



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 13

27 March 2003

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

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

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

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GUIDANCE NOTES FOR ADMIRALTY NOTICES TO MARINERS ~ON-LINE~ (ANMO), (NOW INCLUDING SEARCHABLE UPDATES)

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 update 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 5.0).

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

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

www.ukho.gov.uk

- This will take you to the UKHO Home page.
- From the UKHO Home page, click on the ***Notices to Mariners*** button in the left-hand menu, which will open the NM Home Page.
- The NM Home Page will then offer access to the range of Admiralty Notices to Mariners services through a series of buttons at the top of the page:
 - *Weekly Notices to Mariners*
 - *Searchable NMs*
 - *NM Blocks*
 - *Annual NMs*
 - *Cumulative NM List*
 - *Small Craft NMs*
 - *NM Feedback Form*
- Click on the Option you require from the NM Home Page, and a further information page will open giving a brief explanation of each NM Service.
- To view another NM service option or return to the NM Home Page, click on the menu in the left-hand side of the page.

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

www.ukho.gov.uk/notices_to_mariners.html

Access using this route will take you directly to the NM Home Page.

Searchable Notices to Mariners:

The ANMO service has been further enhanced by the introduced of an interactive *search* facility to enable users to obtain Admiralty Chart and Navigational Publication Updates by individual chart and publication number.

The easy to use *nmwebsearch* facility will enable users to search the ANMO service for individual charts and publication updates including:

- Search by Chart or Publication updates from the latest edition
- Search by Chart or Publication updates from a previous NM
- Search by Chart updates between specified dates
- Search by individual NM by NM number/year

Content:

The *nmwebsearch* functionality will provide quick and easy access to:

- Chart and Publication update listings
- NM Chart and Publication Text updates
- NM Full Colour Blocks, Diagrams and Note updates
- Temporary and Preliminary NM updates

Direct access to Searchable Admiralty Notices to Mariners is also available at address:

www.nmwebsearch.com

A full explanation of all the ANMO facilities are given in the guidance notes on the Notices to Mariners Home Page under

the 'Read Me first' File: *NM Website guidance notes: PDF*

Details include:

- Full access and functionality details
- File content and description
- PC and Printer specifications

Help-Line

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

Tel: +44 (0) 1823 723366

Tel: +44 (0) 1823 337900 Ext.5030

Fax: +44 (0) 1823 251816

E-mail: helpdesk@ukho.gov.uk



ADMIRALTY NOTICES TO MARINERS

This digital form of Admiralty Notices to Mariners is published by the UK Hydrographic Office (UKHO) and is accepted by the UK Maritime and Coastguard Agency (MCA) for the purposes of complying with the carriage requirement for Notices to Mariners within Regulation 19.2.1.4 of the revised Chapter V of the Safety of Life at Sea (SOLAS) Convention, and is given legal effect through the Merchant Shipping (Safety of Navigation) Regulations, both of which, came into force 1 July 2002.

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I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

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EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 27 March 2003

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
⊙1174	Spain - North Coast, Approaches to Bilbao. 43°19'·30N. — 43°29'·10N., 2°55'·90W. — 3°15'·55W. Ⓐ Castro Urdiales. 43°22'·40N. — 43°23'·30N., 3°12'·20W. — 3°13'·10W. <i>A replacement for Chart 1170 providing improved coverage of the approaches to Bilbao. This chart is referred to WGS84 datum. (A modified reproduction of Spanish Chart 394A).</i> <i>Note:</i> On publication of this New Chart Former Notices 5189(P)/02 and 482(P)/03 are cancelled.	1:25,000 1:10,000	17	38	£16·70
⊙3057 INT 1845	International Chart Series, France - West Coast, Pointe de la Coubre to Pointe de la Négade (including the Entrance to La Gironde). 45°24'·00N. — 45°45'·00N., 0°45'·00W. — 1°28'·90W. Ⓐ Port de Meschers. 45°32'·33N. — 45°33'·64N., 0°55'·37W. — 0°57'·28W. <i>A replacement of Chart 2910 providing improved coverage of the approaches to La Gironde. This chart is referred to WGS84 datum. (This chart is a modified reproduction of INT 1845, originally published by France). (This chart is included in the International Chart Series).</i> <i>Note:</i> Chart 2910 is to be deleted from the list of charts affected by Former Notice 4650(P)/02.	1:51,800 1:10,000	17	38	£16·70
⊙3058 INT 1849	International Chart Series, France - West Coast, Entrance to La Gironde. 45°31'·82N. — 45°41'·94N., 1°00'·00W. — 1°21'·23W. Ⓐ Port de Royan 45°36'·44N. — 45°37'·54N., 1°01'·08W. — 1°02'·38W. Ⓑ Port du Verdon. 45°31'·89N. — 45°34'·44N., 1°01'·88W. — 1°03'·98W. <i>Additional to existing chart cover providing improved coverage of the entrance to La Gironde. This chart is referred to WGS84 datum. (This chart is a modified reproduction of INT 1849 originally published by France). (This chart is included in the International Chart Series).</i>	1:25,000 1:10,000 1:12,500	17	38	£16·70

*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 27 March 2003

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
⊙35	Orkney Islands, Scapa Flow and Approaches. Continuation of Long Hope. <i>Includes depths from the latest Orkney Islands Council and Highlands & Islands Enterprise surveys and amendments to coastline in the vicinity of Stromness and Flotta, and the latest marine farm information. The horizontal datum has been transferred to a WGS84 compatible datum.</i> <i>Note: On publication of this New Edition Former Notice 2030(P)/02 is cancelled.</i>	1:30,000 1:30,000	6	26	£16·70
⊙160	Scotland and England - East Coast, Saint Abb's Head to the Farne Islands. <i>Includes amendments to depths from the latest British Government surveys.</i> <i>Note: This chart is to be deleted from the list of charts affected by Former Notices 1615(P)/02, 1616(P)/02, 1617(P)/02 and 1618(P)/02.</i>	1:75,000	7	22, 24	£16·70
⊙177	Mediterranean Sea, Malta, Valletta Harbours. <i>Includes changes to depths in Id-Daħla Tad Dockyard, Id-Daħla Tal Franciżi and the South West extension from the latest Malta Maritime Authority surveys.</i> <i>Note: On publication of this New Edition Former Notice 5330(P)/02 is cancelled.</i>	1:7,500	24	40	£16·70
⊙921	Indonesia, Jawa - North Coast, Pelabuhan Surabaya and Approaches. Ⓐ Northern Approaches to Surabaya. Ⓑ Eastern Approaches to Surabaya. Ⓒ Pelabuhan Surabaya. <i>Includes changes to depths, buoyage, lights and harbour and coastal development.</i>	1:100,000 1:100,000 1:20,000	60	68	£16·70
⊙1154 INT 1853	International Chart Series, Spain - North Coast, Gijon. <i>Includes amendments to areas to be avoided and Harbour installations. The chart is now referred to WGS84 datum. (This chart is a modified reproduction of INT 1853, originally published by Spain). (This chart is included in the International Chart Series).</i>	1:10,000	17	38	£16·70
⊙1185 INT 1572	International Chart Series, England - East Coast, River Thames, Sea Reach. <i>Includes amendments to the Medway Approach Channel and changes to depths from the latest Port of London Authority surveys.</i> <i>Note: On publication of this New Edition Former Notice 4219(P)/02 is cancelled.</i>	1:25,000	8	20	£16·70

*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 27 March 2003 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
⊙1455	Mediterranean Sea, Spain - South Coast, Algeciras. <i>Includes amendments to harbour installations. The chart is now referred to WGS84 datum. (This chart is a modified reproduction of Spanish Chart 4451).</i> <i>Note: This chart remains affected by Former Notice 734(T)/03.</i>	1:10,000	18	38	£16·70
⊙1481 INT 1543	International Chart Series, Scotland - East Coast, River Tay. Ⓐ Dundee Docks. Ⓑ Continuation of River Tay to Perth. <i>Includes amendments to depths from the latest Dundee Port Authority surveys and the addition of light-beacons in the upper River Tay.</i> <i>Note: This chart is to be deleted from the list of charts affected by Former Notice 4535(P)/02.</i>	1:25,000 1:12,500 1:100,000	6	24	£16·70
⊙2286	Turkey, Marmara Denizi, Southern Approaches to İstanbul Boğazi (The Bosphorus). <i>This partial new edition is limited to include designated anchorages at the southern entrance to İstanbul Boğazi.</i> <i>Note: On publication of this New Edition Former Notice 5551(P)/02 is cancelled.</i>	1:50,000	29	44	£16·70
⊙2434	Colombia - North Coast, Bahía de Cartagena. Ⓐ Bahía Interna de Cartagena. Ⓑ Nestor Pineda Terminal. Ⓒ Mamonal Oil Terminal. <i>Includes amendments to lights, buoyage and the addition of recommended tracks and a measured distance.</i>	1:30,000 1:17,500 1:17,500 1:17,500	88	124	£16·70
⊙2568	Harbours in the Orkney Islands. Ⓐ Stromness and Hoy Sound. Ⓑ Lyness and Flotta Marine Oil Terminal. Ⓒ Bay of Houton. 58°54'·10N. — 58°55'·28N., 3°09'·73W. — 3°12'·38W. <i>Includes depths from the latest Orkney Islands Council and Highlands & Islands Enterprise surveys and amendments to coastline in the vicinity of Stromness and Flotta, and the latest marine farm information. The limits of Plan Ⓒ, Bay of Houton have been revised. The horizontal datum has been transferred to a WGS84 compatible datum.</i>	1:12,500 1:12,500 1:12,500	6	26	£16·70
3105	Japan, Tōkyō Wan, Chiba. <i>This partial new edition is limited to include new anchorage areas and changes to pilot boarding places.</i>	1:30,000	53	80	£16·70

*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 27 March 2003 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
3108	Japan, Tōkyō Wan, Yokosuka and Negishi Wan. <i>This partial new edition is limited to include new anchorage areas and changes to pilot boarding places. Port developments in Yokosuka Kō and Yokohama Kō have also been included.</i> <i>Note: This chart remains affected by Former Notice 142(T)/02.</i>	1:20,000	53	80	£16·70
3109	Japan, Tōkyō Wan, Yokohama and Kawasaki. <i>This partial new edition is limited to include new anchorage areas and changes to pilot boarding places. Changes to depths in Kawasaki Ku and Yokohama Ku have also been included.</i>	1:20,000	53	80	£16·70
3110	Japan, Tōkyō Wan, Tōkyō. <i>This partial new edition is limited to include new anchorage areas and changes to pilot boarding places. Changes to depths in Kawasaki Ku and the approach to Tōkyō Ku have also been included.</i>	1:25,000	53	80	£16·70
3548	Japan, Honshū - South Coast, Uraga Suidō and Middle Part of Tōkyō Wan. <i>This partial new edition is limited to include new anchorage areas and changes to pilot boarding places. Changes to depths, dredged areas and port developments have also been included.</i>	1:50,000	53	80	£16·70
⊙3745	Indonesia, Irian Jaya - North West Coast, Selat Dampier and Selat Sagewin including Waigeo. <i>Includes changes to depths in Selat Sele. The limits of the chart have been amended and the title has been changed.</i>	1:200,000	58	66, 70	£16·70

*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 24 APRIL 2003

New Editions of Admiralty Charts

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>
397	Brazil - North Coast, Porto de Belém and Approaches. (A) Entrance to Rio Pará. (B) Approaches to Porto de Belém. (C) Porto de Belém. <i>This partial new edition is limited to include amendments to depths, lights, coastline and buoyage from the latest Brazilian Government charts.</i>	1:200,000 1:100,000 1:25,000	397
1491 INT 1580	International Chart Series, England - East Coast, Harwich and Felixstowe. <i>Includes amendments to depths from the latest Harwich Haven Authority surveys.</i>	1:10,000	1491 INT 1580
2276	Baltic Sea, Lithuania, Klaipėda and Approaches. (A) Klaipėda. (B) Continuation of Klaipėda. <i>Includes changes to the harbour entrance and amendments to depths and buoyage throughout the harbour from a Lithuanian Government chart. The chart is now referred to WGS84 datum. (The title has been changed).</i>	1:35,000 1:12,500 1:12,500	2276
2593 INT 1414	International Chart Series, North Sea, Texel to Borkum. <i>Includes major changes to buoyage in the Traffic Separation Schemes and amendments to depths and wrecks from the latest Netherlands Government surveys.</i>	1:150,000	2593 INT 1414
2626	Mexico - East Coast, Bay of Campeche. <i>Includes changes to platforms, submarine pipelines and restricted areas.</i>	1:312,000	2626
2806	United States - East Coast, South Carolina, Inner Approaches to Charleston Harbor. <i>Includes amendments to the approach channel, buoyage and pilotage areas.</i>	1:40,000	2806
4200 INT 200	International Chart Series, South Atlantic Ocean, Río de la Plata to Cabo de Hornos. <i>This partial new edition is limited to include lines of equal magnetic variation for the 2000 epoch and amendments to depths.</i>	1:3,500,000	4200 INT 200
4201 INT 201	International Chart Series, South Atlantic Ocean, Southeast Coast of America. <i>This partial new edition is limited to include lines of equal magnetic variation for the 2000 epoch and submarine cables.</i>	1:3,500,000	4201 INT 201
4207	South Atlantic Ocean, Falkland Islands to Cabo Corrientes and Northeast Georgia Rise. <i>This partial new edition is limited to include lines of equal magnetic variation for the 2000 epoch and amendments to depths. (The title has been changed).</i>	1:3,500,000	4207

II

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
35	Orkney Islands, Scapa Flow and Approaches.	⊙35
160	Scotland and England - East Coast, Saint Abb's Head to the Farne Islands.	⊙160
177	Mediterranean Sea, Malta, Valletta Harbours.	⊙177
921	Indonesia, Jawa - North Coast, Pelabuhan Surabaya and Approaches.	⊙921
1154	Spain - North Coast, Gijon.	⊙1154 INT 1853
1170	Spain - North Coast, Approaches to Puerto de Bilbao.	⊙1174
1185 INT 1572	International Chart Series, England - East Coast, River Thames, Sea Reach.	⊙1185 INT 1572
1455	Mediterranean Sea, Spain - South Coast, Algeciras.	⊙1455
1481 INT 1543	International Chart Series, Scotland - East Coast, River Tay.	⊙1481 INT 1543
2286	Turkey, Marmara Denizi, Southern Approaches to İstanbul Boğazi (The Bosphorus).	⊙2286
2434	Colombia - North Coast, Bahía de Cartagena.	⊙2434
2568	Scotland - North Coast, Harbours in the Orkney Islands.	⊙2568
2910	France - West Coast, Approaches to La Gironde.	⊙3057 INT 1845
3105	Japan, Tōkyō Wan, Chiba.	3105
3108	Japan, Tōkyō Wan, Yokosuka and Negishi Wan.	3108
3109	Japan, Tōkyō Wan, Yokohama and Kawasaki.	3109
3110	Japan, Tōkyō Wan, Tōkyō.	3110
3548	Japan, Honshū - South Coast, Uruga Suidō and Middle Part of Tōkyō Wan.	3548
3745	New Guinea - North West Coast, Kaboe Eilanden to Tandjoeng Kasbi including Sagewin and Dampier Straten and Approaches and Waigeo.	⊙3745

ADMIRALTY CHARTS INDEPENDENTLY WITHDRAWN

Admiralty Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>
Q6356	British Isles and NW European Waters Maritime Search and Rescue Organisation.

⊙ denotes chart available in the ARCS series.

II

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

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

⊙18	⊙871	⊙1410	⊙1882	⊙2154	⊙2841
⊙26	⊙883	⊙1411	⊙1892	⊙2172	⊙2878
⊙28	⊙1076	⊙1413	⊙1900	⊙2175	⊙3164
⊙30	⊙1078	⊙1438	⊙1901	⊙2253	⊙3271
⊙31	⊙1148	⊙1446	⊙1902	⊙2255	⊙3272
⊙32	⊙1149	⊙1464	⊙1906	⊙2268	⊙3273
⊙34	⊙1152	⊙1478	⊙1934	⊙2290	⊙3274
⊙35	⊙1156	⊙1481	⊙1951	⊙2345	⊙3275
⊙105	⊙1160	⊙1482	⊙1953	⊙2381	⊙3284
⊙106	⊙1161	⊙1484	⊙1967	⊙2382	⊙3294
⊙107	⊙1164	⊙1491	⊙1970	⊙2383	⊙3295
⊙108	⊙1165	⊙1503	⊙1971	⊙2449	⊙3297
⊙109	⊙1166	⊙1504	⊙1972	⊙2450	⊙3298
⊙111	⊙1167	⊙1512	⊙1973	⊙2451	⊙3315
⊙121	⊙1168	⊙1536	⊙1975	⊙2454	⊙3319
⊙129	⊙1169	⊙1543	⊙1977	⊙2482	⊙3337
⊙134	⊙1176	⊙1552	⊙1978	⊙2484	⊙3418
⊙147	⊙1178	⊙1594	⊙1981	⊙2565	⊙3478
⊙148	⊙1179	⊙1606	⊙1991	⊙2566	⊙3490
⊙152	⊙1182	⊙1607	⊙1994	⊙2567	⊙3497
⊙154	⊙1183	⊙1609	⊙2000	⊙2568	⊙3683
⊙156	⊙1185	⊙1610	⊙2007	⊙2571	⊙3741
⊙160	⊙1186	⊙1612	⊙2010	⊙2572	⊙3746
⊙175	⊙1187	⊙1613	⊙2011	⊙2610	⊙3750
⊙190	⊙1188	⊙1626	⊙2013	⊙2611	
⊙210	⊙1190	⊙1627	⊙2021	⊙2615	
⊙323	⊙1191	⊙1634	⊙2022	⊙2625	
⊙442	⊙1192	⊙1652	⊙2035	⊙2628	
⊙536	⊙1200	⊙1698	⊙2036	⊙2629	
⊙728	⊙1239	⊙1826	⊙2037	⊙2631	
⊙733	⊙1267	⊙1827	⊙2041	⊙2642	
⊙734	⊙1320	⊙1828	⊙2044	⊙2655	
⊙735	⊙1344	⊙1834	⊙2045	⊙2656	
⊙736	⊙1346	⊙1835	⊙2052	⊙2693	
⊙737	⊙1406	⊙1859	⊙2093	⊙2695	
⊙741	⊙1407	⊙1866	⊙2094	⊙2696	
⊙777	⊙1408	⊙1867	⊙2151	⊙2793	

From weekly bulletin 14/2003, Notices to Mariners will show the horizontal datum of each chart affected. The new format is described in weekly bulletin 10/2003. The above list of charts will therefore be discontinued.

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

⊙ denotes chart available in the ARCS series.

