINERS

## Weekly Edition 25

20 June 2002

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

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

|                                         |                                                                                               |
|-----------------------------------------|-----------------------------------------------------------------------------------------------|
| <b>Notices to Mariners Website</b>      | <b>Web:</b> <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>                              |
| <b>Urgent navigational information:</b> | <b>Fax:</b> +44(0)1823 322352 <b>Telex:</b> 46464                                             |
|                                         | <b>Phone:</b> +44(0)1823 723315                                                               |
|                                         | <b>e-mail:</b> <a href="mailto:rnwuser@ukhornw.u-net.com">rnwuser@ukhornw.u-net.com</a>       |
| <b>Other navigational information:</b>  | <b>e-mail:</b> <a href="mailto:hdcfiles@ukho.gov.uk">hdcfiles@ukho.gov.uk</a>                 |
| <b>General enquiries:</b>               | <b>e-mail:</b> <a href="mailto:generalenquiries@ukho.gov.uk">generalenquiries@ukho.gov.uk</a> |
| <b>General Website</b>                  | <b>Web:</b> <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>                              |
| <b>Other matters:</b>                   | <b>Fax:</b> +44(0)1823 284077 <b>Telex:</b> 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](http://www.adobe.com)).

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

**[www.ukho.gov.uk](http://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](http://www.ukho.gov.uk/notices_to_mariners.html)**

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

### Details of File Content.

#### *Weekly Notices to Mariners.*

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

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

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

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

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49–RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

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

## Annual Summary of Admiralty Notices to Mariners (NP247).

The Annual Summary is published in January each year and referenced as NP247–YY (Where YY refers to the Year). The Annual Summary is segregated into three files as follows:

NOTICES 1–24.PDF – contains the series of Annual statutory Notices to Mariners, numbers 1 to 24. There are Links between the Index Page and the relevant Notice.

T&P \_YYYY.PDF – contains a summary of all Temporary and Preliminary Notices still in force at the beginning of the current year. (Where YYYY refers to the year, (Example T&P\_2001)). There are Links between the Index Page and the relevant Geographical Sections.

AMENDS TO SDS.PDF – contains a cumulative summary of Amendments to Sailing Directions. There are Links between the Index Page and the amendments to each individual Volume of the Sailing Directions.

## Cumulative Lists of Admiralty Notices to Mariners (NP234A and B).

The Cumulative NM files are segregated as follows (NP 234A refers to the January Edition, NP234B refers to the July edition and YY refers to the year) (Example: The July 2001 edition of the Cumulative List is referenced as NP234B–01):

NP234X–YY (Where X refers to the Half yearly edition and YY refers to the year) gives the historical index of paper chart NM corrections, referenced by Admiralty chart number. At present, there are no links to actual Notices to Mariners.

## Small Craft Notices to Mariners (NP246 A,B,C and D).

The Small Craft Notices to Mariners (SCNM) files are segregated as follows (NP246A February, NP246B May, NP246C July and NP246D October. YY refers to the year) (Example: The July 2001 edition of the SCNMs is referenced as NP246C–01):

NP246X–YY – (Where NP 246X refers to the Quarterly edition and YY refers to the Year) contains the quarterly SCNMs, referenced under the relevant Navigational Publication (NP) number (Example NP246C/01). There are links between the Index Page and the Geographical Sections. The full colour NM Blocks and Notes are available as separate files (see *Digital Colour Blocks and Notes* below).

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49–RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

## NM Feedback Form.

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

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

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

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

### **Help-Line**

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

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

Fax: +44 (0) 1823 331945

E-mail: [generalenquiries@ukho.gov.uk](mailto:generalenquiries@ukho.gov.uk)



# ADMIRALTY NOTICES TO MARINERS

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# I

## EXPLANATORY NOTES

### Dating

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

### Charts and Positions

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

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

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

### Temporary and Preliminary Notices

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

### Original Information

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

### Further guidance

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

### Lights

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

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

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

### Radio Signals

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

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

### Sailing Directions

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

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

### Radio Navigational Warnings

See Note at the start of Section III.

### Updating

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

# I

## EXPLANATORY NOTES

### Laws and Regulations

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

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

### Reliance on Charts and Associated Publications

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

### Charts

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

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

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| <b>352</b>          | 2593             | <b>1999</b>         | 2525              |
| <b>515</b>          | 2526             | <b>2001</b>         | 2611P             |
| <b>520</b>          | 2574             | <b>2079</b>         | 2502              |
| <b>528</b>          | 2573, 2574       | <b>2094</b>         | 2507              |
| <b>529</b>          | 2573             | <b>2131</b>         | 2505              |
| <b>543</b>          | 2574             | <b>2189</b>         | 2575              |
| <b>857</b>          | 2511, 2512       | <b>2204</b>         | 2575              |
| <b>858</b>          | 2511             | <b>2242</b>         | 2527              |
| <b>898</b>          | 2547, 2548       | <b>2290</b>         | 2509              |
| <b>902</b>          | PL               | <b>2297</b>         | 2514              |
| <b>951</b>          | 2539, 2609P      | <b>2381</b>         | 2505              |
| <b>953</b>          | 2543, 2609P      | <b>2395</b>         | 2515              |
| <b>954</b>          | 2543, 2609P      | <b>2492</b>         | 2593              |
| <b>969</b>          | 2573             | <b>2540</b>         | PL                |
| <b>996</b>          | 2543             | <b>2590</b>         | 2516              |
| <b>998</b>          | 2610T            | <b>2593</b>         | 2518              |
| <b>1060</b>         | 2610T            | <b>2670</b>         | 2593              |
| <b>1083</b>         | PL               | <b>2675</b>         | 2508              |
| <b>1103</b>         | 2610T            | <b>2754</b>         | 2591, 2592        |
| <b>1119</b>         | 2504             | <b>2808</b>         | 2584              |
| <b>1124</b>         | 2536             | <b>2823</b>         | 2499              |
| <b>1199</b>         | 2536             | <b>2875</b>         | 2539, 2609P       |
| <b>1214</b>         | 2530             | <b>2921</b>         | 2588              |
| <b>1233</b>         | 2504             | <b>2957</b>         | 2541, 2542, 2609P |
| <b>1258</b>         | 2546             | <b>2960</b>         | 2542              |
| <b>1270</b>         | 2501, 2545, 2546 | <b>3064</b>         | 2611P             |
| <b>1271</b>         | 2546             | <b>3087</b>         | 2510              |
| <b>1282</b>         | 2569, 2570       | <b>3112</b>         | 2537              |
| <b>1286</b>         | 2569             | <b>3118</b>         | 2529              |
| <b>1305</b>         | 2540             | <b>3169</b>         | 2513              |
| <b>1335</b>         | 2540             | <b>3192</b>         | 2577              |
| <b>1351</b>         | 2521             | <b>3204</b>         | 2585              |
| <b>1357</b>         | 2529             | <b>3254</b>         | 2598P             |
| <b>1368</b>         | 2567             | <b>3268</b>         | 2520              |
| <b>1378</b>         | 2567             | <b>3271</b>         | 2504              |
| <b>1382</b>         | 2610T            | <b>3272</b>         | 2504              |
| <b>1388</b>         | 2544             | <b>3282</b>         | 2504              |
| <b>1408</b>         | 2518             | <b>3283</b>         | 2504              |
| <b>1411</b>         | 2507             | <b>3303</b>         | 2528              |
| <b>1429</b>         | 2536, 2608P      | <b>3382</b>         | 2582              |
| <b>1440</b>         | 2526             | <b>3391</b>         | PL                |
| <b>1503</b>         | 2517             | <b>3439</b>         | 2514              |
| <b>1505</b>         | 2518             | <b>3456</b>         | 2590              |
| <b>1651</b>         | 2593, 2594       | <b>3457</b>         | 2589              |
| <b>1700</b>         | 2523             | <b>3458</b>         | 2586              |
| <b>1701</b>         | 2524             | <b>3459</b>         | 2587              |
| <b>1721</b>         | 2534             | <b>3469</b>         | 2538              |
| <b>1749</b>         | 2611P            | <b>3488</b>         | 2600P             |

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| <b>4145</b>           | 2613             | INT 1607                | 2507             |
| <b>4209</b>           | 2529             | INT 1608                | 2507             |
| <b>4603</b>           | 2555, 2557, 2558 | INT 1901                | PL               |
| <b>4657</b>           | 2610T            | INT 2088                | 2529             |
| <b>4762</b>           | 2594, 2595       | INT 5251                | 2547             |
| <b>4765</b>           | 2594             | INT 5360                | PL               |
| <b>4774</b>           | 2595             | INT 5363                | 2501, 2545, 2546 |
| <b>4788</b>           | 2596             | INT 5364                | 2501             |
|                       |                  | INT 7145                | PL               |
|                       |                  | INT 7220                | PL               |
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| <b>Aus 171</b>        | 2604T            |                         |                  |
| <b>Aus 243</b>        | 2551, 2552       |                         |                  |
| <b>Aus 249</b>        | 2602T            |                         |                  |
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| <b>NZ 532</b>         | 2565             |                         |                  |
| <b>NZ 4633</b>        | 2566, 2606P      |                         |                  |

## II

[25/02]

### ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

#### NEW ADMIRALTY CHARTS AND PUBLICATIONS

##### Admiralty Charts published 20 June 2002

| Chart           | Title, limits and other remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Scale    | Folio | Catalogue page | UK (RRP)* |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------|----------------|-----------|
| ⊙73<br>INT 1901 | International Chart Series, Spain - South West Coast, Puerto de Huelva and Approaches.<br>37°02'·23N. — 37°16'·34N., 6°46'·08W. — 6°59'·00W.<br><br><i>A new chart providing improved coverage of the Port of Huelva and Approaches. A replacement for the two plans of Huelva on existing Chart 83. (A modified reproduction of INT 1901 originally published by Spain in 2000).</i><br><br><i>Note: On publication of this New Chart Former Notice 2664(P)/01 is cancelled.</i> | 1:25,000 | 18    | 38             | £16·30    |

#### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

##### Admiralty Charts published 20 June 2002

| Chart            | Title and other remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Scale                                         | Folio | Catalogue page | UK (RRP)* |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-------|----------------|-----------|
| ⊙327<br>INT 7145 | International Chart Series, Red Sea, Saudi Arabia, Northern Approaches to Yanbu'.<br><br>Yanbu' al Baḥr.<br><br><i>Includes changes to coastline, depths, wrecks, lights, buoyage and landmarks. The chart is now referred to WGS84 datum. (This chart is included in the International Chart Series).</i>                                                                                                                                                                                        | 1:75,000<br><br>1:25,000                      | 32    | 56             | £16·30    |
| ⊙902<br>INT 1334 | International Chart Series, The Sound - Denmark, Københavns Havn.<br><br>Ⓐ Knippelsbro Passage Span.<br>Ⓑ Langebro Passage Span.<br>Ⓒ Slusehavnen Lock and Sjællandsbroen Passage Span.<br><br><i>Includes amendments to Kronløbet lights, leading lines, minor buoyage, limits and depths of dredged areas, channel and alongside depths and harbour developments throughout.</i><br><br><i>Note: On publication of this New Edition Former Notices 1905(P)/02 and 2146(P)/02 are cancelled.</i> | 1:12,500<br><br>1:2,000<br>1:2,000<br>1:3,000 | 10    | 30             | £16·30    |
| ⊙1838            | Republic of Ireland - West Coast, Bantry Bay, Shot Head to Bantry.<br><br>Bantry Bay, Oil Terminal.<br>51°40'·00N. — 51°43'·14N., 9°30'·35W. — 9°37'·40W.<br><br><i>Includes changes to depths from a recent Bantry Bay Harbour Commissioners survey. The limits of plan, Bantry Bay, Oil Terminal have been amended westwards to include Leahill Jetty.</i>                                                                                                                                      | 1:30,000<br><br>1:12,500                      | 2     | 18             | £16·30    |

\*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

## II

### ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

#### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

##### Admiralty Charts published 20 June 2002 (continued)

| Chart             | Title and other remarks                                                                                                                                                                                                                                          | Scale    | Folio | Catalogue page | UK (RRP)* |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------|----------------|-----------|
| ⊙2540             | Scotland - West Coast, Loch Alsh and Approaches.                                                                                                                                                                                                                 | 1:20,000 | 5     | 26             | £16.30    |
|                   | Ⓐ Kyle Akin.                                                                                                                                                                                                                                                     | 1:12,500 |       |                |           |
|                   | Ⓑ Kyle Rhea.                                                                                                                                                                                                                                                     | 1:12,500 |       |                |           |
|                   | <i>This partial new edition is limited to include changes to depths in Inner Sound and Kyle Akin.</i>                                                                                                                                                            |          |       |                |           |
|                   | <i>Note: This chart is to be deleted from the list of charts affected by Former Notice 1784(P)/02.</i>                                                                                                                                                           |          |       |                |           |
| ⊙3739<br>INT 7220 | International Chart Series, United Arab Emirates, Mīnā' Jabal 'Ālī, (Jebel Ali) and Approaches.                                                                                                                                                                  | 1:50,000 | 40    | 58             | £16.30    |
|                   | Ⓐ Mīnā' Jabal 'Ālī (Jebel Ali).                                                                                                                                                                                                                                  | 1:17,500 |       |                |           |
|                   | <i>Includes changes to the position of the approach channel and changes to coastline, depths, wrecks, lights, buoyage, submarine cables and landmarks. The chart is now referred to WGS84 datum. (This chart is included in the International Chart Series).</i> |          |       |                |           |
|                   | <i>Note: This chart remains affected by Former Notice 3244(P)/01. This chart is also affected by Notice 2599(T)/02.</i>                                                                                                                                          |          |       |                |           |

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### ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

#### ADMIRALTY CHARTS TO BE PUBLISHED 18 JULY 2002

##### New Editions of Admiralty Charts

| Chart            | Title and other remarks                                                                                                             | Scale    | Charts to be<br><b>WITHDRAWN</b> |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------------|
| 1083             | Baltic Sea - Gulf of Finland, Approaches to Vuosaari and Porvoo.                                                                    | 1:55,000 | 1083                             |
|                  | <i>Includes new submarine cables and amendments to restricted areas, recommended routes, buoyage, lights and depths throughout.</i> |          |                                  |
| 3391<br>INT 5360 | International Chart Series, Korea - South Coast, Geumo Yeoldo to Yokjido.                                                           | 1:75,000 | 3391<br>INT 5360                 |
|                  | <i>Includes extensive changes to depths within Yeosu Haeman and the approaches to Sacheon. (The title has been changed).</i>        |          |                                  |

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\*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

## II

### ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

#### Admiralty Charts

| <i>Chart to be<br/>WITHDRAWN</i> | <i>Main Title</i>                                                     | <i>On publication of<br/>New Chart/New Edition</i> |
|----------------------------------|-----------------------------------------------------------------------|----------------------------------------------------|
| 327                              | Red Sea, Saudi Arabia, Northern Approaches to Yanbu'.                 | ⊙327<br>INT 7145                                   |
| 902<br>INT 1334                  | International Chart Series, The Sound - Denmark,<br>Københavns Havn.  | ⊙902<br>INT 1334                                   |
| 1838                             | Republic of Ireland - West Coast, Bantry Bay, Shot Head<br>to Bantry. | ⊙1838                                              |
| 2540                             | Scotland - West Coast, Loch Alsh and Approaches.                      | ⊙2540                                              |
| 3739                             | United Arab Emirates, Mīnā' Jabal ' Ālī, and Approaches.              | ⊙3739<br>INT 7220                                  |

### 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

### NEW ARCS COVERAGE OF CHILEAN WATERS

UKHO have recently signed a bilateral agreement with the Service Hidrográfico Y Oceanográfico De La Armada De Chile, to incorporate Chilean navigational charts into the Admiralty series through adoption.

As ARCS coverage of Chilean waters is currently unavailable, the following is a list of existing Admiralty charts which will be made available in the ARCS series in the interim, to provide coverage ahead of the adoption process.

As new Chilean charts are adopted into the Admiralty series they will also be included in ARCS, replacing those listed below.

561, 631, 887, 1281, 1282, 1286, 1287, 1288, 1289, 1314, 1319, 1373, 1692, 1693, 1694, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3082, 3107

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## II

### 2613 MISCELLANEOUS UPDATES TO CHARTS

| Chart | Previous Update       | Details                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 83    | 1819/02               | Amend title of chart to, PORTS ON THE SOUTH COAST OF PORTUGAL.<br>Delete plan: Approaches to Huelva<br>Delete plan: Huelva.<br>Within Tidal Information Panel:<br>Delete references to Ria de Huelva Bar and Huelva, Muelle de Fabrica.<br>Within Source Data diagram:<br>Delete reference to Spanish Surveys<br>Delete top and bottom right-hand panels.<br>Within Title panel:<br>Delete note, PIPELINES. |
| 90    | 2196/02               | Insert magenta limit and chart reference, ( <i>see Note-POSITIONS</i> ) 73, as follows:<br>North: 37° 16'·41N. East: 6° 46'·00W.<br>South: 37° 02'·31N. West: 6° 58'·92W.<br>Substitute accompanying note, CHARTS 73 AND 142: POSITIONS, for existing note, CHART 142: POSITIONS, centred on 37° 00'·0N., 6° 16'·6W.<br>Delete magenta limit and chart number, 83, in position 37° 00'·2N., 6° 57'·0W.      |
| 328   | 2080/00               | Substitute accompanying note, CHARTS 326 AND 327: POSITIONS, for existing note, CHART 326: POSITIONS, centred on 23° 57'·70N., 38° 17'·45E.                                                                                                                                                                                                                                                                 |
| 4145  | New Chart<br>13/06/02 | Amend Edition Date in Customer Information panel, outside S. border to read, 13th June 2002.<br>Amend publication date within the inscription, outside S. border to read, 13th June 2002.                                                                                                                                                                                                                   |

UK Hydrographic Office.

### 2503\* ENGLAND, East Coast — Approaches to the River Humber — Chequer Shoal Eastwards to Outer Binks Eastwards — Depths

|            |                                                   |                               |
|------------|---------------------------------------------------|-------------------------------|
| Insert     | depth 8 <sub>7</sub> m                            | (a) 53° 34'·93N., 0° 15'·09E. |
|            | depth 7 <sub>8</sub> m                            | (b) 53° 34'·71N., 0° 14'·29E. |
|            | depth 9 <sub>3</sub> m                            | (c) 53° 33'·84N., 0° 13'·90E. |
| Substitute | depth 8 <sub>7</sub> m for depth 9 m              | (d) 53° 33'·09N., 0° 13'·06E. |
|            | depth 8 <sub>4</sub> m for depth 8 <sub>8</sub> m | (e) 53° 33'·01N., 0° 13'·74E. |
| Delete     | depth 9 <sub>3</sub> m                            | close W. of (a) above         |
|            | depth 8 m                                         | (f) close E. of (b) above     |
|            | depth 10 m                                        | adjacent to (c) above         |

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

**Chart** [*Last correction*].— **109** (INT 1555) [ 1630/02 ] — **107** (b-f) [ 1206/02 ]

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

### 2504\* SHETLAND ISLANDS — Mainland, East Coast — Approaches to Lerwick — Easter Rova Head — Light

|       |                                 |                               |
|-------|---------------------------------|-------------------------------|
| Amend | light to, 2Fl(3)WRG.18s14m16–9M | (a) 60° 11'·46N., 1° 08'·60W. |
|       | sectors at light, follows:      | (b) (a) above                 |
|       | R.9M 090° – 176·5° (86·5°)      |                               |
|       | 2R.13/9M 176·5° – 182° (5·5°)   |                               |
|       | 2W.16/12M 182° – 191° (9°)      |                               |
|       | 2G.13/9M 191° – 196·5° (5·5°)   |                               |
|       | G.9M 196·5° – 213° (16·5°)      |                               |
|       | R.9M 213° – 241° (28°)          |                               |
|       | W.12M 241° – 261·5° (20·5°)     |                               |
|       | G.9M 261·5° – 009° (107·5°)     |                               |
|       | R.9M 009° – 040° (31°)          |                               |

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

**Chart** [*Last correction*].— **3271** [ 5062/01 ] — **3272** [ 5062/01 ] — **3282** [ 1011/02 ] — **3283** [ 888/01 ] — **1119** (INT 1501) (a) [ 4034/01 ] — **1233** (INT 1500) (a) [ *New Edition* 7/2/02 ]

Light List Vol. A, 2002/03, 3794

Northern Lighthouse Board Notice 16/02 (HH.270/400/11).

### 2505\* SCOTLAND, West Coast — Firth of Clyde — Loch Gilp — Sgeir Sgalag Southwestwards — Buoy

|            |                                                                                                                                                                 |                           |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| Substitute | starboard-hand conical light-buoy, Fl.G.5s No 49, for former No 49 buoy, (chart 2131, starboard-hand conical light-buoy, Fl.G, for starboard-hand conical buoy) | 56° 00'·36N., 5° 26'·23W. |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|

**Chart** [*Last correction*].— **2381** (plan, Loch Gilp) & **2381** [ 1770/99 ] — **2131** [ 344/02 ]

Clydeport Notice 21/02 (HH.274/500/06).

## II

### 2506\* SCOTLAND, West Coast — Firth of Clyde — Campbeltown Loch — The Doirlinn Northwards — Buoy

Move Millbeg Bank light-buoy from: 55° 25'·531N., 5° 33'·933W.  
to: 55° 25'·520N., 5° 33'·915W.

**Chart** [*Last correction*].— **1864 (plan E, Campbeltown Loch)** [ 883/02 ]

SALMO (North) (HH.274/400/06).

### 2507\* SCOTLAND, South Coast — Luce Bay — Mooring Buoys; Buoy

|        |                                                                                         |     |                           |
|--------|-----------------------------------------------------------------------------------------|-----|---------------------------|
| Insert |        | (a) | 54° 46'·84N., 4° 48'·96W. |
| Move   | from:                                                                                   | (b) | 54° 49'·79N., 4° 53'·31W. |
|        | to:                                                                                     | (c) | 54° 49'·95N., 4° 53'·18W. |
|        |  from: | (d) | 54° 49'·7N., 4° 53'·4W.   |
|        | to:                                                                                     | (e) | 54° 50'·0N., 4° 53'·3W.   |
|        | DZ3 light-buoy from:                                                                    | (f) | 54° 46'·60N., 4° 38'·70W. |
|        | to:                                                                                     | (g) | 54° 46'·97N., 4° 38'·70W. |
| Delete |        | (h) | 54° 49'·35N., 4° 52'·12W. |

**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*].— **2094 (a-c,f-h)** [ 4563/01 ] — **1411 (INT 1608) (a,d-h)** [ 2047/02 ] — **1826 (INT 1607) (a,d-h)** [ 2265/02 ]

SALMO (North) (HH.276/410/03).

### 2508 ENGLAND, South Coast — Approaches to Plymouth — Eddystone Rocks — Fog signal

Amend fog signal to, *Horn(1)30s*, at light 50° 10'·9N., 4° 16'·0W.

**Chart** [*Last correction*].— **2675 (INT 1070)** [ 415/02 ]

Light List Vol. A, 2002/03, 0098

UK Hydrographic Office (HH.232/450/06).

### 2509\* ENGLAND, South Coast — Approaches to Exmouth — Pole Sand — Drying heights; Depths

|        |                                                      |           |                                                   |
|--------|------------------------------------------------------|-----------|---------------------------------------------------|
| Insert | drying height <u>1</u> 4 m                           | (a)       | 50° 36'·220N., 3° 23'·590W.                       |
|        | drying height <u>0</u> 7 m                           | (b)       | 50° 36'·140N., 3° 23'·460W.                       |
|        | drying contour to enclose (a) and (b) above joining: | (c)       | 50° 36'·220N., 3° 23'·830W.<br>(existing contour) |
|        |                                                      | (d)       | 50° 36'·100N., 3° 23'·700W.<br>(existing contour) |
| Delete | depth 0 <sub>6</sub> m                               |           | close SE. of (a) above                            |
|        | depth 0 <sub>5</sub> m                               |           | close W. of (b) above                             |
|        | depth 0 <sub>8</sub> m                               |           | 50° 36'·130N., 3° 23'·670W.                       |
|        | former drying contour joining:                       | (c) above |                                                   |
|        |                                                      | (d) above |                                                   |

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

**Chart** [*Last correction*].— **2290** [ *New Edition 23/11/00* ]

Exeter City Council (HH.232/520/05).

### 2510 NORWAY, West Coast — Harøfjorden — Orta, East Coast — Lights; Leading lines

|        |                                                                            |     |                                               |
|--------|----------------------------------------------------------------------------|-----|-----------------------------------------------|
| Delete | ★ F.R                                                                      | (a) | 62° 46'·89N., 6° 39'·60E.                     |
|        |                                                                            | (b) | 298° 0·10M from (a) above                     |
|        |                                                                            | (c) | 340° 0·13M from (a) above                     |
|        | leading line, pecked and firm line, and associated legend,<br>Ldg Lts 298° |     | extending in direction<br>118° from (b) above |
|        | leading line, pecked and firm line, and associated legend,<br>Ldg Lts 340° |     | extending in direction<br>160° from (c) above |

**Chart** [*Last correction*].— **3087** [ 4117/01 ]

Light List Vol. L, 2002/03, 0902.9, 0903, 0903.1

Norwegian Notice 8/328/02 (HH.310/490/04).

### 2511 SWEDEN, West Coast — Approaches to Göteborg — Göta Älv — Carn. Br. — Light

Amend light to, *Q.R.77m*, (chart 858, *Q.R.*) 57° 41'·48N., 11° 55'·27E.  
(chart 857, outside S. border)

**Chart** [*Last correction*].— **857 (panel B, Göta Älv)** [ 2397/02 ] — **858** [ 888/02 ]

Light List Vol. C, 2001/02, 0584.1

Swedish Notice 18–19/245/02 (HH.317/550/03).

## II

### 2512 SWEDEN, West Coast — Göteborg — Sannegårdshamnen — Buoyage; Works

|        |                                                                                                                         |     |                                                                                                                              |
|--------|-------------------------------------------------------------------------------------------------------------------------|-----|------------------------------------------------------------------------------------------------------------------------------|
| Insert | W. cardinal spar light-buoy, Q(9)15s                                                                                    | (a) | 57° 42'·376N., 11° 55'·573E.<br>57° 42'·325N., 11° 55'·567E.<br>57° 42'·264N., 11° 55'·599E.<br>57° 42'·315N., 11° 55'·590E. |
| Delete | legend, <i>Works in progress</i> (2002), centred on:<br>spar light-buoy with topmark, Fl.Y.3s<br>spar buoy with topmark |     | close ENE. of (a) above<br>120m NNE. of (a) above                                                                            |

**Chart** [*Last correction*].— **857 (panel B, Göta Älv)** [ 2511/02 ]

Swedish Notice 18–19/237/02 (HH.317/550/03).

### 2513 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Getskärsudden Southwestwards — Buoyage

|        |                          |                                                          |
|--------|--------------------------|----------------------------------------------------------|
| Insert | starboard-hand spar buoy | 60° 19'·00N., 18° 31'·00E.                               |
| Delete | starboard-hand spar buoy | 60° 19'·12N., 18° 30'·80E.<br>60° 18'·88N., 18° 31'·20E. |

**Chart** [*Last correction*].— **3169** [ 3929/01 ]

Swedish Notice 18–19/244/02 (HH.318/535/03).

### 2514 BALTIC SEA — Finland, South-West Coast — Saaristomeri — Korppoo Northwards — Skjöldholms fjärden — Maximum authorised draughts; Buoy

|        |                                     |     |                            |
|--------|-------------------------------------|-----|----------------------------|
| Amend  | maximum authorised draught to, 8·0m | (a) | 60° 13'·19N., 21° 37'·47E. |
|        |                                     | (b) | 60° 14'·33N., 21° 41'·31E. |
|        |                                     | (c) | 60° 14'·20N., 21° 39'·90E. |
| Delete | S. cardinal spar buoy               | (d) | 60° 14'·52N., 21° 41'·92E. |

**Chart** [*Last correction*].— **3439 (a,b,d)** [ 1919/02 ] — **2297 (c)** [ 1928/02 ]

Finnish Notice 11–12/205/02 (HH.319/470/03).

### 2515 BALTIC SEA — Russia — Approaches to Sankt Peterburg — Ostrov Kotlin Southwards — Bol'shoy Kronshtadtskiy Reyd — Anchorage area

|        |                                                       |     |                                                |
|--------|-------------------------------------------------------|-----|------------------------------------------------|
| Insert | limit of anchorage area, pecked line, joining:        | (a) | 59° 58'·82N., 29° 44'·00E.<br>(existing limit) |
|        |                                                       | (b) | 59° 59'·07N., 29° 42'·40E.<br>(W. border)      |
|        |                                                       | (c) | 59° 59'·10N., 29° 42'·13E.<br>(existing limit) |
| Delete | former limit of anchorage area, pecked line, joining: | (d) | (a) above                                      |
|        |                                                       | (e) | 59° 58'·85N., 29° 44'·50E.                     |
|        |                                                       | (f) | 59° 59'·01N., 29° 44'·12E.                     |
|        |                                                       | (g) | 59° 59'·05N., 29° 42'·59E.                     |
|        |                                                       | (h) | (b) above                                      |
|        |                                                       | (i) | (c) above                                      |

**Chart** [*Last correction*].— **2395 (plan B, Kronshtadt) (a,b,d–h) & 2395 (a,c–g,i)** [ 1111/02 ]

Russian Notice 18/2570/02 (HH.304/600/04).

### 2516 BALTIC SEA — Denmark, East Coast — Kattegat — Samsø, North-East Coast — Stavns Fjord — Legend

|        |                                |                          |
|--------|--------------------------------|--------------------------|
| Delete | legend, (4 buoys), centred on: | 55° 54'·8N., 10° 39'·5E. |
|--------|--------------------------------|--------------------------|

**Chart** [*Last correction*].— **2590 (INT 1380)** [ 666/02 ]

Danish Notice 18/476/02 (HH.333/470/03).

### 2517\* NORTH SEA — U.K. Sector — Davy Gas Field Northwestwards — Restricted area

|        |                                                                                     |                                  |
|--------|-------------------------------------------------------------------------------------|----------------------------------|
| Insert | circular limit of restricted area, radius 500m (0·27M),<br>pecked line, centred on: | 53° 05'·03N., 2° 49'·08E. (Well) |
|--------|-------------------------------------------------------------------------------------|----------------------------------|

**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*].— **1503 (INT 1509)** [ 1714/02 ]

Health and Safety Executive (HH.254/656/01).

### 2518 NORTH SEA — Netherlands Sector — Vlieland Gronden — Buoyage

|       |                               |     |                         |
|-------|-------------------------------|-----|-------------------------|
| Amend | PEN 15 light-buoy to, Fl.Y.5s | (a) | 53° 27'·6N., 4° 17'·7E. |
|       |                               | (b) | 53° 27'·6N., 4° 17'·6E. |
|       | PEN-43 light-buoy to, Fl.Y.5s | (c) | 53° 23'·3N., 4° 19'·9E. |
|       |                               | (d) | 53° 23'·3N., 4° 19'·8E. |

**Chart** [*Last correction*].— **1505 (INT 1420) (a,c)** [ 1941/02 ] — **2593 (INT 1414) (b,d)** [ 2288/02 ] — **1408 (b,d)** [ 2288/02 ]

Netherlands Notice 18/254/02 (HH.340/630/04).

## II

### 2519 NETHERLANDS — Die Ems — Horsbornplate, Möwensteert and Alte Ems — Drying heights; Depths

|        |                                                              |                               |
|--------|--------------------------------------------------------------|-------------------------------|
| Insert | drying height $\underline{0}_1$ m enclosed by drying contour | 53° 34'·79N., 6° 35'·02E.     |
|        | depth $2_2$ m enclosed by 5m contour                         | 53° 32'·96N., 6° 40'·38E.     |
|        | drying height $\underline{0}_9$ m enclosed by drying contour | 53° 32'·15N., 6° 41'·59E.     |
|        | drying height $\underline{1}_4$ m enclosed by drying contour | 53° 30'·73N., 6° 45'·62E.     |
|        | depth $0_4$ m enclosed by 2m contour                         | (a) 53° 29'·31N., 6° 45'·82E. |
| Delete | depth $1_1$ m enclosed by 2m contour                         | close S. of (a) above         |

**Chart** [*Last correction*].— **3509** [ 2286/02 ]

Netherlands Notice 18/245/02 & German Notice 17/(21)90/02 (HH.328/430/03).

### 2520 GERMANY, North Sea Coast — Süder Elbe — Sandauhafen — Light

|        |                       |                           |
|--------|-----------------------|---------------------------|
| Insert | ★ <i>Iso.R.2s7m3M</i> | 53° 30'·91N., 9° 56'·19E. |
|--------|-----------------------|---------------------------|

**Chart** [*Last correction*].— **3268** (INT 1455) (**plan B, Die Elbe, Port of Hamburg**) [ 1813/02 ]

Light List Vol. B, 2002/03, 1594.48

German Notice 18/(21)48/02 (HH.328/570/04).

### 2499 FRANCE, West Coast — Plateau de l'Île Dumet to Plateau de Piriac — Light; Depths; Beacon; Maritime limit; Buoy; Legends

|        |                                                              |                           |
|--------|--------------------------------------------------------------|---------------------------|
| Insert | the accompanying block, showing amendments to light,         |                           |
|        | depths, beacon, maritime limit, buoy and legend, centred on: | 47° 25'·96N., 2° 36'·25W. |
|        | legend, <i>Incompletely Surveyed</i> , centred on:           | 47° 25'·15N., 2° 31'·60W. |
|        | depth $3_8$ m and extend 5m contour NW. to enclose           | 47° 24'·25N., 2° 32'·06W. |

**Chart** [*Last correction*].— **2823** [ 1223/02 ]

French Chart 7136 (HH.353/480/06).

### 2521 FRANCE, North Coast — Approaches to Calais — Ridens de Calais — Depths

|        |                                                     |                               |
|--------|-----------------------------------------------------|-------------------------------|
| Insert | depth $13_3$ m and extend 15m contour W. to enclose | (a) 50° 59'·46N., 1° 46'·43E. |
| Delete | depth $16_3$ m                                      | close E. of (a) above         |

**Chart** [*Last correction*].— **1351** (INT 1483) [ 2291/02 ]

French Notice 18/10/02 (HH.351/420/03).

### 2522 SPAIN, West Coast — Ria de Arosa — Canal Principal — Obstructions

|        |                                              |                               |
|--------|----------------------------------------------|-------------------------------|
| Delete | legend, Obstructions (see Note), centred on: | (a) 42° 28'·42N., 8° 57'·89W. |
|        |                                              | (b) 42° 29'·17N., 8° 58'·05W. |
|        | note, OBSTRUCTIONS, centred on:              | (c) 42° 27'·50N., 8° 46'·20W. |
|        |                                              | (d) 42° 27'·05N., 8° 47'·50W. |

**Chart** [*Last correction*].— **1764** (a,c) [ 4108/01 ] — **1768** (b,d) [ 2193/02 ]

Spanish Chart 415B (HH.359/600/03).

### 2523 MEDITERRANEAN SEA — Spain, South-East Coast — Pta del Pudrimel Eastwards — Marine farm

|        |                                        |                           |
|--------|----------------------------------------|---------------------------|
| Insert | symbol, marine farm, ( <i>buoyed</i> ) | 37° 47'·54N., 0° 40'·65W. |
|--------|----------------------------------------|---------------------------|

**Chart** [*Last correction*].— **1700** [ 1041/02 ]

Spanish Notice 17/318/02 (HH.180/420/03).

### 2524 MEDITERRANEAN SEA — Spain — Cabo de Oropesa Northeastwards — Legend

|       |                                               |                           |
|-------|-----------------------------------------------|---------------------------|
| Amend | legend to, <i>4Fl(4)Y.10s</i> , at light-buoy | 40° 13'·90N., 0° 18'·40E. |
|-------|-----------------------------------------------|---------------------------|

**Chart** [*Last correction*].— **1701** [ 2197/02 ]

Spanish Notice 18/338/02 (HH.361/590/03).

## II

### 2525 MEDITERRANEAN SEA — Italy, West Coast — Isola d'Elba — Canale di Piombino, Portoferraio and Porto Azzurro — Outfalls; Submarine power cable

|        |                                |                                            |
|--------|--------------------------------|--------------------------------------------|
| Insert | outfall joining:               | (a) 42° 49'·03N., 10° 19'·71E. (shore)     |
|        |                                | (b) 42° 49'·38N., 10° 19'·93E. (N. border) |
|        |                                | (c) 42° 49'·40N., 10° 19'·95E. and         |
|        |                                | (d) 42° 45'·78N., 10° 23'·96E. (shore)     |
|        |                                | (e) 42° 45'·45N., 10° 24'·24E. and         |
|        |                                | (f) 42° 45'·32N., 10° 24'·19E. (shore)     |
|        |                                | (g) 42° 45'·45N., 10° 24'·57E.             |
|        | submarine power cable joining: | (h) 42° 51'·75N., 10° 25'·25E. (shore)     |
|        |                                | (i) 42° 51'·84N., 10° 25'·68E.             |
|        |                                | (j) 42° 54'·39N., 10° 30'·40E.             |
|        |                                | (k) 42° 55'·42N., 10° 30'·67E.             |
|        |                                | (l) 42° 55'·94N., 10° 30'·61E. (shore)     |

**Chart** [*Last correction*].— **131** (plan, Porto Azzurro) (*d–g*) (plan, Rada di Portoferraio) (*a,b*) & (plan, Canale di Piombino) (*a,c,d–l*) [ 3843/01 ] — **1999** (*h–l*) [ 2199/02 ]  
Italian Chart 117 (HH.369/540/04).

### 2526 MEDITERRANEAN SEA — Adriatic Sea — Croatia — Otok Silba — Silbanski Kanal — Depth

|            |                         |                                |
|------------|-------------------------|--------------------------------|
| Substitute | depth 43m for depth 49m | (a) 44° 21'·40N., 14° 38'·17E. |
|            |                         | (b) 44° 21'·40N., 14° 37'·90E. |

**Chart** [*Last correction*].— **515** (*a*) [ 1467/02 ] — **204** (*b*) [ 2252/02 ] — **220** (*b*) [ 2299/02 ] — **1440** (*a*) [ 1465/02 ]  
Croatian Chart 100–19 (HH.377/560/02).

### 2527 BLACK SEA — Ukraine — Kerch Strait — Mys Kamysh–Burnu Eastwards — Route No 52 — Buoyage

|        |                                      |                            |
|--------|--------------------------------------|----------------------------|
| Delete | safe water pillar light–buoy, LFl.6s | 45° 13'·61N., 36° 28'·47E. |
|        |                                      | 45° 15'·40N., 36° 28'·24E. |

**Chart** [*Last correction*].— **2242** [ 1954/02 ]  
Russian Notice 16/2269/02 (HH.396/430/05).

### 2528 BLACK SEA — Sea of Azov — Ukraine — Mariupol' — Port Azovstal' — Wreck

|        |                                                                                     |                            |
|--------|-------------------------------------------------------------------------------------|----------------------------|
| Insert |  | 47° 05'·75N., 37° 34'·70E. |
|--------|-------------------------------------------------------------------------------------|----------------------------|

**Chart** [*Last correction*].— **3303** (plan B, Port Azovstal' and Havan' Shmidta) [ 2202/02 ]  
Russian Notice 16/2270/02 (HH.396/420/01).

### 2529\* AFRICA, West Coast — Nigeria — Bonny River Southeastwards — Fouls; Moored storage tanker; Restricted area; Pilot boarding place; Recommended anchorage; Wells; Depth

|        |                                                                                                                                                                                                                                                    |                              |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| Insert | #                                                                                                                                                                                                                                                  | (a) 4° 02'·13N., 7° 17'·18E. |
|        |                                                                                                                                                                                                                                                    | (b) 4° 00'·03N., 7° 15'·76E. |
|        | ↻ Okono Terminal (see Note) Mo(U) Horn Mo(U),<br>(chart 3118, ↻ (lighted), Terminal Okono (see Note))<br>(chart 4209, ↻ (lighted), Okono Terminal)<br>circular limit of restricted area, radius 2M, pecked line,<br>centred on:<br>① ⚓ centred on: | (c) 3° 59'·35N., 7° 17'·47E. |
|        |                                                                                                                                                                                                                                                    | (d) (c) above                |
|        |                                                                                                                                                                                                                                                    | (e) 4° 01'·80N., 7° 17'·47E. |
|        |                                                                                                                                                                                                                                                    | (f) 4° 02'·13N., 7° 18'·10E. |
| Delete | ○ Well PA                                                                                                                                                                                                                                          | (g) close E. of (a) above    |
|        |                                                                                                                                                                                                                                                    | (h) close NE. of (b) above   |
|        |                                                                                                                                                                                                                                                    | (i) close S. of (a) above    |
|        |                                                                                                                                                                                                                                                    | (j) close N. of (b) above    |
|        |                                                                                                                                                                                                                                                    | (k) close E. of (c) above    |
|        | depth 59m                                                                                                                                                                                                                                          |                              |

**Chart** [*Last correction*].— **1860** (*a–e*) [ 2081/02 ] — **1863** (*a–e,g,h*) [ 2081/02 ] — **1357** (*a–d,f,i,j*) [ 2081/02 ] — **3118** (INT 2088) (*c*) [ 1566/02 ] — **4209** (INT 209) (*c,k*) [ 4801/01 ]  
Admiralty List of Radio Signals Vol. 6 (3), 2001/02: (14/02)  
FPSO Jamestown (HH.440/180/11).

### 2530\* ARABIA — Kuwait — Khalij al Kuwayt — Approaches to Ash Shuwaykh — Outer Shuwaykh Channel — Beacon

|        |                   |                              |
|--------|-------------------|------------------------------|
| Delete | No 3 beacon, (Ru) | 29° 24'·428N., 47° 58'·395E. |
|--------|-------------------|------------------------------|

**Chart** [*Last correction*].— **1214** (plan, Minā' Ash Shuwaykh) [ 2311/02 ]  
Kuwait Notice 1/04/02 (HH.493/420/03).

## II

### 2500 CHINA, South Coast — Zhujiang Kou — Mawan Gang — Coastline; Jetty; Depths; Maritime limit

Insert the accompanying block, showing amendments to coastline,  
jetty, depths and a new turning area, centred on: 22° 30'·00N., 113° 52'·00E.

**Chart** [*Last correction*].— **342** [ 1834/02 ]

Chinese Chart 15447 (HH.548/440/03).

### 2531 CHINA, South Coast — Zhu Jiang — Huangpu — Dahaozhou Shuidao — Depths

Insert depth 0<sub>5</sub> m enclosed by 2m contour 23° 04'·81N., 113° 28'·14E.  
Delete depth 17<sub>9</sub> m 23° 03'·99N., 113° 28'·92E.

**Chart** [*Last correction*].— **346** [ 2209/02 ]

Chinese Chart 15457 (HH.548/445/02).

### 2532 CHINA, South Coast — Zhujiang Kou — Chuanbi Shuidao and Lingding Lanjiangsha — Depths; Beacons; Light-beacon

Insert depth 4<sub>2</sub> m enclosed by 5m contour 22° 41'·14N., 113° 41'·33E.  
depth 5<sub>4</sub> m with seabed character, *R* 22° 40'·30N., 113° 42'·20E.  
beacon with X topmark, *No 4* 22° 33'·66N., 113° 41'·43E.  
beacon with X topmark, *No 2* 22° 33'·12N., 113° 44'·36E.  
beacon with X topmark, *No 3* 22° 30'·82N., 113° 41'·85E.  
beacon with X topmark, *No 1* 22° 30'·14N., 113° 46'·16E.  
W. cardinal light-beacon, *Q(9)15s5m4M* 22° 41'·15N., 113° 43'·12E.  
Delete former W. cardinal light-beacon, *Q(9)15s3m4M* 22° 40'·66N., 113° 43'·41E.

**Chart** [*Last correction*].— **343** [ 1834/02 ]

Light List Vol. F, 2001/02, 3465

Chinese Chart 15440 and Chinese Notice 16/307/02 (HH.548/440/03).

### 2533 CHINA, East Coast — Dong Hai — Qingshan Dao Southwards and Eastwards — Depths

Insert depth 4<sub>6</sub> m enclosed by 5m contour 26° 32'·20N., 119° 48'·20E.  
depth 3<sub>9</sub> m enclosed by 5m contour 26° 36'·98N., 119° 49'·09E.

**Chart** [*Last correction*].— **1754** [ 2320/02 ]

Chinese Chart 13971 (HH.548/460/03).

### 2534 CHINA, East Coast — Dong Hai — Wenzhou Wan — Damen Dao Southwards — Channel depths; Legends

Substitute the accompanying note, CHANNEL DEPTHS, for  
existing note, centred on: (a) 27° 55'·9N., 120° 40'·0E.  
the accompanying note, CHANNEL DEPTHS, for existing  
note, HUANGDAAO SHUIDAO-DEPTHS, centred on: (b) 28° 19'·3N., 121° 01'·0E.  
legend, *Bei Shuidao* (see Note-Channel Depths), for existing  
legend, Huangdaao Shuidao (see Note), centred on: (c) 27° 55'·8N., 121° 07'·3E.  
legend, *Bei Shuidao*, for existing legend,  
Huangdaao Shuidao, centred on: (d) 27° 56'·1N., 121° 07'·4E.

**Chart** [*Last correction*].— **1763 (plan, Wenzhou and Approaches)** (a) [ 1676/02 ] — **1721 (b,c)** [ 2253/02 ] — **1759 (d)** [ 2324/02 ]

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

### 2535 CHINA, East Coast — Wenzhou Wan — Wenzhou Jiǎo Southeastwards — Buoy

Move S4 light-buoy from:  
to: 27° 58'·30N., 120° 57'·85E.  
27° 58'·55N., 120° 57'·78E.

**Chart** [*Last correction*].— **1763 (plan, Wenzhou Wan)** [ 2534/02 ]

Chinese Notice 16/310/02 (HH.548/465/03).

### 2536 CHINA, East Coast — Zhoushan Qundao — Daishan Dao Eastwards and Zhoushan Dao Northeastwards — Depth; Wreck; Rock

Insert depth 3<sub>6</sub> m enclosed by 5m contour (a) 30° 18'·15N., 122° 14'·60E.  
⊗ (b) 30° 18'·90N., 122° 16'·14E.  
⊗ PA (c) 30° 05'·41N., 122° 18'·83E.  
(d) 30° 05'·41N., 122° 18'·96E.

**Chart** [*Last correction*].— **1429 (c)** [ 2324/02 ] — **1124 (a,b)** [ 2325/02 ] — **1199 (b,d)** [ 2325/02 ]

Chinese Chart 13361 (HH.548/468/04).

## II

- 2537 JAPAN — Kyūshū, West Coast — Nagashima Kaikyō — Shishi Shima — Hegushi Kō — Lights; Breakwater**  
 Insert ★ *Fl.R.4s8m3M* breakwater, single firm line, joining: (a) 32° 15'·60N., 130° 13'·63E.  
 (a) above  
 (b) 32° 15'·67N., 130° 13'·70E.  
 (b) above  
 Delete ★ *F.Fl.R.4s11m4/10M*  
**Chart** [*Last correction*].— **3112 (plan, Nagashima Kaikyō)** [ 2329/02 ]  
 Light List Vol. F, 2001/02, 5129.6  
 Japanese Notice 18/625/02 (*HH.564/401/07*).
- 2538 JAPAN — Seto Naikai — Hiroshima Wan — Iwakuni — Oki Shinkai Hana Northeastwards — Submarine cables**  
 Insert submarine cable joining: (a) 34° 12'·928N., 132° 15'·137E.  
 (existing cable)  
 34° 12'·955N., 132° 15'·060E.  
 34° 12'·890N., 132° 14'·815E.  
 Delete submarine cable joining: (a) above  
 34° 13'·025N., 132° 15'·132E.  
 34° 13'·308N., 132° 14'·832E.  
 34° 13'·362N., 132° 14'·605E.  
 34° 13'·271N., 132° 14'·441E.  
 (shore)  
**Chart** [*Last correction*].— **3469 (plan, Iwakuni)** [ 2439/02 ]  
 Japanese Notice 18/623/02 (*HH.568/450/02*).
- 2539 JAPAN — Honshū, South Coast — Kii Suidō — Kii Shioya Kō — Wave meters; Submarine cables**  
 Insert ○ *Wave Meter* submarine cable joining: (a) 33° 50'·51N., 135° 08'·11E.  
 (b) (a) above  
 (c) 33° 51'·24N., 135° 08'·02E.  
 (d) 33° 51'·74N., 135° 08'·43E.  
 (e) 33° 51'·68N., 135° 08'·71E. (shore)  
 Delete ○ *Wave Recorder* former submarine cable joining: (f) 33° 51'·40N., 135° 08'·20E.  
 (g) 33° 51'·75N., 135° 08'·65E. (★)  
 (h) (f) above  
**Chart** [*Last correction*].— **951 (a–e)** [ *New Edition* 26/7/01 ] — **2875** [ 2333/02 ]  
 Japanese Notice 18/619/02 (*HH.568/492/06*).
- 2540 JAPAN — Honshū, North–West Coast — Wakasa Wan — Maizuru Wan — Maki Yama Southeastwards — Landmark**  
 Insert ○ *Radome* 35° 30'·15N., 135° 19'·12E.  
**Chart** [*Last correction*].— **1335 (plan, Maizuru)** [ 2214/02 ] — **1305** [ *New Edition* 7/3/02 ]  
 Japanese Notice 18/616/02 (*HH.563/494/03*).
- 2541 JAPAN — Honshū, South Coast — Saku Shima Westwards — Depth**  
 Insert depth 48 m enclosed by 5m contour 34° 43'·36N., 137° 00'·95E.  
 Note: Former Notice 1790(T)/02 is cancelled.  
**Chart** [*Last correction*].— **3650** [ 1846/02 ] — **2957** [ 1258/02 ]  
 Japanese Notice 16/533/02 (*HH.563/415/03*).
- 2542 JAPAN — Honshū, South Coast — Approaches to Nagoya — Port Island Westwards — Restricted area; Light; Signal station**  
 Insert limit of restricted area, entry prohibited, pecked line, joining: (a) 35° 00'·37N., 136° 48'·03E.  
 (existing limit)  
 35° 00'·44N., 136° 47'·93E.  
 35° 00'·73N., 136° 48'·20E.  
 35° 00'·65N., 136° 48'·34E.  
 35° 00'·51N., 136° 48'·20E.  
 (breakwater)  
 Delete former limit of restricted area, entry prohibited, pecked line, joining: (a) above  
 35° 00'·51N., 136° 48'·14E.  
 (breakwater)  
 ★ *F.Fl(2)R.8s14m6/11M*, (chart 2957, ★ *F.Fl(2)R.8s6/11M*) (b) 35° 00'·57N., 136° 48'·10E.  
 ○ (Traffic) SS close NE. of (b) above  
**Chart** [*Last correction*].— **2960** [ 1096/02 ] — **2957 (b)** [ 2541/02 ]  
 Light List Vol. F, 2001/02, 6113.2  
 Japanese Notice 18/618/02 (*HH.563/412/06*).

## II

### 2543 JAPAN — Honshū, South Coast — Izu Shotō — Miyake Shima and Ō Shima Westwards — Lights; Buoy

|        |                                           |     |                             |
|--------|-------------------------------------------|-----|-----------------------------|
| Insert | special pillar light–buoy, <i>MO(U)8s</i> | (a) | 34° 40′.8N., 139° 02′.4E.   |
|        |                                           | (b) | 34° 41′.05N., 139° 02′.27E. |
| Amend  | light to, <i>Fl.G.4M</i>                  | (c) | 34° 03′.4N., 139° 32′.8E.   |
|        | light to, <i>Fl.3s9M</i>                  | (d) | 34° 04′.7N., 139° 34′.2E.   |
|        | light to, <i>Fl.3s15m5M &amp; Fl.G.2M</i> | (e) | 34° 03′.8N., 139° 28′.9E.   |

**Chart** [*Last correction*].— **954** (b) [ 1398/02 ] — **953** (b) [ 1985/02 ] — **996** (a,c–e) [ 2217/02 ]

Light List Vol. F, 2001/02, 6276.1, 6276.2, 6276.3, 6276.4

Japanese Notices 12/391–392/02, 15/528/02 & 17/588/02 (HH.563/401/03).

### 2544 JAPAN — Honshū, North Coast — Akita — Depths; Dredged area

|        |                                                            |     |                             |
|--------|------------------------------------------------------------|-----|-----------------------------|
| Insert | depth 5 <sub>5</sub> m                                     |     | 39° 44′.54N., 140° 03′.96E. |
|        | depth 4 <sub>5</sub> m and extend 5m contour E. to enclose | (a) | 39° 44′.40N., 140° 04′.00E. |
| Delete | depth 7 <sub>7</sub> m                                     |     | close S. of (a) above       |
|        | limit of dredged area, pecked line, and associated legend, |     |                             |
|        | Dredged to 7.6m (1989), centred on:                        |     | 39° 44′.50N., 140° 04′.00E. |

**Chart** [*Last correction*].— **1388** (plan B, Akita) [ 2254/02 ]

Japanese Notice 13/436/02 (HH.563/520/03).

### 2501 KOREA, West Coast — Inch'ŏn — Coal Wharf Southwards — Depths; Drying heights; Buoyage; Reclamation

|        |                                                                                                                    |     |                             |
|--------|--------------------------------------------------------------------------------------------------------------------|-----|-----------------------------|
| Insert | the accompanying block, showing amendments to depths,<br>drying heights, buoyage and reclamation area, centred on: | (a) | 37° 26′.00N., 126° 36′.10E. |
| Delete | port–hand pillar light–buoy with topmark                                                                           | (b) | 37° 26′.14N., 126° 35′.68E. |
|        | starboard–hand pillar light–buoy with topmark                                                                      | (c) | 37° 26′.03N., 126° 35′.74E. |

**Chart** [*Last correction*].— **3642** (INT 5364) (a) [ New Edition 7/2/02 ] — **1270** (INT 5363) (b,c) [ 2220/02 ]

Korean Notice 16/210/02 (HH.557/418/08).