II

1573 MISCELLANEOUS UPDATES TO CHARTS

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
45	3474/02	Insert accompanying note, CHART 1455: POSITIONS, centred on 36° 07'·687N., 5° 20'·995W.
144	1374/03	Insert accompanying note, CHART 1455: POSITIONS, centred on 36° 10'·54N., 5° 22'·22W. Amend reference in W. border at latitude 36° 08'·5N. to read, <i>Adjoining Chart 1455 (see Note–POSITIONS)</i> .
1102	1156/03	Insert magenta limit and chart reference, 1174 (<i>see Note–POSITIONS</i>), as follows: North: 43° 29'·16N. East: 2° 55'·82W. South: 43° 19'·36N. West: 3° 15'·47W. Substitute accompanying note, CHARTS 1145, 1172 AND 1174: POSITIONS, for existing note, CHART 1172: POSITIONS, centred on 43° 11'·25N., 2° 49'·80W. Amend chart reference to read, 1173, in position 43° 16'·0N., 3° 00'·5W. Delete note, CHART 1145: POSITIONS, centred on 43° 11'·25N., 2° 41'·50W. Delete note, CHART 1173: POSITIONS, centred on 43° 11'·25N., 2° 33'·50W. Delete magenta limits and chart number, 1170, in position 43° 30'·9N., 2° 56'·6W.
1153	2663/02	Insert accompanying note, CHART 1154: POSITIONS, centred on 43° 28'·4N., 5° 47'·6W. Amend chart reference in position 43° 37'·95N., 5° 37'·55W. to read, (<i>see Note–POSITIONS</i>) 1154.
1171	5561/02	Delete Plan: PUERTO DE CASTRO URDIALES.
1173	1313/03	Delete note, CHARTS 1170 AND 1102: POSITIONS, centred on 43° 18'·7N., 3° 03'·2W.
INT 1851		
1448	1374/03	Substitute accompanying note, CHARTS 142 AND 1455: POSITIONS, for existing note, CHART 142: POSITIONS, centred on 36° 10'·43N., 5° 26'·90W. Amend chart reference in position 36° 05'·53N., 5° 22'·93W. to read, (<i>see Note–POSITIONS</i>) 1455.
2162	5104/02	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM, outside N. border adjacent to the legend, DEPTHS IN METRES.
2249	379/03	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM, outside N. border adjacent to the legend, DEPTHS IN METRES.
2581	5104/02	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM, outside N. border adjacent to the legend, DEPTHS IN METRES.
INT 1532		
2663	1312/03	Insert magenta limit and chart reference, 3057 (<i>see Note–POSITIONS</i>), as follows: North: 45° 45'·0N. East: – South: – West: 1° 28'·9W. Substitute accompanying note, CHARTS 3000 AND 3057: POSITIONS, for existing note, CHART 3000: POSITIONS, centred on 46° 27'·00N., 1° 13'·75W. Delete magenta limit and chart number, 2910, in position 45° 43'·7N., 1° 28'·2W.
2664	197/03	Insert magenta limit and chart reference, 3057 (<i>see Note–POSITIONS</i>), as follows: North: 45° 45'·0N. East: – South: 45° 24'·0N. West: 1° 28'·9W. Insert accompanying note, CHARTS 2750, 3000 AND 3057: POSITIONS, centred on 45° 42'·75N., 1° 03'·90W. Delete magenta limit and chart number, 2910, in position 45° 27'·2N., 1° 28'·1W. Delete existing note, CHART 2750 AND 3000: POSITIONS centred on 44° 33'·7N., 1° 05'·0W.
2916	197/03	Panel (A): Insert magenta limit and chart reference, 3058 (<i>see Note–POSITIONS</i>), as follows: North: – East: 0° 59'·92W. South: 45° 31'·88N. West: – Insert accompanying note, CHARTS 3057 AND 3058: POSITIONS, outside N. border adjacent to, Oil and Gas Pipelines note. Amend reference in N. border at longitude 1° 03'·0W. to read, <i>Adjoining Chart 3057 (see Note–POSITIONS)</i> . Delete magenta limit and chart reference, See Plan 2910, in position 45° 34'·95N., 1° 01'·30W.
3000	1312/03	Substitute accompanying note, CHARTS 2663, 2664, 2743, 2748 AND 2999: POSITIONS, for existing note, CHARTS 2663, 2664, 2743, 2748, 2910 and 2999: POSITIONS, centred on 45° 42'·0N., 1° 31'·5W. Amend reference in S. border at longitude 1° 22'·5W. to read, <i>Adjoining Chart 3057</i> .
3248	4225/01	Insert magenta limit and chart number, 3745, as follows: North: 00° 01'·4N. East: 131° 44'·0E. South: 01° 11'·8S. West: 129° 40'·0E. Delete magenta limit and chart number, 3745, in position 00° 01'·0S., 132° 01'·5E.

UK Hydrographic Office.

II

1505* ENGLAND, South-East Coast — Ramsgate — Depths; Drying heights; Recommended track; Pile

Insert	the accompanying block, showing amendments to depths, drying heights and recommended track, centred on:	(a) 51° 19'·5N., 1° 25'·2E. (b) 51° 19'·528N., 1° 24'·905E.
Delete	depth 2 ₇ m depth 0 ₁ m	(c) close W. of (b) above (d) 51° 19'·512N., 1° 24'·865E.

Note: **Positions** on both 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*].— **1827 (plan C, Ramsgate) (b–d)** [*New Edition 27/2/03*] — **1828 (INT 1563) (plan, Ramsgate) (a)** [*New Edition 28/11/02*]

Ramsgate New Port (HH.242/420/09).

1510* ENGLAND, East Coast — Cork Sand — Depths; Drying heights

Insert	depth 3 ₈ m and extend 5m contour N. to enclose depth 6 ₈ m enclosed by 7m contour, (chart 2052, depth 6 ₈ m) depth 1 ₃ m and extend 2m contour E. to enclose depth 0 ₄ m and extend 2m contour NW. to enclose drying height 0 ₈ m and extend drying contour NE. to enclose drying height 0 ₈ m and extend drying contour N. to enclose drying height 1 ₁ m and extend drying contour S. to enclose drying height 1 ₂ m and extend drying contour W. to enclose depth 1 ₃ m enclosed by 2m contour depth 1 ₇ m enclosed by 2m contour	(a) 51° 55'·35N., 1° 25'·21E. (b) 51° 55'·30N., 1° 23'·97E. (c) 51° 55'·13N., 1° 25'·13E. (d) 51° 54'·72N., 1° 24'·47E. (e) 51° 54'·49N., 1° 24'·02E. (f) 51° 54'·01N., 1° 23'·62E. (g) 51° 53'·73N., 1° 23'·55E. (h) 51° 53'·20N., 1° 23'·24E. (i) 51° 52'·61N., 1° 23'·45E. (j) 51° 52'·34N., 1° 22'·43E.
Delete	depth 5 ₄ m depth 7 ₅ m depth 4 ₃ m depth 4 ₁ m depth 0 ₄ m depth 2 ₂ m	(k) close N. of (a) above (l) close NE. of (b) above (m) close SE. of (c) above (n) 51° 54'·62N., 1° 24'·36E. (o) 51° 54'·35N., 1° 23'·94E. (p) close NW. of (j) above

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

Chart [*Last correction*].— **2693 (INT 1570) (a–c, k–m)** [*3575/02*] — **2052 (INT 1560) (b–j, l, n–p)** [*1119/03*] — **1183 (INT 1561) (e, j)** [*1378/03*]

Harwich Haven Authority (HH.242/480/15).

1511* ENGLAND, East Coast — River Stour — Mistley to Copperas Bay Northeastwards — Depths; Drying height; Obstruction

Insert	depth 0 ₂ m depth 0 ₅ m depth 0 ₂ m drying height 0 ₂ m and extend drying contour NW. to enclose depth 0 ₃ m depth 0 ₂ m depth 1 ₈ m enclosed by 2m contour, (chart 2693, depth 1 ₈ m and extend 2m contour S. to enclose) depth 2 ₁ m ○ <i>Obstn</i> , least depth 3 ₆ m	(a) 51° 56'·673N., 1° 05'·037E. (b) 51° 56'·698N., 1° 05'·104E. (c) 51° 56'·716N., 1° 05'·144E. (d) 51° 56'·869N., 1° 05'·734E. (e) 51° 56'·891N., 1° 05'·828E. (f) 51° 56'·902N., 1° 05'·905E. (g) 51° 57'·179N., 1° 10'·308E. (h) 51° 57'·074N., 1° 10'·303E. (i) 51° 56'·896N., 1° 11'·935E.
Delete	depth 0 ₈ m depth 2 ₂ m and associated 2m contour depth 1 ₂ m depth 0 ₅ m depth 0 ₈ m depth 2 ₇ m depth 2 ₄ m depth 4 ₂ m depth 2 ₂ m and associated 2m contour	(j) close NE. of (a) above (k) close E. of (b) above (l) close SE. of (c) above (m) close E. of (d) above (n) 51° 56'·894N., 1° 05'·859E. (o) close NE. of (g) above (p) close NE. of (h) above (q) close W. of (i) above (r) close N. of (d) above

Note: **Positions** on both 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*].— **1594 (inset, Continuation to Manningtree) (a, b, j, k) & 1594 (a–n, p, q)** [*2793/01*] — **2693 (INT 1570) (plan A, Continuation of River Stour) (d, n, r) & 2693 (INT 1570) (g–i, o, p)** [*1510/03*]

Harwich Haven Authority (HH.242/490/03).

II

1512* ENGLAND, East Coast — Felixstowe Northeastwards — Approaches to Woodbridge Haven — Buoy

Move Woodbridge Haven light-buoy, (chart 1610, safe water
spherical light-buoy, *Mo(A)15s*), from: 51° 58'·18N., 1° 23'·78E.
to: 51° 58'·55N., 1° 24'·25E.

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

Chart [*Last correction*].— **2693** (INT 1570) [1511/03] — **2052** (INT 1560) [1510/03] — **1610** (INT 1511) [1418/03]
Trinity House Notice 7/03 (HH.242/510/06).

1513* ENGLAND, West Coast — Morecambe Bay — Approaches to Heysham — Clark Wharf Eastwards — Depths

Insert	depth 2 ₅ m enclosed by 5m contour	54° 02'·166N., 2° 55'·959W.
	depth 3 ₂ m enclosed by 5m contour	(a) 54° 02'·060N., 2° 56'·069W.
	depth 4m enclosed by 5m contour	(b) 54° 01'·915N., 2° 56'·220W.
Delete	depth 7m	(c) 54° 02'·170N., 2° 56'·975W.
	depth 7 ₄ m	close NNE. of (a) above
	depth 7 ₉ m	(d) 54° 01'·995N., 2° 56'·150W.
	depth 7m	close WSW. of (b) above

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

Chart [*Last correction*].— **1552** (INT 1641) (**plan D, Heysham**) & (**plan A, River Lune and Approaches to Heysham**) (*a, c, d*)
[1124/03]
Heysham Port Ltd (HH.206/430/06).

1514* ENGLAND, West Coast — Port of Liverpool — Rock Ferry — Tanker cleaning jetty — Dolphin; Lights

Substitute	□ <i>Dn</i> , for ★ Fl.G.3s	53° 22'·38N., 2° 59'·60W.
Delete	★ 2F.G (vert)	(a) 53° 22'·46N., 2° 59'·68W.
	★ Q.G	close NW. of (a) 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*].— **3490** (INT 1643) (**panel A**) & (**panel B**) [998/03]
Light List Vol. A, 2002/03, 4980, 4980.3, 4980.6
Mersey Docks and Harbour Authority (HH.206/460/11).

1515* WALES, South Coast — Approaches to Cardiff — Cardiff Grounds Southwards — Depth

Substitute	depth 7 ₆ m enclosed by 10m contour for	
	depth 8 ₃ m enclosed by 10m contour	51° 24'·68N., 3° 06'·85W.

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

Chart [*Last correction*].— **1182** (INT 1653) [5105/02]
Trinity House (HH.218/400/15).

II

1516* ENGLAND — Bristol Channel — Minehead Northwards to Lundy Northwestwards — Submarine cable

Insert submarine cable joining:

51° 14'·57N., 3° 28'·48W.
 (existing cable)
 51° 14'·58N., 3° 29'·00W.
 51° 14'·41N., 3° 31'·50W.
 51° 15'·29N., 3° 38'·07W.
 51° 16'·04N., 3° 45'·20W.
 51° 16'·22N., 3° 52'·53W.
 51° 16'·64N., 3° 54'·00W.
 51° 16'·82N., 3° 55'·43W.
 51° 16'·78N., 4° 02'·48W.
 51° 16'·65N., 4° 05'·16W
 51° 16'·82N., 4° 08'·23W.
 51° 16'·65N., 4° 09'·59W.
 51° 16'·30N., 4° 25'·08W.
 51° 16'·46N., 4° 26'·24W.
 51° 16'·05N., 4° 38'·40W.
 51° 16'·17N., 4° 41'·39W.
 51° 15'·70N., 4° 44'·98W.
 51° 16'·26N., 4° 47'·60W.
 51° 15'·74N., 4° 52'·23W.
 51° 15'·71N., 4° 56'·35W.
 51° 15'·50N., 5° 00'·08W.
 (W. border)

Note: Chart 1179 is to be deleted from the list of charts affected by Former Notice 3243(P)/01. Further charts will be updated in due course.

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*].— **1179** (INT 1610) [1275/03]

Tycom Global Network (HH.111/313/01).

1517* ENGLAND, West Coast — Bude Westwards — Submarine cable

Insert submarine cable joining:

50° 50'·14N., 4° 33'·24W.(shore)
 50° 50'·23N., 4° 39'·62W.
 50° 52'·03N., 4° 49'·32W.
 50° 53'·15N., 4° 54'·62W.
 50° 53'·54N., 4° 56'·85W.
 50° 53'·61N., 4° 57'·50W.
 50° 53'·93N., 4° 59'·03W.
 50° 54'·01N., 5° 00'·36W.
 50° 54'·50N., 5° 02'·34W.
 50° 55'·41N., 5° 07'·74W.
 50° 56'·07N., 5° 10'·44W.
 (W. border)

Note: Chart 1156 is to be deleted from the list of charts affected by Former Notice 2366(P)/02. Further charts will be updated in due course.

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*].— **1156** [*New Edition 1/8/02*]

Alcatel Submarine Networks (HH.111/310/01).

1518 NORWAY, North Coast — Sørøysundet — Øksfjorden and Rognsundet — Depths

Insert	depth 8m enclosed by 10m contour	(a) 70° 11'·73N., 22° 19'·73E.
	depth 9m enclosed by 10m contour	(b) 70° 20'·37N., 22° 56'·68E.
Delete	depth 12m	(c) close N. of (a) above
	depth 21m	(d) close NW. of (b) above
	depth 135m	(e) close ESE. of (b) above

Chart [*Last correction*].— **2339** (plan A, Western Sørøysundet) [889/03] — **2315** (b,d) [1392/03] — **2368** (b,d) [1129/03]

Norwegian Notice 2/111/03 (HH.309/450/02).

1519 NORWAY, North Coast — Kvænangen — Rødøya Southwards — Depths

Insert	depth 11m enclosed by 20m contour	(a) 70° 05'·27N., 21° 19'·08E.
Delete	depth 93m	close ESE. of (a) above

Chart [*Last correction*].— **2368** [1518/03]

Norwegian Notice 2/106/03 (HH.309/450/02).

II

1520 NORWAY, West Coast — Mursteinfjorden — Lauvøya Eastwards — Lillegrunnen — Light

Insert ★ *Fl.R.3s* 64° 31'·67N., 10° 54'·32E.

Chart [*Last correction*].— **3503** [1448/02]

Light List Vol. L, 2003/04, 1748.3

Norwegian Notice 3/148/03 (*HH.310/515/03*).

1521 FØROYAR — Borðoy — Klaksvík — Submarine pipeline

Insert submarine pipeline joining: 62° 14'·05N., 6° 35'·65W.(shore)
62° 14'·15N., 6° 35'·67W.
62° 14'·33N., 6° 35'·80W.
62° 14'·38N., 6° 35'·92W.

Chart [*Last correction*].— **3557 (plan, Klaks-Red)** [3888/02]

Danish Chart Correction 5/26/03 (*HH.335/420/04*).

1522 FØROYAR — Eysturoy — Fuglafjørður — Coastline; Depths; Works

Insert	coastline, single firm line, joining:	(a) 62° 14'·29N., 6° 48'·07W.(shore)
		(b) 62° 14'·27N., 6° 48'·10W.
		(c) 62° 14'·14N., 6° 47'·90W.
		(d) 62° 14'·15N., 6° 47'·87W.(shore)
	depth 62 fm	(e) 62° 14'·24N., 6° 48'·12W.
	depth 6fm enclosed by 6fm contour	(f) 62° 14'·15N., 6° 47'·96W.
Delete	former coastline joining:	(a) above
		(d) above
	charted detail within	(a)–(d) above
	depth 12fm	close S. of (e) above
	legend, Works in progress (1998), centred on:	62° 14'·13N., 6° 48'·09W.

Chart [*Last correction*].— **3557 (plan, Fuglafjørður)** [1521/03]

Danish Chart Correction 5/27/03 (*HH.335/420/04*).

1523 FINLAND, South Coast — Approaches to Porvoo — Kalbådagrund Northwestwards — Anchorage area

Insert limit of anchorage area, pecked line, joining: 60° 01'·26N., 25° 29'·20E.
60° 00'·24N., 25° 29'·15E.
60° 00'·21N., 25° 31'·30E.
60° 01'·24N., 25° 31'·35E.

Chart [*Last correction*].— **1083** [1403/03]

Finnish Notice 5/90/03 (*HH.322/500/03*).

1524 DENMARK, East Coast — Kattegat — Hov Northeastwards — Buoyage

Substitute	N. cardinal pillar buoy for N. cardinal pillar light–buoy, Q	55° 55'·44N., 10° 17'·19E.
	port–hand can buoy for port–hand can light–buoy, Fl.R.5s	55° 55'·05N., 10° 16'·24E.
Delete	light flare at N. cardinal buoy	55° 54'·75N., 10° 15'·85E.

Chart [*Last correction*].— **2590** (INT 1380) [1146/03]

Danish Notice 49/1114/01 (*HH.332/500/03*).

1525* NORTH SEA — U.K. Sector — Amethyst Gas Field Northeastwards — Silver Pit Eastwards — Buoy

Delete	special pillar light–buoy with topmark, Fl.Y.5s	(a) 53° 43'·96N., 0° 50'·42E.
		(b) 53° 44'·03N., 0° 50'·70E.

Note: **Positions** on both 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*].— **121** (a [4768/02] — **1190** (INT 1508) (b) [4768/02]

ATP Oil & Gas (UK) Ltd (*HH.254/672/01*).

1526 FRANCE, North Coast — Approaches to Le Havre — Harbour limit

Insert	harbour limit, pecked line, joining:	(a) 49° 30'·30N., 0° 08'·80W. (existing limit)
		(b) 49° 29'·52N., 0° 05'·10W. (limit of Waiting Area)
Delete	former harbour limit, pecked line, joining:	(c) 49° 28'·04N., 0° 02'·36E. (existing limit)
		(d) 49° 28'·83N., 0° 00'·66W. (W. border)
		(e) 49° 28'·91N., 0° 00'·97W.
		(f) 49° 27'·92N., 0° 00'·97W.
		(g) 49° 28'·60N., 0° 05'·20W.
		(h) (a) above

Chart [*Last correction*]. — **2990** (INT 1751) (c,d) [2928/02] — **2146** (INT 1750) (a–c,e–h) [1307/03]

French Notice 6/17/03 (*HH.351/490/06*).

II

1527 FRANCE, North Coast — Pointe de Barfleur Northeastwards — Wreck

Insert ○ *Wk PA*, unsurveyed clearance depth 22m (a) 49° 43'·07N., 1° 13'·76W.
 ○ *Wk*, unsurveyed clearance depth 22m (b) 49° 43'·00N., 1° 13'·85W.
 Substitute ○ *Wk PA*, unsurveyed clearance depth 22m for ++ (c) (a) above

Chart [*Last correction*].— **1349 (plan G, Barfleur)** (c) [3147/02] — **1106** (a) [5003/02] — **2135** (c) [1454/02] — **2613** (INT 1705) (c) [1307/03] — **2656** (b) [5210/02]
 French Notice 7/18/03 (HH.351/510/06).