### 2545 KOREA, West Coast — Changbong Sudo — Yŏngjongdo Westwards — Depth

|        |                                                            |  |                             |
|--------|------------------------------------------------------------|--|-----------------------------|
| Insert | depth 3 <sub>9</sub> m and extend 5m contour N. to enclose |  | 37° 30′.02N., 126° 27′.27E. |
|--------|------------------------------------------------------------|--|-----------------------------|

**Chart** [*Last correction*].— **1270** (INT 5363) [ 2501/02 ]

Korean Notice 14/180/02 (HH.557/420/04).

### 2546 KOREA, West Coast — Taesan Hang — Ch'ŏito Northwestwards and Taeranji Do Northwards — Fish Havens

|        |                                            |     |                             |
|--------|--------------------------------------------|-----|-----------------------------|
| Insert | limit of fish haven, dotted line, joining: | (a) | 37° 03′.16N., 126° 24′.71E. |
|        |                                            |     | (N. border)                 |
|        |                                            | (b) | 37° 03′.05N., 126° 24′.71E. |
|        |                                            | (c) | 37° 03′.05N., 126° 24′.17E. |
|        |                                            | (d) | 37° 03′.16N., 126° 24′.17E. |
|        |                                            |     | (N. border)                 |
|        |                                            |     | and                         |
|        |                                            | (e) | 37° 04′.28N., 126° 24′.92E. |
|        |                                            | (f) | 37° 04′.28N., 126° 26′.53E. |
|        |                                            | (g) | 37° 04′.85N., 126° 26′.53E. |
|        |                                            | (h) | 37° 04′.85N., 126° 24′.92E. |
|        |                                            | (i) | 37° 03′.35N., 126° 24′.45E. |
|        |                                            | (j) | 37° 04′.50N., 126° 25′.60E. |

**Chart** [*Last correction*].— **1271** (plan A, Taesan) (a–d) [ 2219/02 ] — **1270** (INT 5363) (e–i) [ 2545/02 ] — **1258** (j) [ 2220/02 ]

Korean Notice 16/220/02 (HH.557/210/10).

### 2547 KOREA, East Coast — Approaches to P'ohang — Yŏngil Man — Talman Gap Southeastwards — Wreck; Buoy

|        |                                                                                          |  |                             |
|--------|------------------------------------------------------------------------------------------|--|-----------------------------|
| Insert |  Mast |  | 36° 05′.58N., 129° 28′.73E. |
|        | special pillar light–buoy with topmark, <i>Fl(3)Y.7s</i>                                 |  | 36° 05′.45N., 129° 28′.77E. |

**Chart** [*Last correction*].— **898** (plan B, P'ohang and Approaches) [ 2338/02 ] — **3666** (INT 5251) [ 1680/02 ]

Korean Notice 18/244/02 (HH.557/468/03).

### 2548 KOREA, East Coast — Muk'o — Buoyage

|        |                                                                |  |                             |
|--------|----------------------------------------------------------------|--|-----------------------------|
| Insert | special pillar light–buoy with topmark, <i>Fl(4)Y.8s</i>       |  | 37° 32′.12N., 129° 07′.40E. |
| Move   | special pillar light–buoy with topmark, <i>Fl.Y.4s</i> , from: |  | 37° 32′.24N., 129° 07′.13E. |
|        | to:                                                            |  | 37° 32′.27N., 129° 07′.15E. |

**Chart** [*Last correction*].— **898** (plan C, Muk'o) [ 2547/02 ]

Korean Notices 17/227/02 & 18/240/02 (HH.557/470/02).

## II

### 2549 RUSSIA, Pacific Coast — Kuril'skiye Ostrova — Ostrov Kunashir, South-West Coast — Notsuke Channel — Depths; Landmark

- Insert depth 18 m enclosed by 2m contour (a) 43° 42'·37N., 145° 27'·25E.  
 ⊙ CHIMNEY (b) 43° 44'·20N., 145° 31'·58E.
- Substitute depth 18 m for depth 24 m and extend 2m contour (c) (a) above  
 E. to enclose

**Chart** [*Last correction*].— **1802 (plan, Notsuke Channel) (a) & 1802 (b,c)** [ *New Edition 21/3/02* ] — **1803 (b,c)** [ *2102/02* ]  
 Russian Notice 18/2616/02 (HH.570/460/04).

### 2557 INDONESIA — Irian Jaya Southwestwards — Pu Pu Kai — Light

- Insert ★ (a) 6° 00'·7S., 132° 25'·8E.  
 (b) 6° 01'·0S., 132° 26'·0E.

**Chart** [*Last correction*].— **4603 (INT 603) (a)** [ *2555/02* ] — **4060 (INT 60) (b)** [ *2123/02* ]  
 Light List Vol. K, 2002/03, 1628.8  
 Australian Notice 9/275/02 (HH.571/009/02).

### 2558 INDONESIA — Buru Northwards — Sanana, South Coast — Tg Waka — Light

- Insert ★ 2° 28'·2S., 126° 02'·8E.

**Chart** [*Last correction*].— **4603 (INT 603)** [ *2557/02* ]  
 Light List Vol. K, 2002/03, 1601.15  
 Australian Notice 9/276/02 (HH.571/009/02).

### 2550 AUSTRALIA — Miscellaneous corrections; Lights

- Insert magenta chart limit, and number, *Aus 270*, joining:
- (a) 14° 58'·54S., 145° 20'·84E.
  - (b) 14° 59'·79S., 145° 20'·84E.
  - (c) 14° 59'·79S., 145° 21'·97E.
  - (d) 14° 58'·54S., 145° 21'·97E.
  - and
  - (e) 14° 25'·14S., 144° 44'·94E.
  - (f) 14° 34'·89S., 144° 44'·94E.
  - (g) 14° 34'·89S., 145° 03'·11E.
  - (h) 14° 25'·14S., 145° 03'·11E.
  - and
  - (i) (e) above
  - (j) 14° 33'·00S., 144° 44'·94E.  
(S. border)
  - and
  - (k) 14° 33'·00S., 145° 03'·11E.  
(S. border)
  - (l) (h) above  
and
  - (m) 14° 05'·94S., 144° 26'·62E.
  - (n) 14° 11'·29S., 144° 26'·62E.
  - (o) 14° 11'·29S., 144° 36'·39E.
  - (p) 14° 05'·94S., 144° 36'·39E.
  - and
  - (q) 16° 28'·24S., 145° 27'·15E.
  - (r) 16° 29'·49S., 145° 27'·15E.
  - (s) 16° 29'·49S., 145° 29'·60E.
  - (t) 16° 28'·24S., 145° 29'·60E.
  - (u) 14° 59'·3S., 145° 21'·2E.
  - (v) 14° 59'·1S., 145° 21'·2E.
  - (w) 14° 27'·10S., 145° 54'·00E.
  - (x) 14° 46'·20S., 145° 56'·30E.
  - (y) 15° 04'·40S., 144° 47'·00E.
  - (z) 14° 29'·50S., 144° 55'·50E.
  - (aa) 14° 57'·40S., 145° 20'·60E.
  - (bb) 13° 41'·90S., 144° 37'·60E.
  - (cc) 14° 08'·60S., 144° 32'·00E.
  - (dd) 14° 25'·80S., 145° 01'·60E.
  - (ee) 17° 10'·0S., 145° 24'·0E.
  - (ff) 16° 28'·90S., 145° 27'·80E.
- Amend light to, *Mo (U)*
- Delete plan, Approaches to Cape Flattery, centred on:  
 plan, Cape Flattery Wharf, centred on:  
 plan, Howick Group, centred on:  
 former magenta chart limit and legend, See Plan, centred on:
- plan, Cape Melville and Pipon Islets, centred on:  
 former magenta chart limit and legend, SEE PLAN,  
 centred on:  
 former magenta chart limit and legend, See Aus 832 Inset,  
 centred on:  
 plan, Port Douglas, centred on:  
 former magenta chart limit and legend, SEE PLAN,  
 centred on:

**Chart** [*Last correction*].— **Aus 830 (q-t,ee,ff)** [ *2446/02* ] — **Aus 832 (a-h,u-aa)** [ *1279/02* ] — **Aus 833 (i-p,bb-dd)** [ *948/02* ]  
 Light List Vol. K, 2002/03, 3214.2, 3214.3  
 Australian Notice 9/268/02 (HH.571/009/02).

## II

### 2551 AUSTRALIA — Queensland — Approaches to Port Bundaberg — Pilot boarding place

Move ① from: 24° 45'·49S., 152° 27'·53E.  
to: 24° 45'·6S., 152° 29'·7E.

Admiralty List of Radio Signals Vol. 6 (4), 2001/02: (25/02)

**Chart** [*Last correction*].— **Aus 243** [ 2113/02 ]

Australian Notice 9/269/02 (HH.571/009/02).

### 2552 AUSTRALIA — Queensland — Approaches to Port Bundaberg — Swing Basin to Sea Reach — Maintained depths

Amend legend to, *Maintained depth 9·7m*, centred on: (a) 24° 45'·36S., 152° 24'·41E.  
(b) 24° 46'·04S., 152° 22'·81E.  
maintained depth to, 9·7m, centred on: (c) 24° 45'·52S., 152° 23'·38E.  
maintained depth to, 9·8m, centred on: (d) 24° 46'·27S., 152° 22'·83E.  
(e) 24° 46'·41S., 152° 22'·86E.

**Chart** [*Last correction*].— **Aus 243 (plan, Port Bundaberg)** (a,b,d,e) & **Aus 243** (c) [ 2551/02 ]

Australian Notice 9/270/02 (HH.571/009/02).

### 2553 AUSTRALIA — Queensland — Repulse Bay — Proserpine River — Light-beacons; Buoyage

Insert light-beacon with  $\triangle$  topmark, Fl.G.3s 20° 30'·64S., 148° 44'·044E.  
(a) 20° 29'·899S., 148° 43'·518E.  
Delete starboard-hand can light-buoy with topmark, Fl.G.3s 20° 29'·59S., 148° 44'·07E.  
adjacent to (a) above

**Chart** [*Last correction*].— **Aus 252** [ 2116/02 ]

Light List Vol. K, 2002/03, 3062.2, 3062.61

Australian Notice 9/271/02 (HH.571/009/02).

### 2554 AUSTRALIA — Queensland — Approaches to Weipa — Albatross Bay — Spoil grounds

Insert circular limit of spoil ground, radius 1·1M, pecked line, centred on: (a) 12° 39'·58S., 141° 39'·40E.  
(b) 12° 39'·67S., 141° 39'·35E.  
(c) within (a)/(b) above  
Delete legend, *Spoil Ground*, circular limit of spoil ground, radius 1·1M, pecked line, and associated legend, *Spoil Ground*, centred on: (d) 12° 39'·05S., 141° 40'·84E.  
(e) 12° 39'·14S., 141° 40'·79E.

**Chart** [*Last correction*].— **Aus 4** (a,c,d) [ 294/02 ] — **Aus 301** (b,c,e) [ 5133/01 ]

Australian Notice 9/272/02 (HH.571/009/02).

### 2555 AUSTRALIA — Timor Sea — Sahul Banks — Hibernia Reef Northeastwards — Depth

Delete depth 7<sub>4</sub> fm enclosed by 10fm contour and seabed character, Co, (chart 4603, depth 16m enclosed by 20m contour and seabed character, Co) 11° 47'·0S., 123° 30'·5E.

**Chart** [*Last correction*].— **Aus 413** [ 4716/01 ] — **4603** (INT 603) [ 3978/01 ]

Australian Notice 9/273/02 (HH.571/009/02).

### 2556 AUSTRALIA — Timor Sea — Sahul Banks Southwards — Cartier Islet Northeastwards — Depths

Insert depth 31fm 12° 24'·7S., 123° 50'·2E.  
20fm contour to enclose depth 15fm 12° 24'·5S., 123° 55'·5E.  
Delete depth 12fm and seabed character, R and associated 20fm contour 12° 23'·2S., 123° 49'·8E.  
depth 19fm and seabed character, Co and associated 20fm contour 12° 24'·0S., 123° 53'·7E.

**Chart** [*Last correction*].— **Aus 413** [ 2555/02 ]

Australian Notice 9/274/02 (HH.571/009/02).

### 2559 AUSTRALIA — Western Australia — Approaches to Fremantle — North Mole Westwards — Buoyage

Move “A” light-buoy from: 32° 03'·393S., 115° 42'·936E.  
to: 32° 03'·387S., 115° 42'·945E.  
No 1 light-buoy from: 32° 03'·513S., 115° 42'·954E.  
to: 32° 03'·514S., 115° 42'·963E.

**Chart** [*Last correction*].— **Aus 113** [ 1859/02 ]

Australian Notice 9/277/02 (HH.571/009/02).

## II

### 2560 AUSTRALIA — Western Australia — Fremantle — Inner Harbour — Coastline; Landmarks; Overhead transporter

|        |                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                   |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Insert | coastline, firm line, joining:                                                                                                                                                                                                                          | (a) 32° 02'·910S., 115° 44'·420E.<br>(shore)<br>(b) 32° 02'·954S., 115° 44'·374E.<br>(c) 32° 02'·948S., 115° 44'·365E.<br>(d) 32° 02'·975S., 115° 44'·335E.<br>(e) 32° 03'·019S., 115° 44'·392E.<br>(shore)                                                                                                                       |
| Delete | former coastline, firm line, joining:<br><br>symbol, building, centred on:<br>symbol, building and associated legend, WHEAT SILO, centred on:<br>symbol, building and associated legend, SILO, centred on:<br>overhead transporter, firm line, joining: | (f) (a) above<br>(g) (e) above<br>(h) 32° 02'·46S., 115° 44'·63E.<br><br>(i) 32° 02'·51S., 115° 44'·60E.<br>(j) 32° 02'·45S., 115° 44'·69E.<br>(k) 32° 02'·47S., 115° 44'·64E.<br>(l) 32° 02'·57S., 115° 44'·73E.<br>(m) 32° 02'·63S., 115° 44'·67E.<br>and<br>(n) 32° 02'·49S., 115° 44'·63E.<br>(o) 32° 02'·52S., 115° 44'·69E. |

**Chart** [*Last correction*].— **Aus 113** (*h,i,k-o*) [ 2559/02 ] — **Aus 112** (*a-g,j*) [ 495/02 ]  
Australian Notice 9/278/02 (HH.571/009/02).

### 2561 AUSTRALIA — Western Australia — Kwinana — Legends; Berths

|            |                                                    |                                                                                                                                                                                                                                                   |
|------------|----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amend      | legend to, <i>Kwinana Bulk Jetty</i> , centred on: | (a) 32° 14'·57S., 115° 45'·20E.<br>(b) 32° 14'·46S., 115° 45'·23E.<br>(c) 32° 14'·46S., 115° 45'·14E.<br>(d) 32° 12'·50S., 115° 45'·90E.<br>(e) 32° 12'·69S., 115° 45'·70E.<br>(f) 32° 12'·53S., 115° 45'·81E.<br>(g) 32° 12'·71S., 115° 45'·71E. |
|            | legend to, <i>KBB Jetty</i> , centred on:          | (h) 32° 14'·41S., 115° 45'·31E.<br>(i) 32° 14'·52S., 115° 45'·28E.                                                                                                                                                                                |
| Substitute | berth ③ for berth ①<br>berth ④ for berth ②         |                                                                                                                                                                                                                                                   |

**Chart** [*Last correction*].— **Aus 114** (*inset, Kwinana Grain Jetty*) (*a,i*) & **Aus 114** (*b,d,e,h,i*) [ 1860/02 ] — **Aus 117** (*c,f,g*) [ 1861/02 ]  
Australian Notice 9/279/02 (HH.571/009/02).

### 2562 AUSTRALIA — South Australia — Gulf of St Vincent — Long Spit — Light-beacon; Lights; Depth

|        |                                                                                                           |                                                                                                         |
|--------|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Insert | white light-beacon, <i>Fl(2)10s29ft10M</i><br>white light-beacon, <i>Fl(2)10s10M</i><br>★ <i>Fl(2)10M</i> | (a) 34° 36'·015S., 138° 05'·420E.<br>(b) 34° 36'·12S., 138° 05'·52E.<br>(c) 34° 36'·52S., 138° 05'·12E. |
| Delete | ★ <i>Fl.5s25ft10M</i> , (chart Aus 345, ★ <i>Fl.5s10M</i> )<br>★ <i>Fl.10M</i><br>depth 6fm               | (d) 34° 34'·3S., 138° 06'·5E.<br>(e) 34° 34'·8S., 138° 06'·2E.<br>(f) close S. of (c) above             |

**Chart** [*Last correction*].— **Aus 781** (*a,d*) [ 2448/02 ] — **Aus 345** (*b,d*) [ 2001/02 ] — **Aus 444** (*c,e,f*) [ 2119/02 ]  
Light List Vol. K, 2002/03, 2048, 2048.5  
Australian Notice 9/281/02 (HH.571/009/02).

### 2563 AUSTRALIA — Tasmania — River Tamar — Dog Point Northwards — Beacons; Leading lines; Fixed points

|        |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Delete | beacon<br>beacon and associated legend, 1st Leg Dilston Cut Leads<br>leading line, pecked line for 4 cables<br><br>○ Bns<br>○<br>leading line, pecked line for 3 cables<br><br>○ and associated legend, 2nd Leg Dilston Cut Leads<br>○<br>leading line, pecked line for 4·5 cables<br><br>beacon<br><br>leading line, pecked line for 3·2 cables | (a) 41° 19'·99S., 147° 03'·41E.<br>close E. of (a) above<br>extending in direction 086°<br>from (a) above<br>(b) 41° 19'·95S., 147° 03'·50E.<br>close E. of (b) above<br>extending in direction 086°<br>from (b) above<br>(c) 41° 19'·88S., 147° 03'·79E.<br>close SE. of (c) above<br>extending in direction 120°<br>from (c) above<br>(d) 41° 19'·91S., 147° 03'·93E.<br>close SE. of (d) above<br>extending in direction 117°<br>from (d) above |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Chart** [*Last correction*].— **Aus 168** (*panel 2*) [ 5146/01 ]  
Australian Notice 9/282/02 (HH.571/009/02).

## II

### 2564 AUSTRALIA — Bass Strait — Wilsons Promontory Southeastwards — Hogan Island — Light

Amend light to, *Fl(2)6s446ft13M* 39° 13'·2S., 146° 58'·8E.

**Chart** [*Last correction*].— **Aus 357** [ 2122/02 ]

Light List Vol. K, 2002/03, 2493

Australian Notice 9/283/02 (*HH.571/009/02*).

### 2565 NEW ZEALAND — North Island — Hauraki Gulf — Waiheke Channel — Buoy

Substitute isolated danger spar light-buoy, *Fl(2)5s*, for  
isolated danger spar buoy 36° 50'·88S., 175° 09'·20E.

**Chart** [*Last correction*].— **NZ 5324** [ 2007/02 ] — **NZ 532** [ 2004/02 ]

New Zealand Notice 9/78/02 (*HH.580/009/02*).

### 2566 NEW ZEALAND — North Island, South Coast — Approaches to Wellington Harbour — Baring Head Westwards — Buoy

Move special spherical light-buoy, *Fl(5)Y.20s*, from:  
to: 41° 24'·51S., 174° 50'·55E.  
41° 24'·65S., 174° 50'·86E.

**Chart** [*Last correction*].— **NZ 4633** [ 4410/01 ] — **NZ 463** [ 4410/01 ]

New Zealand Notice 9/79/02 (*HH.580/009/02*).

### 2567 NORTH PACIFIC OCEAN — Hawaiian Islands — Oahu, South Coast — Approaches to Honolulu — Sand Island Southwards — Mooring buoy

Insert  21° 17'·428N., 157° 53'·000W.

**Chart** [*Last correction*].— **1368** [ 3347/00 ] — **1378** [ 2756/01 ]

U.S. Notice 22/19367/02 (*HH.613/410/04*).

### 2568 NORTH AMERICA, West Coast — Washington — Hood Canal — Toandos Peninsula Eastwards — Buoyage

|        |                                                 |                             |
|--------|-------------------------------------------------|-----------------------------|
| Insert | special pillar light-buoy, <i>Fl.Y.2·5s</i> “A” | 47° 46'·64N., 122° 42'·80W. |
|        | special pillar light-buoy, <i>Fl.Y.2·5s</i> “E” | 47° 43'·89N., 122° 44'·90W. |
| Amend  | designation of former “A” light-buoy to, “B”    | 47° 45'·40N., 122° 43'·75W. |
|        | designation of former “B” light-buoy to, “C”    | 47° 44'·95N., 122° 44'·25W. |
|        | designation of former “C” light-buoy to, “D”    | 47° 44'·25N., 122° 44'·75W. |

**Chart** [*Last correction*].— **1947** [ 2013/02 ]

U.S. Notice 22/18458/02 (*HH.612/480/04*).

### 2569 SOUTH AMERICA, West Coast — Chile — Canal Esteban — Light

|        |                                 |                                |
|--------|---------------------------------|--------------------------------|
| Insert | ★ <i>Fl.10M</i>                 | (a) 50° 52'·05S., 74° 21'·20W. |
|        | sector at light, as follows:    | (a) above                      |
|        | <i>Obscd</i> 241° – 032° (151°) |                                |

**Chart** [*Last correction*].— **1282** [ 3519/01 ] — **1286** [ 3519/01 ]

Light List Vol. G, 2001/02, 1523

Chilean Notice 3/35/02 (*HH.647/420/02*).

### 2570 SOUTH AMERICA, West Coast — Chile — Canal Castro — Isla Medio — Light

|        |                                 |                                |
|--------|---------------------------------|--------------------------------|
| Insert | ★ <i>Fl.5s9M</i>                | (a) 51° 17'·20S., 74° 21'·85W. |
|        | sector at light, as follows:    | (a) above                      |
|        | <i>Obscd</i> 056° – 209° (153°) |                                |

**Chart** [*Last correction*].— **1282** [ 2569/02 ]

Light List Vol. G, 2001/02, 1516.5

Chilean Notice 3/36/02 (*HH.647/500/01*).

### 2571\* ANTARCTICA — Graham Land — Gerlache Strait — Brabant Island — Lanusse Bay — Rocks

|        |                                                                                     |                              |
|--------|-------------------------------------------------------------------------------------|------------------------------|
| Insert |  | (a) 64° 13'·4S., 62° 36'·9W. |
|        |                                                                                     | 64° 13'·1S., 62° 36'·5W.     |
| Delete |  | (b) 64° 13'·8S., 62° 36'·1W. |

**Chart** [*Last correction*].— **3560** [ 754/01 ] — **3570** (a,b) [ 754/01 ]

HMS *Endurance* (*HH.697/420/05*).

## II

### 2572 SOUTH AMERICA, East Coast — Argentina — Buenos Aires Northwards — Río Luján — Light

Insert ★ *Fl.G.5s* 34° 26'·98S., 58° 30'·27W.

**Chart** [*Last correction*].— **3561** [ 394/02 ]

Light List Vol. G, 2001/02, 0860.3

Argentine Notice 5/22/02 (*HH.638/330/04*).

### 2573 SOUTH AMERICA, East Coast — Brazil, East Coast — Recife Southeastwards — Fish havens

Insert  8° 07'·10S., 34° 46'·27W.  
(a) 8° 09'·53S., 34° 43'·32W.  
8° 10'·56S., 34° 44'·57W.

**Chart** [*Last correction*].— **969 (plan B, Approaches to Recife and Suape)** [ 1410/02 ] — **3978** [ 760/01 ]

— **528** (a) [ 1411/02 ] — **529** (a) [ 1298/01 ]

Brazilian Notice 8/39/02 (*HH.657/421/02*).

### 2574 SOUTH AMERICA, East Coast — Brazil, North Coast — Approaches to Baía de São Marcos — Buoy; Light–float; Radar beacon

Substitute safe water pillar light–buoy with topmark, *LFl.10s*,  
for BF–3 light–float, (charts 520 & 528, safe water pillar  
light–buoy with topmark, *LFl.10s*, for light–float, Fl(2)13M) (a) 1° 34'·9S., 43° 50'·8W.  
Delete radar beacon, Racon (C) (3 & 10cm) (a) above

**Chart** [*Last correction*].— **543** [ 2149/01 ] — **3958** [ 1715/01 ] — **520** [ 1715/01 ] — **528** [ 2573/02 ]

Light List Vol. G, 2001/02, 0076

Admiralty List of Radio Signals Vol. 2, 2002/03: 94050 (23/02)

Brazilian Notice 8/37/02 (*HH.637/410/03*).

### 2575 SOUTH AMERICA, East Coast — Brazil, North Coast — Rio Amazonas — Canal Grande do Curuá and Baía de Marajó — Pilot boarding places

Insert ① (a) 1° 29'·5S., 48° 45'·7W.  
Delete ① (b) 1° 13'·0S., 49° 34'·5W.

**Chart** [*Last correction*].— **2189** (b) [ 1775/02 ] — **2204** (a) [ 1775/02 ]

Admiralty List of Radio Signals Vol. 6 (5), 2001/02: (23/02)

Brazilian Hydrographic Office (*HH.659/410/05*).

### 2502 WEST INDIES — Saint Martin — Baie de Marigot and Baie de la Potence — Coastline; Jetties; Light; Breakwater

Insert the accompanying block, showing amendments to coastline,  
jetties and light and new breakwater, centred on: 18° 04'·7N., 63° 05'·3W.

**Chart** [*Last correction*].— **2079 (plan C, Baie du Marigot)** [ 2130/02 ]

Light List Vol. J, 2001/02, 5657.7

French Notice 14/54/02 (*HH.671/450/04*).

### 2576 GULF OF MEXICO — Texas — Southeastern Approaches to Freeport — Platform

Insert  (lighted) 28° 43'·2N., 94° 50'·2W.

**Chart** [*Last correction*].— **3854** [ 2466/02 ]

U.S. Notice 22/11330/02 (*HH.616/181/2002*).

### 2577 GULF OF MEXICO — Texas — Sabine Bank Southwards and Claypile Bank Eastsoutheastwards — Platforms; Obstruction

Insert  (lighted) (a) 29° 20'·72N., 93° 49'·80W.  
(b) 29° 13'·97N., 93° 47'·67W.  
 *Obstn PA Mooring buoy (awash)* (c) 28° 12'·80N., 93° 48'·40W.

**Chart** [*Last correction*].— **3192 (panel A)** (a) [ 2467/02 ] — **3854** (b,c) [ 2576/02 ] — **3850** (c) [ 2352/02 ]

U.S. Notices 22/11332/02 & 22/11340/02 (*HH.616/181/2002*).

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### 2578 GULF OF MEXICO — Louisiana — Trinity Shoal Southwards — Platform

Insert ☐ (lighted) 28° 00'·4N., 92° 07'·2W.

**Chart** [*Last correction*].— **3850** [ 2577/02 ]

U.S. Notice 22/11340/02 (HH.616/181/2002).

### 2579 GULF OF MEXICO — Louisiana — Ship Shoal Southsoutheastwards and Mississippi Canyon Southsoutheastwards — Well; Platform

Insert ○ Well, least depth 31fm (a) 28° 16'·6N., 90° 41'·9W.  
Delete ☐ (lighted) 28° 09'·4N., 89° 40'·8W.

**Chart** [*Last correction*].— **3850** (a) [ 2578/02 ] — **3851** [ 2135/02 ]

U.S. Notices 22/11340/02 & 22/11366/02 (HH.616/181/2002).

### 2580 GULF OF MEXICO — Louisiana — Mississippi River Gulf Outlet Canal Southeastwards and Northeastwards and Pass a Loutre Northeastwards — Platform; Wells; Buoyage

Insert ☐ (lighted) (a) 29° 18'·37N., 88° 55'·32W.  
○ Well, least depth 17fm (b) 29° 20'·12N., 88° 52'·72W.  
starboard-hand pillar light-buoy, Q.R Horn (c) close NE. of (b) above  
Delete ○ Well least depth 5fm (d) 29° 33'·02N., 88° 51'·20W.  
port-hand pillar light-buoy, Q.G Horn close N. of (d) above

**Chart** [*Last correction*].— **3857** (a) [ 2134/02 ] — **3858** [ 2135/02 ] — **3851** (b,c) [ 2579/02 ]

U.S. Notices 22/11361/02 & 22/11366/02 (HH.616/181/2002).

### 2581 GULF OF MEXICO — Louisiana — Mississippi River — Port Sulphur — Light

Amend light to, *Fl.G.2·5s* 29° 28'·7N., 89° 41'·4W.

**Chart** [*Last correction*].— **3382** (panel 2) [ 2234/02 ]

Light List Vol. J, 2001/02, 3851.6

U.S. Notice 22/11364/02 (HH.615/440/09).

### 2582 GULF OF MEXICO — Louisiana — Pass a Loutre Eastwards — Buoy

Insert special pillar light-buoy, *Fl.Y.4s 'U'* 29° 15'·0N., 88° 45'·0W.

**Chart** [*Last correction*].— **3857** [ 2580/02 ] — **3858** [ 2580/02 ]

U.S. Chart 11361 (HH.615/440/09).

### 2583 NORTH AMERICA, East Coast — Florida — Miami Harbor — Dodge Island Southwestwards — Light-beacons; Beacons

Insert special light-beacon with ◇ topmark, *Fl.Y.4s16ft 'D'* 25° 46'·082N., 80° 10'·222W.  
Move 'C' light-beacon from: 25° 45'·97N., 80° 10'·21W.  
to: 25° 45'·953N., 80° 10'·208W.  
Substitute special beacon with ◇ topmark, 'B', for '23' beacon 25° 46'·31N., 80° 10'·78W.

**Chart** [*Last correction*].— **3698** [ 2022/02 ]

Light List Vol. J, 2001/02, 2949.23, 2949.235

U.S. Notice 22/11468/02 (HH.614/650/04).

### 2584 NORTH AMERICA, East Coast — Florida — St Johns River — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS,  
for existing table, centred on: 30° 22'·4N., 81° 31'·0W.

**Chart** [*Last correction*].— **2808** (panel B) [ 2137/02 ]

U.S. Notice 22/11491/02 (HH.614/011/2002).

### 2585 NORTH AMERICA, East Coast — New York and New Jersey — New York Harbor — Lower Bay — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS,  
for existing table, centred on: 40° 25'·1N., 74° 08'·7W.

**Chart** [*Last correction*].— **3204** [ 2242/02 ]

U.S. Notice 22/12327/02 (HH.614/011/2002).

## II

- 2586 NORTH AMERICA, East Coast — New Jersey and New York — Raritan Bay to Arthur Kill — Channel depths**  
 Substitute the accompanying table, CHANNEL DEPTHS,  
 for existing table, centred on: 40° 32'·85N., 74° 13'·50W.  
**Chart** [*Last correction*].— **3458** [ 1782/02 ]  
 U.S. Notices 22/12331/02 & 22/12401/02 (HH.614/011/2002).
- 2587 NORTH AMERICA, East Coast — New York and New Jersey — New York Harbor — Lower Bay — Channel depths**  
 Substitute the accompanying table, CHANNEL DEPTHS,  
 for existing table, centred on: 40° 35'·1N., 73° 58'·1W.  
**Chart** [*Last correction*].— **3459** [ 993/02 ]  
 U.S. Notices 22/12327/02 & 22/12401/02 (HH.614/011/2002).
- 2588 NORTH AMERICA, East Coast — Maryland — Chesapeake Bay — Cove Point — Light**  
 Amend light to, *Fl.10s45ft12M Horn(1)15s* 38° 23'·2N., 76° 22'·9W.  
**Chart** [*Last correction*].— **2921 (panel 1)** [ 1897/02 ]  
 Light List Vol. J, 2001/02, 2104  
 U.S. Notice 21/12263/02 (HH.614/575/03).
- 2589 NORTH AMERICA, East Coast — New Jersey and New York — Arthur Kill, Kill Van Kull and Newark Bay — Channel depths**  
 Substitute the accompanying table, CHANNEL DEPTHS (Arthur Kill,  
 Kill Van Kull, Newark Bay and Upper Bay), for existing  
 table, centred on: 40° 36'·05N., 74° 09'·60W.  
 the accompanying table, CHANNEL DEPTHS (Newark Bay,  
 Passaic and Hackensack Rivers), for existing table,  
 centred on: 40° 35'·40N., 74° 09'·70W.  
**Chart** [*Last correction*].— **3457** [ 2474/02 ]  
 U.S. Notice 22/12333/02 (HH.614/012/02).
- 2590 NORTH AMERICA, East Coast — New York — Upper Bay — Constable Hook Reach — Depth; Channel depths**  
 Insert depth 37ft 40° 38'·93N., 74° 03'·85W.  
 Amend table of CHANNEL DEPTHS as follows: 40° 38'·53N., 74° 05'·30W.  
*Surveys of September 2001*  
 Left outside quarter 34·0 ft  
 Left inside quarter 40·0 ft  
 Right inside quarter 40·0 ft  
 Right outside quarter 37·1 ft  
**Chart** [*Last correction*].— **3456** [ 625/02 ]  
 U.S. Notice 22/12334/02 (HH.614/510/03).
- 2591 NORTH AMERICA, East Coast — Block Island Sound — Watch Hill Point Southwards — Pilot boarding place**  
 Insert ① 41° 15'·0N., 71° 51'·5W.  
**Chart** [*Last correction*].— **2754** [ 1902/02 ]  
 Admiralty list of Radio Signals Vol. 6 (5), 2001/02: (20/02)  
 Long Island Sound State Pilots (HH.614/470/03).
- 2592 NORTH AMERICA, East Coast — New York — Long Island Sound — Port Jefferson Northwards — Buoy**  
 Insert special pillar light—buoy, *Fl.Y.6s* 41° 00'·95N., 73° 05'·17W.  
**Chart** [*Last correction*].— **2754** [ 2591/02 ]  
 U.S. Notice 22/12354/02 (HH.614/480/02).

## II

### 2593 NORTH AMERICA, East Coast — Approaches to Bay of Fundy — Grand Manan Banks Eastwards and Digby Neck — Light; Buoy; Radar beacon

|        |                                                                                       |     |                            |
|--------|---------------------------------------------------------------------------------------|-----|----------------------------|
| Amend  | light to, <i>LFl.12s11m8M</i>                                                         | (a) | 44° 33'·08N., 66° 02'·00W. |
| Delete | “M” “Fundy Entrance South” light–buoy and associated radar beacon, Racon (B)          | (b) | 44° 13'·60N., 66° 50'·20W. |
|        | ‘M’ light–buoy and associated radar beacon, Racon (B) (3 & 10cm)                      | (c) | 44° 13'·33N., 66° 50'·96W. |
|        | safe water pillar light–buoy, Mo(A) and associated radar beacon, Racon (B) (3 & 10cm) | (d) | 44° 13'·5N., 66° 51'·5W.   |
|        | safe water pillar light–buoy, Mo(A)                                                   | (e) | (c) above                  |

**Chart** [*Last correction*].— **352** (a,b) [ 2025/02 ] — **2492** (c) [ 2475/02 ] — **1651** (d) [ 2026/02 ] — **2670** (e) [ 2025/02 ]  
 Light List Vol. H, 2001/02, 3888  
 Admiralty List of Radio Signals Vol. 2, 2002/03: (21/02)  
 Canadian Notice 4/4011/02 (HH.606/470/03).

### 2594 NORTH AMERICA, East Coast — Gulf of Saint Lawrence — Prince Edward Island, North Coast — Cape Tryon — Light

|       |                                                                                                                   |                          |
|-------|-------------------------------------------------------------------------------------------------------------------|--------------------------|
| Amend | light to, <i>Fl.6s109ft8M</i> , (chart 1651, light to, <i>Fl.6s8M</i> ),<br>(chart 4762, light to, <i>Fl.8M</i> ) | 46° 32'·0N., 63° 30'·4W. |
|-------|-------------------------------------------------------------------------------------------------------------------|--------------------------|

**Chart** [*Last correction*].— **4765** [ 631/02 ] — **1651** [ 2593/02 ] — **4762** [ 631/02 ]  
 Light List Vol. H, 2001/02, 1129  
 Canadian Notice 4/4023/02 (HH.604/445/02).

### 2595 NORTH AMERICA, East Coast — Québec — St. Lawrence River — Magpie to Rivière Manitou — Depths

|            |                                                                                    |     |                            |
|------------|------------------------------------------------------------------------------------|-----|----------------------------|
| Insert     | depth 3 <sub>8</sub> m enclosed by 5 <sub>5</sub> m contour                        | (a) | 50° 17'·29N., 64° 29'·74W. |
|            | depth 25 <sub>4</sub> m, (chart 4762, depth 14fm)                                  | (b) | 50° 15'·81N., 65° 14'·87W. |
|            | depth 14 <sub>7</sub> m                                                            | (c) | 50° 17'·03N., 65° 15'·07W. |
| Substitute | depth 9 <sub>4</sub> m for 10 <sub>7</sub> m                                       | (d) | 50° 15'·59N., 64° 42'·42W. |
|            | depth 10 <sub>8</sub> m for 12 <sub>8</sub> m and extend 11m contour S. to enclose | (e) | 50° 15'·67N., 64° 41'·22W. |
|            | depth 2fm for depth 7fm and extend 6fm contour                                     |     |                            |
|            | SE. to enclose                                                                     | (f) | 50° 17'·29N., 64° 29'·78W. |
| Delete     | depth 33m, (chart 4762, depth 18fm)                                                | (g) | close E. of (b) above      |
|            | depth 16 <sub>5</sub> m                                                            | (h) | close W. of (c) above      |

**Chart** [*Last correction*].— **4774** (a–e,g,h) [ 5168/01 ] — **4762** (b,f,g) [ 2594/02 ]  
 Canadian Notices 4/4002/02 & 4/4026/02 (HH.605/410/02).

### 2596 NORTH AMERICA, East Coast — St. Lawrence River — Île Richelieu — Light

|       |                           |                          |
|-------|---------------------------|--------------------------|
| Amend | range of F.G light to, 6M | 46° 38'·5N., 71° 54'·6W. |
|-------|---------------------------|--------------------------|

**Chart** [*Last correction*].— **4788** [ 2258/02 ]  
 Light List Vol. H, 2001/02, 2349  
 Canadian Notice 4/1314/02 (HH.605/435/02).

## II

### 2597(T)/02 BRITISH ISLES — Oceanographic buoys and moorings established temporarily

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

| <i>Latitude</i> | <i>Longitude</i> | <i>Type</i>  | <i>Light</i> | <i>Chart</i> |
|-----------------|------------------|--------------|--------------|--------------|
| 51° 05'·99N     | 1° 38'·21E       | Y. Spherical | Fl.Y.10s     | 323          |
| 51° 31'·5N      | 1° 01'·9E        | Y. Toroidal  | Fl.Y.        | 1607         |
| * 51° 44'·483N  | 1° 16'·417E      | Dan Buoy     | Unlit.       | 1975         |
| 51° 44'·962N    | 1° 14'·053E      | Dan Buoy     | Unlit.       | 1975         |
| 52° 00'·0N      | 2° 20'·0E        | Y. Toroidal  | Fl.Y.        | 1543         |
| 52° 33'·85N     | 2° 04'·70E       | Y. Spherical | Fl(5)Y.20s   | 1543         |
| 53° 29'·2N      | 3° 12'·8W        |              | Unlit buoy   | 1951         |
| 53° 29'·6N      | 3° 11'·0W        |              | Unlit buoy   | 1951         |
| 53° 37'·1N      | 2° 11'·2E        | Y. Toroidal  | Fl.Y         | 2182B        |
| 53° 43'·5N      | 6° 04'·0W        | Y. Toroidal  | Fl(5)Y.20s   | 44           |
| 53° 45'·0N      | 5° 00'·0W        | Y. Spherical | Fl.Y.10s     | 1411         |
| 54° 42'·9N      | 5° 45'·9W        | Y. Can       | Fl. 6s       | 2198         |
| 56° 14'·96N     | 1° 29'·99W       | Y. Spar      | Fl(5)Y.20s   | 273          |
| 56° 15'·20N     | 2° 00'·30W       | Y. Spar      | Fl(5)Y.20s   | 273          |
| 56° 59'·62N     | 1° 45'·38W       | Y. Spar      | Fl(5)Y.20s   | 1409         |

\* Indicates new or revised entry.

- Former Notice 1710(T)/02 is cancelled.  
UK Hydrographic Office (HH.111/003/02).

### 2598(P)/02 PORTUGAL, West Coast — Viana do Castelo — Maintained channels; Lights; Depths; Marina; Buoyage; RoRo terminal

- Mariners are advised that amendments have taken place in Viana do Castelo and approaches.
- The entrance channel into Viana do Castelo is maintained to 8 metres.
- A maintained channel, 3·5 metres, has been established between the entrance channel (41° 40'·780N., 8° 50'·330W.) and position 41° 41'·170N., 8° 50'·330W.
- Lights have been established on new breakwaters in the approaches to Doca Comercial in the following positions:  
Q.R.5m3M 41° 41'·118N., 8° 50'·397W.  
Q.G.5m3M 41° 41'·100N., 8° 50'·299W.
- The area, dredged to 4·0 metres (1985), to the north of the lights has not been maintained to that depth. Shoaler depths have been reported, the most significant of which are in the following positions:  
1<sub>1</sub> m 41° 41'·185N., 8° 50'·260W.  
2<sub>8</sub> m 41° 41'·238N., 8° 50'·200W.  
2<sub>9</sub> m 41° 41'·270N., 8° 50'·270W.
- A maintained channel, 3·0 metres, has been established between position 41° 41'·500N., 8° 49'·315W. and a new marina in approximate position 41° 41'·700N., 8° 49'·200W.
- Light-buoys have been established in the following positions:  
starboard—hand conical light—buoy with topmark, Fl.G.3s No 1 41° 40'·750N., 8° 50'·200W.  
port—hand can light—buoy with topmark, Fl.R.3s No 2 41° 40'·600N., 8° 50'·390W.  
starboard—hand conical light—buoy with topmark, Fl(2)G.3s No 3 41° 40'·930N., 8° 50'·150W.  
port—hand can light—buoy with topmark, Fl(2+1)R.5s No 4 41° 40'·960N., 8° 50'·270W.  
starboard—hand conical light—buoy with topmark, Fl.G.3s No 5 41° 41'·050N., 8° 50'·070W.  
port—hand can light—buoy with topmark, Fl.R.3s No 6 41° 41'·090N., 8° 50'·170W.  
starboard—hand conical light—buoy with topmark, Fl.G.3s No 7 41° 41'·140N., 8° 49'·990W.  
port—hand can light—buoy with topmark, Fl.R.3s No 8 41° 41'·190N., 8° 50'·070W.  
starboard—hand conical light—buoy with topmark, Fl.G.3s No 9 41° 41'·240N., 8° 49'·850W.  
port—hand can light—buoy with topmark, Fl.R.3s No 10 41° 41'·300N., 8° 49'·910W.  
starboard—hand conical light—buoy with topmark, Fl.G.3s No 11 41° 41'·490N., 8° 49'·300W.  
port—hand can light—buoy with topmark, Fl.R.3s No 12 41° 41'·510N., 8° 49'·500W.  
starboard—hand conical light—buoy with topmark, Fl.G.3s No 13 41° 41'·560N., 8° 49'·180W.  
port—hand can light—buoy with topmark, Fl.R.3s No 14 41° 41'·630N., 8° 49'·240W.  
W. cardinal pillar buoy 41° 41'·270N., 8° 50'·200W.
- The following buoys have been removed:  
starboard—hand conical light—buoy, Fl.G.7s No.1 41° 40'·900N., 8° 50'·227W.  
port—hand can light—buoy, Fl.R.7s No.2A 41° 40'·940N., 8° 50'·310W.  
starboard—hand conical light—buoy, Fl.G.7s No.3 41° 41'·082N., 8° 50'·090W.  
port—hand can light—buoy, Fl.R.7s No.4 41° 41'·125N., 8° 50'·134W.  
starboard—hand conical light—buoy, Fl.G.7s No.5 41° 41'·295N., 8° 49'·810W.  
port—hand can light—buoy, Fl.R.7s No.6 41° 41'·333N., 8° 49'·844W.
- A new RoRo terminal has been established in position 41° 41'·255N., 8° 49'·722W.
- Mariners are advised to navigate with caution in this area.
- These changes will be included in New Chart 3257 to be published in due course.
- Former Notice 323(P)/02 is cancelled.

#### Chart affected — 3254

Portuguese Chart 26401 (HH.363/400/04).

## II

### 2599(T)/02 ARABIA — United Arab Emirates — Minā' Jabal 'Ālī — Depths

1. Depths up to 0·6m less than charted have been found in the vicinity of position 24° 59'·7N., 55° 03'·6E. Mariners should navigate with caution within Minā' Jabal 'Ālī.
2. Maintenance dredging within the port is due to take place soon.
3. On completion of the dredging work, charts will be updated as appropriate.
4. Former Notice 633(T)/02 is cancelled.

#### Chart affected — 3739

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

### 2600(P)/02 CHINA, South Coast — Gulf of Tonking — Hai-nan Tao, West Coast — Platform; Submarine pipeline

1. A platform with a circular restricted area, radius 2M, has been established in position 18° 36'·90N., 107° 45'·62E.
2. A submarine pipeline is to be laid from the platform to Hai-nan Tao, in position 19° 03'·22N., 108° 37'·85E.

#### Charts affected — 3989 — 3991 — 3488

Chinese Notice 11/202(T)/02 (HH.548/180/04).

### 2601(P)/02 CHINA, East Coast — Wenzhou and approaches — Reclamation; Jetties; Buoyage; Depths; Restricted areas; Power transmission lines

1. Mariners are advised that numerous developments have taken place throughout Wenzhou Gang and approaches, including reclamation and the construction of additional jetties.
2. Depths less than charted exist within the channel south of Chongshan Shazui (27° 54'·5N., 121° 04'·4E.). The most significant are in the following positions:
 

|       |                             |
|-------|-----------------------------|
| 0·2 m | 27° 53'·56N., 121° 04'·02E. |
| 1·7 m | 27° 53'·60N., 121° 04'·93E. |
| 4·1 m | 27° 53'·80N., 121° 05'·67E. |
3. A new jetty has been established on Xiaomen Dao in position 28° 00'·59N., 121° 04'·08E.
4. Two overhead transmission lines with a vertical clearance of 27m have been established between Xiaomen Dao and Damen Dao in approximate position 27° 59'·3N., 121° 03'·9E.
5. Light-buoys and restricted areas, anchoring and fishing prohibited, have been established in Huangda Xia channel (27° 59'·3N., 121° 08'·4E.), north of Damen Dao and between Damen Dao and Luxi Dao.
6. These and other changes will be included in the next New Edition of Chart 1763.
7. Former Notice 1622(P)/02 is cancelled.

#### Chart affected — 1763

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

### 2602(T)/02 AUSTRALIA — Queensland — Hay Point — Wharf; Mooring buoys

1. Construction of a new wharf at the northern end of the Dalrymple Bay Coal Terminal has commenced.
2. Mooring buoys, Q.Y, have been established in the following positions:
 

|                             |
|-----------------------------|
| 21° 14'·91S., 149° 17'·57E. |
| 21° 15'·00S., 149° 17'·86E. |
| 21° 15'·16S., 149° 17'·97E. |
3. Mariners are advised to navigate with caution in the area.

#### Charts affected — Aus 249 — Aus 250

Australian Notice 285(T)/02 (HH.571/009/02).

### 2603(T)/02 AUSTRALIA — Victoria — Port Phillip — Port Melbourne — Depth information

1. Available depths as at 12 April 2002:
 

| Berth                   | Metres |
|-------------------------|--------|
| 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   |
| 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   |
2. No4 East Swanson Dock and No26 Lower South Wharf, (now extended to incorporate No25 Lower South Wharf) have been restored to charted depth.
3. Former Notice 2037(T)/02 is cancelled.

#### Chart affected — Aus 154

Australian Notice 9/293(T)/02 (HH.571/009/02).

## II

### 2604(P)/02 AUSTRALIA — Tasmania — Blackman Bay — Beacons; Light-beacons

1. Beacons in Blackman Bay have been repositioned as follows:

| <i>Number</i> | <i>Position</i>             | <i>Characteristic</i> |
|---------------|-----------------------------|-----------------------|
| No 1          | 42° 50'·85S., 147° 53'·22E. | <i>Fl(2)5s</i>        |
| No 3          | 42° 50'·95S., 147° 53'·11E. |                       |
| No 4          | 42° 50'·95S., 147° 52'·62E. |                       |
| No 5          | 42° 51'·05S., 147° 52'·85E. |                       |
| No 6          | 42° 51'·08S., 147° 52'·40E. | <i>Fl.G.4s</i>        |
| No 8          | 42° 51'·15S., 147° 52'·37E. |                       |
| No 9          | 42° 50'·95S., 147° 52'·30E. |                       |
| No 11         | 42° 51'·39S., 147° 52'·24E. |                       |
| No 12         | 42° 51'·61S., 147° 52'·30E. | <i>Fl.G.3s</i>        |
| No 13         | 42° 51'·62S., 147° 52'·27E. |                       |
| No 14         | 42° 51'·71S., 147° 52'·12E. |                       |
| No 15         | 42° 51'·82S., 147° 51'·98E. |                       |
| No 16         | 42° 51'·93S., 147° 51'·89E. | <i>Fl.R.3s</i>        |
| No 17         | 42° 52'·21S., 147° 51'·71E. |                       |
| No 18         | 42° 52'·42S., 147° 51'·64E. | <i>Iso.R.4s</i>       |
| No 19         | 42° 52'·44S., 147° 51'·38E. |                       |

2. A Notice to Mariners block update will be issued in due course.

#### Chart affected — Aus 171

Australian Notice 287(P)/02 (HH.571/009/02).

### 2605(T)/02 AUSTRALIA — Victoria — Port Phillip — Williamstown Channel — Light-beacon; Buoy

1. Williamstown Channel Beacon No 17 (37° 51'·799S., 144° 55'·292E.) has been destroyed.
2. A starboard-hand light-buoy, *Fl.G.5s*, exists in the above position.

#### Chart affected — Aus 154

Australian Notice 292(T)/02 (HH.571/009/02).

### 2606(P)/02 NEW ZEALAND — North Island — Wellington Harbour — Light

1. In the next few months the F.W light sector (349° – 015°) of Steeple Rock light, *Iso.WR.6s*, (K 4011) in position 41° 19'·47S., 174° 50'·73E. will be removed and the *Iso.R* light sector will be altered to cover the arc 190° – 015°.
2. Mariners should navigate with caution until the change has been effected.

#### Charts affected — NZ 4633 — NZ 4634

New Zealand Notice 10/86(P)/02 (HH.580/009/02).

### 2607(T)/02 NEW ZEALAND — South Island, East Coast — Lyttelton Harbour — Buoy; Research instruments

An orange buoy marking wave-recording instruments has been established in position 43° 36'·68S., 172° 46'·53E.

#### Chart affected — NZ 6321

New Zealand Notice 10/88(T)/02 (HH.580/009/02).

### 2608(P)/02 CHINA, East Coast — Chou Shan — Shen-Chia-Men and Approaches — Depths; Lights; Buoyage; Restricted areas; Submarine cables; Port developments; Power transmission lines

1. Mariners are advised of the following:
  - a. In the Port of Shen-Chia-Men (29° 56'·90N., 122° 17'·30E.) and up to 3 miles offshore, depths may be up to 4 fathoms shoaler than charted.
  - b. New lights and buoyage have been established in the port and approaches.
  - c. Restricted areas, anchoring and fishing prohibited, exist in the port and approaches.
  - d. Many submarine cables exist from the southern coast of Chou Shan (30° 02'·50N., 122° 09'·00E.) to many offshore Islands and within Tse-Tzu Shui-Tao (30° 00'·00N., 121° 57'·50E.).
  - e. Extensive port developments have taken place in Shen-Chia-Men and on adjacent islands.
2.
  - a. Overhead power transmission lines exist between the islands of Tung-pai-lieu Shan (29° 48'·9N., 122° 11'·3E.), Hsia-chih Tao (29° 45'·7N., 122° 14'·3E.) and Tsou-ma t'ang (29° 44'·3N., 122° 13'·6E.).
  - b. Overhead power transmission lines also exist between Ta-liang-t'ou (29° 43'·5N., 122° 12'·5E.), Mo ta Tao (29° 42'·3N., 122° 13'·0E.) and Tui-mien Shan (29° 41'·3N., 122° 12'·8E.).
3. These and other changes will be included in a new chart in preparation.
4. Former Notice 1860(P)/00 is cancelled.

#### Chart affected — 1429

Chinese Charts 13300, 13394, 13521 (HH.548/470/03).