1528 SPAIN, North–West Coast — Cabo Silleiro Southwestwards — Buoy

Insert special spherical light–buoy, *Q.Y Wave recorder* 42° 06'·0N., 8° 55'·6W.

Chart [*Last correction*].— **3633** [915/03]
 Spanish Notice 8/143/03 (HH.359/620/04).

1529 SPAIN, South–West Coast — Bahía de Cádiz — Punta Santa Catalina del Puerto Northnorthwestwards — Outfalls; Buoyage

Insert outfall joining: (a) 36° 35'·25N., 6° 16'·10W.(shore)
 (a) 36° 35'·17N., 6° 16'·43W.
 and
 36° 35'·65N., 6° 16'·25W.(shore)
 (b) 36° 35'·65N., 6° 16'·60W.
 (a) above
 (b) above
 special spar buoy with topmark

Chart [*Last correction*].— **86** [412/03]
 Spanish Notice 8/144/03 (HH.360/460/02).

1530 SPAIN — Islas Baleares — Mallorca, East Coast — Cala Ratjada — Light

Amend range of light to, *5M* 39° 42'·6N., 3° 27'·8E.

Chart [*Last correction*].— **2831** [1023/03] — **1703** [1023/03]
 Light List Vol. E, 2002/03, 0308.2
 Spanish Notice 7/130/03 (HH.362/410/05).

1531* ITALY, East Coast — Ancona — Legend

Insert legend, *For changes to TSS see NM 585(P)/03*, centred on: (a) 43° 45'·70N., 13° 44'·80E.
 (b) 43° 41'·75N., 13° 31'·80E.

Chart [*Last correction*].— **1444 (plan B, Ancona and Falconara Marittima)** (b) & **(plan A, Approaches to Ancona and Falconara Marittima)** (a) [4797/01]
 UK Hydrographic Office (HH.370/540/03).

1532 TURKEY, West Coast — Gökçeada — Kaleköy Limani — Light

Amend light to, *Fl.R.3s6m3M* 40° 14'·01N., 25° 53'·59E.

Chart [*Last correction*].— **1608** [639/03]
 Light List Vol. E, 2002/03, 4559.44
 Turkish Light List 2001 (HH.390/400/03).

1533 NAMIBIA — Walvis Bay — Walvis Bay Harbour — Buoyage

Substitute starboard–hand conical light–buoy, *Fl.G.3s 15*,
 for former 15 buoy 22° 56'·55S., 14° 29'·75E.
 starboard–hand conical light–buoy, *Fl.G.3s 25*,
 for former 25 buoy 22° 57'·12S., 14° 29'·25E.
 starboard–hand conical light–buoy, *Iso.G 29*,
 for former 29 buoy 22° 57'·26S., 14° 29'·15E.

Chart [*Last correction*].— **4134** (INT 2611) **(plan, Walvis Bay Harbour)** [*New Chart 21/11/02*]
 South African Notice 1/26/03 (HH.449/410/04).

1534 SOUTH AFRICA, West Coast — Table Bay Southwards — Table Mountain — Building; Light

Substitute symbol, building, for ★ *Q.G.1045m10M* (occas),
 (chart 4150, symbol, building, for
 ★ *Q.G.1045m10M UPPER STA*) (a) 33° 57'·4S., 18° 24'·2E.
 Delete ★ *Q.G.10M* (Occas) Upper Stn (b) (a) above

Chart [*Last correction*].— **4148** (a) [1028/03] — **4150** (a) [1028/03] — **4151** (INT 2670) (b) [1028/03] — **4152** (INT 2680) (b) [1028/03]
 Light List Vol. D, 2002/03, 5970
 South African Notice 1/27/03 (HH.450/420/04).

II

1535 SOUTH AFRICA, West Coast — Slangkoppunt Southwestwards — Buoy

Delete special can light-buoy, Fl(3)Y.30s 34° 10'·3S., 18° 17'·1E.

Chart [*Last correction*].— **4150** [1534/03] — **4151** (INT 2670) [1534/03] — **4152** (INT 2680) [1534/03]
South African Notice 1/28/03 (HH.450/430/04).

1536 SOUTH AFRICA, East Coast — Approaches to East London — Hood Point Eastwards — Buoy

Delete special can light-buoy, Q.Y PA 33° 02'·6S., 27° 55'·4E.

Chart [*Last correction*].— **1843** [4261/02]
South African Notice 1/29/03 (HH.450/470/02).

1537 SOUTH AFRICA, East Coast — Approaches to Durban — Cape Natal Northwards, Southeastwards and Southwestwards — Buoyage

Delete special spherical light-buoy, Fl(5)13s (a) 29° 50'·9S., 31° 03'·6E.
special conical light-buoy, Fl(5)Y.20s PA (b) 29° 53'·6S., 31° 04'·9E.
(c) 29° 59'·3S., 30° 59'·9E.

Chart [*Last correction*].— **643** (INT 7562) (a,b) [3481/02] — **577** (a,b) [*New Edition* 15/8/02] — **3797** (c) [*New Edition* 15/8/02]
South African Notice 1/30/03 (HH.450/440/04).

1538* QATAR — North Field (Alpha) Gasfield to Al Rayyan Oilfield — Submarine power cable

Insert submarine power cable joining: (a) 26° 32'·05N., 51° 56'·80E.
(□ (lighted)), (charts 2886, 2837 & 2847, □ (lighted))
(b) 26° 34'·80N., 51° 48'·50E.
(S. border)
(c) 26° 39'·48N., 51° 34'·40E.
(□ (lighted))
(d) 26° 35'·22N., 51° 46'·88E.
(E. border)
(e) 26° 39'·38N., 51° 34'·40E.
(□ (lighted))

Chart [*Last correction*].— **2523** (a,c) [595/03] — **3790** (d,e) [595/03] — **2883** (b,c) [5398/02] — **2886** (a,c) [323/03]
— **2837** (a,c) [323/03] — **2847** (a,c) [322/03]
mv *Searanger* (HH.489/180/03).

1539* SAUDI ARABIA, East Coast — Khafji Oilfield Northwards — Wreck

Delete PA, (charts 2847 & 2858, ☸) (a) 28° 34'·8N., 48° 57'·0E.
☸ (b) 28° 34'·7N., 48° 57'·0E.

Chart [*Last correction*].— **3773** (a) [1033/03] — **3774** (a) [4829/02] — **2882** (a) [1033/03] — **2884** (b) [1033/03] —
2847 (a) [1538/03] — **2858** (a) [528/03]
mv *Ocean Endeavour* (Gardline Surveys) (HH.492/185/02).

1540 IRAN — South Pars Gasfield — Platforms

Insert □ (lighted), SPD-5, (charts 2837, 2847 & 2858, □ (lighted)) (a) 26° 45'·4N., 52° 06'·4E.
□ (lighted), SPD-6, (charts 2837, 2847 & 2858, □ (lighted)) 26° 50'·8N., 52° 07'·6E.

Chart [*Last correction*].— **2523** (a) [1538/03] — **2883** [1538/03] — **2886** [1538/03] — **2837** [1538/03] — **2847**
[1539/03] — **2858** [1539/03]
Iranian Notice 2/03 (HH.496/185/03).

1541 INDIA, West Coast — Inner Approaches to Bombay — Prongs Reef Southwards — Buoyage

Insert starboard-hand conical light-buoy with topmark, Fl.G.5s (a) 18° 50'·36N., 72° 48'·58E.
Move port-hand light-buoy, Fl(2)R.10s, from: (b) 18° 51'·44N., 72° 48'·89E.
to: (c) 18° 51'·55N., 72° 48'·84E.
port-hand light-buoy, Fl.R.5s, from: (d) 18° 51'·50N., 72° 47'·70E.
to: (e) 18° 51'·27N., 72° 47'·40E.
Delete port-hand can light-buoy, Fl.R.5s (f) (d) above

Chart [*Last correction*].— **2624** (a-c,f) [4350/02] — **2621** (a-e) [4703/02]
Indian Notice 3/80/03 (HH.502/440/05).

II

1542* MALACCA STRAIT — Peninsular Malaysia, West Coast — Pelabuhan Klang — S. Pulo to Tanjung Harapan Southwards — Jetty; Legend; Anchor berths

Delete jetty, double firm line and associated legend, Petroleum Jetty, centred on: 3° 02′.89N., 101° 21′.81E.
 legend, Ro-Ro Terminal, centred on: 3° 00′.87N., 101° 21′.55E.
 symbol, anchor berth, 6, centred on: 2° 59′.79N., 101° 22′.22E.
 symbol, anchor berth, 7, centred on: 2° 59′.84N., 101° 22′.02E.

Chart [*Last correction*].— **2152** [1323/03]

Port Klang Authority (HH.517/570/05).

1506 CHINA, Yellow Sea Coast — Qingdao Gang — Huangdao Qianwan — Swept areas; Berths; Buoyage; Depths

Insert the accompanying block, showing new swept areas and berths and amendments to buoyage and depths, centred on: 36° 01′.15N., 120° 13′.84E.

Chart [*Last correction*].— **876** [98/03]

Chinese Notices 2/13/02 & 1/5–6/03 and Chinese Chart 12354 (HH.548/506/03).

1543* SOUTH CHINA SEA — Reed Tablemount Southwards — Half Moon Shoal Northeastwards — Depths

Insert depth 60m enclosed by 100m contour (a) 8° 55′.6N., 116° 17′.4E.
 Delete depth 642m close E. of (a) above

Chart [*Last correction*].— **3483** (INT 551) [950/03]

UK Hydrographic Office (HH.553/610/02).

1544* SOUTH CHINA SEA — Scarborough Reef Eastwards — Depths

Insert depth 786m and extend 1000m contour SW. to enclose (a) 15° 16′.9N., 118° 17′.1E.
 Delete depth 847m (b) close N. of (a) above
 depth 822m (c) close NE. of (a) above

Chart [*Last correction*].— **3489** (INT 553) (a,b) [535/03] — **4509** (INT 509) (a,c) [1332/03]

UK Hydrographic Office (HH.553/760/02).

1545 CHINA, South Coast — Shantou — Chijiao Yu Northwards — Buoy

Move No 6 light-buoy from: 23° 17′.61N., 116° 47′.07E.
 to: 23° 17′.30N., 116° 47′.34E.

Chart [*Last correction*].— **854** [5508/02]

Chinese Notice 3/40/03 (HH.548/453/02).

1546 JAPAN — Kyūshū, South Coast — Ōsumi Guntō — Kuro Shima — Light

Amend light to, *Al.Fl(2)WG.10s21M*, (charts 3480, 2347 & 2412, *Al.Fl(2)WG.21M*) 30° 49′.7N., 129° 57′.8E.

Chart [*Last correction*].— **3237** [1431/02] — **3480** [1332/03] — **2347** [1328/03] — **2412** [1178/03]

Light List Vol. F, 2002/03, 4804

Japanese Chart W1222 (HH.566/400/03).

1547 JAPAN — Honshū, South Coast — Tōkyō Wan — Approaches to Kisarazu Kō and Kisarazu — Pilot boarding places; Anchorage area; Aero light; Legends

Insert ① 35° 18′.9N., 139° 42′.3E.
 ① Yokohama Fairway (a) 35° 25′.2N., 139° 42′.8E.
 ① Kisarazu Kō 35° 24′.7N., 139° 48′.3E.
 limit of anchorage area, pecked line, joining: 35° 24′.55N., 139° 42′.54E.
 35° 24′.96N., 139° 42′.95E.
 35° 25′.23N., 139° 43′.41E.
 adjacent to (a) above
 Amend symbol, anchor berth, *YL4* 35° 23′.66N., 139° 55′.04E.
 light to, *Aero Al.Fl(2+1)WG* 35° 24′.8N., 139° 50′.5E.
 Delete ① 35° 24′.1N., 139° 47′.4E.
 legend, Kisarazu and Kimitsu Fairways Pilots, centred on: 35° 23′.2N., 139° 46′.7E.
 legend, Futtsu Fairway Pilots, centred on:

Chart [*Last correction*].— **3117** [1188/03]

Light List Vol. F, 2002/03, 6438

Admiralty List of Radio Signals Vol. 6 (4), 2002/03

Japanese Chart W1062 (HH.563/437/03).

II

1548 JAPAN — Hokkaidō, South Coast — Approaches to Kushiro — Breakwater; Legend

- Insert breakwater under construction, double pecked line, width 20m, joining: (a) 42° 58'·81N., 144° 18'·07E.
(existing breakwater under construction)
- Amend legend to, *Under construction* (2003), centred on: (b) 42° 58'·81N., 144° 17'·83E.
(c) 42° 58'·78N., 144° 18'·18E.
(d) 42° 58'·6N., 144° 18'·4E.

Chart [*Last correction*].— **1815 (plan, Kushiro)** (a–c) & **1815 (d)** [4499/02]
Japanese Notice 7/219/03 (HH.562/422/03).

1549 KOREA, West Coast — Ando Southwards — Sindot' asō — Light–beacon; Islet

- Substitute ★ *Fl.G.13M*, for islet (a) 36° 53'·6N., 126° 09'·2E.
- Amend range of light–beacon to, *13M* (b) (a) above

Chart [*Last correction*].— **1270** (INT 5363) (b) [1191/03] — **1258** (b) [672/03] — **1256** (a) [1332/03]
Light List Vol. F, 2002/03, 4156.35
National Oceanographic Research Institute, Korea (HH.557/417/02).

1550 KOREA, West Coast — Approaches to Kojōng Hang — Taehwasado — Light

- Amend light to, *Fl.10s98m17M* 36° 14'·75N., 126° 17'·05E.

Chart [*Last correction*].— **913** (INT 5254) [1333/03]
Light List Vol. F, 2002/03, 4189.8
Korean Notice 7/92/03 (HH.557/410/05).

1551 KOREA, South Coast — Kōgūm Sudo — Light

- Amend light to, *Fl.Y.4s9m7M* 34° 30'·8N., 127° 15'·2E.

Chart [*Last correction*].— **3365** (INT 5252) [1336/03]
Light List Vol. F, 2002/03, 4298.66
Korean Notice 6/76/03 (HH.557/430/06).

1552 KOREA, South Coast — Yeosu Haeman — Yangam — Buoyage; Light–beacon

- Insert special pillar light–buoy with topmark, *Fl.Y.4s 'A'* (a) 34° 44'·42N., 127° 46'·72E.
special pillar light–buoy with topmark, *Fl.Y.4s 'B'* 34° 44'·38N., 127° 46'·87E.
- Delete isolated danger light–beacon, *Fl(2)10s12m8M* close E. of (a) above

Chart [*Last correction*].— **3391** (INT 5360) [1338/03]
Light List Vol. F, 2002/03, 4309.8
Korean Notices 7/99–100/03 (HH.557/442/02).

1553* PHILIPPINE ISLANDS — Palawan — Kalamian Group — Busuanga Northwards — Depth

- Insert depth 330fm, (charts 3483 & 3489, depth 603m) 12° 42'·4N., 119° 49'·2E.

Chart [*Last correction*].— **3807** [941/03] — **967** [5421/02] — **3483** (INT 551) [1543/03] — **3489** (INT 553) [1544/03]
UK Hydrographic Office (HH.552/720/02).

1554* PHILIPPINE ISLANDS — Palawan — Palawan Passage — Cadlao Oilfield Westwards and Northwards — Depths

- Insert depth 377fm (a) 12° 28'·6N., 118° 48'·5E.
depth 424fm, (chart 3489, depth 775m enclosed by 1000m contour) (b) 11° 40'·1N., 118° 19'·0E.
depth 85fm enclosed by 100fm contour, (charts 3483 & 3489, depth 156m enclosed by 200m contour) (c) 11° 32'·3N., 118° 55'·1E.
depth 141fm, (charts 3483 & 3489, depth 259m) (d) 11° 18'·1N., 118° 44'·2E.
- Substitute depth 689m for depth 792m (e) (a) above
depth 85fm enclosed by 100fm contour for depth 290fm (f) (c) above
- Delete depth 330fm (g) close S. of (d) above

Note: The above update will be included in New Editions of Charts 4507, 4508 & 4052 to be published in May 2003.

Chart [*Last correction*].— **3820** (c) [2523/01] — **967** (a,b,d,f,g) [1553/03] — **3483** (INT 551) (c–e) [1553/03] — **3489** (INT 553) (b–e) [1553/03]
UK Hydrographic Office (HH.553/640/01).

II

1555* INDONESIA — Jawa, North Coast — Selat Sunda — Platform

Delete ☐ (lighted) 6° 01'·98S., 105° 51'·96E.

Chart [*Last correction*].— **2056** [5422/02] — **2149** [5422/02] — **2785** [5280/02]

Light List Vol. K, 2003/04, 1043.05

mv *British Strength* (HH.524/182/01).

1507 PAPUA NEW GUINEA — Torres Strait — Great North East Channel — Depths; Rocks; Islets

Insert the accompanying block A, showing amendments to depths and rocks, centred on: 9° 33'·25S., 143° 35'·30E.
the accompanying block B, showing amendments to depths and rocks, centred on: 9° 56'·30S., 143° 22'·30E.
the accompanying block C, showing amendments to depths, rocks and islets, centred on: 10° 13'·50S., 143° 22'·60E.

Chart [*Last correction*].— **Aus 376** [816/03]

Australian Notices 26/827/02, 1/41/03 & 3/97/03 (HH.571/009/2003).

1556 SOUTH PACIFIC OCEAN — Nouvelle-Calédonie — Port de Goro and Baie du Prony — Rocks; Wreck; Depths

Insert ☉ (a) 22° 17'·980S., 167° 01'·309E.
(b) 22° 18'·032S., 167° 01'·280E.
☉ PD (c) 22° 18'·680S., 167° 00'·450E.
(d) 22° 23'·019S., 166° 54'·229E.
depth 47 m enclosed by 5m contour
Substitute depth 48 m enclosed by 5m contour for depth 87 m, (e) 22° 23'·145S., 166° 50'·890E.
(charts 2906 & 2907, depth 48 m for depth 87 m)
Delete depth 76 m (f) close SW. of (d) above

Chart [*Last correction*].— **2925** (plan E, Canal de la Havannah to Canal Woodin) [449/03] — **2906** (d-f) [2708/00] — **2907** (e) [1340/03]

French Chart 7645 (HH.585/440/03).

1508 UNITED STATES OF AMERICA — Alaska — Clarence Strait and Stikine Strait — Depths; Wreck

Insert the accompanying block, showing amendments to depths and wreck, centred on: 56° 15'·0N., 132° 56'·0W.
depth 4¾ fm and extend 10fm contour SE. to enclose (a) 56° 05'·9N., 132° 50'·5W.
depth 8½ fm and extend 10fm contour E. to enclose (b) 56° 05'·6N., 132° 49'·8W.
Delete depth 9fm close SE. of (a) above
depth 13fm close SE. of (b) above

Chart [*Last correction*].— **4972** [567/03]

U.S. Chart 17383 & U.S. Notice 3/17382/03 (HH.611/400/03).

1557 CANADA — British Columbia — Strait of Georgia — Approaches to Fraser River — Steveston Jetty — Sand Heads — Lights; Legend

Amend light to, *Fl.G.6s13m* (a) 49° 06' 22"N., 123° 18' 11"W.
Delete • (lighted) Fl.G 1 (b) close S. of (a) above
legend, R Lts (31) (c) close NE. of (a) above
legend, R Lts (31), centred on: (d) 49° 06'·5N., 123° 18'·6W.