## II

### 2609(P)/02 JAPAN, South Coast — Honshū — Kii Suidō to Uraga Suidō — Voluntary traffic separation schemes

- The following voluntary Traffic Separation Schemes will be amended at 00:00 (JST) on 1<sup>st</sup> September 2002:  
 S. part of Kii Suidō (off Hino Misaki and I Shima) 33° 52'·0N., 134° 57'·0E.  
 S. of Shiono Misaki 33° 20'·0N., 135° 46'·0E.  
 SE. of Daiō Saki 34° 14'·0N., 137° 00'·0E.  
 S. of Mikomoto Shima 34° 28'·0N., 138° 57'·0E.  
 S. approaches to Uraga Suidō (off Suno Saki) 34° 57'·0N., 139° 40'·0E.
- The voluntary Traffic Separation Scheme SW. of Ichie Saki (Itie Saki) (33° 31'·0N., 135° 19'·0E.) will be discontinued at 00:00 (JST) on 1<sup>st</sup> September 2002.
- The following voluntary Traffic Separation Schemes will continue without change:  
 S. approaches to Irago Suidō (Deep Water Route) (off Irago Misaki) 34° 30'·0N., 137° 02'·0E.  
 NW. of Ō Shima (off Kazehaya Saki) 34° 50'·0N., 139° 18'·0E.  
 S. approaches to Uraga Suidō (off Ken Saki or Tsurugi Saki) 35° 06'·0N., 139° 44'·0E.
- The accompanying diagram shows the approximate locations of the voluntary Traffic Separation Schemes.
- These Traffic Separation Schemes have been established by the Japan Captains' Association: they are voluntary and have no legal status. Since they are not shown on Japanese charts and changes are not officially promulgated, details of the schemes are not given. Further information about the amended Traffic Separation Schemes can be obtained from the JCP website <http://www.captain.or.jp/> (sixth item on the menu) or from:  
 Japan Captains' Association,  
 Kaiji Center Bldg,  
 5-4-Chome, Kohjimachi, Chiyoda-Ku,  
 Tokyo 102-0083 JAPAN  
 FAX: 03-3265-8710

**Charts affected — 3548 — 3650 — 954 — 2957 — 951 — 953 — 2875**

Japan Captains' Association (HH.561/080/01).

### 2610(T)/02 SOUTH PACIFIC OCEAN — Polynesie Francaise — Îles de la Société — Fish havens

- Fish havens marked by special light-buoys, *Fl*, have been established in the following positions:

|                       | <i>Position</i>           | <i>Chart</i> |
|-----------------------|---------------------------|--------------|
| Vairao                | 17° 50'·2S., 149° 21'·7W. | 1382         |
| Arue                  | 17° 24'·2S., 149° 35'·2W. | 1382         |
| Mahina                | 17° 24'·6S., 149° 27'·2W. | 998          |
| Papenoo               | 17° 20'·7S., 149° 23'·7W. | 988          |
| Tiarei                | 17° 28'·4S., 149° 21'·0W. | 1382         |
| Mahaena               | 17° 32'·3S., 149° 10'·0W. | 1382         |
| Tautira               | 17° 41'·7S., 149° 11'·4W. | 1382         |
| Teahupoo              | 17° 57'·8S., 149° 13'·7W. | 4657         |
| Atimaono              | 17° 51'·0S., 149° 28'·4W. | 998          |
| Papara                | 17° 55'·8S., 149° 34'·9W. | 4657         |
| Moorea (Aroa)         | 17° 22'·0S., 149° 46'·4W. | 998          |
| Moorea (Atiha)        | 17° 39'·5S., 149° 50'·3W. | 998          |
| Moorea (Tiahura)      | 17° 39'·1S., 149° 41'·0W. | 998          |
| Tetiaroa (W)          | 16° 58'·7S., 149° 38'·0W. | 998          |
| Maiao (E)             | 17° 41'·3S., 150° 34'·0W. | 998          |
| Maiao (N)             | 17° 35'·6S., 150° 37'·7W. | 4657         |
| Huahine (N)           | 16° 38'·8S., 151° 01'·3W. | 1060         |
| Bora-Bora (W)         | 16° 28'·6S., 151° 50'·4W. | 1060         |
| Bora-Bora (SW Toopua) | 16° 33'·3S., 151° 50'·0W. | 1060         |
| Raiatea (Atara)       | 16° 53'·9S., 151° 15'·9W. | 1060         |
| Raiatea (Mirimiri)    | 16° 43'·6S., 151° 35'·0W. | 1103         |

- Former Notice 5164(T)/01 is cancelled.

**Charts affected — 1103 — 1382 — 1060 — 998 — 4657**

French Notice 19/4(T)/02 (HH.595/420/02).

### 2611(P)/02 SOUTH AMERICA, East Coast — Rio de la Plata — Approaches to Montevideo — Practicos Recalada — Light vessel; Pilot boarding place

- The Practicos Recalada light-vessel, Fl(2)12s23m13M Siren 30s, and the associated pilot boarding place will shortly be moved approximately 2 miles southwards to a new position, 35° 06'·45S., 55° 57'·87W.
- When notification has been received that the move has taken place, charts will be updated accordingly.
- Former Notice 1791(T)/02 is cancelled.

**Charts affected — 2001 — 1749 — 3064**

Argentine Notice 9/54(P)/02 (HH.651/460/01).

### 2612(T)/02 SOUTH AMERICA, East Coast — Brazil, South Coast — Cabo Frio Southwards — Buoy

- A special spherical light-buoy, Fl(5)Y.20s, marking a wave-recorder has been temporarily established in position 23° 01'·68S., 41° 59'·90W.
- It is expected that the light-buoy and wave recorder will be in position until April 2003.

**Chart affected — 3971**

Brazilian Notice 8/38(T)/02 (HH.656/410/04).

## IIA

*This section contains chart-correcting notices issued by the Chief Topographer/Hydrographer, Land Information New Zealand for the Edition(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 EDITION 9 3 May 2002

#### NZ 77/02 NEW ZEALAND CHARTS — Miscellaneous corrections.

##### Chart NZ 24 [ 256/01 ]

|        |                                                   |                                                                                                                                                                                                                                                                          |
|--------|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Insert | magenta chart limit and number, NZ 2411, joining: | 46° 30'·6S., 167° 00'·0E.<br>46° 38'·4S., 167° 00'·0E.<br>46° 38'·4S., 166° 49'·0E.<br>46° 30'·6S., 166° 49'·0E.<br>and<br>47° 58'·2S., 166° 41'·3E.<br>48° 06'·0S., 166° 41'·3E.<br>48° 06'·0S., 166° 26'·0E.<br>47° 58'·2S., 166° 26'·0E.<br>47° 58'·0S., 166° 32'·0E. |
| Delete | existing chart limits and chart number, NZ 3111   |                                                                                                                                                                                                                                                                          |

Land Information New Zealand  
NI 65/2002

#### NZ 78/02 NEW ZEALAND — North Island — Hauraki Gulf — Waiheke Channel — Buoy

*Former Notice* - NZ 249(P)/01 is cancelled.

##### Chart NZ 532 [ 49/02 ]

|            |                                                                           |                             |
|------------|---------------------------------------------------------------------------|-----------------------------|
| Substitute | isolated danger light-buoy, <i>F(2)5s4M</i> ,<br>for isolated danger buoy | 36° 50'·88S., 175° 09'·20E. |
|------------|---------------------------------------------------------------------------|-----------------------------|

##### Chart NZ 533 [ 49/02 ]

|            |                                                                           |                             |
|------------|---------------------------------------------------------------------------|-----------------------------|
| Substitute | isolated danger light-buoy, <i>F(2)5s4M</i> ,<br>for isolated danger buoy | 36° 50'·88S., 175° 09'·20E. |
|------------|---------------------------------------------------------------------------|-----------------------------|

##### Chart NZ 5324 [ 54/02 ]

|            |                                                                           |                             |
|------------|---------------------------------------------------------------------------|-----------------------------|
| Substitute | isolated danger light-buoy, <i>F(2)5s4M</i> ,<br>for isolated danger buoy | 36° 50'·88S., 175° 09'·20E. |
|------------|---------------------------------------------------------------------------|-----------------------------|

Auckland Volunteer Coastguard.  
NI 63/2002

## IIA

### NZ 79/02 NEW ZEALAND — North Island — South Coast — Approaches to Wellington Harbour — Buoy

**Chart NZ 463** [ 205/01 ]

Move special spherical light-buoy, *Fl(5)Y.20s*, from: 41° 24′.51S., 174° 50′.55E.  
to: 41° 24′.65S., 174° 50′.86E.

**Chart NZ 463F** [ 205/01 ]

Move special spherical light-buoy, *Fl(5)Y.20s*, from: 41° 24′.51S., 174° 50′.55E.  
to: 41° 24′.65S., 174° 50′.86E.

**Chart NZ 4633** [ 205/01 ]

Move special spherical light-buoy, *Fl(5)Y.20s*, from: 41° 24′.51S., 174° 50′.55E.  
to: 41° 24′.65S., 174° 50′.86E.

NIWA  
NI 62/2002

NEW ZEALAND EDITION 10 17 May 2002

### NZ 84/02 NEW ZEALAND — North Island — West Coast — Manukau Harbour — Light-beacon

*Former Notice* — NZ 44(T)/02 is cancelled.

**Chart NZ 4315** [ 236/01 ]

Amend Wairopa Channel No.18 light-beacon to, *Q(4)R.6s* 36° 56′.43S., 174° 43′.68E.

Ports of Auckland Ltd.  
NZ Light List K4116.8  
NI 73/2002

### NZ 85/02 NEW ZEALAND — Stewart Island — Halfmoon Bay — Rock; Depth

**Chart NZ 6823** [ 69/02 ]

Substitute  $\oplus (1_g)$  for depth  $2_{-5}$  m 46° 53′.46S., 168° 08′.60E.

**Chart NZ 6823 (plan, Halfmoon Bay)**

Insert  $\oplus (1_g)$  and extend 5m contour S. to enclose 46° 53′.483S., 168° 08′.640E.

Land Information New Zealand  
NI 71/2002

*On Chart 1763*

The channels and depths in the Ou jiang, from Bei Shuidao (27° 56'0N., 121° 07'0E.) to Wenzhou, are subject to constant change and buoys may be moved without warning to mark changes to the channel.

The channels and depths in the Ou jiang, from Bei Shuidao (27° 56' 0N., 121° 07' 0E.) to Wenzhou, are subject to constant change and buoys may be moved without warning to mark changes to the channel.

CHANNEL DEPTHS (see Note)

| ST. JOHNS RIVER<br>TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2002<br>AND SURVEYS TO FEB 2002 |                            |                           |                            |                             |                   |                    |                            |                         |
|---------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------|----------------------------|-----------------------------|-------------------|--------------------|----------------------------|-------------------------|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                                              |                            |                           |                            |                             |                   | PROJECT DIMENSIONS |                            |                         |
| NAME OF CHANNEL                                                                                                     | LEFT<br>OUTSIDE<br>QUARTER | LEFT<br>INSIDE<br>QUARTER | RIGHT<br>INSIDE<br>QUARTER | RIGHT<br>OUTSIDE<br>QUARTER | DATE OF<br>SURVEY | WIDTH<br>(FEET)    | LENGTH<br>(NAUT.<br>MILES) | DEPTH<br>MLLW<br>(FEET) |
| ST. JOHNS BAR CUT RANGE,<br>EAST SECTION                                                                            | 37.6                       | 38.0                      | 41.1                       | 36.0                        | 11-00             | 800                | 2.1                        | 42                      |
| ST. JOHNS BAR CUT RANGE,<br>WEST SECTION                                                                            | 32.6                       | 37.5                      | 37.1                       | 31.9                        | 11-00             | 800                | 1.5                        | 38                      |
| PILOT TOWN CUT RANGE                                                                                                | 26.0                       | 39.0                      | 39.1                       | 35.7                        | 11-00             | 950                | 1.0                        | 38                      |
| MAYPORT CUT RANGE                                                                                                   | 37.5                       | 39.1                      | 39.2                       | 36.4                        | 11-00             | 1050               | 0.7                        | 38                      |
| SHERMAN CUT RANGE                                                                                                   | 38.4                       | 39.9                      | 38.7                       | 33.4                        | 11-00             | 950-650            | 0.5                        | 38                      |
| MILE POINT LOWER RANGE<br>AND TURN                                                                                  | 38.2                       | 37.6                      | 35.9                       | 28.4                        | 11-00             | 650                | 0.9                        | 38                      |
| TRAINING WALL REACH                                                                                                 | 38.3                       | 37.9                      | 38.3                       | 35.8                        | 11-00             | 650-500            | 1.1                        | 38                      |
| SHORT CUT TURN                                                                                                      | 34.4                       | 40.0                      | 41.3                       | 40.7                        | 11-00             | 600                | 0.4                        | 38                      |
| WHITE SHELLS CUT RANGE                                                                                              | 34.5                       | 37.5                      | 38.9                       | 40.4                        | 11-00             | 580-1280           | 0.7                        | 38                      |
| ST. JOHNS BLUFF REACH                                                                                               | 36.4                       | 37.3                      | 36.5                       | 34.5                        | 11-00             | 1200-1100          | 0.6                        | 38                      |
| DAMES PT. - FULTON CUTOFF                                                                                           | 36.2                       | 38.2                      | 38.1                       | 32.7                        | 3-01              | 1280-500           | 2.7                        | 38                      |
| DAMES PT. - TURN                                                                                                    | 37.8                       | 32.2                      | 38.0                       | 36.0                        | 8-01              | 900-1200           | 0.4                        | 38                      |
| QUARANTINE I. UPPER RANGE                                                                                           | 38.4                       | 38.6                      | 38.8                       | 37.7                        | 8-01              | 1000-550           | 0.7                        | 38                      |
| BRILLS CUT RANGE                                                                                                    | 38.8                       | 39.5                      | 38.9                       | 36.3                        | 8-01              | 550-450            | 0.8                        | 38                      |
| BROWARD POINT TURN                                                                                                  | 31.5                       | 39.1                      | 39.0                       | 38.7                        | 8-01              | 625-850            | 1.0                        | 38                      |
| BLOUNT ISLAND CHANNEL                                                                                               | 22.6                       | 28.3                      | 29.3                       | 26.9                        | 11-00             | 300-800            | 1.7                        | 30                      |
| DRUMMOND CREEK RANGE                                                                                                | 38.3                       | 39.2                      | 39.4                       | 37.1                        | 8-01              | 650-400            | 1.5                        | 38                      |
| TROUT RIVER CUT RANGE                                                                                               | 41.2                       | 42.4                      | 42.8                       | 38.3                        | 8-01              | 400-500            | 1.0                        | 38                      |
| CHASEVILLE TURN                                                                                                     | 38.2                       | 39.4                      | 40.3                       | 38.2                        | 8-01              | 500-700            | 0.6                        | 38                      |
| LONG BRANCH RANGE                                                                                                   | 37.0                       | 39.8                      | 40.8                       | 38.5                        | 8-01              | 650-2000           | 0.7                        | 38                      |
| TERMINAL CHANNEL                                                                                                    | 25.0                       | 30.0                      | 23.2                       | 21.6                        | 11-01;2-02        | 575-1025           | 3.0                        | 34-38                   |

NOTE - THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTRELIN OF THE CHANNEL

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

On Chart 3204

*On Chart 3458*

*On Chart 3459*

| CHANNEL DEPTHS (see Note)                                                                                                                  |                            |                           |                            |                             |                   |                    |                            |                         |
|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------|----------------------------|-----------------------------|-------------------|--------------------|----------------------------|-------------------------|
| NEW YORK HARBOR - LOWER BAY<br>TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2002<br>AND SURVEYS TO SEP 2001            |                            |                           |                            |                             |                   |                    |                            |                         |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                                                                     |                            |                           |                            |                             |                   | PROJECT DIMENSIONS |                            |                         |
| NAME OF CHANNEL                                                                                                                            | LEFT<br>OUTSIDE<br>QUARTER | LEFT<br>INSIDE<br>QUARTER | RIGHT<br>INSIDE<br>QUARTER | RIGHT<br>OUTSIDE<br>QUARTER | DATE OF<br>SURVEY | WIDTH<br>(FEET)    | LENGTH<br>(NAUT.<br>MILES) | DEPTH<br>MLLW<br>(FEET) |
| AMBROSE CHANNEL                                                                                                                            | 40.3                       | 44.7                      | 44.9                       | 28.4                        | 9-95              | 2000               | 9.2                        | 45                      |
| SANDY HOOK CHAN. (EAST)A                                                                                                                   | 38.3                       | 39.3                      | 37.8                       | 31.4                        | 6,7-01            | A800               | 3.5                        | A35                     |
| SANDY HOOK CHANNEL                                                                                                                         | 20.3                       | 39.8                      | 36.0                       | 33.1                        | 6,7-01            | 800                | 2.4                        | 35                      |
| CHAPEL HILL:                                                                                                                               |                            |                           |                            |                             |                   |                    |                            |                         |
| SOUTH CHANNEL                                                                                                                              | 29.0                       | 30.1                      | 30.2                       | 26.7                        | 3,4-01            | 1000               | 2.7                        | 30                      |
| NORTH CHANNEL                                                                                                                              | 28.4                       | 29.0                      | 29.1                       | 28.3                        | 3,4-01            | 1000               | 1.8                        | 30                      |
| TERMINAL CHANNEL                                                                                                                           | 44.2                       | 45.7                      | 46.0                       | 44.0                        | 2-97              | 400                | 0.8                        | 35                      |
| RARITAN BAY EAST REACH                                                                                                                     | 33.3                       | 37.2                      | 35.5                       | 33.1                        | 4-01              | 600                | 4.0                        | 35                      |
| A. THE NAVAL FACILITIES ENGINEERING COMMAND MAINTAINS A 45 FOOT PROJECT FOR A WIDTH OF 600 FEET IN SANDY HOOK (EAST) TO THE TURNING BASIN. |                            |                           |                            |                             |                   |                    |                            |                         |
| NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION                                                      |                            |                           |                            |                             |                   |                    |                            |                         |

To accompany Notice to Mariners 2589/02

On Chart 3457

| CHANNEL DEPTHS (see Note)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                            |                           |                            |                             |                    |                    |                            |                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------|----------------------------|-----------------------------|--------------------|--------------------|----------------------------|-------------------------|
| ARTHUR KILL, KILL VAN KULL, NEWARK BAY AND UPPER BAY<br>TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP-OCT 2001                                                                                                                                                                                                                                                                                                                                                                                    |                            |                           |                            |                             |                    |                    |                            |                         |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                                                                                                                                                                                                                                                                                                                                                                                                                                                |                            |                           |                            |                             |                    | PROJECT DIMENSIONS |                            |                         |
| NAME OF CHANNEL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | LEFT<br>OUTSIDE<br>QUARTER | LEFT<br>INSIDE<br>QUARTER | RIGHT<br>INSIDE<br>QUARTER | RIGHT<br>OUTSIDE<br>QUARTER | DATE OF SURVEY     | WIDTH<br>(FEET)    | LENGTH<br>(NAUT.<br>MILES) | DEPTH<br>MLLW<br>(FEET) |
| FRESH KILLS REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 30.0                       | 35.2                      | 36.5                       | 34.4                        | 2,3-01             | 500                | 1.8                        | 35                      |
| TREMLEY POINT REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 33.3                       | 37.7                      | 36.9                       | 32.0                        | 2,3-01             | 600                | 0.9                        | 35                      |
| PRALLS ISLAND REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 30.8                       | 34.8                      | 36.1                       | 31.0                        | 2,3-01             | 500                | 1.2                        | 35                      |
| GULFPORT REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 27.3                       | 37.0                      | 37.0                       | 31.0                        | 2,3-01             | 500-600            | 1.1                        | 35                      |
| ELIZABETHPORT REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 32.4                       | 35.9                      | 35.3                       | 31.1                        | 1,2-01             | 500-600            | 1.1                        | 35                      |
| N OF SHOOTERS ISLAND REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 33.0                       | 34.5                      | 35.6                       | 33.9                        | 5-99               | 600                | 1.0                        | 35                      |
| S OF SHOOTERS ISLAND REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 18.6                       | 24.1                      | 14.0                       | A 5.0                       | 8-90               | 400                | 1.0                        | 30                      |
| BERGEN PT. WEST REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 38.1                       | 40.0                      | 40.0                       | 37.1                        | 12-96;2-97;5-99    | 800                | 1.1                        | 35                      |
| BERGEN PT. EAST REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 37.4                       | 40.0                      | 40.0                       | 39.5                        | 12-96;2-97         | 800                | 1.0                        | 35                      |
| CONSTABLE HOOK REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 34.0                       | 40.0                      | 40.0                       | 34.8                        | 12-96;2-97;9,10-01 | 2000-800           | 2.2                        | 35                      |
| NEWARK BAY SOUTH REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 38.1                       | 40.2                      | 41.0                       | 33.0                        | 1,2-01             | 1750-1000          | 1.4                        | 40                      |
| NEWARK BAY MIDDLE REACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 35.5                       | 39.8                      | 36.4                       | 32.3                        | 1,2-01             | 1750-500           | 1.4                        | 40                      |
| ELIZABETH CHANNEL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 36.4                       | 38.6                      | 39.9                       | 37.3                        | 3-99;1,2-01        | 1350-500           | 1.4                        | 40                      |
| A. OBSTRUCTIONS INTERSPERSED IN THE TWO RIGHT QUARTERS, THERE IS A MINIMUM DEPTH OF 5.9 FT OVER WRECKAGE.<br>* CONTROLLING DEPTHS IN CHANNELS OF RARITAN BAY-EAST REACH TO AND INCLUDING FRESH KILLS REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER NEW YORK BAY. CONTROLLING DEPTHS FROM CONSTABLE HOOK TO AND INCLUDING TREMLEY POINT REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER NEW YORK BAY.<br>NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION |                            |                           |                            |                             |                    |                    |                            |                         |

| CHANNEL DEPTHS (see Note)                                                                                                                                                                         |                            |                           |                            |                             |                |                    |                            |                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------|----------------------------|-----------------------------|----------------|--------------------|----------------------------|-------------------------|
| NEWARK BAY, PASSAIC AND HACKENSACK RIVERS<br>TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2001<br>AND SURVEYS TO SEP-OCT 2001                                                 |                            |                           |                            |                             |                |                    |                            |                         |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                                                                                                                            |                            |                           |                            |                             |                | PROJECT DIMENSIONS |                            |                         |
| NAME OF CHANNEL                                                                                                                                                                                   | LEFT<br>OUTSIDE<br>QUARTER | LEFT<br>INSIDE<br>QUARTER | RIGHT<br>INSIDE<br>QUARTER | RIGHT<br>OUTSIDE<br>QUARTER | DATE OF SURVEY | WIDTH<br>(FEET)    | LENGTH<br>(NAUT.<br>MILES) | DEPTH<br>MLLW<br>(FEET) |
| NEWARK BAY NORTH REACH                                                                                                                                                                            | 28.1                       | 35.1                      | 22.8                       | A18.0                       | 3-99           | 900-500            | 1.1                        | 35                      |
| TURNING BASIN                                                                                                                                                                                     | 24.3                       | 25.4                      | 22.4                       | A17.0                       | 3-99           | 900                | 0.26                       | 35                      |
| PASSAIC RIVER:<br>KEARNY PT REACH                                                                                                                                                                 | 16.4                       | 17.6                      | 17.1                       | 13.2                        | 12-99;2-00     | 300                | 1.1                        | 30                      |
| HACKENSACK RIVER:<br>DROYERS POINT REACH                                                                                                                                                          | 24.8                       | 27.3                      | 25.1                       | 18.4                        | 4-01           | 300-400            | 1.5                        | 30                      |
| PORT NEWARK CHANNEL:<br>BRANCH CHANNEL                                                                                                                                                            | 33.0                       | 35.7                      | 33.5                       | 33.2                        | 1,2-01         | 1050-400           | 0.4                        | 40                      |
| INSHORE CHANNEL                                                                                                                                                                                   | 38.4                       | 38.9                      | 38.3                       | 36.3                        | 3-99           | 400                | 1.1                        | 35                      |
| PIERHEAD CHANNEL                                                                                                                                                                                  | 33.8                       | 35.6                      | 35.0                       | 33.4                        | 1,2-01         | 300                | 0.7                        | 40                      |
| A. EXCEPT FOR A SHOAL TO 9FT AT 40°42'11.4"N 74°06'56.1"W ALONG THE RIGHT OUTSIDE QUARTER OF THE REACH.<br>NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION. |                            |                           |                            |                             |                |                    |                            |                         |

To accompany Notice to Mariners 2613/02

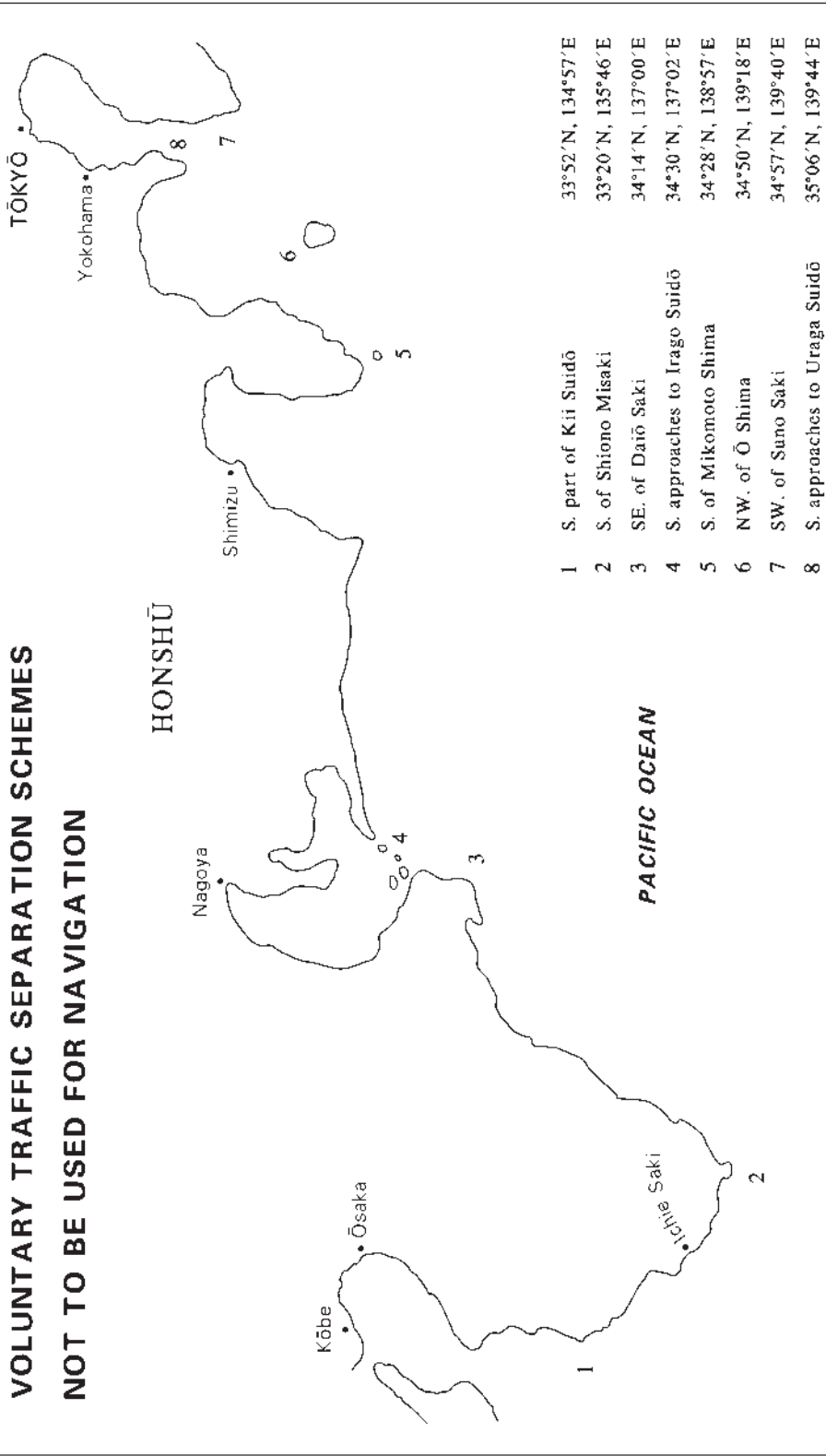
On Chart 90

CHARTS 73 AND 142: POSITIONS  
To agree with larger scale charts 73 and 142 which are referred to World Geodetic System (1984) Datum, positions read from chart 90 should be moved 0-08 minutes SOUTHWARD and 0-08 minutes WESTWARD.

On Chart 328

CHARTS 326 AND 327: POSITIONS  
To agree with smaller scale charts 326 and 327 which are referred to World Geodetic System (1984) Datum, positions read from this chart should be moved 0-01 minutes EASTWARD.

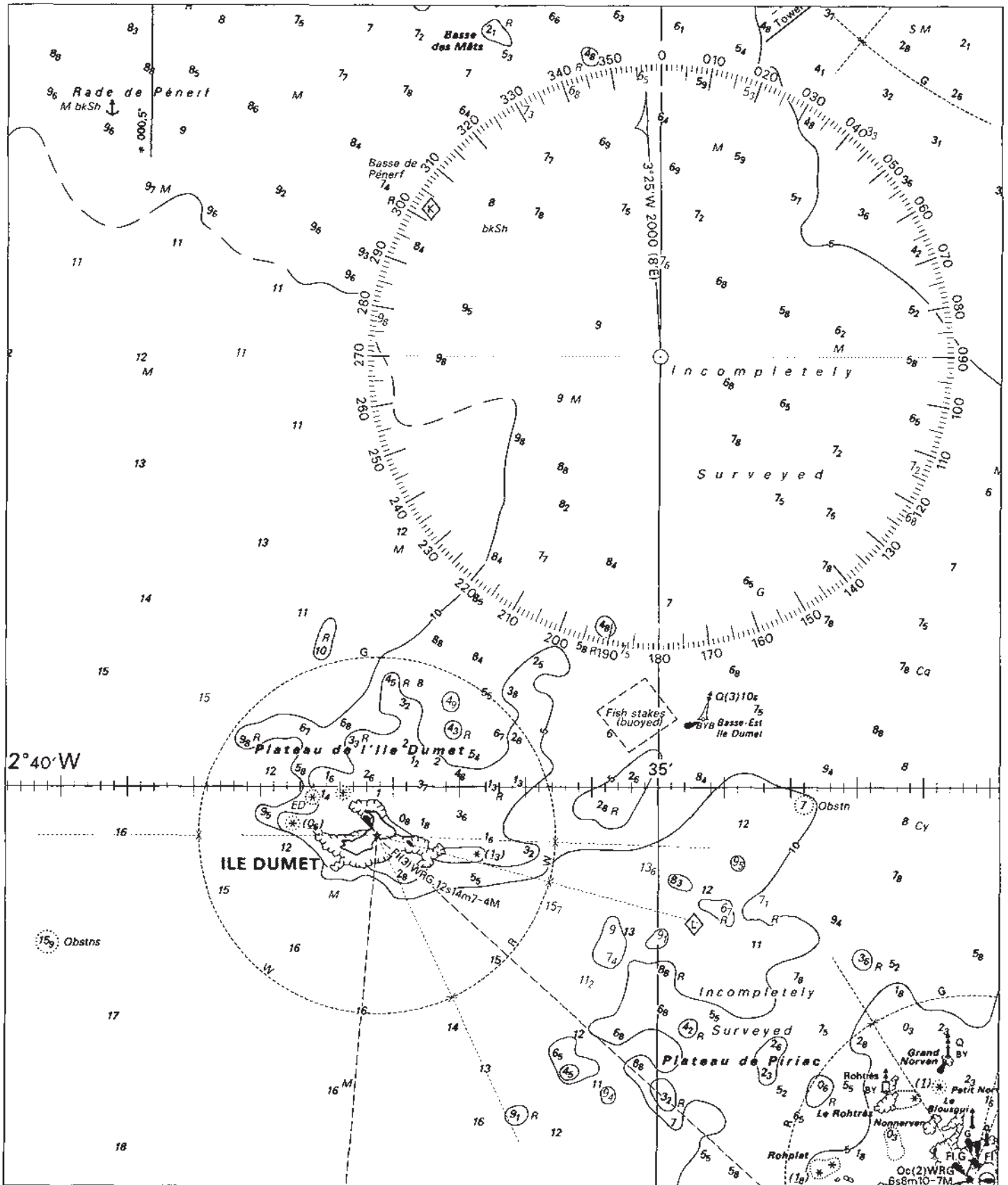
**VOLUNTARY TRAFFIC SEPARATION SCHEMES  
NOT TO BE USED FOR NAVIGATION**



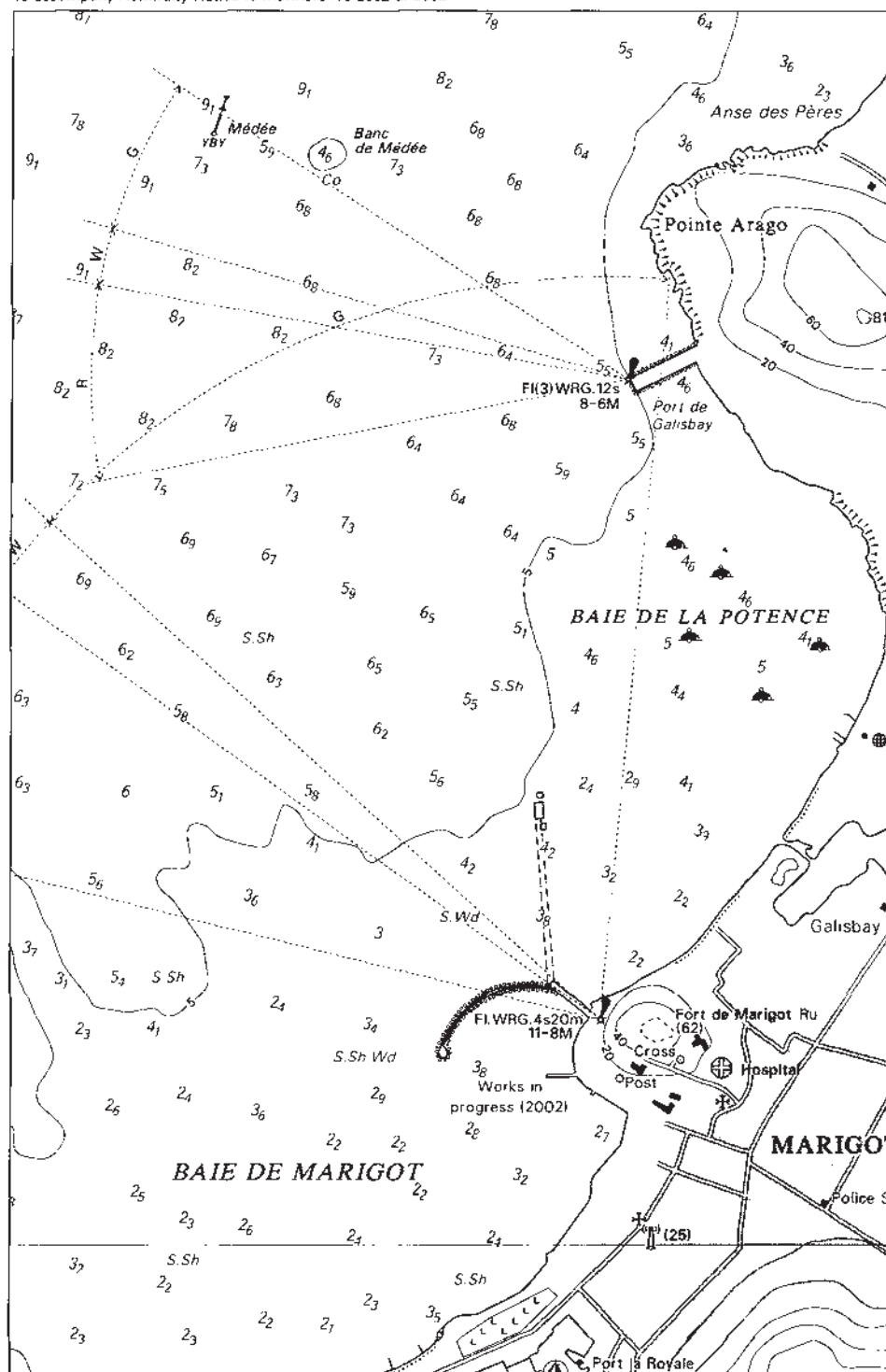
[illegible]

To accompany Admiralty Notice to Mariners No 2500 of 2002





To accompany Admiralty Notice to Mariners No 2502 of 2002



Block for Chart No 2079

### III

#### NAVIGATIONAL WARNINGS

See N.M. 13/02. Messages printed below are all in force on 11 June 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) 25th Week 20/6/02.**

NAVAREA I warnings in force 11/6/02: 2000 series: 397 473. 2001 series: 151 222 252 303 510.

2002 series: 120 128 163 169 180 186 191 192 193 198 200 203 209 210 214 225 226 227 228.

208 Cancelled.

209 NORTH SEA. Dogger Bank. Chart BA 266. Pipelaying operations in progress by *M/V Seaway Kestrel* in vicinity of line joining 54°28'0N 002°22'5E and Murdoch Platform 44/22A-MD, 54°16'0N 002°20'E.

210 UNITED KINGDOM. GMDSS.

1. With effect from 312359z May 02, United Kingdom Coast Stations will cease maintaining a MF distress watch on 2182 kHz.

2. Vessels needing to send distress, urgency or safety alerts on MF within the United Kingdom A2 area should use MF DSC.

211 Cancelled.

212 Cancelled.

213 Cancelled.

214 ENGLAND, East Coast. Flamborough Head, Eastward. Chart BA 121. Pipelaying and associated underwater operations in progress by *CSO Apache* with other vessels in company within 3 miles of 53°57'N 000°35'E and from there via Cleeton Platform, 54°02'N 000°44'E, to 54°07'N 000°28'E.

215 Cancelled.

216 Cancelled. Cancel 204/02.

217 Cancelled. Cancel 205/02.

218 Cancelled. Cancel 206/02.

219 Cancelled. Cancel 207/02.

220 Cancelled.

221 Cancelled.

222 Cancelled.

223 Cancelled. Cancel 222/02.

224 Cancelled.

225 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 111000z Jun 02.

NEW 52°39'1N 001°54'3E Transocean Nordic

NEW 52°52'3N 004°12'5E Noble Lynda Bossler

NEW 52°55'6N 004°31'8E Noble Kolskaya

NEW 53°57'0N 000°35'7E Noble Julie Robertson

54°06'9N 000°27'7E Glomar Adriatic 6

NEW 54°20'6N 002°52'0E Glomar Adriatic 11

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 216/02.

### III

226 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 111000z Jun 02.

|     |                |            |                         |
|-----|----------------|------------|-------------------------|
|     | 55°19'·5N      | 003°23'·8E | Noble George Sauvageau  |
|     | 55°31'·8N      | 005°00'·4E | Maersk Endeavour        |
| NEW | 55°33'·5N      | 005°08'·2E | Noble Byron Welliver    |
| NEW | ACP Gorm Field |            | Ensco 71                |
|     | 55°40'·7N      | 017°55'·7E | Petrobaltic             |
|     | 56°07'·8N      | 004°24'·6E | Ensco 70                |
|     | 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°10'·1N      | 001°26'·2E | Sedco 712               |
|     | 57°18'·5N      | 001°54'·7E | Sedco 714               |
| NEW | Belfast        |            | Borgny Dolphin          |
|     | 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°15'·8N      | 000°31'·6E | J.W.McLean              |
| NEW | Invergordon    |            | Byford Dolphin          |
|     | 58°18'·1N      | 001°42'·4W | Sedco 704               |
| NEW | 58°19'·4N      | 000°41'·8E | Sedco 711               |
| NEW | Invergordon    |            | Ocean Nomad             |
|     | 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        |
| NEW | 59°26'·0N      | 001°40'·9E | Glomar Arctic 3         |
|     | 59°42'·7N      | 002°19'·4E | West Vanguard           |

#### NOTES:

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

2. Cancel 217/02.

227 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 111000z Jun 02.

|     |           |            |                      |
|-----|-----------|------------|----------------------|
|     | 60°18'·7N | 004°20'·3W | Jack Bates           |
|     | 60°20'·1N | 004°02'·2W | Transocean Leader    |
|     | 60°24'·7N | 004°03'·3W | Paul B Loyd Jnr      |
|     | 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        |
| NEW | 60°51'·5N | 003°26'·7E | West Venture         |
|     | 60°56'·5N | 003°34'·5E | Maersk Jutlander     |
|     | 61°03'·8N | 002°00'·2E | Deepsea Trym         |
|     | 61°04'·6N | 001°57'·9E | Borgland Dolphin     |
|     | 61°16'·6N | 002°07'·2E | Bideford Dolphin     |
|     | 61°33'·9N | 001°36'·4E | Ocean Guardian       |
|     | 61°50'·1N | 003°04'·4E | Deepsea Bergen       |
|     | 63°34'·3N | 005°34'·3E | Scarabeo 5           |
|     | 64°15'·0N | 007°43'·0E | Transocean Winner    |
| NEW | 65°10'·4N | 006°51'·1E | Transocean Searcher  |
|     | 65°17'·2N | 007°18'·2E | Transocean Prospect  |
|     | 66°00'·8N | 008°03'·5E | Stena Don            |

#### NOTES:

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

2. Cancel 218/02.

### III

228 RIGLIST. South and West Coasts of the British Isles. Correct at 111000z Jun 02.

NEW 53°52'6N 003°27'9W Ensco 85

NOTES:

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

2. Cancel 219/02.

**(2) Navarea II (E Atlantic) 25th Week 20/6/02.**

Edited Navarea II warnings in force 11/6/02: NIL.  
198 to 218 received.

**(3) Navarea III (Mediterranean) 25th Week 20/6/02.**

Edited Navarea III warnings in force 11/6/02: 466/01, 552/01.  
266 to 288 received.

**(4) Navarea IV (NW Atlantic) 25th Week 20/6/02.**

Edited Navarea IV warnings in force 11/6/02: 383/01.  
184 to 212 received.

**(5) Navarea V (W Atlantic) 25th Week 20/6/02.**

Edited Navarea V warnings in force 11/6/02: 923/97, 055/01, 1368/01.  
Nil received.

Cancel 568/98. Wreck non-dangerous.

**(6) Navarea VI (SW Atlantic) 25th Week 20/6/02.**

Edited Navarea VI warnings in force 11/6/02: 101/01, 175/01.  
158 to 172 received.

**(7) Navarea VII (SE Atlantic) 25th Week 20/6/02.**

Edited Navarea VII warnings in force 11/6/02: NIL  
069 to 072 received.

**(8) Navarea VIII (Indian Ocean) 25th Week 20/6/02.**

Edited Navarea VIII warnings in force 11/6/02: 388/00, 268/01, 497/01.  
302, 303, 305 to 307, 310, 311 and 329 to 368 received.

**(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 25th Week 20/6/02.**

Edited Navarea IX warnings in force 11/6/02: NIL.  
Nil received.

### III

**(10) Navarea X (Australia, New Guinea) 25th Week 20/6/02.**

Edited Navarea X warnings in force 11/6/02: 020/00, 004/02.  
004 received.

004 Effective 010000z Jul 02, Australian Coast Radio Stations Sydneyradio/VIS, Melbournradio/VIM, Perthradio/VIP, Darwinradio/VID, Townsvillerradio/VIT and Brisbaneradio/VIB will cease operations. This includes ceasing the monitoring of all radiotelephony distress and safety frequencies and broadcasting of navigational warnings by MF, HF and VHF radiotelephony in the Australian search and rescue region in accordance with GMDSS sea area A3 requirements. The new service provider, TVNZ (Australia), will commence GMDSS HF digital selective calling (DSC) distress and safety operations from 010000z Jul 02. GMDSS HF DSC frequencies that will be monitored are: 4207.5 kHz, 6312 kHz, 8414.5 kHz, 12577 kHz and 16804.5 kHz. The new network control centre is co-located with RCC Australia (35°17'S 149°08'E). Remote transmitting and receiving sites are situated at Charleville (26°20'S 146°16'E) and Wiluna (26°20'S 120°33'E). The new network stations identity is RCC Australia/VIC, MMSI 005030001. Associated radiotelephony distress and narrow band direct printing frequencies will only be used for follow on communications in distress and urgency situations. Requests for medical advice and medical assistance may be made by HF DSC to RCC Australia/VIC or by Inmarsat SAC 32 (medical advice) and SAC 38 (medical assistance). Australian ship reporting (AUSREP) by Inmarsat-C (POR LES 222, IOR LES 322) remains unaffected. Inmarsat-C EGC service in the Australian search and rescue region, including distress monitoring and broadcast of maritime safety information (MSI) will not be affected.

**(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 25th Week 20/6/02.**

Edited Navarea XI warnings in force 11/6/02: NIL.  
271 to 327 received, except 284.

**(12) Navarea XII (NE Pacific) 25th Week 20/6/02.**

Edited Navarea XII warnings in force 11/6/02: 288/01.  
151 to 173 received.

**(13) Navarea XIII (NW Pacific) 25th Week 20/6/02.**

Edited Navarea XIII warnings in force 11/6/02: NIL.  
Nil received.

**(14) Navarea XIV (SW Pacific) 25th Week 20/6/02.**

Edited Navarea XIV warnings in force 11/6/02: NIL.  
080 to 093 received.

**(15) Navarea XV (SE Pacific) 25th Week 20/6/02.**

Edited Navarea XV warnings in force 11/6/02: NIL.  
058 to 063 received.

**(16) Navarea XVI (E Pacific) 25th Week 20/6/02.**

Edited Navarea XVI warnings in force 11/6/02: 151/98.  
Nil received.

**(17) Hydropacs (Pacific, Indian Ocean) 25th Week 20/6/02.**

Edited Hydropacs in force 11/6/02: 1272/99, 1647/01, 496/02.  
985 to 1075 received.

### III

**(18) Hydrolants (Atlantic, Mediterranean) 25th Week 20/6/02.**

Edited Hydrolants in force 11/6/02: 2002/98, 1581/00, 2659/01, 383/02, 1237/02.  
1157, 1171, 1174 to 1177 and 1184 to 1290 received.

1237 MARAD ADVISORY 02-02.

1. The NATO Shipping Centre in Northwood, UK continues to support NATO naval forces deployed in the Eastern Mediterranean. These forces have established a deterrent naval presence and are conducting surveillance and monitoring operations which has been extended until 01 Jan 03. It is intended that the Shipping Centre provide shipping information to the warships while also acting as a point of contact for the merchant marine.

2. The strategic significance of the Suez Canal during a period of tension in the Middle East, together with the campaign against terrorists are the prime reasons for the naval deployment. The surveillance operation and activation of the centre have been discussed with Lloyds of London who have indicated that a deterrent naval presence would have a beneficial stabilizing influence on insurance premiums in the region.

3. In order for the Shipping Centre to be effective the cooperation of the merchant marine of NATO and partner countries is required. Specifically, details are requested of ships intending to transit the Suez Canal or which have completed the North bound transit, between longitude 28° East and Port Said, (eg. longitude 28° East passes through the Isle of Rhodes, Greece).

4. In order to give adequate time for the data to be compiled and sent to the NATO warships, the information is required 24 hours in advance. Provision of the information will assist in the compilation of an accurate shipping plot for the surveillance and monitoring of shipping by NATO naval forces in the region. It will also reduce VHF traffic between merchant and naval vessels.

5. The preferred method for merchant vessels to report to the Shipping Centre is by e-mail. Alternate means are by fax or telephone.

E-mail: [shippingcentre@eastlant.nato.int](mailto:shippingcentre@eastlant.nato.int)

Website: <http://www.eastlant.nato.int/natosc/index.htm>

Fax: 4419 2384 3575

Phone: 4419 2384 3574

6. In order to further encourage reporting to the Shipping Centre, the data requested has been significantly reduced as detailed below. While the reporting of shipping data is on a voluntary basis, nations are strongly encouraged to support this NATO operation which, by providing a stabilizing naval presence, brings benefits to shipping in the region.

Ship data:

A. Ships name

B. International call sign

C. IMO number

D. General nature of cargo.

Voyage data:

A Southbound ships: 1. ETD and name of last port of call. 2. ETA Suez.

B. Northbound ships: 1. ETD Suez. 2. Next port.

7. For further information regarding this Advisory, contact the Maritime Administration, Office of Ship Operations, Division of Operations Support, Code MAR-613 Room 2122, 400 Seventh Street SW, Washington, DC 20590.  
Phone: 202 366 5735. Fax: 202 366 3954.

8. This cancels MARAD Advisory 01-08.

9. Cancel this message 15 Jul.

## AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

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

## Italy – Port of Genova — Controlled Area

150

L 36 Insert:

**Control Zone****10.105a**

In order to regulate traffic, and to establish priorities between vessels entering or leaving the port and aircraft landing and taking off from **Christoforo Colombo Airport** (10.112), a Control Zone has been established in an area bounded by the following positions:

- 44°25'·7N, 8°45'·2E.
- 44°22'·9N, 8°43'·7E.
- 44°20'·6N, 8°55'·0E.
- 44°23'·4N, 8°56'·3E.

Additionally, two waypoints have been established as follows:

- T1: 44°25'·2N, 8°49'·5E.
- T2: 44°24'·7N, 8°48'·2E.

The waters between T1 and T2 have been designated the Approach Channel to Porto Petroli (Multedo oil harbour) (10.112).

Within the Control Zone above :

1. Vessels entering the port have priority over aircraft movements.
2. Aircraft movements have priority over departing vessels, except in cases where the departing vessel has already passed point T1 and has entered the Approach Channel.

**10.105b**

**Regulations.** Vessels with an air draught over 48 m entering the Control Zone, or before preparing to move within it, must report to the Harbour Pilots and to the Operations Room in the Harbour Masters Office. See the relevant *Admiralty List of Radio Signals*.

When transiting the Approach Channel to Porto Petroli, all oil and gas tankers regardless of air draught and all other vessels with an air draught exceeding 14 m must report as above.

Vessels transiting the Approach Channel to Porto Petroli are prohibited from stopping between the head of the airport and the rubble breakwater opposite.

All vessels using the Prà-Voltri Canale di Calma must remain close to Digea Foranea of Porto di Voltri, maintaining a distance of between 50 and 150 m from it.

Italian NM 1.9/2002  
(HH.369/450/02)

[25/02]

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

## Ekkilsøy – Auksundet — Marine farm established, anchorage deleted

103

L 35–37 Replace by:

**8.79 A marine farm** lies off the N shore of Auksundet in a bay 2 cables NNE of Kallen.

Norwegian Notice 08/331/02  
(HH. 308/210/08)

[25/02]

## NP 68 East Coast of the United States Pilot Volume I (2001 Edition)

## Long Island Sound — Pilotage

175

Paragraph 6.7 1 lines 4–5, Replace by:

...following positions:

- Vicinity of 41°17'N, 71°29'W.
- 3 miles S of Watch Hill Point (41°18'N, 71°52'W).
- Vicinity of MP Light–buoy (41°02'N, 71°46'W).

Vessels entering Long...

188

Paragraph 6.131 1 lines 4–5, Replace by:

- 2 or 3 miles E of MP Light–buoy (41°02'N, 71°46').
- 3 miles S of Watch Hill Point (41°18'N, 71°52'W).

190

Paragraph 6.161 1 lines 5–6, Replace by:

- 2 miles E of MP Light–buoy (41°02'N, 71°46').
- 3 miles S of Watch Hill Point (41°18'N, 71°52'W).

192

Paragraph 6.188 1 lines 5–6, Replace by:

- 2 miles E of MP Light–buoy (41°02'N, 71°46').
- 3 miles S of Watch Hill Point (41°18'N, 71°52'W).

Long Island Sound State Pilots Association (LISSPA)  
(HH. 614/470/03) [25/02]

## IV

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

**Florida – St Joseph Bay — Leading lights and  
line deleted**

**211**

L 55–58 Including existing Supplement amendment *For* 85°40′.6W *Read* 85°41′.6W.

R 14 Including existing Supplement amendment *For* (119½°) *Read* (117½°)

R 35–45 *Replace by:*

**10.35**

**North channel.** Thence the channel, marked by buoys and light-buoys (lateral), leads ESE for 3¾ miles directly into the turning basin and wharf area.