Chart [*Last correction*].— **4961** (panel A) (a-c) [*New Chart 25/7/02*] — **4952** (d) [*New Chart 13/2/03*]

Light List Vol. G, 2002/03, 5401, 5402

Canadian Notice 2/3490/03 (HH.600/420/03).

1558 CANADA — British Columbia — Approaches to Vancouver — Burrard Inlet — Point Atkinson — Light

Amend light to, *Fl(2)5s33m15M*, (chart 579, *Fl(2)5s108ft15M*) 49° 19'·8N., 123° 15'·8W.

Chart [*Last correction*].— **925** [875/03] — **579** [875/03]

Light List Vol. G, 2002/03, 5426

Canadian Notice 2/3481/03 (HH.600/421/03).

1559 UNITED STATES OF AMERICA, West Coast — Washington — Boundary Pass — Skipjack Island — Light

Amend light to, *Fl.4s5m7M* 48° 43'·97N., 123° 02'·35W.

Chart [*Last correction*].— **4954** [*New Chart 13/2/03*] — **4951** [*New Chart 13/2/03*]

Light List Vol. G, 2002/03, 5140

U.S. Notice 7/18432/03 (HH.612/490/04).

II

1560 UNITED STATES OF AMERICA, West Coast — Washington — Rosario Strait — Cape Saint Mary Northwards, Belle Rock and Shannon Point — Depths

Insert	depth 7m enclosed by 10m contour	(a)	48° 27'·76N., 122° 48'·19W.
	depth 24 m enclosed by 5m contour	(b)	48° 29'·35N., 122° 47'·90W.
	depth 24m	(c)	48° 29'·62N., 122° 44'·83W.
	depth 4 ₆ m enclosed by 5m contour	(d)	48° 30'·52N., 122° 41'·36W.
Delete	depth 10 ₁ m	(e)	close W. of (a) above
	depth 5 ₂ m	(f)	close NNE. of (b) above
	depth 35m	(g)	close ENE. of (c) above
	depth 70m	(h)	close S. of (c) above

Chart [*Last correction*].— **80** (a–g) [1209/03] — **4950** (b,c,f–h) [1343/03] — **4951** (b,c,f,g) [1559/03]
U.S. Chart 18429 (HH.612/490/04).

1509 UNITED STATES OF AMERICA — Gulf of Mexico — Texas — Approaches to Galveston Bay — Wrecks; Obstructions; Depths; Buoyage; Platform

Insert	the accompanying block, showing amendments to wrecks, obstructions, depths, buoyage and platform, centred on:	29° 13'·0N., 94° 28'·0W.
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Note: The above update has been included in a New Edition of Chart 3183 published 19 December 2002.

Chart [*Last correction*].— **3854** [1075/03]
U.S. Charts 11323 & 11330 (HH.615/415/06).

1561 CARIBBEAN SEA — Nicaraguan Rise — Serranilla Bank — Cayo Serranilla/Beacon Cay — Radar beacon

Insert	radar beacon, <i>Racon</i> (Z), at light	15° 48'·0N., 79° 51'·0W.
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Chart [*Last correction*].— **486** [2985/02] — **1218** [5438/02]

Light List Vol. J, 2002/03, 6024

Admiralty List of Radio Signals Vol. 2, 2003/04, 95020 (12/03)

Colombian Institute of Oceanography and Hydrography (HH.672/407/02).

1562 UNITED STATES OF AMERICA — Gulf of Mexico — Florida — Approaches to St Petersburg — Tarpon Springs Westwards — Wreck

Insert	☉ PA	28° 07'·0N., 83° 00'·0W.
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Chart [*Last correction*].— **3852** [*New Edition* 7/11/02] — **3853** [4086/02]

U.S. Notice 11/11412/03 (HH.615/470/02).

1563 UNITED STATES OF AMERICA — Gulf of Mexico — Florida — Tampa Bay — Cut 'B' Channel — Buoy

Amend	designation of '12B' light-buoy to, '10B'	27° 40'·65N., 82° 35'·20W.
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Chart [*Last correction*].— **3848** [1087/03]

U.S. Notice 11/11412/03 (HH.615/475/04).

1564 UNITED STATES OF AMERICA, East Coast — South Carolina — Charleston Harbor — Channel depths

Substitute	the accompanying table, CHANNEL DEPTHS, for existing table, centred on:	32° 45'·0N., 79° 57'·7W.
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Chart [*Last correction*].— **2809** [1358/03]

U.S. Notice 11/11524/03 (HH.614/011/2003).

1565 UNITED STATES OF AMERICA, East Coast — South Carolina — Charleston Harbor — Folly Island Channel — Anchorage Area A — Depths

Insert	depth 29ft	(a)	32° 46'·143N., 79° 53'·320W.
	depth 28ft	(b)	32° 45'·960N., 79° 53'·288W.
		(c)	32° 45'·817N., 79° 53'·233W.
	depth 31ft	(d)	32° 45'·741N., 79° 53'·100W.
	depth 33ft	(e)	32° 45'·828N., 79° 52'·926W.
	30ft contour enclosing (a)–(c) above, joining:	(f)	32° 46'·250N., 79° 53'·350W.
			(existing contour)
		(g)	32° 45'·695N., 79° 53'·150W.
Delete	depth 32ft		(existing contour)
	depth 33ft		close SE. of (b) above
	depth 35ft		close SSE. of (c) above
			adjacent to (d) above
	former 30ft contour joining:		close W. of (e) above
			(f) above
			(g) above

Note: The above update will be included in a New Edition of Chart 2806 to be published 24 April 2003.

Chart [*Last correction*].— **2809** [1564/03]

U.S. Chart 11524 (HH.614/615/06).

II

1566 UNITED STATES OF AMERICA, East Coast — Georgia — Approaches to Wassaw Sound — Depths

Insert depth 2ft enclosed by 6ft contour (a) 31° 52'·57N., 80° 53'·40W.
Delete depth 13ft close NW. of (a) above

Chart [*Last correction*].— **2801** [468/03]
U.S. Notice 11/11512/03 (HH.614/620/06).

1567 CANADA — Nova Scotia — Approaches to Liverpool — Coffin Island — Light

Insert ★ *Fl.4s61ft7M* 44° 02'·0N., 64° 37'·7W.

Chart [*Last correction*].— **4747** [1236/03]
Light List Vol. H, 2002/03, 3735
Canadian Notice 2/4012/03 (HH.606/440/02).

1568 CANADA — Saint Lawrence River — Contrecoeur Southwestwards — Terminal Contrecoeur — Dredged depth

Amend dredged depth to, 6·1m (2002), centred on: 45° 49' 49"N., 73° 17' 06"W.

Chart [*Last correction*].— **4791 (plan, Terminal Contrecoeur)** [1238/03]
Canadian Notice 2/1311/03 (HH.605/445/05).

1569 CANADA — Newfoundland — Random Island, West Coast — Forster Rock Southwestwards — Buoy

Delete 'TV8' light-buoy 48° 06'·1N., 53° 54'·1W.

Chart [*Last correction*].— **296** [352/03]
Canadian Notice 2/4852/03 (HH.603/455/03).

II

1570(P)/03 **GULF OF FINLAND — Traffic Separation Schemes Off Porkkala Lighthouse and Off Hankoniemi Peninsula — Traffic separation schemes; Revised routeing**

1. Amendments to the Traffic Separation Schemes off Porkkala Lighthouse and off Hankoniemi Peninsula are scheduled to be implemented on 1 July 2003.
2. Details of these amendments are as follows. Positions are referred to Finnish Datum.
Off Porkkala Lighthouse
3.
 - a. A separation zone, 1.0 mile wide, centred on the following positions:
 - (1) 59° 43'·70N., 24° 14'·00E.
 - (2) 59° 44'·90N., 24° 21'·40E.
 - (3) 59° 45'·90N., 24° 31'·00E.
 - b. A traffic lane, 1.5 miles wide, each side of the separation zone specified in paragraph 3a. above.
 - c. A precautionary area bounded by straight lines joining the following positions:
 - (4) 59° 43'·95N., 24° 31'·80E.
 - (5) 59° 46'·15N., 24° 53'·50E.
 - (6) 59° 50'·05N., 24° 51'·90E.
 - (7) 59° 47'·85N., 24° 30'·20E.
 - d. A separation zone, 1.0 mile wide, centred on the following positions:
 - (8) 59° 48'·10N., 24° 52'·70E.
 - (9) 59° 48'·80N., 25° 00'·00E.
 - e. A traffic lane, 1.5 miles wide, each side of the separation zone specified in paragraph 3d. above.
- Off Hankoniemi Peninsula**
4.
 - a. A separation zone, 2.0 miles wide, centred on the following positions:
 - (1) 59° 24'·50N., 22° 25'·00E.
 - (2) 59° 28'·00N., 22° 34'·00E.
 - (3) 59° 30'·00N., 22° 45'·00E.
 - b. A traffic lane, 4.0 miles wide, each side of the separation zone specified in paragraph 4a. above.
5. Details of these revised Routeing Measures will be included in a New Edition of Chart 2297 to be published on 1 May 2003 and New Editions of Charts 2241, 2248 and 2817 to be published on 15 May 2003. These charts will be printed with a cautionary note, advising mariners that the existing charts, which will be given an "X" prefix, should be retained and used with respect to the current routeing measures until 1 July 2003. Chart 259 will be updated by Notice to Mariners.

Charts affected — 2241 — 2248 — 2297 — 2817 — 259

International Maritime Organization (HH.167/080/01).

1571(P)/03 **CHINA, South Coast — Hong Kong — Western Approaches to Hong Kong Harbour — Northern Fairway — Anchorage areas; Fairway; Buoyage**

1. Mariners are advised of the following amendments to the western entrance of the existing Northern Fairway and the relocation of the Western Quarantine and Immigration Anchorage and Western Dangerous Goods Anchorage areas which came into operation on 1 March 2003.
2. The North limits of the Northern Fairway now join the following positions:
 - 22° 19'·475N., 114° 05'·331E. (existing limit)
 - 22° 19'·121N., 114° 05'·984E.
 - 22° 19'·531N., 114° 06'·701E. (existing limit)
 The North limits of the Northern Fairway to the south-east remain as charted.
 The South limits of the Northern Fairway now join the following positions:
 - a. 22° 18'·325N., 114° 05'·914E. (existing limit)
 - b. 22° 18'·858N., 114° 06'·197E.
 - 22° 19'·168N., 114° 06'·767E.
 - c. 22° 19'·171N., 114° 07'·020E. (existing limit)
 The South limits of the Northern Fairway to the south-east remain as charted.
3. The limits of the Western Quarantine and Immigration Anchorage area now join the following positions:
 - 22° 18'·325N., 114° 05'·914E.
 - 22° 18'·858N., 114° 06'·197E.
 - d. 22° 19'·000N., 114° 06'·459E.
 - 22° 18'·409N., 114° 06'·515E. (existing limit)
 - 22° 17'·825N., 114° 05'·964E.
4. The limits of the Western Dangerous Goods Anchorage area now join the following positions:
 - 22° 19'·000N., 114° 06'·459E.
 - 22° 19'·168N., 114° 06'·767E.
 - 22° 19'·171N., 114° 07'·020E.
 - 22° 18'·927N., 114° 07'·496E. (existing position)
 - 22° 18'·792N., 114° 07'·547E. (existing position)
 - 22° 18'·358N., 114° 07'·197E. (existing position)
 - 22° 18'·409N., 114° 06'·515E.
5. In conjunction with the fairway amendments the following light-buoys are relocated:
 - Kellet West, from position 22° 18'·858N., 114° 05'·970E. to position 2a. above.
 - Kellet North, from position 22° 19'·077N., 114° 06'·132E. to position 2b. above.
 - WQ, from position 22° 19'·176N., 114° 06'·445E. to position 3d. above.
 - Northern 4, from position 22° 19'·205N., 114° 06'·955E. to position 2c. above.
6. These amendments will be included in new charts to be published in due course.

Chart affected — 3280

Hong Kong Marine Department Notice 28/03 (HH.550/404/10).

II

1572(T)/03 GERMANY, North Sea Coast — Measuring instruments; Buoyage

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

	<i>Latitude</i>	<i>Longitude</i>	<i>Chart</i>
	53° 43'.45N.	6° 22'.50E.	3761
	53° 45'.75N.	6° 40'.20E.	3761
	53° 48'.25N.	6° 57'.80E.	3761
	53° 51'.60N.	6° 22'.10E.	3761
	53° 52'.00N.	6° 51'.00E.	3761
	53° 52'.15N.	7° 24'.25E.	3761
	53° 54'.15N.	6° 40'.00E.	3761
	53° 56'.00N.	6° 36'.00E.	3761
	53° 58'.65N.	6° 57'.80E.	3761
	53° 59'.20N.	6° 21'.50E.	3761
	54° 00'.65N.	7° 24'.70E.	3761
	54° 06'.95N.	6° 21'.00E.	3761
	54° 07'.50N.	6° 37'.10E.	3761
	54° 08'.00N.	6° 54'.00E.	3761
	54° 08'.40N.	7° 27'.00E.	3761
	54° 13'.96N.	8° 05'.51E.	3767
*	54° 15'.51N.	7° 39'.92E.	3767
*	54° 20'.48N.	8° 18'.92E.	3767
*	54° 34'.82N.	8° 13'.08E.	3767
*	54° 37'.98N.	7° 55'.01E.	3767
*	54° 52'.42N.	7° 41'.42E.	3767
*	54° 53'.85N.	7° 48'.20E.	3767
*	54° 57'.00N.	7° 43'.75E.	3767
*	54° 59'.54N.	7° 54'.20E.	3767
	55° 02'.58N.	7° 20'.86E.	3766
*	55° 02'.97N.	8° 17'.47E.	3767
	55° 02'.61N.	6° 42'.63E.	1405
	55° 02'.91N.	6° 56'.61E.	1405
*	55° 03'.00N.	7° 33'.75E.	3767
	55° 04'.78N.	6° 32'.27E.	1405
	55° 04'.98N.	6° 52'.93E.	3766
	55° 05'.18N.	7° 10'.38E.	3766
	55° 05'.97N.	6° 39'.80E.	1405
	55° 09'.07N.	7° 20'.33E.	3766
	55° 10'.90N.	6° 51'.34E.	3766
	55° 16'.80N.	6° 50'.16E.	3766

* Indicates new or revised entry.

2. Former Notice 1369(T)/03 is cancelled
German Hydrographic Office (HH.326/003/10).

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 4 21 February 2003

NZ 39(T)/03 NEW ZEALAND - North Island - West Coast - Manukau Harbour Entrance - SW Channel.

Former Notice - NZ 155(T)/02 is cancelled

1. South West Channel
 - a. A survey of the Manukau Bar was undertaken on 17 January 2003 in good conditions. The survey indicates that the best depths for crossing the bar are within a sector bearing Ninepin Rock Lt. 058°T to 062°T. Within this sector, depths can be expected of 6.2 to 6.7m below CD. The best position for crossing over the outer bar is currently (WGS84) 37° 04'.7S., 174° 26'.7E.
 - b. The previous recommended route between 050.5°T to 056.5°T is showing depths between 4 and 5m with waves breaking in places towards the southern edge of this sector.
 - c. It is recommended that inbound vessels crossing the outer bar keep within the 058° to 062° sector, thence adjust course for the harbour approach as appropriate, keeping clear of shoals either side of the route.
 - d. As the Manukau Bar is mobile, depths may change without warning and vessels should exercise due caution at all times when crossing the bar.
2. South Channel.

This channel is not recommended by the Port Authority.
3. All vessels should contact the Signalman at South Head, Phone (09) 235-1013, for the latest conditions.

Chart temporarily affected - NZ 4314

Ports of Auckland Ltd.
NI 20/2003

NZ 40 (T)/03 NEW ZEALAND - North Island - West Coast - Manukau Harbour - Ninepin Rock Light.

1. Nine Pin Rock light, Fl(4)W.30s, (K4107) (37° 03'.02S., 174° 30'.18E.) is reported to be operating on emergency sequence, Fl.W.5s.
2. Mariners should navigate with caution when using this light.

Chart temporarily affected - NZ 4314

Ports of Auckland Ltd.
NZ Light List K 4107
NI 18/2003

To accompany Notice to Mariners 1564/03

On Chart 2809

CHANNEL DEPTHS (see Note)								
CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT TO NOV 2000 AND SURVEYS TO NOV 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FORT SUMTER RANGE	44.9	47.5	47.4	45.6	5-02	1000	13.2	47
MOUNT PLEASANT RANGE	45.7	46.6	46.9	47.7	11-02	1000-600	1.6	45
REBELLION REACH	47.2	47.8	47.2	47.8	11-02	600	1.4	45
SHUTES-FOLLY REACH	46.2	47.3	47.6	47.6	10-02	600-800	1.3	45
HORSE REACH	47.5	48.3	48.2	44.6	5,11-02	800	0.5	45
CUSTOMHOUSE REACH	34.9	48.3	48.6	46.2	5,11-02	1385	0.2	45
SOUTH CHANNEL	24.4	24.8	24.5	A24.3	10-96	600-1000	3.1	45
HOG ISLAND REACH	46.7	47.3	43.2	39.2	11-02	600-1300	1.5	45
DRUM ISLAND REACH	45.0	47.8	48.0	44.7	10-02	600-1300	0.7	45
TOWN CREEK LOWER REACH	34.6	38.9	39.0	35.9	11-02	400-450	1.1	45
TURNING BASIN	36.5	34.3	34.2	33.4	5-02	250	0.25	45
TOWN CREEK UPPER REACH	35.2	40.2	40.9	40.5	11-01;5-02	250	1.0	45
MYERS BEND	42.0	47.2	48.1	48.0	11-01;10-02	600-900	0.4	45
DANIEL ISLAND REACH	39.7	43.3	45.7	40.4	10-02	880-980	1.2	45
DANIEL ISLAND BEND	48.7	48.3	48.8	48.5	10-02	700-780	0.4	45
CLOUTER CREEK REACH	41.7	42.7	42.9	40.8	10-02	600	0.9	45
NAVY YARD REACH	38.9	43.0	41.9	35.0	10-02	600-700	1.1	45
NORTH CHARLESTON REACH	34.3	42.5	42.6	43.2	10-02	500-600	1.0	45
FILBIN CREEK REACH	39.8	41.6	42.7	43.4	10-02	500	0.6	45
PORT TERMINAL REACH	36.7	42.6	41.8	41.4	10-02	600	0.7	45
ORDNANCE REACH	37.8	35.8	36.3	36.9	10-02	600	0.3	45
ORDNANCE REACH TURNING BASIN	44.6	43.9	43.1	43.0	10-02	800	0.26	45
WANDO RIVER								
LOWER REACH	42.7	45.6	46.7	36.5	5,10-02	1500-400	1.3	45
UPPER REACH	B41.7	B41.9	B47.8	B42.2	10-02	400-850	0.74	45
TURNING BASIN	41.5	38.6	43.7	45.8	10-02	550	0.3	45
SHIPYARD CREEK								
MAIN CHANNEL	26.2	27.4	29.0	27.2	8,10-00	1200-300	1.0	30
LOWER TURNING BASIN	37.9	38.9	40.0	40.8	8,10-00	700	0.2	38
UPPER TURNING BASIN	22.0	23.4	23.7	24.7	8,10-00	600	0.15	30
COOPER RIVER								
RANGE A	38.7	37.4	38.3	38.9	7,8-98;12-99	400-1350	1.02	35
RANGE B	20.5	25.2	36.4	37.0	12-99	VARIES	0.74	35
A. ALONG CHANNEL EDGE. B. FROM BUOY 8 TO END OF REACH SHOALING OCCURS WITH MIN DEPTH OF 36 FT. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 1573/03

On Chart 45

CHART 1455: POSITIONS
To agree with smaller scale chart 1455 which is referred to WGS84 Datum, positions read from chart 45 should be moved 0-08 minutes SOUTHWARD and 0-08 minutes WESTWARD.