BA Chart 3148, US Notice 18/11389/02  
(HH. 615/465/04)

[25/02]

# V

## AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

**Volume A, 2002/03.** Weekly Edition No. 25, Dated 20th June, 2002.

*Last Amendment: Weekly Edition No. 23 & No. 24, dated 13th June, 2002.*

|                |                                                  |                                  |                                                             |                                                                                                                          |
|----------------|--------------------------------------------------|----------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| <b>1675</b>    | - La Plate                                       | 48 40·8 Fl WRG 2s<br>2 01·9      | 11 W 10 Black and yellow tower<br>R 7 22<br>G 7             | W140°-203°(63°), R203°-210°(7°),<br>W210°-225°(15°), G225°-140°(275°)                                                    |
|                |                                                  | *                                |                                                             | *                                                                                                                        |
| <b>1996·3</b>  | --- No 11                                        | 51 26·8 2 F R(vert)<br>0 44·6    | ... ... Pile structure                                      | <b>TE 2002.</b> Warning lights intens 100m SE<br>indicate large vessel movements in/out<br>River Medway approach channel |
|                | *                                                | *                                |                                                             | *                                                                                                                        |
| <b>2233</b>    | -- Leisure Craft Pontoon.<br>S End               | 52 02·6 Fl G 2·5s<br>1 09·7      | 3 2 Pole                                                    | For the use of leisure craft waiting for the<br>lock to enter the wet dock                                               |
|                |                                                  | *                                |                                                             |                                                                                                                          |
| <b>2233·1</b>  | --- N End                                        | 52 02·7 Fl G 2·5s<br>1 09·7      |                                                             |                                                                                                                          |
|                |                                                  | *                                |                                                             | *                                                                                                                        |
| <b>2659</b>    | No 35                                            | 54 35·5 Q(2)G 5s<br>1 14·8       | 4 ... Beacon                                                |                                                                                                                          |
|                | *                                                | *                                |                                                             |                                                                                                                          |
| <b>3142</b>    | - <b>High Lighthouse.</b><br>Dir Lt 269°<br>(DH) | 56 27·2 Dir Iso WRG 3s<br>2 54·0 | 24 <b>W 22</b> White tower<br><b>R 17</b> 23<br><b>G 16</b> | G267°-268°(1°), W268°-270°(2°),<br>R270°-271°(1°)                                                                        |
|                |                                                  |                                  |                                                             | *                                                                                                                        |
| <b>3436</b>    | - E Pier. Head                                   | 57 35·6 Oc WRG 4s<br>3 51·5      | 6 5 8-sided concrete tower<br>5                             | <i>ec 1.</i> G shore-100°. W100°-207°(107°),<br>R207°-shore                                                              |
|                |                                                  |                                  |                                                             | *                                                                                                                        |
| <b>3456</b>    | --- Slipway. Head                                | 57 29·4 2 F G(vert)<br>4 14·1    | 4 3 Post<br>2                                               |                                                                                                                          |
|                |                                                  |                                  |                                                             | *                                                                                                                        |
| <b>3610·92</b> |                                                  | <i>Remove Fog Signal</i>         |                                                             |                                                                                                                          |
| <b>3614</b>    | - ST MARGARET'S HOPE.<br>Needle Point Reef       | 58 50·1 Fl G 3s<br>2 57·3        | 6 3 ◇ on post                                               | <i>fl 0·3</i>                                                                                                            |
|                |                                                  |                                  |                                                             | *                                                                                                                        |
| <b>4090</b>    | - <i>Roan Bogha</i><br>(N)                       | 56 32·3 Q(6)+LFl W 15s<br>6 40·1 | 3 5 ∇ on black buoy, yellow top                             | Ra refl                                                                                                                  |
|                |                                                  |                                  |                                                             | *                                                                                                                        |
| <b>4407</b>    | - Holy Loch Marina                               | 55 59·0 2 F R(vert)<br>4 56·8    | 4 1 Grey metal pole                                         |                                                                                                                          |
|                |                                                  |                                  |                                                             | *                                                                                                                        |
| <b>4427·45</b> | --- Head                                         | 56 03·1 2 F G(vert)<br>4 49·2    | ... ... Building                                            |                                                                                                                          |
|                |                                                  |                                  |                                                             | *                                                                                                                        |

# V

Volume A *continued.*

|               |                                               |                   |                |     |     |                       |                                                                                                        |
|---------------|-----------------------------------------------|-------------------|----------------|-----|-----|-----------------------|--------------------------------------------------------------------------------------------------------|
| <b>4781</b>   | - Douglas River. Lifting Bridge               | 54 08·8<br>4 28·6 | 2 F R(hor)     | ... | ... | ...                   | E and W sides of lifting bridge.<br>Traffic Signals                                                    |
|               | --- E side                                    | ...               | 2 F R(hor)     | ... | ... | ...                   | Fixed section                                                                                          |
|               | --- W side                                    | ...               | 2 F R(vert)    | ... | ... | ...                   | Fixed section marking fish pass                                                                        |
|               |                                               |                   |                |     |     |                       | *                                                                                                      |
| <b>4943</b>   | Great Burbo Flats.<br>Anemometry Mast         | 53 28·3<br>3 10·2 | Mo(U) 15s      | 75  | 10  | Yellow framework mast | Ra refl. <b>(P) 2002</b>                                                                               |
|               | --                                            | ...               | Horn Mo(U) 30s | ... | ... | ...                   | <b>(P) 2002</b>                                                                                        |
| *             | *                                             | *                 | *              | *   | *   | *                     | *                                                                                                      |
|               | TWELVE QUAYS                                  |                   |                |     |     |                       |                                                                                                        |
| <b>4965</b>   | - Ro Ro Terminal Wharf                        | 53 24·5<br>3 00·8 | F WR           | 5   | 9   | ...                   | R180°-195°(15°), W195°-330°(135°)                                                                      |
|               | ---                                           | ...               | By day         | ... | 1   | ...                   |                                                                                                        |
|               | -- S Dolphin                                  | ...               | 3 F G          | ... | ... | ...                   | In form of ▽                                                                                           |
|               | -- Pontoon Links Span. S corner               | ...               | 2 F G(vert)    |     |     |                       |                                                                                                        |
|               | --- Centre                                    | ...               | Gong 5s        | ... | ... | ...                   | 1 stroke every 5s                                                                                      |
|               | --- N corner                                  | ...               | 2 F G(vert)    |     |     |                       |                                                                                                        |
|               | -- N Dolphin                                  | ...               | 3 F G          | ... | ... | ...                   | In form of ▽                                                                                           |
|               | ---                                           | ...               | Horn(2) 10s    | ... | ... | ...                   | bl 2, si 1, bl 2, si 5                                                                                 |
| *             | *                                             | *                 | *              | *   | *   | *                     | *                                                                                                      |
| <b>4980</b>   | - Jetty. Head. N end                          | 53 22·5<br>2 59·7 | Q G            | 6   | ... | ...                   | <b>TE 2001.</b><br><b>To be permanently withdrawn (P) 2002</b>                                         |
|               |                                               |                   |                |     |     |                       | *                                                                                                      |
| <b>4980·3</b> | -- S end                                      | 53 22·5<br>2 59·7 | 2 F G(vert)    | 6   | ... | ...                   | <b>TE 2001.</b><br><b>To be permanently withdrawn (P) 2002</b>                                         |
|               |                                               |                   |                |     |     |                       | *                                                                                                      |
| <b>4980·6</b> | - S Dolphin                                   | 53 22·4<br>2 59·6 | Fl G 3s        | 5   | ... | ...                   | <b>TE 2001.</b><br><b>To be permanently withdrawn (P) 2002</b>                                         |
|               |                                               |                   |                |     |     |                       | *                                                                                                      |
| <b>5489</b>   | - Portbury. Wharf. Lts in line 191°33'. Front | 51 29·5<br>2 44·2 | Oc G 5s        | 7   | 10  | Grey mast             | ec 2. Vis 171·5°-211·5°(40°).<br><b>Unsynchronized Oc G 5s 3M (T) 2002</b>                             |
|               | -----                                         | ...               | By day         | ... | 1   | ...                   | Vis 184·5°-198·5°(14°). <b>TE 2002</b>                                                                 |
|               |                                               |                   |                |     |     |                       | *                                                                                                      |
| <b>5489·1</b> | --- Rear, 100m from front                     | 51 29·5<br>2 44·2 | Oc G 5s        | 12  | 10  | Grey mast             | ec 2. Vis 171·5°-211·5°(40°).<br>Synchronized with front.<br><b>Unsynchronized Oc G 5s 3M (T) 2002</b> |
|               | ----                                          | ...               | By day         | ... | 1   | ...                   | Vis 184·5°-198·5°(14°). <b>TE 2002</b>                                                                 |
|               |                                               |                   |                |     |     |                       | *                                                                                                      |
| <b>5595</b>   | Remove from List                              |                   |                |     |     |                       |                                                                                                        |

**Volume B, 2002/03.** Weekly Edition No. 25, Dated 20th June, 2002.

*Last Amendment: Weekly Edition No. 23 & No. 24, dated 13th June, 2002.*

|             |                      |                   |            |     |     |     |            |
|-------------|----------------------|-------------------|------------|-----|-----|-----|------------|
| <b>1349</b> | Leitdamm. Northwards | 53 55·5<br>8 39·4 | Fl(5)Y 20s | ... | ... | ... | Tide gauge |
|             |                      |                   |            |     |     |     | *          |

# V

Volume B *continued.*

|               |                         |                   |            |     |     |     |            |
|---------------|-------------------------|-------------------|------------|-----|-----|-----|------------|
| <b>1349.5</b> | - Northeastwards        | 53 56.2<br>8 40.9 | Fl(5)Y 20s | ... | ... | ... | Tide gauge |
| *             | *                       | *                 | *          | *   | *   | *   | *          |
| <b>3094</b>   | <i>Remove from List</i> |                   |            |     |     |     |            |

**Volume C, 2002/03.** Weekly Edition No. 25, Dated 20th June, 2002.

*Last Amendment: Weekly Edition No. 23 & No. 24, dated 13th June, 2002.*

|               |                                                |                    |           |    |                   |                                 |                                                                                                                              |
|---------------|------------------------------------------------|--------------------|-----------|----|-------------------|---------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>5239.4</b> | Ldg Lts 016°. Front.<br>Porvoon Majakka. Borgå | 60 05.6<br>25 36.0 | Fl WRG 2s | 10 | 6                 | Red tower, black band<br>10     | fl 0.5. W004°-027°(23°),<br>R027°-105°(78°), G105°-229°(124°),<br>W229°-237°(8°), R237°-285°(48°),<br>G285°-004°(79°). Racon |
|               |                                                |                    | *         |    |                   |                                 | *                                                                                                                            |
| <b>5860</b>   | - Byviken. Pier. Head                          | 63 48.3<br>20 52.1 | Q WRG     | 8  | W 8<br>R 6<br>G 5 | Column<br>5                     | R shore-168°, G168°-187°(19°),<br>W187°-195°(8°), R195°-205°(10°).<br>Shown 1/8-close of navigation. <b>TE 2002</b>          |
|               |                                                |                    |           |    |                   |                                 | *                                                                                                                            |
| <b>7268</b>   | Kårehamn. Ldg Lts 289°. Front                  | 56 57.5<br>16 53.0 | Q R       | 6  | 10                | White △, red border, on post    | Fishing                                                                                                                      |
|               |                                                | *                  | *         |    |                   | *                               | *                                                                                                                            |
| <b>7268.1</b> | -- Rear. 180m from front                       | 56 57.5<br>16 52.8 | Oc R 5s   | 11 | 10                | White ▽, red border, on<br>mast | Fishing. Synchronized with front                                                                                             |
|               |                                                |                    | *         |    |                   | *                               | *                                                                                                                            |

**Volume D, 2001/02.** Weekly Edition No. 25, Dated 20th June, 2002.

*Last Amendment: Weekly Edition No. 23 & No. 24, dated 13th June, 2002.*

|                |                                                |                   |                |     |           |                                                    |                                                |
|----------------|------------------------------------------------|-------------------|----------------|-----|-----------|----------------------------------------------------|------------------------------------------------|
| <b>1422</b>    | - Digue des Criquas.<br>Head                   | 43 23.9<br>1 40.6 | Iso G 4s       | 11  | 6         | Green square tower<br>6                            |                                                |
| ---            |                                                | ...               | Horn 15s       | ... | ...       | ...                                                | bl 3. <b>TD 2002</b>                           |
|                |                                                |                   |                |     |           |                                                    | *                                              |
| <b>1560.72</b> | -- Adjoining Quay                              | 43 24.2<br>3 49.0 | Q G            | 5   | 2         | Green post<br>3                                    |                                                |
|                |                                                |                   |                |     |           |                                                    | *                                              |
| <b>1735.1</b>  | -- Basin. Head                                 | 43 11.3<br>9 05.2 | Fl(2)G 7s      | 12  | 5         | Round concrete tower<br>8                          | fl 0.5, ec 1.5, fl 0.5, ec 4.5. <b>TE 2002</b> |
|                |                                                |                   |                |     |           |                                                    | *                                              |
| <b>1890</b>    | - Cabo Estay. Ldg Lts<br>069°20'. <b>Front</b> | 42 11.2<br>8 48.8 | Iso W 2s       | 16  | <b>18</b> | Red truncated pyramidal<br>tower, white bands<br>8 | Vis 066.3°-072.3°(6°). Racon                   |
|                | ---- 27m ENE                                   |                   | Horn Mo(V) 60s |     |           |                                                    | (bl 1.5, si 1.5) x 3, bl 9, si 42              |
|                |                                                |                   |                |     |           |                                                    | *                                              |
| <b>2411.2</b>  | - Marina                                       | 36 11.2<br>5 55.9 | Fl G           | ... | 2         | Green post                                         |                                                |
|                |                                                |                   | *              |     |           |                                                    | *                                              |

## V

Volume D *continued.*

|                |                                             |                               |    |                                  |                          |  |   |
|----------------|---------------------------------------------|-------------------------------|----|----------------------------------|--------------------------|--|---|
| <b>7073</b>    | - NW side.<br>Meteorological Station<br>(F) | 15 53.0 Fl W 4s<br>54 30.9    | 15 | 11 White pylon on building<br>10 | <i>fl 1</i>              |  | * |
| <b>7575.45</b> | - SPM                                       | 28 45.7 Mo(U)W 15s<br>48 27.9 |    |                                  |                          |  |   |
| --             |                                             | Horn Mo(U) 30s                |    |                                  | In restricted visibility |  | * |

**Volume E, 2001/02.** Weekly Edition No. 25, Dated 20th June, 2002.

*Last Amendment: Weekly Edition No. 23 & No. 24, dated 13th June, 2002.*

| 0250    | - Near SE point.<br>Formentera                            | 38 39.7 Fl W 5s<br>1 35.0  | 142 | 23 | White tower on white<br>dwelling    | 22 | fl 0-4. Vis 150°-050° (260°) |
|---------|-----------------------------------------------------------|----------------------------|-----|----|-------------------------------------|----|------------------------------|
|         |                                                           |                            |     |    |                                     |    | *                            |
| 0267-8  | - Santa Eulalia Marina.<br>Breakwater. Head               | 38 59.0 Fl(3)G<br>1 32.4   | 11  | 5  | Green truncated pyramidal<br>tower  | 6  |                              |
|         |                                                           |                            |     |    |                                     | *  | *                            |
| 0267-85 | -- Contradique. Head                                      | 38 59.0 Fl(3)R<br>1 32.4   | 4   | 3  | Red truncated pyramidal<br>tower    | 3  |                              |
|         |                                                           |                            |     | *  |                                     | *  |                              |
| 0311-2  | -- Punta de sa Sinia.<br>Breakwater. Head                 | 39 25.5 Fl(4)R<br>3 15.8   | ... | 1  | Red column                          |    | *                            |
|         |                                                           |                            |     | *  |                                     |    |                              |
| 0313    | -- Wharf. Head                                            | 39 20.0 Fl(3)R<br>3 10.8   | 6   | 5  | Red □ on red column on<br>white hut |    | *                            |
|         |                                                           |                            |     | *  |                                     |    |                              |
| 1099-2  | -- W Mole. Head                                           | 39 11.9 F R<br>8 22.9      | ... | 4  | Post                                |    | Private. (P) 2002            |
|         |                                                           |                            |     |    |                                     |    | *                            |
| 1099-3  | --- Elbow                                                 | 39 12.1 F R<br>8 22.8      | ... | 3  |                                     |    |                              |
| *       | *                                                         | *                          | *   | *  | *                                   | *  | *                            |
| 1099-5  | --                                                        | 39 12.0 F G<br>8 22.9      | ... | 4  | Post                                |    | Private. (P) 2002            |
|         |                                                           |                            |     |    |                                     |    | *                            |
| 1595    | -- Inner Breakwater                                       | 40 48.1 Fl G 5s<br>13 26.0 | 6   | 6  | Green mast                          | 5  | fl 1. Private                |
|         | *                                                         | *                          |     | *  |                                     |    | *                            |
| 2130-2  | Porto di Sibari. S Mole.<br>Head<br>(Porto di Corigliano) | 39 40.2 Fl R 3s<br>16 31.7 | ... | 3  | Red mast                            | 6  | fl 1. Private                |
|         | *                                                         |                            |     |    |                                     |    | *                            |

# V

Volume E *continued*.

|                |                                           |                                |     |                                                        |   |                                                                        |   |
|----------------|-------------------------------------------|--------------------------------|-----|--------------------------------------------------------|---|------------------------------------------------------------------------|---|
| <b>2130-3</b>  | - N Mole. Head                            | 39 40-3 Fl G 3s<br>16 31-7     | ... | 3 Green mast                                           | 6 | <i>fl</i> 1. Private                                                   | * |
| <b>2130-4</b>  | - Darsena 1. Mole. Head                   | 39 40-3 2 F R(vert)<br>16 31-7 | ... | 3 Mast                                                 | 5 | Private                                                                | * |
| <b>2130-42</b> | --                                        | 39 40-3 2 F G(vert)<br>16 31-7 | ... | 3 Mast                                                 | 5 | Private                                                                | * |
| <b>3158-4</b>  | --- Pier. Head                            | 44 04-4 Fl(2)W 5s<br>15 12-0   | 5   | 4 White round metal tower                              | 2 | <i>fl</i> 0-5, <i>ec</i> 1, <i>fl</i> 0-5, <i>ec</i> 3. <b>TE 2002</b> | * |
| <b>3438-4</b>  | -- Ferry Pier. Head                       | 43 03-7 Fl W 5s<br>16 11-4     | 6   | 4 White round tower                                    | 5 | <i>fl</i> 0-5. <b>TE 2002</b>                                          | * |
| <b>4192-3</b>  | - Voula                                   | 37 50-3 F R<br>23 45-7         | 8   |                                                        |   |                                                                        |   |
|                |                                           |                                | *   | *                                                      |   |                                                                        |   |
| <b>4356-8</b>  | <i>Remove from List</i>                   |                                |     |                                                        |   |                                                                        |   |
| <b>4359-75</b> | - Amarythos. Mole. Head                   | 38 23-5 Fl G 3s<br>23 52-7     | 9   | 3 Metal framework tower with gallery and metal column  |   | <i>fl</i> 0-3                                                          |   |
| *              | *                                         | *                              | *   | *                                                      | * |                                                                        | * |
| <b>4443</b>    | - Órmos Soúrpis. Myloi Loyli. Pier. Head | 39 10-0 Fl R 4s<br>22 52-1     | 7   | 4 Metal framework tower, with gallery and metal column | 5 | <i>fl</i> 0-6                                                          |   |
|                | *                                         |                                |     | *                                                      | * |                                                                        | * |
| <b>4647-5</b>  | - Agia Eleni. Mole. Head                  | 38 19-9 Fl R 3s<br>26 09-6     | 6   | 3 Metal framework tower, with gallery and metal column |   | <i>fl</i> 0-3                                                          |   |
| *              | *                                         | *                              | *   | *                                                      | * |                                                                        | * |
| <b>4653-2</b>  | - Limín Oinousón. Breakwater. Head        | 38 30-8 Q G<br>26 13-2         | 9   | 3 White concrete column, green band                    | 8 | <b>TE; Q Y marks the end of Mole Head extension (T) 2002</b>           | * |
| <b>4653-3</b>  | -- S Mole. Head                           | 38 30-7 Q R<br>26 13-2         | 10  | 3 White concrete hut with column and gallery, red band | 8 | <b>TE; works in progress (T) 2002</b>                                  | * |
| <b>6463</b>    | Ecueils des Sorelles. <i>Sorelles W</i>   | 37 24-0 VQ(9)W 10s<br>8 36-0   | 8   | 8 ∑ on yellow buoy, black band                         |   | Racon. <b>TE 2002. TR 2002</b>                                         | * |

# V

**Volume F, 2001/02.** Weekly Edition No. 25, Dated 20th June, 2002.

*Last Amendment: Weekly Edition No. 23 & No. 24, dated 13th June, 2002.*

|               |                                    |                               |     |     |                                  |                                                                              |
|---------------|------------------------------------|-------------------------------|-----|-----|----------------------------------|------------------------------------------------------------------------------|
| <b>0449</b>   | - PERIGEE Lt V                     | 21 42:1 Fl W 7s<br>72 18:4    | 12  | 8   | Red hull                         | Ra refl. Q W riding light. <b>TE 2002</b>                                    |
|               | --                                 | ... Bell                      |     |     |                                  | *                                                                            |
| <b>0948-2</b> | -- Jetty. Head                     | 13 15:4 F Y<br>80 20:6        | 1   | 4   |                                  |                                                                              |
|               |                                    | *                             |     |     |                                  |                                                                              |
| <b>1396</b>   | Gosong Raleigh<br>(Raleigh Shoal)  | 2 06:8 Q(2)W 5s<br>101 53:5   | 16  | 13  | Black ♂ on black tower, red band | <i>fl 0:5, ec 1, fl 0:5 ec 3.</i> Ra refl. Racon.<br><b>TR 2002. TE 2002</b> |
|               |                                    |                               |     | 13  |                                  | *                                                                            |
| <b>1948-5</b> | - VICTORIA HARBOUR.<br>Pulau Papan | 5 15:0 Fl G 3s<br>115 15:8    | ... | 8   | Green △ on beacon                | <b>Destroyed (T) 2001</b>                                                    |
|               |                                    |                               |     |     |                                  | *                                                                            |
| <b>1954-2</b> | Pine Point Shoal                   | 5 33:4 Fl R 5s<br>115 26:9    | ... | 8   | ...                              | <b>Destroyed (T) 2001</b>                                                    |
|               |                                    |                               |     |     |                                  | *                                                                            |
| <b>1954-4</b> | Tg Nosong                          | 5 38:9 Fl R 3s<br>115 35:6    | ... | 8   | ...                              | <b>Destroyed (T) 2001</b>                                                    |
|               |                                    |                               |     |     |                                  | *                                                                            |
| <b>1954-5</b> | Nosong shoal                       | 5 43:2 Fl G 3s<br>115 30:2    | ... | 8   | ...                              | <b>Destroyed (T) 2001</b>                                                    |
|               |                                    |                               |     |     |                                  | *                                                                            |
| <b>1955-9</b> | Deluar Shoals                      | 5 52:9 Fl R 5s<br>115 42:0    | 7   | 8   | Red □ on beacon                  | <b>Destroyed (T) 2001</b>                                                    |
|               |                                    |                               |     |     |                                  | *                                                                            |
| <b>1981</b>   | - Pulau Lankayan                   | 6 31:1 Fl G 5s<br>117 55:0    | ... | ... | Green △ on pile                  | <b>Destroyed (T) 2001</b>                                                    |
|               |                                    |                               |     |     |                                  | *                                                                            |
| <b>1991-9</b> | - Pulau Bohein                     | 4 26:8 Fl G 5s<br>118 56:7    |     | 8   |                                  | <b>Destroyed (T) 2001</b>                                                    |
|               |                                    |                               |     |     |                                  | *                                                                            |
| <b>1992-8</b> | - Lehnert Reef                     | 4 15:5 Fl G 3s<br>118 16:0    | ... | 8   | Green beacon                     | <b>Destroyed (T) 2001</b>                                                    |
|               |                                    |                               |     |     |                                  | *                                                                            |
| <b>3609-2</b> | - Gui Jiao                         | 24 20:3 Fl W 4s<br>118 07:4   | 9   | 7   |                                  | <i>fl 0:5</i>                                                                |
|               |                                    |                               |     |     | 6                                |                                                                              |
| *             | *                                  | *                             | *   | *   | *                                | *                                                                            |
| <b>3609-3</b> | - Ta Jiao                          | 24 21:4 Fl(2)W 6s<br>118 05:9 | 15  | 7   |                                  | <i>fl 0:5, ec 1, fl 0:5, ec 4</i>                                            |
|               |                                    |                               |     |     | 6                                |                                                                              |
| *             | *                                  | *                             | *   | *   | *                                | *                                                                            |

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|                    |                                     |                     |            |    |   |                                                        |                                                          |
|--------------------|-------------------------------------|---------------------|------------|----|---|--------------------------------------------------------|----------------------------------------------------------|
| 3627-2             | Qing Yu                             | 24 54-4<br>118 57-4 | Fl(2)W 6s  | 27 | 7 | 8                                                      | <i>fl</i> 0-5, <i>ec</i> 1, <i>fl</i> 0-5, <i>ec</i> 4   |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| SANDU AOKOU        |                                     |                     |            |    |   |                                                        |                                                          |
| 3641-6             | - Heye Jiao                         | 26 31-7<br>119 48-7 | Fl(2)W 5s  | 5  | 8 | Black ♂ on beacon<br>6                                 | <i>fl</i> 0-5, <i>ec</i> 1, <i>fl</i> 0-5, <i>ec</i> 3   |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| 3641-62            | - Niujaipo                          | 26 31-7<br>119 49-4 | Fl(2)G 6s  | 6  | 2 | 5                                                      | <i>fl</i> 0-5, <i>ec</i> 1, <i>fl</i> 0-5, <i>ec</i> 4   |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| DONG CHONG SHUIDAO |                                     |                     |            |    |   |                                                        |                                                          |
| 3641-66            | - Baidao Yu                         | 26 34-5<br>119 49-7 | Fl W 4s    | 8  | 7 | 5                                                      | <i>fl</i> 0-3                                            |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| 3641-68            | Tangbiwei. Hanlong Jiao             | 26 35-1<br>119 46-9 | Fl(2)W 6s  | 14 | 7 | 5                                                      | <i>fl</i> 0-3, <i>ec</i> 1, <i>fl</i> 0-3, <i>ec</i> 4-4 |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| 3716-705           | Shizhong Shan Nan Yu<br>(Yeya Shan) | 30 12-1<br>122 04-6 | Fl(2)W 6s  | 18 | 7 | White round structure<br>8                             | <i>fl</i> 0-5, <i>ec</i> 1, <i>fl</i> 0-5, <i>ec</i> 4   |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| 3716-707           | Nanpu Wuhu Jiao                     | 30 15-3<br>122 07-3 | Fl(2)W 5s  | 10 | 7 | Black ♂ on black beacon,<br>red band                   |                                                          |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| 3716-715           | Laitou Shan                         | 30 09-2<br>122 07-3 | Fl(3)W 10s | 12 | 7 | White 6-sided concrete<br>column<br>10                 |                                                          |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| 3716-717           | Dani Jiao                           | 30 08-6<br>122 07-0 | Fl(2)W 6s  | 12 | 7 | Red and black striped<br>6-sided concrete column<br>12 |                                                          |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| GUAN MEN           |                                     |                     |            |    |   |                                                        |                                                          |
| 3716-718           | - Xiaoyuan Shan                     | 30 08-0<br>122 08-6 | Fl(2)W 6s  | 25 | 7 | White round concrete<br>structure<br>10                | <i>fl</i> 0-5, <i>ec</i> 1, <i>fl</i> 0-5, <i>ec</i> 4   |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| 3716-722           | Zongzi Shan                         | 30 07-5<br>122 10-1 | Fl W 3s    | 21 | 7 | White stone block<br>4                                 | <i>fl</i> 0-5                                            |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |
| 3716-726           | Qiaomaigezi Shan                    | 30 13-3<br>122 14-3 | Fl W 4s    | 43 | 7 | White brick structure<br>4                             | <i>fl</i> 0-5                                            |
| *                  | *                                   | *                   | *          | *  | * | *                                                      | *                                                        |

# V

Volume F *continued*.