On Chart 144

CHART 1455: POSITIONS
To agree with adjoining chart 1455 which is referred to WGS84 Datum, positions read from chart 144 should be moved 0-08 minutes SOUTHWARD and 0-08 minutes WESTWARD.

To accompany Notice to Mariners 1573/03 (continued)

On Chart 1102

CHARTS 1145, 1172 AND 1174: POSITIONS
To agree with larger scale charts 1145, 1172 and 1174, which are referred to WGS84 Datum, positions read from 1102 should be moved 0.06 minutes SOUTHWARD and 0.08 minutes WESTWARD.

On Chart 1153

CHART 1154: POSITIONS
To agree with larger scale chart 1154 which is referred to WGS84 Datum, positions read from chart 1153 should be moved 0.06 minutes SOUTHWARD and 0.08 minutes WESTWARD.

On Chart 1448

CHARTS 142 AND 1455: POSITIONS
To agree with larger scale chart 1455 and the smaller scale chart 142 which are referred to WGS84 Datum, positions read from chart 1448 should be moved 0.08 minutes SOUTHWARD and 0.08 minutes WESTWARD.

On Chart 2162

CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM
Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS84 compatible datum. For further details, including an example of the calculation of the WGS84 position, see Annual Notice to Mariners No.19.

On Chart 2249

CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM
Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS84 compatible datum. For further details, including an example of the calculation of the WGS84 position, see Annual Notice to Mariners No.19.

On Chart 2581

CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM
Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS84 compatible datum. For further details, including an example of the calculation of the WGS84 position, see Annual Notice to Mariners No.19.

On Chart 2663

CHARTS 3000 AND 3057: POSITIONS
To agree with the larger scale charts 3000 and 3057, which are referred to WGS84 Datum, positions read from chart 2663 should be moved 0.06 minutes SOUTHWARD and 0.08 minutes WESTWARD.

On Chart 2664

CHARTS 2750, 3000 AND 3057: POSITIONS
To agree with the larger scale charts 2750, 3000 and 3057, which are referred to WGS84 Datum, positions read from chart 2664 should be moved 0.06 minutes SOUTHWARD and 0.08 minutes WESTWARD.

To accompany Notice to Mariners 1573/03 (continued)

On Chart 2916

CHARTS 3057 AND 3058: POSITIONS

To agree with the larger scale chart 3058 and adjoining chart 3057, which are referred to WGS84 Datum, positions read from chart 2916 should be moved 0.06 minutes SOUTHWARD and 0.08 minutes WESTWARD.

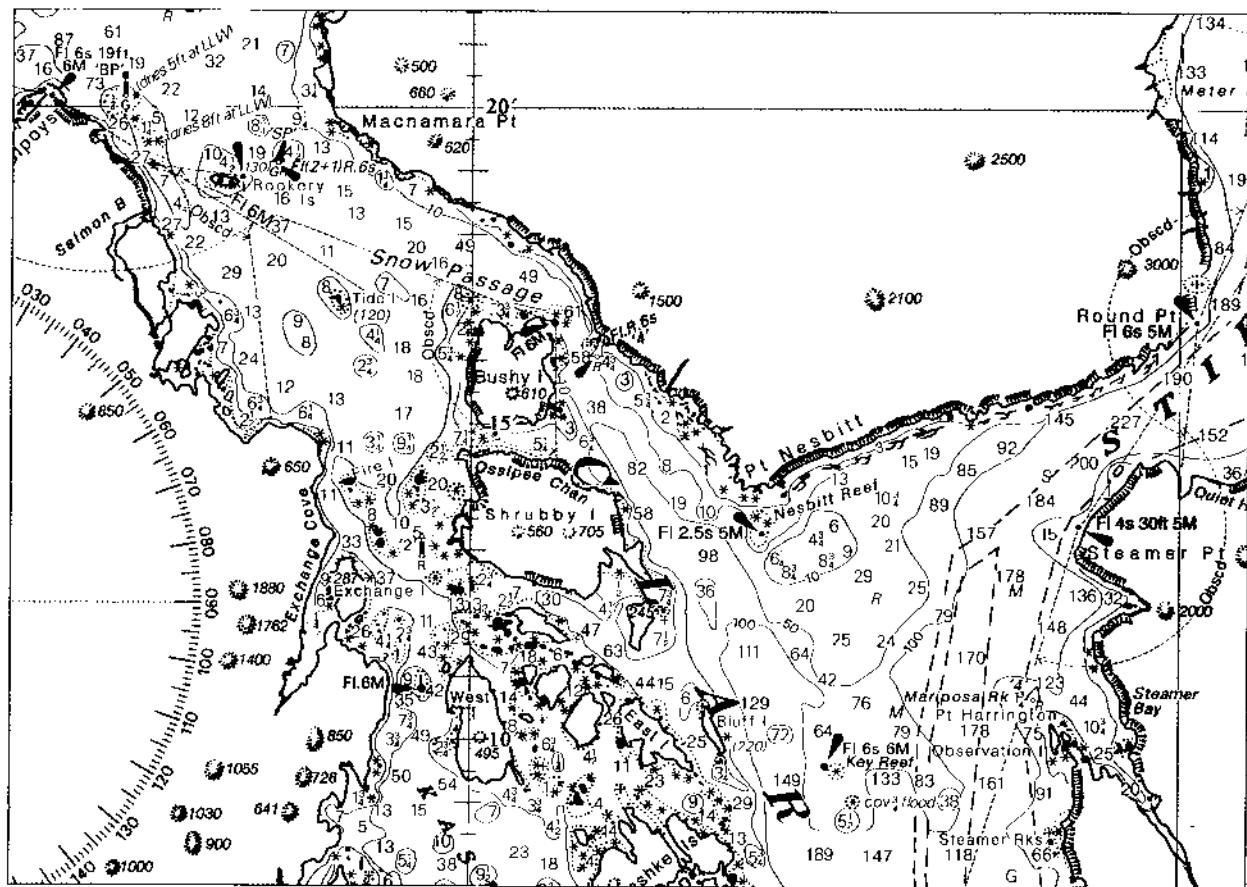
On Chart 3000

CHARTS 2663, 2664, 2743, 2748 AND 2999:
POSITIONS

To agree with the larger scale charts 2743 and 2748, adjoining chart 2999, and smaller scale charts 2663 and 2664, which are referred to European Datum (1950), positions read from chart 3000 should be moved 0.06 minutes NORTHWARD and 0.08 minutes EASTWARD.

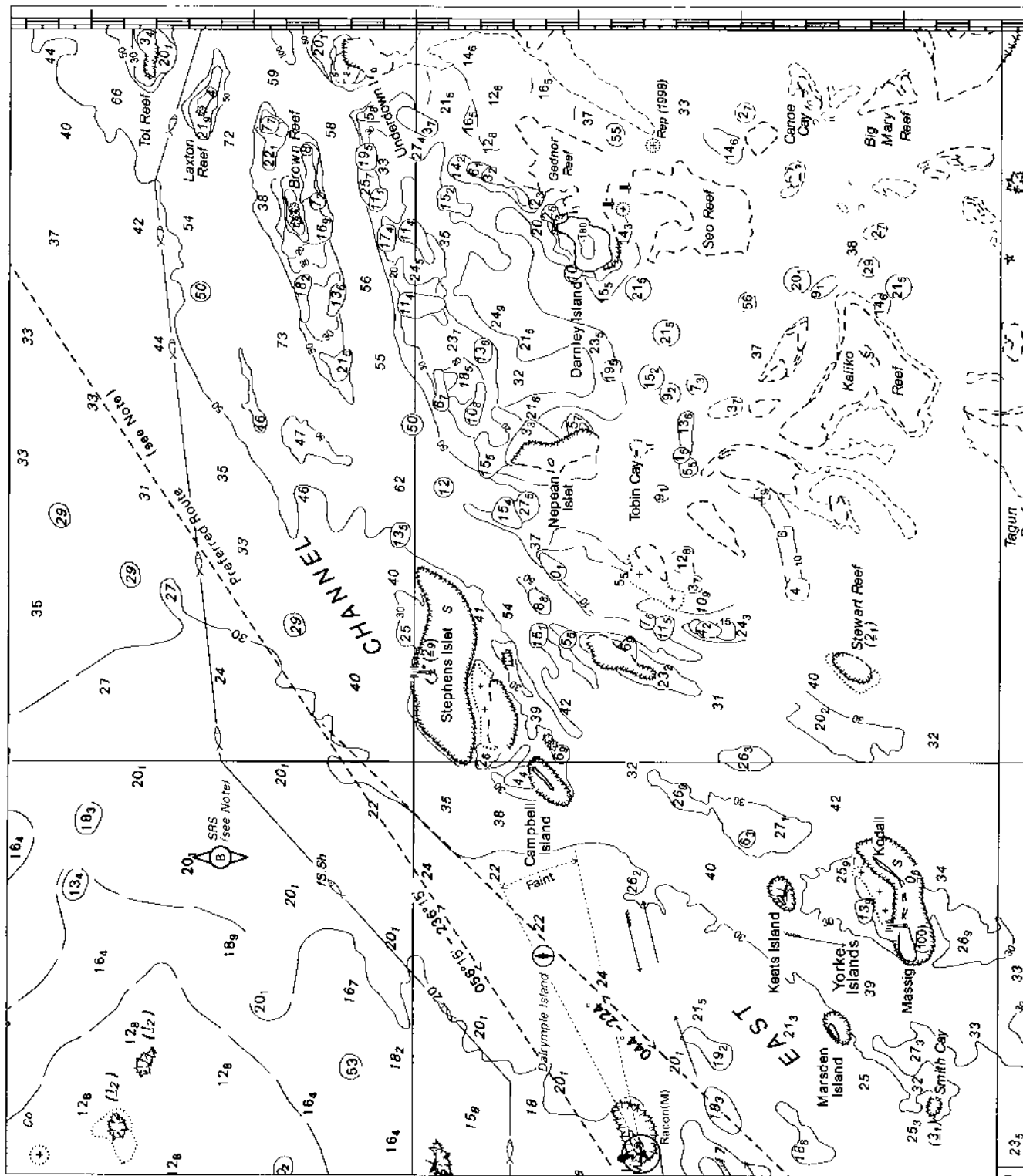
[illegible]

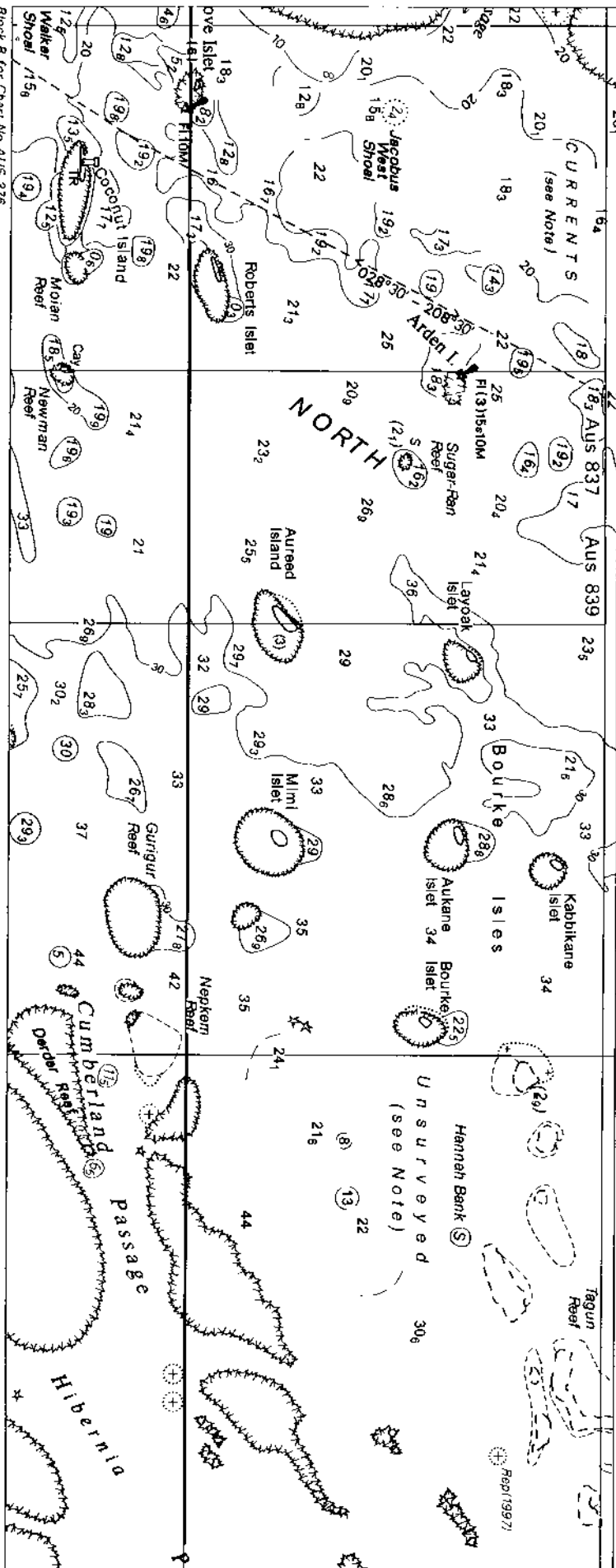
To accompany Admiralty Notice to Mariners No 1508 of 2003

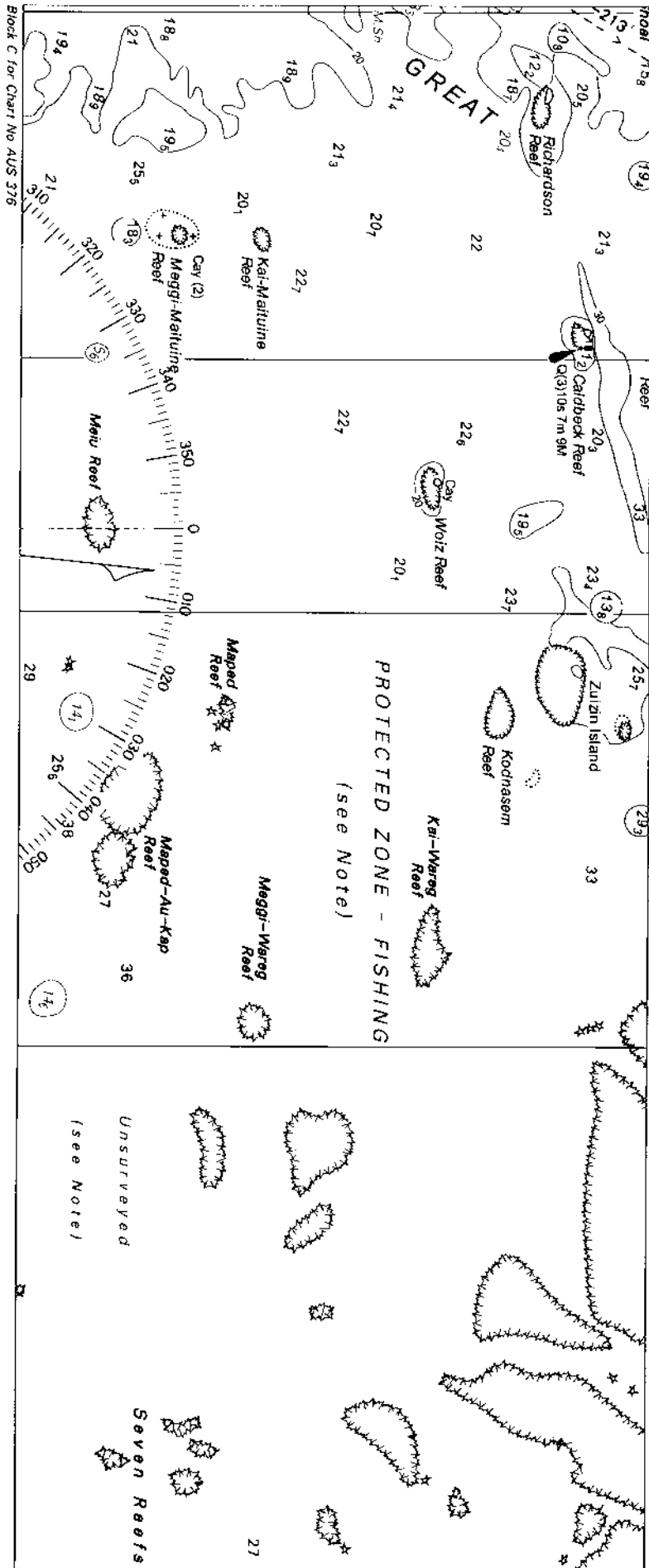


Black for Chart No 4972

Block for Chart No 876







III

NAVIGATIONAL WARNINGS

See N.M. 13/03. Messages printed below are all in force on 18 March 2003. It is recommended that this reprint should be kept in a file or book divided into areas, followed by subsequent weekly reprints. Only the most convenient Admiralty Chart is quoted. For those series originated by other authorities only selected important warnings are reproduced.

(1) Navarea I (NE Atlantic) 13th Week 27/3/03.

NAVAREA I warnings in force 18/3/03: 2000 series: 397. 2001 series: 510.

2002 Series: 262 337 416 464 466.

2003 Series: 028 052 055 061 062 064 074 080 085 087 089 099 105 106 109 110 111 112 113.

104 Cancelled.

105 IRELAND, East Coast. Portavogie Approaches. Burial Island, East-northeastward. Chart BA 2156. Wreck of 10 metre Fishing Vessel reported 54°29'·54N 005°24'·90W.

106 IRELAND, South Coast. Kinsale Head Gasfield and Approaches. Chart BA 2424. Pipelaying in progress by CSO *Apache* and associated operations by support vessels in vicinity of:

1. A. 51°11'·9N 008°20'·0W
B. 51°20'·2N 008°06'·1W
C. 51°21'·7N 008°01'·3W
D. 51°22'·4N 007°56'·8W.
2. Within 4 Miles of 1.A above.

107 Cancelled.

108 Cancelled.

109 SOUTHERN NORTH SEA. Friesland Junction. Chart BA 1507.

1. Dangerous Wreck located 54°02'·12N 004°45'·85E and marked in close proximity by:
A. South Cardinal lightbuoy.
B. East Cardinal lightbuoy.
C. North Cardinal lightbuoy.
D. Two West Cardinal lightbuoys, the most easterly one fitted with Racon(D).
2. Wide berth requested.
3. Cancel 046/03.

110 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 181000z Mar 03.

NEW	ACP Ketch Gas Field	Maersk Enhancer
	53°42'·3N 004°36'·2E	Noble Kolskaya
	53°54'·0N 000°33'·1E	Santa Fe Labrador
	53°57'·0N 000°35'·7E	Noble Julie Robertson
	54°20'·4N 002°21'·3E	Ensco 72

NOTES:

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

2. Cancel 100/03.

III

111 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 181000z Mar 03.

	55°22'4N	005°04'5E	Maersk Guardian
	55°31'8N	005°00'4E	Maersk Endeavour
	55°33'5N	005°08'2E	Noble Byron Welliver
	56°38'5N	005°19'4E	Ensco 70
	56°43'5N	002°05'4E	Stena Dee
NEW	Cromarty Firth		G S F Galaxy 1
	57°49'7N	000°40'5W	Sedco 714
NEW	57°59'4N	000°06'4W	Sedco 712
	58°04'4N	000°53'4E	West Alpha
	58°11'5N	001°20'8W	G S F Arctic 4
	58°18'1N	001°42'4W	Sedco 704
	58°22'5N	001°18'6E	Ocean Nomad
NEW	58°22'9N	000°56'2E	Noble Ton van Langeveld
	59°25'0N	002°38'3E	Scarabeo 6
	59°26'0N	001°40'9E	G S F Arctic 3
	59°31'9N	001°24'5E	Santa Fe 140

NOTES:

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

2. Cancel 101/03.

112 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 181000z Mar 03.

	60°18'6N	004°20'3W	Paul B Loyd Jr
	60°21'1N	004°11'0W	Transocean Leader
	60°43'0N	003°35'9E	West Venture
	60°47'9N	003°26'7E	Polar Pioneer
	60°53'7N	003°39'3E	West Vanguard
	61°05'1N	003°31'0E	Deepsea Delta
	61°05'8N	002°11'6E	Deepsea Trym
NEW	61°20'7N	002°04'2E	Bideford Dolphin
	61°26'1N	001°55'5E	Borgland Dolphin
	61°30'9N	000°57'1E	Transocean John Shaw
	65°00'0N	006°56'7E	Transocean Searcher
	66°00'9N	008°03'3E	Stena Don

NOTES:

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

2. Cancel 102/03.

113 RIGLIST. South and West Coasts of the British Isles. Correct at 181000z Mar 03.

NEW 51°11'3N 008°23'4W Sedco 711

NOTES:

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

2. Cancel 103/03.

Cancel 041/03. ANM 883/03 refers.

Cancel 044/03. ANM 749/03 refers.

(2) Navarea II (E Atlantic) 13th Week 27/3/03.

Edited Navarea II warnings in force 18/3/03: 472/02, 497/02, 028/03, 071/03.

089 to 099 received.

III

(3) Navarea III (Mediterranean) 13th Week 27/3/03.

Edited Navarea III warnings in force 18/3/03: 438/02, 596/02, 659/02.
171 to 194 received.

(4) Navarea IV (NW Atlantic) 13th Week 27/3/03.

Edited Navarea IV warnings in force 18/3/03: NIL.
100 to 105 received.

(5) Navarea V (W Atlantic) 13th Week 27/3/03.

Edited Navarea V warnings in force 18/3/03: 055/01, 1368/01.
311 to 327 received.

(6) Navarea VI (SW Atlantic) 13th Week 27/3/03.

Edited Navarea VI warnings in force 18/3/03: NIL.
Nil received.

(7) Navarea VII (SE Atlantic) 13th Week 27/3/03.

Edited Navarea VII warnings in force 18/3/03: NIL.
034 to 039 received.

(8) Navarea VIII (Indian Ocean) 13th Week 27/3/03.

Edited Navarea VIII warnings in force 18/3/03: 388/00, 268/01, 497/01, 641/02.
152 to 161 received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 13th Week 27/3/03.

Edited Navarea IX warnings in force 18/3/03: NIL.
027 to 030 received.

(10) Navarea X (Australia, New Guinea) 13th Week 27/3/03.

Edited Navarea X warnings in force 18/3/03: NIL.
009 to 012 received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 13th Week 27/3/03.

Edited Navarea XI warnings in force 18/3/03: 023/03, 088/03.
070 to 072 and 084 to 093 received, 073 to 083 missing.

088 MALACCA STRAIT. Pulau Kukup, Southward. Chart BA 3833. Dangerous Wreck marked by isolated danger light-buoy reported 01°15'·0N 103°25'·3E PA.

(12) Navarea XII (NE Pacific) 13th Week 27/3/03.

Edited Navarea XII warnings in force 18/3/03: NIL.
070 to 075 received.

(13) Navarea XIII (NW Pacific) 13th Week 27/3/03.

Edited Navarea XIII warnings in force 18/3/03: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 13th Week 27/3/03.

Edited Navarea XIV warnings in force 18/3/03: NIL.
044 to 046 received.

(15) Navarea XV (SE Pacific) 13th Week 27/3/03.

Edited Navarea XV warnings in force 18/3/03: NIL.
021 to 026 received.

III

(16) Navarea XVI (E Pacific) 13th Week 27/3/03.

Edited Navarea XVI warnings in force 18/3/03: 151/98.

2002 series: 280 to 294 received.

2003 series: 001 to 015 received.

(17) Hydropacs (Pacific, Indian Ocean) 13th Week 27/3/03.

Edited Hydropacs in force 18/3/03: 1272/99, 1341/02, 167/03, 268/03.

425 and 433 to 480 received.

Cancel 380/03. Navarea XI 088/03 refers.

(18) Hydrolants (Atlantic, Mediterranean) 13th Week 27/3/03.

Edited Hydrolants in force 18/3/03: 2002/98, 1581/00, 383/02, 509/03, 544/03.

539 to 579 received.

544 BLACK SEA. Romania. Chart BA 2232. Obstructions, least depth 22 metres, reported 44°28'·8N 029°38'·7E.

[13/03]

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 9 Antarctic Pilot (1997 Edition)

Larsen Harbour — Anchorage

116

Paragraph 3.65 1 lines 8–9 Including existing Section IV Notice Week 14/02 *Replace by:*

...is a depth of 3.1 m (10 ft). A safe anchorage lies NE of Fairway Rock in depths of about 12 m (39 ft), rocks and boulders. Vessels are advised that this anchorage affords little shelter from W or E winds which may be enhanced by the funnelling effect down the valley. Anchorage or landing is not recommended in Williams Cove due to dense kelp beds and poor holding ground. A pass over a low col leads S from Larsen Harbour into Esbensen Bay.

HMS *Endurance*
(HH. 090/976/01)

[13/03]

NP 11 Arctic Pilot Volume II (1996 Edition)

Iceland, North Coast – Húsavík — No 1 Leading lights discontinued

154

Paragraph 6.32 3 Including existing Section IV Notice Week 46/99 *Replace by:*

- 3 The approach to the harbour is indicated by the alignment (047°) of No II Leading Lights (66°02'8N, 17°20'8W) standing 84 m apart at the NE end of the harbour.

Paragraph 6.32 5 lines 1–2 *Replace by:*

- 5 **Anchorage** may be obtained 1 cable SW of the end of the W jetty, with the light on...

Icelandic Notices 1/02/03 and 8–9/30/99
(HH. 336/410/04)

[13/03]

Iceland, North Coast – Húnaflói – Svartafossdjúp — Buoyage

166

Paragraph 6.114 1 line 5 *Replace by:*

...passing close SE of a light-buoy (yellow, spherical) (65°46'3N, 21°09'1W), thence 1 mile SE of Storibodhi, 2 miles NW of...

Paragraph 6.115 1 line3 *Replace by:*

...leads close NE of a light-buoy (yellow, spherical) (65°46'3N, 21°09'1W) and thence 1½ miles NE of the N shoal of Ingólfssgrunn. ...

Icelandic Notice 1/08/03
(HH. 336/410/04)

[13/03]

NP 13 Australia Pilot Volume I (1992 Edition) — Supplement 3–2001

Gulf of Saint Vincent – Rapid Head Northwards — Wreck

122

R 9 *Add:*

Clear of a wreck (35°29'0S, 138°09'5E) with a depth of 4.6 m (15 ft) over it, marked by a light-buoy (isolated danger). Thence:

Australian Notice 4/127/03
(HH. 574/485/03)

[13/03]

NP 15 Australia Pilot Volume III (2002 Edition)

Port of Cairns — Pilot boarding position

275

Paragraph 9.65 1 line 7 *Replace by:*

...Fairway boarding place (2.7 miles farther NE). Both...

Australian Notice 04/122/03
(HH. 577/520/04)

[13/03]

NP 42B Japan Pilot Volume III (1981 Edition) — Supplement 9–2001

Ōsaka Wan – Kōbe Kō — Pilotage

199

L 28–70 Existing Supplement amendment, **Pilotage**
For ...300 grt and above...

Read ...vessels of 10 000 gt and above, tankers of 3 000 gt and above, and vessels carrying dangerous cargo (other than container vessels) regardless of their size...

Kobe Port and Harbor Bureau
(HH. 568/806/01)

[13/03]

NP 58B Norway Pilot Volume IIIB (1984 Edition) — Supplement 8–2002

Sørøysundet – Melkøysundet — Hammerfest LNG Plant

229

R 25 *Replace by:*

...least depth of 15 m (49 ft). Submarine cables and a submarine pipeline are laid across the S part of the channel as shown on the chart.

Extensive reclamation works associated with the construction of the **Hammerfest LNG Plant** are taking place (2003) off the SW point of Melkøya.

Norwegian Notice 22/987/02; BA Chart 2339
(HH. 309/460/03)

[13/03]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume B, 2002/03. Weekly Edition No. 13, Dated 27th March, 2003.

Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

0287	-- Wreck	51 26.3 VQ(6)+LFl W 10s 3 59.4	...	...	∇ on black buoy, yellow top	Racon. 3 other W, N and E cardinal light buoys mark the wreck clearance operations. (T) 2003
*	*	*	*	*	*	*
0640-421	- Nieuwe Waterweg. No 1	51 58.1 LFl G 8s 4 07.9	...	...	...	Destroyed; green conical light buoy in situ (T) 2003
						*
0904-5	--	53 25.8 Fl(5)Y 20s 5 20.1	...	...	...	Tide gauge
*	*	*	*	*	*	*
0938-57	-- Engelsmanplast. E side	53 27.5 Fl(5)Y 20s 6 04.0	...	...	...	Tide gauge
*	*	*	*	*	*	*
1422-5	-	53 53.3 Fl Y 4s 9 05.7	...	...	...	Tide gauge
*	*	*	*	*	*	*
3008	- Dyerstadvågen. E Mole	57 59.5 Fl G 3s 7 30.3	4	3	Post	
*	*	*	*	*	*	*
3863	- Mostraumen. Ldg Lts 024°. Front B	60 46.0 F R 5 43.6	3	4	Post	
	*					

Volume C, 2002/03. Weekly Edition No. 13, Dated 27th March, 2003.

Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

0848	- BALLEH HAVN. S Mole. Head	55 49.1 F R 10 38.5	6	4	Grey mast	
						*
0850	-- N Mole. Head	55 49.0 F G 10 38.5	6	2	Grey mast	Vis 045°-225°(180°)
						*
3952	- Bashnya Lavensari (Moscnjy)	60 02.2 Fl(3)W 10s 27 49.7	30	15	Red 8-sided metal framework tower 29	Racon. Emergency light Fl W 2s 7M
						*
4732	Lillharun	59 43.7 Fl WRG 7s 21 24.2	17	W 9	Black round tower, white top	G262°-340°(78°), W340°-045°(65°), R045°-101°(56°), G101°-148°(47°), W148°-156°(8°), R156°-172°(16°). Ra refl. Racon
		*		*	*	*

V

Volume C *continued.*

4734	- Ldg Lts 009.5°. Front	59 46.9 Q WYRG 21 21.7	13	W 7 Red □, yellow stripe	Y019°-090°(71°), G090°-156°(66°), W156°-165.5°(9.5°), R165.5°-176°(10.5°), G176°-242°(66°), Y335°-000°(25°). Synchronized with Q Y
	---	... Q Y	13	11 Same structure	Vis 000°-019°(19°). Synchronized with Q WYRG
	*	*	*	*	*
4734.1	-- Rear. 630m from front	59 47.3 Iso Y 6s 21 21.8	26	12 Red □, yellow stripe	Vis 000°-019°(19°)
	*	*		*	*
4767	- Grisselborg. Ldg Lts 345.5°. Front	60 04.3 Q W 21 40.3	8	7 White round tower	Vis 343.5°-347.5°(4°)
	*			*	*
5422	- Norskari	60 31.8 IUQ W 6s 27 11.5	5	3 White mast, red band	(fl 0-1, ec 0-2) x 9, fl 0-1, ec 3-2. Ra refl
				*	*
5482	Bol'shoy Fiskar	60 24.3 Fl(2)W 8s 27 56.4	22	8 Red square brick tower, white band 10	fl 1, ec 2, fl 1, ec 4. TE 2003
					*

Volume D, 2002/03. Weekly Edition No. 13, Dated 27th March, 2003.

Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

1557.7	-- P-6	43 27.0 Fl(3)R 9s 3 46.1	...	2 Red □ on red post	(fl 0.5, ec 1.5) x 2, fl 0.5, ec 4.5
*	*	*	*	*	*
1557.72	-- P-8	43 26.9 Fl(4)R 11s 3 45.9	...	2 Red □ on red post	(fl 0.5, ec 1.5) x 3, fl 0.5, ec 4.5
*	*	*	*	*	*
1557.74	-- P-10	43 26.9 Fl R 5s 3 45.8	...	2 Red □ on red post	fl 0.5
*	*	*	*	*	*
1557.76	-- P-12	43 27.0 Fl(2)R 7s 3 45.6	...	2 Red □ on red post	fl 0.5, ec 1.5, fl 0.5, ec 4.5
*	*	*	*	*	*
1557.82	-- P-9	43 26.9 Fl G 5s 3 45.5	...	2 Green △ on green post	fl 0.5
*	*	*	*	*	*
1557.84	-- P-14	43 27.0 Fl(3)R 9s 3 45.2	...	2 Red □ on red beacon	(fl 0.5, ec 1.5) x 2, fl 0.5, ec 4.5
*	*	*	*	*	*
1557.86	-- P-13	43 27.0 Fl(3)G 9s 3 45.0	...	2 Green △ on green post	(fl 0.5, ec 1.5) x 2, fl 0.5, ec 4.5
*	*	*	*	*	*

V

Volume D *continued.*

1557-88	-- P-11	43 26-9 Fl(2)G 7s 3 45-3	...	2 Green $\triangle$ on green post	<i>fl 0-5, ec 1-5, fl 0-5, ec 4-5</i>
*	*	*	*	*	*
1608	- Piedra Sacramento (Muelles Locales Northwestwards)	43 32-8 Q G 5 40-3	9	4 8-sided masonry tower 6	*
2008	Promontório de Montedor. Montedor	41 44-9 Fl(2)W 9-5s 8 52-4	102	22 Red square masonry tower and dwelling 28	<i>fl 0-2, ec 1-7, fl 0-2, ec 7-4.</i> Reserve light 18M
	-- 800m WSW	... Horn Mo(S) 25s	...	...	<i>(bl 2, si 2) x 2, bl 2, si 15. TD 2003</i> *
2023-7	- N Pier. Head	41 20-3 Fl R 4s 8 44-9	8	9 Grey column 8	<i>fl 1</i>
	---	... Siren 30s	...	...	<i>bl 10. TD 2003</i> *
2094	- W Pier. Head	39 21-0 Fl R 3s 9 22-4	13	9 White truncated conical tower, red bands 8	<i>fl 1</i>
	---	... Siren 120s	...	...	<i>bl 25</i> *
2127-2	EPAC Pier. W Dolphin	38 40-5 Q W 9 14-3	7	4 Post 2	*
2134-21	-- Rear. 205m from front	38 40-0 Oc G 6s 9 09-0	40	7 White tower, red bands 5	<i>ec 2</i> *
2134-54	- No 6	38 48-2 Fl(2)R 12s 9 03-8	4	3 Red concrete column 3	<i>fl 0-5, ec 3-5, fl 0-5, ec 7-5</i> *
2136-39	- No 13M	38 42-1 Fl G 3s 8 59-2	5	3 Green post 3	<i>fl 0-5. Ra refl</i> *
2139	Cabo Espichel	38 24-8 Fl W 4s 9 12-9	167	26 White 6-sided tower and dwelling 32	Aeromarine. <i>fl 0-3.</i> Reserve light 20M
	- 460m SW	... Horn 31s	...	...	<i>bl 8</i> *
2145	-- Marconi W. Lts in line 030°. Front	38 26-6 Fl R 2-5s 9 05-5	7	2 White $\triangle$	<i>fl 0-3. Mark W limit of cable area</i> *
2145-2	---- Rear	38 26-8 Fl R 3-5s 9 05-4	194	2 White $\triangle$	<i>fl 0-4</i> *

V

Volume D *continued.*

2150-22	- No 2	38 27-1 8 58-4	Fl(2)R 10s	13	9 Red beacon	<i>fl 1, ec 1, fl 1, ec 7.</i> Ra refl. Racon	*
2158	Pinheiro da Cruz	38 15-6 8 46-2	Fl W 3s	66	11 White round column, red stripes	<i>fl 1</i>	*
2160-08	- Molhe Leste. Head	37 56-4 8 51-9	LFl G 8s	16	6 Green round column, white bands	<i>fl 2-3</i> 7	*
2160-16	- Molhe Oeste	37 56-7 8 53-3	Fl W 3s	20	12 White tower, red bands	<i>fl 1. 4 F R 100m E mark limit of Duques D'Alba</i>	*
2182-2	-- S Mole	37 07-0 8 31-6	Iso R 2s	6	3 White column, red bands		*
2249-5	-- Fish Quay	37 12-0 7 24-8	F R	...	... Red post, white bands		*
2814	- Punta Morro Colchas. Maspalomas	27 44-1 15 35-9	Fl(1+2)W 13s	59	19 Grey truncated conical tower	<i>fl 1, ec 4, fl 1, ec 2, fl 1, ec 4.</i> Vis 251.5°-093°(201.5°)	*
7581-8	<i>Remove from List</i>						
7581-9	- Main Mole. Head. Control Tower	29 02-6 48 10-0	Fl(3)W 15s	...	15 White beacon		
*	*	*	*	*	*	*	*
7582	--- E corner	29 02-6 48 10-0	Fl R 3s	6	4		*
	*						
7582-22	--	29 02-5 48 09-9	Fl R	...	4		*
*	*	*	*	*	*	*	*
7584-3	- Port Channel	29 02-3 48 09-2	Fl WRG 2s	...	10 Tower		*
*	*	*	*	*	*	*	*

Volume E, 2002/03. Weekly Edition No. 13, Dated 27th March, 2003.
Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

0434-6	- Villa Olimpica. Breakwater. Head	41 23-1 2 11-9	Q R	3	1 Red post	2	*
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V

Volume E *continued*.