| GUISHAN HANGMEN |                                |                     |             |     |            |                                       |                                                                             |   |  |
|-----------------|--------------------------------|---------------------|-------------|-----|------------|---------------------------------------|-----------------------------------------------------------------------------|---|--|
| <b>3716-727</b> | - Min Jiao. Hanlinshi E Rock   | 30 12·5<br>122 11·0 | Fl(3)W 10s  | 15  | 7          | White 6-sided concrete column         | (fl 0·5, ec 1) x 2, fl 0·5, ec 6·5                                          |   |  |
| *               | *                              |                     | *           | *   | *          | 15                                    |                                                                             | * |  |
| <b>3716-728</b> | Yeyadan Shan                   | 30 13·9<br>122 12·4 | Fl W 6s     | 13  | 4          | White round stone structure           | fl 0·5                                                                      |   |  |
| *               | *                              |                     | *           | *   | *          | 3                                     |                                                                             | * |  |
| <b>3716-729</b> | - Guan Shan                    | 30 12·9<br>122 11·2 | Fl W 4s     | 6   | 7          | Black round concrete tower            | fl 0·5                                                                      |   |  |
| *               | *                              |                     | *           | *   | *          | 6                                     |                                                                             | * |  |
| <b>3716-733</b> | Nanfeng Yezhu Jiao             | 30 16·4<br>122 14·0 | Fl R 4s     | 8   | 3          | Red □ on red beacon                   | fl 0·5                                                                      |   |  |
| *               | *                              |                     | *           | *   | *          | 8                                     |                                                                             | * |  |
| <b>3716-735</b> | Changtu Gang. Fenshui Jiao     | 30 14·0<br>122 15·3 | Fl(4)WR 10s | 11  | W 7<br>R 3 | White round concrete tower            | W000°-118°(118°), R118°-000°(242°)                                          |   |  |
| *               | *                              |                     | *           | *   | *          | 9                                     |                                                                             | * |  |
| <b>3716-738</b> | Xihezui Dao                    | 30 16·0<br>122 18·4 | Fl W 2s     | 44  | 10         | 8-sided concrete building, white roof | fl 0·5                                                                      |   |  |
| *               | *                              |                     | *           | *   | *          | 9                                     |                                                                             | * |  |
| <b>3716-741</b> | Heshang Jiao                   | 30 17·3<br>122 14·2 | Fl(3)W 10s  | 8   | 6          | White round GRP pile, red bands       |                                                                             |   |  |
| *               | *                              |                     | *           | *   | *          | 8                                     |                                                                             | * |  |
| <b>3716-743</b> | Daishan Pumen Gang. E Entrance | 30 14·2<br>122 13·5 | Fl(2)W 6s   | 13  | 4          | White stone structure                 | fl 0·3, ec 1, fl 0·3, ec 4·4                                                |   |  |
| *               | *                              |                     | *           | *   | *          | 3                                     |                                                                             | * |  |
| <b>3716-755</b> | Daishan Yezhu Jiao             | 30 19·4<br>122 07·9 | Fl R 3s     | 4   | 1          | Red metal framework tower             | fl 0·3. Fishing. Occas                                                      |   |  |
| *               | *                              |                     | *           | *   | *          | 4                                     |                                                                             | * |  |
| <b>3787-5</b>   | Changqiao Gang                 | 31 08·7<br>121 27·0 | Fl(3)G 10s  | 16  | 3          |                                       |                                                                             |   |  |
|                 |                                |                     | *           | *   | *          |                                       |                                                                             | * |  |
| <b>4059</b>     | <b>Sha-tuo-zi</b>              | 38 58·0<br>121 54·2 | Fl W 6s     | 37  | 18         | White round concrete tower            | fl 1. Racon                                                                 |   |  |
|                 | *                              |                     |             | *   | *          | 37                                    |                                                                             |   |  |
| <b>4334</b>     | <b>Hong Do</b>                 | 34 32·0<br>128 44·1 | Fl W 10s    | 116 | 19         | White round concrete tower            | fl 1. Racon. <b>TR 2002</b>                                                 |   |  |
|                 |                                |                     |             |     |            | 8                                     |                                                                             | * |  |
| <b>4618</b>     | - Ch'i-hou Shan                | 22 37·0<br>120 15·4 | Fl(4)W 30s  | 58  | 25         | White 8-sided brick tower             | (fl 0·4, ec 4·6) x 3, fl 0·4, ec 14·6. Vis 320°-158°(198°). Traffic Signals |   |  |
|                 |                                |                     |             |     |            | 15                                    |                                                                             | * |  |

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|               |                                                |                             |     |           |                                      |                      |
|---------------|------------------------------------------------|-----------------------------|-----|-----------|--------------------------------------|----------------------|
| <b>4620</b>   | - First Entrance. N<br><b>Breakwater. Head</b> | 22 37.3 Fl W 4s<br>120 14.9 | 14  | <b>15</b> | White round concrete<br>column<br>14 | <i>fl 0-4.</i> Racon |
|               | *                                              |                             |     | *         |                                      | *                    |
| <b>8102.1</b> | - Eastwards                                    | 54 45.0 Fl W 6s<br>162 08.0 | ... | 10        |                                      | *                    |

**Volume G, 2001/02.** Weekly Edition No. 25, Dated 20th June, 2002.  
*Last Amendment: Weekly Edition No. 23 & No. 24, dated 13th June, 2002.*

|                |                                      |                                                |     |     |                                                                                            |                                                                                                  |
|----------------|--------------------------------------|------------------------------------------------|-----|-----|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| <b>0076</b>    | <i>Remove from List</i>              |                                                |     |     |                                                                                            |                                                                                                  |
| <b>0812</b>    | - PRACTICOS<br>RECALADA Lt V         | 35 06.8 Fl(2)W 12s<br>55 57.9                  | 23  | 13  | Orange funnel on white<br>superstructure, orange hull<br>marked DE-15 RECALADA,<br>2 masts | <i>fl 1, ec 3, fl 1, ec 7.</i> Pilot Station. 2 F R Aero<br>lights also shown                    |
| --             |                                      | ... Siren 30s<br>*                             | ... | ... | ...                                                                                        | <i>bl 5</i>                                                                                      |
| <b>0860.3</b>  | -- Delta del Parana                  | 34 27.0 Fl G 5s<br>58 30.3                     | 12  | 2   |                                                                                            |                                                                                                  |
| *              | *                                    | *                                              | *   | *   | *                                                                                          | *                                                                                                |
| <b>3679.2</b>  | - Zuniga Point N.<br>Submerged Jetty | 32 41.2 Fl W 2.5s<br>117 13.6                  | 5   | 3   | White ◇, orange border on<br>pile worded DANGER<br>SUBMERGED JETTY                         |                                                                                                  |
| *              | *                                    | *                                              | *   | *   | *                                                                                          | *                                                                                                |
| <b>4427</b>    | - Fog Signal                         | 42 02.7 Horn 30s<br>124 16.2                   | ... | ... | ...                                                                                        | <i>bl 3</i>                                                                                      |
| *              | *                                    | *                                              | *   | *   | *                                                                                          | *                                                                                                |
| <b>4664</b>    | <i>Remove from List</i>              |                                                |     |     |                                                                                            |                                                                                                  |
| <b>4688.1</b>  | -- Rear. 152m from front             | 45 51.4 Iso W 6s<br>122 46.7                   | 13  | ... | Red □, white stripe, on<br>framework tower                                                 | Vis 5.5° each side of leading line<br>*                                                          |
| <b>4698.35</b> | - Marine Park Outfall                | 45 36.6 Fl Y 10s<br>122 37.2                   | 7   | ... | On steel piling with orange<br>daymarks                                                    | Private                                                                                          |
| *              | *                                    | *                                              | *   | *   | *                                                                                          | *                                                                                                |
| <b>4859</b>    | - Bellevue Marina. Pier              | 47 36.6 2 F Y<br>122 12.5<br>*                 | 1   | ... | ...                                                                                        | On NW and SW corners. Private                                                                    |
| <b>5036</b>    | Burrows Island. W end                | 48 28.7 Fl W 6s<br>122 42.8<br>... Horn(2) 30s | 17  | 9   | White square tower on<br>building<br>10                                                    | Emergency light Iso W 6s operates at<br>reduced intensity<br><i>bl 2, si 2, bl 2, si 24</i><br>* |
| <b>6740</b>    | -- Race Point                        | 61 10.0 Fl W 2.5s<br>150 13.4<br>*             | 52  | 7   | Red and white chequered ◇<br>on framework tower<br>*                                       | Vis 038°-068°(30°)<br>*                                                                          |

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|               |                                            |                             |    |     |                                            |                                  |
|---------------|--------------------------------------------|-----------------------------|----|-----|--------------------------------------------|----------------------------------|
| <b>6740-6</b> | - Point Woronzooft.<br>Ldg Lts 079°. Front | 61 12·1 Oc G 4s<br>150 01·3 | 17 | ... | Red □, white stripe, on<br>framework tower | Vis 4° each side of leading line |
|               |                                            |                             |    |     |                                            | *                                |

**Volume H, 2001/02.** Weekly Edition No. 25, Dated 20th June, 2002.

*Last Amendment: Weekly Edition No. 22, dated 30th May, 2002.*

|                |             |                          |     |     |     |         |
|----------------|-------------|--------------------------|-----|-----|-----|---------|
| <b>0395-41</b> | ---- SE end | 47 46·5 3 F R<br>54 01·0 | ... | ... | ... | Private |
|                |             |                          |     |     |     | *       |

|                |             |                          |     |     |     |         |
|----------------|-------------|--------------------------|-----|-----|-----|---------|
| <b>0395-45</b> | ---- Middle | 47 46·3 2 F R<br>54 01·3 | ... | ... | ... | Private |
| *              | *           | *                        | *   | *   | *   | *       |

**Volume J, 2001/02.** Weekly Edition No. 25, Dated 20th June, 2002.

*Last Amendment: Weekly Edition No. 23 & No. 24, dated 13th June, 2002.*

|             |            |                                |   |   |                 |                                   |
|-------------|------------|--------------------------------|---|---|-----------------|-----------------------------------|
| <b>1288</b> | Port Mahon | 39 10·7 Dir Oc W 4s<br>75 24·4 | 4 | 6 | Framework tower | <i>ec 1.</i> Intens on SW bearing |
|             |            |                                |   |   | *               |                                   |

**2667** *Remove from List*

|               |                                                   |                        |   |   |                            |   |
|---------------|---------------------------------------------------|------------------------|---|---|----------------------------|---|
| <b>3252-3</b> | -- INTRACOASTAL<br>WATERWAY, Siesta Key.<br>No 67 | 27 32·1 Q G<br>82 42·1 | 5 | 4 | Green □, yellow □, on pile |   |
|               |                                                   |                        |   |   |                            | * |

**4470-7** *Remove from List*

|               |                                                         |                            |   |   |        |                                                                                     |
|---------------|---------------------------------------------------------|----------------------------|---|---|--------|-------------------------------------------------------------------------------------|
| <b>5295-9</b> | - Ldg Lts 284°. Rackhams Cay.<br>Front. 2·13M from rear | 17 55·6 Fl G 5s<br>76 50·3 | 9 | 8 | Beacon | <b>Under reconstruction; green light buoy,<br/>Fl G 5s, in situ 200m E (T) 2002</b> |
|               |                                                         |                            |   |   |        | *                                                                                   |

|                |                                                      |                        |    |    |                        |                     |
|----------------|------------------------------------------------------|------------------------|----|----|------------------------|---------------------|
| <b>6167-65</b> | - Isla de Manzanillo. Ldg<br>Lts 000°. 1 ENAP. Front | 10 23·4 Q Y<br>75 31·8 | 18 | 10 | Red tower, white bands | Vis 090°-270°(180°) |
|                |                                                      |                        |    |    |                        | *                   |

**6169** *Remove from List*

**6169-1** *Remove from List*

**Volume K, 2002/03.** Weekly Edition No. 25, Dated 20th June, 2002.

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|                |                       |                               |     |     |     |                        |
|----------------|-----------------------|-------------------------------|-----|-----|-----|------------------------|
| <b>1639-26</b> | - Bayu-Undan.<br>FPSO | 11 03·0 Mo(U) 15s<br>126 37·1 | 5   | 10  | ... | Racon. <b>(P) 2002</b> |
|                | ---                   | ... F R                       | 5   | 2   | ... | <b>(P) 2002</b>        |
|                | ---                   | ... Horn Mo(U) 15s            | ... | ... | ... | <b>(P) 2002</b>        |
| *              | *                     | *                             | *   | *   | *   | *                      |

|                |        |                               |     |     |                             |                 |
|----------------|--------|-------------------------------|-----|-----|-----------------------------|-----------------|
| <b>1639-27</b> | -- CPP | 11 04·2 Mo(U) 15s<br>126 36·8 | 5   | 10  | Central production platform | <b>(P) 2002</b> |
|                | ---    | ... F R                       | 5   | 2   | ...                         | <b>(P) 2002</b> |
|                | ---    | ... Horn Mo(U) 15s            | ... | ... | ...                         | <b>(P) 2002</b> |
| *              | *      | *                             | *   | *   | *                           | *               |

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|                 |                                                    |                               |     |     |                    |                                 |
|-----------------|----------------------------------------------------|-------------------------------|-----|-----|--------------------|---------------------------------|
| <b>1639-28</b>  | -- WP1                                             | 11 04·5 Mo(U) 15s<br>126 40·8 | 5   | 10  | Well head platform | Racon. <b>(P) 2002</b>          |
|                 | ---                                                | ... F R                       | 5   | 2   |                    | <b>(P) 2002</b>                 |
|                 | ---                                                | ... Horn Mo(U) 15s            | ... | ... | ...                | <b>(P) 2002</b>                 |
| *               | *                                                  | *                             | *   | *   | *                  | *                               |
| <b>1753</b>     | -- Fishing Boat Harbour.<br>Ldg Lts 194°52'. Front | 28 46·4 F Bu<br>114 35·6      |     |     |                    |                                 |
|                 |                                                    |                               |     |     |                    | *                               |
| <b>1753·1</b>   | ---- Rear. 120m from<br>front                      | 28 46·4 F Bu<br>114 35·6      | ... | ... | ...                | <b>F R (T) 2002</b>             |
|                 |                                                    |                               |     |     |                    | *                               |
| <b>1753·102</b> | -- Outer Entrance                                  | 28 46·3 Fl(2)G 5s<br>114 35·6 | ... | ... | Green beacon       | <i>fl 0·5, ec1, fl 0·5, ec3</i> |
| *               | *                                                  | *                             | *   | *   | *                  | *                               |
| <b>1753·105</b> | ---                                                | 28 46·3 Fl(2)R 5s<br>114 35·6 | ... | ... | Red beacon         | <i>fl 0·5, ec1, fl 0·5, ec3</i> |
| *               | *                                                  | *                             | *   | *   | *                  | *                               |

**Volume L, 2002/03.** Weekly Edition No. 25, Dated 20th June, 2002.

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|             |                         |                               |    |                    |                         |                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------|-------------------------|-------------------------------|----|--------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>0710</b> | - Flørauden. E Island   | 62 25·7 Fl WRG 5s<br>5 50·2   | 11 | W 5<br>R 4<br>G 3  | Lantern on piles        | G005°-017°(12°), W017°-020°(3°),<br>R020°-050°(30°), W050°-051·5°(1·5°),<br>G051·5°-061°(9·5°), W061°-066°(5°),<br>R066°-109·5°(43·5°),<br>W109·5°-119°(9·5°), G119°-139°(20°),<br>W139°-159°(20°), R159°-169°(10°),<br>W169°-174°(5°), G174°-192°(18°),<br>W192°-198°(6°), R198°-211°(13°),<br>W211°-219°(8°), G219°-235°(16°),<br>W235°-271°(36°), R271°-005°(94°).<br>Shown 16/7-21/5. Racon |
|             |                         |                               |    | *                  |                         | *                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>0820</b> | - Lepsøyrev. Mole. Head | 62 35·4 Oc(2)WRG 8s<br>6 15·9 | 10 | W 11<br>R 9<br>G 9 | White stone tower<br>11 | R047°-050·5°(3·5°),<br>W050·5°-079°(28·5°),<br>R079°-193·5°(114·5°),<br>G193·5°-226·5°(33°),<br>W226·5°-230·5°(4°),<br>R230·5°-235°(4·5°). Shown 16/7-21/5                                                                                                                                                                                                                                      |
|             |                         |                               |    |                    |                         | *                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>1919</b> | <i>Remove from List</i> |                               |    |                    |                         |                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>2782</b> | -- N side. No. 9        | 68 32·6 Fl R 3s<br>16 25·4    | 2  | 2                  | Dolphin                 | <i>fl 0·3. Shown 7/8-29/4</i>                                                                                                                                                                                                                                                                                                                                                                   |
|             |                         |                               |    |                    |                         | *                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>3282</b> | - Nordstrandskjær       | 68 29·6 Oc WRG 6s<br>16 08·6  | 4  | W 9<br>R 4<br>G 7  | White lantern on piles  | G012°-018·3°(6·3°),<br>W018·3°-034·2°(15·9°),<br>R034·2°-083·6°(49·4°),<br>G083·6°-187·1°(103·5°),<br>W187·1°-209°(21·9°),<br>R209°-210·8°(1·8°). Shown 7/8-29/4.<br>For continuation S see L2783                                                                                                                                                                                               |
|             |                         |                               |    |                    |                         | *                                                                                                                                                                                                                                                                                                                                                                                               |

# V

Volume L *continued*.

|      |            |                              |   |                                                    |                                                                                                                                                                      |
|------|------------|------------------------------|---|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3711 | - Kuberget | 69 38.3 Fl WRG 5s<br>19 44.7 | 4 | W 6 White lantern on concrete<br>R 4 column<br>G 4 | <i>fl</i> 0.7. W183°-191.5°(8.5°),<br>R191.5°-301.5°(110°),<br>W301.5°-304.5°(3°),<br>G304.5°-009°(64.5°), W009°-012°(3°),<br>R012°-about 025°(13°). Shown 10/8-26/4 |
|      |            |                              |   | *                                                  |                                                                                                                                                                      |

## VI

# AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 25 dated 20 June 2002

### VOLUME 1, 2001/02—PART 1

Published Wk 30/01

*(Last Amendments: Weekly Edition No. 19 dated 9 May 2002)*

### VOLUME 2, 2002/03

Published Wk 6/02

*(Last Amendments: Weekly Edition No. 21 dated 23 May 2002)*

### RADAR BEACONS

**A New Edition of this volume is in the press and will be published shortly**

**Please note the amended geographical coverage for Volume 1**

The Coast Radio Stations for Iceland are now included in NP 281(1) and the Coast Radio Stations on the Pacific Coast of Asia are now included in NP 281(2)

Page 116, **SOUTH AFRICA** section, insert station:

**Port Elizabeth Racon** 33°55'·57S 25°40'·42E **73925**  
**C**

South African Notice 43/2002 (HH450/460/02 - E24) 25/02

Page 136, **CHINA** section, insert station:

**Jinshan Zui Lt Racon** 39°48'·60N 119°31'·57E **82155**  
**Z**

Chinese Notice 17/331/02 (HH548/521/03 - E48) 25/02

### VOLUME 1, 2001/02—PART 2

Published Wk 30/01

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

**A New Edition of this volume is in the press and will be published shortly**

**Please note the amended geographical coverage for Volume 1**

The Coast Radio Stations for Iceland are now included in NP 281(1) and the Coast Radio Stations on the Pacific Coast of Asia are now included in NP 281(2)

### VOLUME 3, 2002/03—PART 2

Published Wk 22/02

*(Last Amendments: Weekly Edition No. 22 dated 30 May 2002)*

### RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

Page 123, **JAMAICA**, Jamaica Coast Guard (Kingston)

Frequency table, line 1, delete 2738 and RT (MF) and replace by: 8291 and RT (HF)

Antonette Wemyss-Gorman, Jamaica Coast Guard (HH080/025/05 - E36) 25/02

**VOLUME 6, 2001/02—PART 3**

Published Wk 41/01

*(Last Amendments: Weekly Edition No. 21 dated 23 May 2002)*Page 113, **ITALY, MONOPOLI***Delete Pilots and Port sections and replace by:***Pilots**

CALL: Pilots Monopoli

E-MAIL: circomare.monopoli@tiscalinet.it

FREQUENCY: Ch 12

HOURS: When a vessel is expected

**Port**

CALL: Locamare Monopoli

TELEPHONE: +39(0)080 9303105, 79502 &amp; 802017

FAX: +39(0)080 937509

FREQUENCY: Ch 16; 22

HOURS: 0700-1900

PROCEDURE: Before anchoring, vessels must contact the Maritime Authority on VHF Ch 16 to obtain the necessary information.

Italian Notice 6.35/2002 (HH080/009/05 - E40) 25/02

**VOLUME 6, 2001/02—PART 4**

Published Wk 41/01

*(Last Amendments: Weekly Edition No. 23-24 dated 13 June 2002)*Page 11, **AUSTRALIA, BUNDABERG, Queensland***Pilots and Port, PROCEDURE, delete section (3) and replace by:*

(3) Pilot boards in position 24°45'6S 152°29'7E (4.5 n miles E of South Head Lt).

Australian Notice 9/269/02 (HH571/009/02) 25/02

Page 19, **AUSTRALIA, GERALDTON, W.A.***Pilots, delete CALL and FREQUENCY and replace by:*

CALL: Geraldton Port Control

FREQUENCY: Ch 16; 11

25/02

*Port, delete section and replace by:***Port**

TELEPHONE: Hr Mr: +61(0)8 9964 0543

Port Authority: +61(0)8 9964 0520

FAX: Hr Mr: +61(0)8 9964 0546

Port Authority: +61(0)8 9964 0555

E-MAIL: harbourmaster@geroport.wa.gov.au

WEBSITE: www.geroport.wa.gov.au

FREQUENCY: Port &amp; Tugs: Ch 06 08 10 12

Port Intership: Ch 67 69

HOURS: When a vessel is expected

PROCEDURE:

(1) Vessels should send ETA 48h, 24h and 2h in advance.

(2) Initial message should include vessel's draught fore and aft.

(3) No berthing HN for tankers.

Deputy Harbour Master, Geraldton Port Authority (HH080/021/13 - E6) 25/02

Page 86, **CHINA, LIANYUN GANG***Pilots, PROCEDURE, delete section (6) and replace by:*

(6) Pilot boards as follows:

(a) Quarantine and Pilot Anchorage No 2 (34°47'3N 119°34'1E).

(b) Vessels under 5000 GT: Quarantine and Pilot Anchorage No 3 (34°45'3N 119°31'6E).

Chinese Notice 11/177/02 &amp; UK Chart 878 (HH548/503/02 - E31) 25/02

Page 134, **INDONESIA (Sumatera), MORONG***Pilot Station, PROCEDURE, delete section (3) and replace by:*

(3) Pilot boards approximately 2 n miles N of Fairway Lt buoy (1°54'2N 101°51'5E).

UK Chart 3947 25/02

*Page 135, after Dumai entry, insert new entry:***Lalang Marine Terminal**

1°11'N 102°13'E

**Pilots and Terminal**

LOCATION: Storage Barge LADINDA

CALL: Lalang Marine Terminal

TELEPHONE: Operators: +62(0)21 5270606 &amp; 5270707

FAX: Operators: +62(0)21 5270101

FREQUENCY: Ch 16; 09 19 20

TELEX: Pertamina ship: +73 56280

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory for vessels of 105 GT and over.

(2) Vessels should send ETA 72h, 48h and 24h in advance via agent with copy to Kondur Petroleum S.A. Advices of less than 24h in advance must be sent to Pertamina ship local agent in Dumai. Messages may be sent via Dumai CRS.

(3) Initial ETA advice should contain the following information:

(a) Vessel's name and call sign

(b) Cargo requirements

(c) Deballast time

(d) Maximum loading rate

(e) Arrival draught (forward and aft) and estimated departure draught

(f) Last port of call

(g) Confirmation of clean bill of health

(h) Any sickness on board

(i) Any inoculations or vaccinations required, advise number and type required

(j) Distance in feet from the bow and the bridge to tankers loading manifold

(4) Agents must inform the Port Administration (Pilotage Division) of ETA 24h in advance.

(5) Vessels should send request for pilots at least 6h before arrival.

(6) Vessels should maintain a continuous watch on VHF Ch 16 to receive instructions.

(7) Vessels will normally be berthed or unberthed during daylight hours. Night berthing may be allowed by prior arrangement.

(8) Pilot boards approximately 2 n miles N of Fairway Lt buoy (1°54'2N 101°51'5E).

NOTE: Terminal is owned by Pertamina, Dumai and operated by Kondur Petroleum S.A.

Kondur Petroleum S.A. (HH525/824/01 - E8) 25/02

*Continued on next column*

## VI

**Sungai Pakning, Pilots and Port, PROCEDURE, delete section (3) and replace by:**

(3) Harbour Pilot boards in the Anchorage area (1°21'·7N 102°09'·9E).

UK Chart 3947 25/02

*Page 161, JAPAN, OMAE SAKI (OMAEZAKI)*

**Pilots and Port, PROCEDURE, delete section (3) and replace by:**

(3) Pilot boards in position 34°38'·5N 138°14'·7E.

Kenzo Yamaguchi, Cornes & Co. Ltd (HH080/019/09 - E38) 25/02

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## **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<br><br>Principal activities and trade.<br>Latest population figures and date.<br><br>Number of ships or tonnage<br>handled per year.<br><br>Maximum size of vessel handled.<br><br>Copy of Port Handbook<br>if available. |  |
| 3. ANCHORAGES<br><br>Designation, depths, holding ground,<br>shelter afforded.                                                                                                                                                               |  |
| 4. PILOTAGE<br><br>Authority for requests.<br>Embarkation position.<br>Regulations.                                                                                                                                                          |  |
| 5. DIRECTIONS<br><br>Entry and berthing information.<br>Tidal Streams.<br>Navigational aids.                                                                                                                                                 |  |
| 6. TUGS<br><br>Number available and<br>max. hp.                                                                                                                                                                                              |  |
| 7. WHARVES<br><br>Names, numbers or positions.<br>Lengths.<br>Depths alongside.<br>Heights above Chart Datum.<br>Facilities available.                                                                                                       |  |
| 8. CARGO HANDLING<br><br>Containers, lighters,<br>Ro-Ro etc.                                                                                                                                                                                 |  |

|                                                                                                                                                                                                         |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p>9. CRANES</p> <p>Brief details and max. capacity.</p>                                                                                                                                                |  |
| <p>10. REPAIRS</p> <p>Hull, machinery and underwater.<br/>Ship and boat yards.<br/>Docking or slipping facilities.<br/>Give size of vessels handled or dimensions.<br/>Hards and ramps.<br/>Divers.</p> |  |
| <p>11. RESCUE AND DISTRESS</p> <p>Salvage, lifeboat, Coastguard, etc.</p>                                                                                                                               |  |
| <p>12. SUPPLIES</p> <p>Fuel with type and quantities available.<br/>Fresh water with rate of supply.<br/>Provisions .</p>                                                                               |  |
| <p>13. SERVICES</p> <p>Medical.<br/>De-ratting.<br/>Consuls.<br/>Ship chandlery, compass adjustment, tank cleaning, hull painting.</p>                                                                  |  |
| <p>14. COMMUNICATIONS</p> <p>Road, rail and air services available.<br/>Nearest airport or airfield.<br/>Port radio and information service with frequencies and hours of operating.</p>                |  |
| <p>15. PORT AUTHORITY</p> <p>Designation, address and telephone number.</p>                                                                                                                             |  |
| <p>16. SMALL CRAFT FACILITIES</p> <p>Information and facilities for small craft (eg yachts) visiting the port.<br/>Yacht Clubs, berths, etc.</p>                                                        |  |
| <p>17 VIEWS</p> <p>Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc.<br/>Picture postcards may also be useful.</p>                                      |  |

Signature of observer/reporter .....