1510	- Antemurale Colombo. Head	42 06-0 Fl G 3s 11 46-3	14	8 Green pillar with pedestal 5	<i>fl 1</i> . Private. Racon. TE; breakwater extension works marked by Fl G 4s 11m 8M light moved as work progresses (T) 2003. F R on 70m tower 0-63M E *
2612	- Stara Luka (Old Harbour). S Mole. Head *	45 33-0 Fl G 5s 13 43-6	7	4 White metal tower 6	<i>fl 0-5</i>
2612-2	-- N Mole. Head	45 32-9 Fl(2)R 10s 13 43-6	7	4 Red metal tower 6	<i>fl 0-5, ec 2-5, fl 0-5, ec 6-5</i>
*	*	*	*	*	*
2614	<i>Remove from List</i>				
3691	- BAR. W Breakwater. Head	42 05-9 Fl G 4s 19 05-0 *	13	6 White round concrete tower	<i>fl 1-3</i>
4890	Kapsül Burnu	40 28-7 Fl(2)R 10s 28 02-1 *	20	12 White concrete tower and dwelling 10 * *	<i>fl 0-5, ec 2, fl 0-5, ec 7</i>
4899	- Döküntü Üzerinde (Kilkaya)	40 58-4 Q(3)W 10s 27 58-0 *	6	8 ⚡ on black beacon, yellow band 5	<i>(fl 0-3, ec 0-7) x 2, fl 0-3, ec 7-7</i> *
4900-6	- Tuzla Burnu	40 25-2 Fl W 10s 29 05-7 *	14	12 White metal framework tower 12 *	<i>fl 1</i> *
5336	Mys Pagernyy	44 58-4 Fl W 5s 35 17-5	...	12	... Destroyed (T) 2003 *
5660	<i>Remove from List</i>				
5664	<i>Remove from List</i>				
5664-5	<i>Remove from List</i>				
5665	<i>Remove from List</i>				
6520	- Port Methanier. Jetée Principale. Head	36 53-6 Fl G 4s 6 56-9	16	10 White tripod tower 13	<i>fl 1</i> . TE 2003 *
6548	Port de Djen-djen. N Breakwater	36 50-3 Oc G 5s 5 53-8	...	...	TE 2003 *
6550	- N Jetty. Main light	36 49-6 Oc(1+2)WR 12s 5 46-9	19	W 12 Yellow square tower R 9 12	<i>ec 1, lt 4, ec 1, lt 1, ec 1, lt 4.</i> R096°-101°(5°), W101°-096°(355°). Obscured by the heights of Picouleau when bearing less than 094°. F R lights on masts 4-4M ESE *

V

Volume E *continued*.

6672	Îlot d'Arzew	35 52.5 Fl R 5s 0 17.3	19	16 White tower 12	<i>fl 0-6</i> . Obscured by Cap Carbon when bearing less than 132°
					*

Volume F, 2002/03. Weekly Edition No. 13, Dated 27th March, 2003.
Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

1054	Kutubdia Island	21 51.8 Fl(3)W 10s 91 50.7	39	20 Red and white □ on metal framework tower	<i>(fl 0-22, ec 1-44) x 2, fl 0-22, ec 6-46</i> . Racon
					*

1584	Batu Penyu. No 1	3 13.7 Fl(2)W 5s 101 12.8	6	10 Concrete framework tower, square base	Racon. Destroyed; isolated danger light buoy in situ (T) 2003
					*

3521-922	---	22 14.5 Lit 114 02.4	...	...	...	(P) 2003. Works in progress marked by Fl Y light buoys (T) 2003
*	*	*	*	*	*	*

3897-5 *Remove from List*

3897-51 *Remove from List*

3897-6	- Ldg Lts 030°09'. Front	37 40.3 Iso G 2s 120 16.2	...	3 □ on beacon	
*	*	*	*	*	*

3897-61	-- Rear. 650m from front	37 40.6 F R 120 16.4	...	3 □ on beacon	
*	*	*	*	*	*

7472-01	---- Middle . 125m from front	43 05.1 F R 131 51.2	50	15 White 8-sided stone tower, black stripe, on 4-sided base 15	Vis 289.5°-309.5°(20°). Reserve light 12M
					*

8169-5	- Zaliv Kresta. Mys Kangynin	65 54.6 Fl W 5s 178 53.1	9	9 Round metal tower, black and white bands 8	<i>fl 1-5</i> . Shown 1/8-1/1. Ra refl
					*

8169-7	-- Olovyanny	66 11.2 Fl W 4s 179 01.9	17	7 Red metal framework tower 16	<i>fl 0-5</i> . Shown 1/8-1/1
					*

8169-9	-- Mys Vkhodnoy	66 11.6 Fl W 3s 179 12.2	20	9 Red □, white stripe, on metal framework tower 12	<i>fl 1</i> . Vis 146°-020°(234°). Shown 1/8-1/1
					*

8170	-- Mys Opasny	66 15.9 Fl R 3s 179 09.9	23	4 Red metal framework tower 5	<i>fl 0-5</i> . Shown 1/8-1/1
					*

8170-5	-- Zgvekinot. Pier. Head	66 18.8 Fl R 6s 179 06.8	7	3 White metal framework tower, black band 5	<i>fl 1</i> . Shown 1/8-1/1
					*

V

Volume F *continued.*

8171	-- Mys Pilotov	66 15-1 Fl G 3s 179 06-7	9	2 Green metal framework tower 6	<i>fl</i> 0-5. Shown 1/8-1/1	*
8171-5	-- Bukhta Zgvekinot. Ldg Lts 182-2°. Front	66 15-0 Q W 179 06-3	13	10 Black □, white stripe, on metal framework tower 10	Shown 1/8-1/1	*
8171-51	---- Rear	66 14-8 Iso W 2s 179 06-3	24	9 Black cylinder, white stripe, on metal framework tower 20		*
8171-7	--- Ldg Lts 030-9°. Front	66 18-3 Fl W 3s 179 03-0	20	10 Red □, white stripe, on metal framework tower 10	<i>fl</i> 0-5. Vis 029-4°-032-4°(3°). Shown 1/8-1/1	*
8171-71	---- Rear. 420m from front	66 18-5 F W 179 02-7	41	10 Red □, white stripe, on metal framework tower 10	Vis 029-4°-032-4°(3°)	*
8171-75	-- Cape Meechkyn	65 28-5 Fl W 6s 178 44-6	21	10 Red metal framework tower 18	<i>fl</i> 1. Shown 1/8-1/1	*

Volume G, 2002/03. Weekly Edition No. 13, Dated 27th March, 2003.

Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

1068	-- Mole. Head	42 45-8 Fl RG 3s 65 01-7	12	R 6 Black GRP tower, two red G 6 bands 5	G180°-270°(90°), R270°-180°(270°). TE 2003. 3 F R(vert) on radio mast 0-7M S	*
3540-8	Roca Consagracion	31 08-0 Fl W 6s 114 29-0	12	9 White round concrete tower, red bands 6		*
3559-4	- La Lobera	27 16-0 Fl W 6s 112 07-0	17	10 Metal truncated pyramidal tower 15	<i>fl</i> 1	*
4178	- Bella Bay Island	37 46-0 Fl W 4s 122 17-3	9	... On building		*
*	*	*	*	*	*	*
5157	- A	49 00-1 Q W 123 06-7	8	6 Concrete structure *		

V

Volume H, 2002/03. Weekly Edition No. 13, Dated 27th March, 2003.

Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

0071-45	Jackos Island	55 09-8 59 05-2	Mo(A)W 6s	19	5	Red daymark, white band, on square framework tower 6	<i>fl 0-3, ec 0-6, fl 1, ec 4-1.</i> Seasonal
			*		*	*	*
0076-3	-- Terrington Narrows. Dir Lt 257°20'	53 20-6 60 24-2	Dir WRG	10	20	Red daymark, white band, on square framework tower 10	F R255°35'-256°55'(1°20'), Al RW256°55'-257°10'(0°15'), F W257°10'-257°30'(0°20'), Al GW257° 30'-257°45'(0°15'), F G257°45'-259°05'(1°20'). W sector indicates preferred channel
*	*	*	*	*	*	*	*
0076-4	-- Brule Point. Ldg Lts 163°30'. Front	53 26-6 59 56-8	Iso G 4s	8	12	White daymark, red stripe, on square framework tower 6	Seasonal. Aero light 18-2M WSW
			*		*	*	*
0076-5	---- Rear. 88-4m from front	53 26-5 59 56-8	Iso G 4s	19	12	White daymark, red stripe, on framework tower 6	Seasonal
	*		*		*	*	*
0077	-- Kenamu River. Ldg Lts 047°30'. Front	53 28-2 59 54-9	Iso G 4s	8	12	White daymark, red stripe, on framework tower 6	Seasonal
			*	*	*	*	
0077-1	---- Rear. 1517-9m from front	53 28-8 59 53-9	Iso G 4s	19	12	White daymark, red stripe, on framework tower 19	Seasonal
	*		*		*	*	
0079-3	- Approaches to Cartwright. Ldg Lts 264°31'. Front	53 46-4 56 51-3	Iso R 4s	13	11	Red ☐, black stripe, on square framework tower 11	Seasonal
		*	*		*	*	*
0079-31	--- Rear. 365-8m from front	53 46-4 56 51-7	Iso R 4s	27	11	Red ☐, black stripe, on square framework tower 9	Seasonal
	*	*	*		*	*	*
0086-2	Cape Bluff	52 50-2 55 48-5	Fl R 6s	55	6	Red and white ☐ on mast 3	<i>fl 1.</i> Seasonal
			*			*	*
0086-65	- Pigeon Island	52 43-0 55 51-5	Fl G 4s	11	5	Green and white ☐ on square framework tower 6	Seasonal
			*	*	*	*	*
0086-7	Occasional Harbour. Twin Islands	52 40-3 55 45-0	Fl W 4s	31	6	Red daymark, white band, on mast 3	Seasonal
			*	*	*	*	*

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Volume H *continued.*

0088	- GROVE ISLAND. Light Tickle. E/W Range. Ldg Lts 106°26'. Front	52 31·9 Iso R 2s 56 09·6	9	11	White ☐, red stripe, on square framework tower 8	Seasonal
				*	*	*
0088·1	----- Rear. 269·1m from front	52 31·9 Iso R 2s 56 09·6	18	11	White ☐, red stripe, on white framework tower 5	Seasonal
	*	*	*	*	*	*
0089	--- N/S Range. Ldg Lts 216°13'. Front	52 31·8 Iso R 2s 56 10·0	9	11	White ☐, red stripe, on white framework tower 7	Seasonal
		*		*	*	*
0089·1	----- Rear. 134·7m from front	52 31·8 Iso R 2s 56 10·1	14	11	White ☐, red stripe, on white framework tower 5	Seasonal
	*			*	*	*
0091·5	- Tilcey Island	52 16·7 Fl R 4s 55 36·0	11	...	Mast 2	Seasonal
*	*	*	*	*	*	*
0108	Castle Island. Henley Harbour. Chateau Point	51 58·3 Fl W 6s 55 51·2	20	6	Red daymark, white band, on framework tower 4	<i>fl 0·5.</i> Seasonal
		*		*	*	*
1286	- Wharf. Head	45 48·9 Fl R 3s 63 28·4	7	5	Red framework tower 5	<i>fl 1.</i> Seasonal
			*	*		

Volume J, 2002/03. Weekly Edition No. 13, Dated 27th March, 2003.

Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

1860·3	- No3	38 16·1 Fl G 2·5s 76 52·0	5	3	Green ☐ on pile	Removed if endangered by ice
*	*	*	*	*	*	*
2849·92	- St Mary's Entrance. S	30 43·0 Fl W 2·5s 81 18·1	14	...	...	On SE corner of obstruction
	---	... Horn Mo(U) 30s				
*	*	*	*	*	*	*
2849·921	-- N	30 43·6 Fl W 4s 81 19·7	16	...	...	On NW corner of obstruction
	---	... Horn Mo(U) 30s				
*	*	*	*	*	*	*
3166	- CUT C CHANNEL. Ldg Lts 061·2°. Front	27 41·9 Fl W 4s 82 32·8	5	5	Piles	Vis 1·5° each side of rangeline. Shown 24 hours
	---- Passing light	... Q W	6	5	Same structure	
		*		*		

V

Volume J *continued.*

3182	-- Ldg Lts 017·9°. Front	27 45·8 Fl W 4s 82 31·2	5	5	Hut on piles	Vis 1·5° each side of rangeline. Shown 24 hours
	---- Passing light	... Q W *	6	5	Same structure *	
4113·1	- No 1	29 32·6 Fl G 4s 94 53·2	5	3	Green □ on pile	Ra refl
*	*	* *	*	*	*	*
4113·8	- No 8	29 32·4 Fl R 4s 94 55·1	5	3	Red △ on pile	Ra refl
*	*	* *	*	*	*	*
4192·1	--- Rear. 0·62M from front	28 27·6 Iso W 6s 96 21·8	24	...	Red □, white stripe, on framework tower on piles	
	----	... By day	23	...	Same structure	
	*	*	*	*	*	
4641·4	-- Autec Site	24 42·3 AlFl WGY 2s 77 46·4	41	...	Tower	
		* *			*	
4657	<i>Remove from List</i>					
5784	-- Carénage. Ldg Lts 004°. Morne Pichevin. Front	14 36·1 Dir Iso G 4s 61 03·9	41	18	Red □ on black and white metal framework tower 12	Intens 001°-007°(6°)
	*			*	*	
5784·1	---- Rear. 145m from front	14 36·2 Dir Iso G 4s 61 03·9	50	18	Red □ on black and white metal framework tower 14	Intens 001°-007°(6°). Synchronized with front
	*			*	*	
6024	Cayo Serranilla. Beacon Cay	15 47·7 Fl(2)W 20s 79 50·7	33	25	White tower, red bands, on concrete base	<i>fl 1, ec 2, fl 1, ec 16. TE 2003.</i> Racon
						*
6314	Cabo San Román	12 11·7 Fl W 6s 70 00·3	34	19	White 8-sided framework tower, orange band 24	<i>fl 1.</i> 5 F R on radio masts 4·5M ESE
						*

Volume K, 2003/04. Weekly Edition No. 13, Dated 27th March, 2003.

Last Amendment: Weekly Edition No. 12, dated 20th March, 2003.

1043·05 *Remove from List*

1044·97 *Remove from List*

2239·5 *Remove from List*

2239·51 *Remove from List*

2424·3	- Fairway	38 30·2 Iso W 2s 145 05·4	...	...	Red ○ on red and white striped pillar buoy	Racon. TR 2003
*	*	* *	*	*	*	*
2733	- Entrance	32 54·8 F G 151 47·9	9	2		
*	*	* *	*	*	*	*

V

Volume K *continued.*

2793-6	- The Broadwater	31 25-1 F R 152 53-4				
*	*	*	*	*	*	*
2793-8	--	31 25-1 F G 53 53-4				
*	*	*	*	*	*	*
3115-5	-- Nelly Bay	19 10-0 Q(3)W 10s 146 51-3	...	... ∇ on black beacon, yellow band		
*	*	*	*	*	*	*
3115-7	---	19 09-7 Fl G 4s 146 51-4	...	... Green $\triangle$ on beacon		
*	*	*	*	*	*	*
3705	- Ldg Lts 172°24'. Front. No 7	35 18-1 Fl G 2-5s 174 06-5	4	3 Green $\triangle$ on beacon	Destroyed; starboard hand light buoy in situ (T) 2003	*
4636	- Hakauata Island	19 50-7 Fl W 10s 174 31-4	12	10 Framework tower 9	Vis 140°-100°(320°). TE 2002	*
4637-5	- Fetoa Island	19 58-0 Fl R 6s 174 43-8	18	4 Framework tower 6	Vis 260°-090°(190°). TE 2002	*
4639-5	Tokulu Island	20 06-0 Fl W 3s 174 47-6	12	10 Metal tower 9	TE 2002	*
4640	- Mui Fuiva	20 16-1 Fl(2)W 5s 174 49-3	15	10 Metal tower 9	TE 2002	*

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 13 dated 27 March 2003

VOLUME 1, PART 1, NP 281(1), 2002/03

Published Wk 26/02

(Last amendments: Weekly Edition No. 12 dated 20 March 2003)

SHIP REPORTING SYSTEMS

Page 269, **INDIA**, before **ISRAEL** insert:

SHIP REPORTING FOR SAR – “INDSAR”

1. On 01 Feb 2003, the new ship reporting system (INDSAR), designed to contribute to safety of life at sea, became operational for the participation of foreign flag vessels of more than 300 GT operating/transiting in the Indian Search and Rescue Region (ISRR). INDSAR is supplementary to INSPIRES and is an advanced computerised system operated and maintained by the Indian Coast Guard through the Maritime Rescue Co-ordination Centre in Mumbai. Participation in INDSAR is voluntary and vessels will not incur any charges or additional responsibilities other than already exist under SOLAS 74 and SAR 79.

Area of Applicability and INDSAR coverage area

2. Vessels entering the Indian Search and Rescue Region bound by the following co-ordinates are to provide information as enumerated in the following paragraphs.

3. The Indian Maritime Search and Rescue Region (ISRR) is bounded by the line connecting the following geographical positions: –

- (a) 21°00'N, 68°15'E
- (b) 12°00'N, 63°00'E
- (c) 12°00'N, 60°00'E
- (d) 6°00'S, 60°00'E
- (e) 6°00'S, 68°00'E
- (f) 0°00'S, 68°00'E
- (g) 8°00'N, 73°00'E
- (h) 6°10'N, 78°00'E
- (i) 10°00'N, 80°00'E
- (j) 10°00'N, 82°00'E
- (k) 6°00'N, 92°00'E
- (l) 6°00'N, 97°32'E

Purpose of the INDSAR system

4. INDSAR is an integral part of the maritime search and rescue (M-SAR) system in India. The objective of the INDSAR system is to contribute to safety of life at sea by: –

- a) Limiting the time between the loss of a vessel and the initiation of search and rescue action, in cases where no distress signal is sent out
- b) Limiting the search area for a rescue action
- c) Providing up-to-date information on shipping resources available in the area in the event of a search and rescue incident.

Operating Authority

5. The Maritime Rescue Co-ordination Centre (MRCC) Mumbai will co-ordinate the INDSAR with support from VSNL, BSNL/MTNL and Inmarsat for receiving vessels position reports for SAR.

Continued on next page

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Concept of the INDSAR system

6. On departure from an Indian Port or on entering the INDSAR area from overseas:

- a) Masters are required to send a Sailing Plan (SP) or entry Report (ER) to MRCC Mumbai by Inmarsat C on code 43 when entering Indian SRR
- b) A computerised plot of the vessels position will be maintained
- c) Masters are required to send a Position Report (PR) each day at a convenient time nominated by the vessel, the maximum time between any two reports is not to exceed 24 hours. Dates and times contained in INDSAR reports are to be in UTC
- d) A Final Report (FR) is to be sent on arrival at the destination or on departure from the INDSAR area

Participation

7. Participation of vessels in the INDSAR system is voluntary. No charges are incurred if vessels send the INDSAR report through Inmarsat C using code 43. The efficiency of INDSAR depends directly on the number of merchant vessels regularly reporting their position. The more vessels on plot, the greater the chance that a vessel will be identified near the position of distress. Since INDSAR will identify the most suitable vessel or vessels to respond to a vessel in distress, MRCC Mumbai can release other vessels to continue their voyage, saving fuel, time and payroll costs. Information sent to INDSAR is protected and used only in a bona fide maritime emergency.

Types of INDSAR Reports

8. The main reports are :

- a) SP Sailing Plan or Entry Report (ER)
- b) PR Position Report
- c) DR Deviation Report
- d) FR Final Report

9. The basic format for INDSAR reports follows the International Maritime Organization (IMO) standard. The first line in every report begins with INDSAR followed by a slash (/), the report type (SP, PR, DR, FR), and ends with a double slash (//). Each remaining line begins with a specified letter followed by a slash (/) to identify the line type. The remainder of each line contains one or more data fields separated by single slashes (/). Each line ends with a double slash (//). All reports should end with a "Z" end-of-report line.

(a) **Sailing Plans (SP) or Entry Report (ENR).** This report contains the complete routing information and should be sent a few hours before departure, upon departure, or within a few hours after departure or entry into Indian SRR. It must contain enough information to predict the vessel's actual position within 25 nautical miles at any time during the voyage, assuming the Sailing Plan is followed exactly. Sailing Plans require A, B, C, E, F, G, I, M and Z lines. The L, V, and X lines are optional.

Entry Report Example

```
INDSAR/ ENR//  
A/Vessel Name/ Call Sign//  
B/ 280610 Z JUN//  
C/1214N/ 06218E//  
  
E/050//  
F/165//  
G/DURBAN/30008N/02300E//  
I/MUMBAI/1920N/7208E//  
M/INMARSAT A//  
V/NONE//  
X/NEXT REPORT 290600 Z//  
Z/EOR//
```

Sailing Plan Example

```
INDSAR/SP//  
A/VSLNAME/CALL SIGN//  
B/ 300700 Z JUN//  
E/160//  
F/150//  
G/MUMBAI/1920N/7208E//  
I/CHENNAI/1400N 7810E//  
L/GC/160/0810N/7600E/CAPE/021000Z JUL//  
L/RL/130/0610N 7800E/DUNDRA/030900 Z//  
L/RL/340//  
M/INMARSAT C//  
V/NONE//  
X/NEXT REPORT 041000 Z//  
Z/EOR//
```

(b) **Position Reporting (PR).** This report should be sent within 24 hours of departing port or entry into Indian SRR and at least once every 24 hours thereafter. The destination should be included (at least in the first few reports) in case INDSAR has not received the Sailing Plan or Entry Report information. Position Reports require A, B, C, E, F and M lines. The I line is strongly recommended. The M and X lines are optional.

Position Report Example:

```
INDSAR/PR//  
A/VSL NAME/CALL SIGN//  
B/2413402 JUL //  
C/2200N/07100E//  
E/180//  
F/165//  
I/TUTICORIN/0930N 7515E//  
M/INMARSAT C  
Z/EOR//
```

Continued on next page

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(c) **Deviation Report (DR).** This report should be sent as soon as any voyage information changes which could affect INDSAR's ability to accurately predict the vessel's position. Changes in course or speed due to weather, change in destination, diverting to evacuate a sick or injured crewmember, diverting to assist another vessel, or any other deviation from the original Sailing Plan should be reported as soon as possible. Deviation Reports require the A, B, C, E, and F lines. The I and L lines are required if destination or route changes. The I line always strongly recommended, even when not required. The M, and X lines are optional.

Deviation Report Example:

```
INDSAR/DR//  
A/VSL NAME/CALL SIGN//  
B/121600Z JUL //  
C/1812N/06715E//  
E/130//  
F/045//  
I/PORBANDAR/2201N 06515E/110400Z JUL//  
X/SEARCHING FOR MAN OVERBOARD//  
Z/EOR// OR EXIT REPORT (EXR)
```

(d) **Final Arrival Report (FR).** This report should be sent upon arrival at the port of destination or exiting the ISRR. This report properly terminates the voyage in INDSAR's computer, ensures the vessel will not appear on an INDSAR SURPIC until its next voyage, and allows the number of days on plot to be correctly updated. Final Arrival Reports require the A and K lines. The X line is optional.

Final Arrival Report Example:

```
INDSAR/FR//  
A/VSL NAME/CALL SIGN//  
K/MUMBAI/1915N/07215E/151200Z JUL //  
Z/EOR//
```

Exit Report Example:

```
INDSAR/EXR//  
A/VSL NAME/CALL SIGN//  
I/SINGAPORE/LAT/LONG/UTC//  
Z/EOR//
```

Reporting Format

10. Reporting format and procedures are given in Appendix A.

Receiving Stations

11. (a) All the reports are to be prefixed INDSAR and transmitted to the MRCC Mumbai whose details are given below: –
Telephone: + 91 22 4376133
Telex: 011 71381 BMCG IN
Fax: +91 22 4933727
Inmarsat C : 441907210
E – mail: cgmumbai@bom3.vsnl.in

(b) Reports can be sent to MRCC MUMBAI through code 43 of the Inmarsat system to LES Arvi. Vessels will not incur any charges when sending messages through the above method. Transmission through other modes involves cost to vessels.

12. Mariners are advised to strictly adhere to this notice and if for any reason a Master is unable to pass his PR or FR he should attempt to pass a message through another vessel, or through a harbour or other shore authority as appropriate.

13. Reports to other reporting systems are not forwarded by MRCC Mumbai. Vessels are requested to send reports direct.

Appendix A

STANDARD REPORTING FORMAT AND PROCEDURES

Inmarsat C Code 43
Number 441907210
Name of the system INDSAR

Types of Report:

- | | |
|-----------------|------------------|
| 1. SP | Sailing Plan |
| 2. PR | Position Report |
| 3. DR | Deviation Report |
| 4. FR | Final Report |
| 5. Give in Full | Any other Report |

Continued on next page

VI

- A/ Vessel's name / Call sign //
- B/ Time (UT)—[date and time of report 6 digits, day of month (2) hour and minutes of UTC (4)]
- C/ Latitude / Longitude//—[latitude 4 digit group in degrees and minutes with N/S; longitude 4 digit group in degrees and minutes E/W]
- D/ Position// [True bearing (3 digits) and distance in n miles (2 digits) from clearly identified landmark (state landmark)]
- E/ Course//—[true heading, 3 digit group]
- F/ Speed//—[in knots and tenths of knots e.g. 15.5]
- G/ Port of departure// [name of last port of call]
- H/ Date/time/point of entry into the system//—[time as B, position as C or D]
- I/ Destination/ETA//—[name of port and ETA as B]
- J/ Pilot carried//—[state whether deep sea or local pilot is on board]
- K/ Date/time/point of exit from system—[time as B, position as C or D]
- L/ Route//—[Position of each turn point should be given as in C, together with type of intended track between e.g. RL—Rhumb line, GC—Great Circle or Coast (in this case ETA of passing significant points expressed as in B should be given)]
- M/ Radio communications//—[state full name of stations and frequencies guarded]
- N/ Time of next report//—[as for B]
- O/ Draught//—[in metres and centimetres—4 digits]
- P/ Cargo//—[brief details of any dangerous and hazardous cargoes including harmful substances and gases that could endanger persons or the environment]
- Q/ Defects, damage, deficiencies or limitations//—[brief details of any defects, damage, deficiencies or other limitations]
- R/ Pollution//—[brief details of type of pollution (oil, chemicals etc.) and position as C or D]
- S/ Weather//—[brief details of cyclonic conditions only]
- T/ Vessel's agent//—[name and particulars]
- U/ Vessel size/type//—[length, breadth in metres, gross tonnage and type]
- V/ Medical personnel//—[doctor, physicians assistant, nurse or no medic]
- W/ Number of persons on board//
- X/ Remarks//—[any other information – –brief details]

Notes:—

1. The International Code of Signals should be used to send detailed information whenever language problems may exist. When the International Code is used the appropriate indicator should be inserted after the alphabetical index in the text.

2. Information under 'T and U' groups shall be provided by the vessel owner or agent of Indian vessels. All other vessels may include this information in the Sailing Plan (SP) on departure from any Indian port or upon entry into the system.

INDIASAR (HH080/017/06 - E28) 13/03

VOLUME 1, PART 2, NP 281(2), 2002/03

Published Wk 26/02

(Last amendments: Weekly Edition No. 12 dated 20 March 2003)

COAST RADIO STATIONS

Page 224, **PHILIPPINES, Valenzuela (DZP)**, delete station and replace by:

Valenzuela (DZM7)			
			14°46'N 120°59'E
TELEPHONE	+63 (0)2 9840665		
	Transmits	Receives	Hours of Watch
RT (HF)			
	8761 (Ch 815)	8237	On request
	13101 (Ch 1209)	12254	
	16045		
	16252		0700–2200
	17356(Ch 1639)	16474	On request

M/V Quinn J (HH080/018/10 - E12) 13/03

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VOLUME 2, (NP 282), 2003/04

Published Wk 11/03

(Last Amendments: Weekly Edition No. 12 dated 20 March 2003)

RADAR BEACONS

Page 37, **RUSSIA (Baltic Coast)** section, insert:

Ostrov Moshchnyy, Mys Severnyy Lt Racon 60°02'·22N 27°49'·70E **58200**
30s 360° 18 n miles **Z**

Russian Notices 664/03 & 784/03 (HH304/560/04 - E1 & E2) 13/03

VOLUME 3, PART 1, NP 283(1), 2002/03

Published Wk 22/02

(Last Amendments: Weekly Edition No. 10 dated 6 March 2003)

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

Please note amended geographical coverage for Volume 3

The Maritime Safety Information Services for Iceland will now be included in NP 283(1) and the Maritime Safety information Services for the Pacific coast of Asia will now be included in NP 283(2)

VOLUME 3, PART 2, NP 283(2), 2002/03

Published Wk 22/02

(Last Amendments: Weekly Edition No. 4 dated 23 January 2003)

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

Please note amended geographical coverage for Volume 3

The Maritime Safety Information Services for Iceland will now be included in NP 283(1) and the Maritime Safety information Services for the Pacific coast of Asia will now be included in NP 283(2)

VOLUME 6, PART 1, NP 286(1), 2002/03

Published Wk 36/02

(Last Amendments: Weekly Edition No. 12 dated 20 March 2003)

Page 141, UNITED KINGDOM, HARWICH

Diagram HARWICH AND IPSWICH, delete pilot boarding symbol and legend: Thames, Medway & Haven Ports, in position 51°51'·7N 1°37'·07E.

Amend legend: Deep-draught Vessels (Thames, Medway & Felixstowe) to read: Haven Ports, Thames and Medway, at pilot boarding symbol in position 51°51'·4N 1°40'·5E.

13/03

Page 142, diagram HARWICH, SUNK and PORT of LONDON, delete pilot boarding symbol in position 51°51'·7N 1°37'·07E.

13/03

Page 143, diagram SUNK, delete pilot boarding symbol and legend: Port of London, Medway and Haven Ports, in position 51°51'·7N 1°37'·07E.

Amend legend: Deep-draught Vessels (Port of London, Medway and Felixstowe) to read: Haven Ports, Thames and Medway, at pilot boarding symbol in position 51°51'·4N 1°40'·5E.

13/03

Page 143, **Pilot Stations, Sunk Pilot Station**, delete PROCEDURE section and replace by:

PROCEDURE: Pilot boards in position 51°51'·43N 1°40'·53E (3·5 n miles E of Sunk Lt Vessel).

Port of London Authority (HH244/440/05 - E1) 13/03

Page 150, HUMBER

Vessel Traffic Service, delete E-MAIL: hull@abports.co.uk

Humber Hr Mr 13/03

Page 169, LONDON, PORT OF

Pilots, PILOT STATIONS, (2) Sunk Pilot Station (Harwich), delete PROCEDURE section and replace by:

PROCEDURE: Pilot boards in position 51°51'·43N 1°40'·53E (3·5 n miles E of Sunk Lt Vessel).

13/03

Page 171, diagram THAMES ESTUARY AND APPROACHES, delete pilot boarding symbol and legend: Port of London, Medway and Haven Ports, in position 51°51'·7N 1°37'·07E.

Amend legend: (Deep-draught Vessels) (Port of London, Medway and Felixstowe) to read: Haven Ports, Thames and Medway, at pilot boarding symbol in position 51°51'·4N 1°40'·5E.

Port of London Authority (HH244/440/05 - E1) 13/03

VOLUME 6, PART 3, NP 286(3), 2002/03

Published Wk 36/02

(Last Amendments: Weekly Edition No. 12 dated 20 March 2003)

Page 94, ISRAEL (Mediterranean Sea), ASHKELON

Pilots, delete section (3) and replace by:

- (3) Pilot boards in the following positions:
- (a) Anchor Berth 'A' (31°40'·70N 34°29'·49E)
 - (b) Anchor Berth 'B' (31°40'·12N 34°29'·05E)
 - (c) Anchor Berth 'C' (31°39'·55N 34°28'·58E)
 - (d) Anchor Berth 'D' (31°39'·00N 34°28'·12E)

Israeli Chart 325 (HH403/420/04 - E7) 13/03

VOLUME 6, PART 4, NP 286(4), 2002/03

Published Wk 36/02

(Last Amendments: Weekly Edition No. 12 dated 20 March 2003)

Page 12, AUSTRALIA, CAIRNS, Queensland

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

- (5) Pilot boards in the following positions:
- (a) 16°48'·6S 145°50'·6E (approximately 1·7 n miles NNE of the Entrance Lt Bns C1 and C2)
 - (b) 16°47'·0S 145°53'·0E (approximately 4·3 n miles NE of the Entrance Lt Bns C1 and C2)

Australian Notice 122/4/2003 (HH577/520/04 - E5) 13/03

Page 25, after **LAUNCESTON (BELL BAY), Tasmania** entry, insert new entry as follows:

LEGENBRE MARINE TERMINAL

19°41'S 116°43'E

Pilots and Terminal

CALL: Karratha Spirit (FSO) **C6FJ7**

TELEPHONE: Pilots: +61(0)8 9158 8171

Terminal: Inmarsat (IOR/POR): +872/873 1545446

FAX: Pilots: +61(0)8 9158 8669

Terminal: Inmarsat (IOR/POR): +872/873 1545447

TELEX: Terminal: Inmarsat C: 450302441

E-MAIL: Pilots: pilotloadingmaster@woodside.com.au

FREQUENCY: Pilots: Ch 16; 11 67 82

Terminal: Ch 16; 15

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory.

(2) Vessels should send ETA 72h, 48h, 24h and 12h in advance to the duty pilot via the vessel's agent.

(3) If the ETA changes by more than 1h after 12h notice is given, the vessel must promptly notify the terminal and the duty pilot of the new ETA.

(4) The pilot will contact vessels on VHF Ch 11, 1h prior to pilot boarding.

Continued on next page

(5) All vessels within VHF range of the Port of Dampier are required to monitor VHF Chs 16 and 11 for information regarding the movement of other vessels arriving at or departing from the port. 2h prior to arriving at port limits, vessels must issue an "All Stations Dampier" transmission on VHF Ch 11 detailing ETA at port limits and any other relevant information such as intention to anchor etc.

(6) Pilot boards and departs off Dampier Port in position Legendre Island Lt 066° 6'9 n miles (Pilot Boarding Area).

NOTE: Terminal is operated by Woodside Offshore Petroleum Pty Ltd, Karratha.

Port Operations Co-ordinator (HH080/021/16 - E2) 13/03

Page 29, after **NEWCASTLE** entry, insert new entry as follows:

NORTHERN ENDEAVOUR MARINE TERMINAL 10°38'S 125°59'E

Pilots and Terminal

CALL: Northern Endeavour

TELEPHONE: +61(0)8 9158 7153

E-MAIL: Pilots: pilotloadingmaster@woodside.com.au

Terminal: neos@woodside.com.au

FREQUENCY: Terminal: Ch 16; 12

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory.

(2) Vessels should send ETA 72h, 48h, 24h and 12h in advance to the terminal and the duty pilot via the vessel's agent.

(3) If the ETA changes by more than 1h after 12h notice is given, the vessel must promptly notify the terminal and the duty pilot of the new ETA.

(4) Pilot boards in position 10°34'S 125°59'E.

Port Operations Co-ordinator (HH080/021/16 - E3) 13/03

Page 55, **WANAEA/COSSACK PIONEER, W.A.**

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

Pilots and Terminal

CALL: Cossack Pioneer **VNXP**

TELEPHONE: Pilots: +61(0)8 9158 8171

Terminal: Inmarsat +873 1545365

Inmarsat +873 761945971

FAX: Pilots: +61(0)8 9158 8669

Terminal: +873 1545366

TELEX: Terminal: +573 1545365

E-MAIL: Pilots: pilotloadingmaster@woodside.com.au

Terminal: cpmotl@woodside.com.au

FREQUENCY: Pilots: Ch 16; 11 67 82

Terminal: Ch 16; 17

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory.

(2) Vessels should send ETA 72h, 48h, 24h and 12h in advance to the terminal and the duty pilot via the vessel's agent.

(3) If the ETA changes by more than 1h after 12h notice is given, the vessel must promptly notify the terminal and the duty pilot of the new ETA.

(4) The pilot will contact vessels on VHF Ch 11, 1h prior to pilot boarding.

(5) All vessels within VHF range of the Port of Dampier are required to monitor VHF Chs 16 and 11 for information regarding the movement of other vessels arriving at or departing from the port. 2h prior to arriving at port limits, vessels must issue an "All Stations Dampier" transmission on VHF Ch 11 detailing ETA at port limits and any other relevant information such as intention to anchor etc.

(6) Pilot boards and departs off Dampier Port in position Legendre Island Lt 066° 6'9 n miles (Pilot Boarding Area).

NOTE: Terminal is operated by Woodside Offshore Petroleum Pty Ltd, Karratha.

Port Operations Co-ordinator (HH080/021/16 - E4) 13/03

Page 269, **SOLOMON ISLANDS, HONIARA, Guadalcanal Island**

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

Pilots and Port

CALL: Pilots: Honiara Pilots

Port: Honiara Port Control

TELEPHONE: Port Auth: +677 22646

Hr Mr: +677 21278

FAX: Port Auth: +677 23994

Hr Mr: +677 24643

E-MAIL: ports@welkam.solomon.com.sb

FREQUENCY: Ch 16 09

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory for vessels over 40m LOA.

(2) Vessels should advise ETA via agent 24h in advance, and confirm on VHF 2h in advance, stating the following:

- Vessel's name and call sign
- LOA, GT and Port of Registry
- Last port
- Maximum draught
- Master's name

(3) Pilot boards in position 9°24'58S 159°57'97E.

Capt. Judah Kulabule, Hr Mr, Honiara (HH080/022/08 - E37 & E37A) 13/03

Page 275, **TAIWAN**, after **KAO-HSIUNG** entry, insert new entry as follows:

MAI-LIAO

23°47'N 120°09'E

Pilots and Port

CALL: Mai-Liao Port Radio

TELEPHONE: Port: +886(0)5 6812766 & 6815001

Pilots: +886(0)5 6812222 & +886(0)958 000761

FAX: Port: +886(0)5 6812135

Pilots: +886(0)5 6812221

E-MAIL: harboradministration@fpcc.com.tw

WEBSITE: www.fpg.com.tw/html/com/harbor/harbor_en.html

FREQUENCY: Pilots: Ch 13

Port: Ch 16; 13

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory.

(2) Vessels should send ETA via agent 24h before arrival. ETA message should include the following information:

- Vessel's name
- Nationality
- Draught
- Description of cargo
- Number of passengers
- Any Chinese crew members on board?
- Size of vessel's manifold

(3) ETA should be confirmed to Mai-Liao Port Radio 2h before arrival at the pilot boarding position or when approaching 20 n miles from the breakwater.

(4) Vessels departing the Port should maintain a continuous listening watch on VHF Ch 13.

(5) Pilot boards in the following positions:

- 23°45'7N 120°06'8E (about 3 n miles SW of the W Breakwater).
- VLCC: about 6-7 n miles SW of the W Breakwater.

Mai-Liao Harbour Administration (HH080/019/10 - E1) 13/03

(Last Amendments: Weekly Edition No. 11 dated 13 March 2003)

Page 204, **UNITED STATES (Atlantic Coast), FRENCHMAN BAY**

Delete **Pilots** section and replace by:

Pilots

DESCRIPTION: Pilot services in Frenchman Bay are provided by the Penobscot Bay and River Pilots Association.

CALL: Penobscot Bay Pilots

TELEPHONE: +1 207 3386600

FAX: +1 207 3382605

E-MAIL: pilots@acadia.net

FREQUENCY: Ch 16; 10 13

HOURS: 1h prior to vessel's ETA

PROCEDURE:

(1) Pilotage is compulsory for all foreign vessels, and US vessels under register in foreign trade with a draught of 9 feet or more entering or departing from any port or harbour within Frenchman Bay.

(2) Pilotage is available H24 when weather and sea conditions permit.

(3) Pilotage should be requested 48h, 24h and 12h in advance of ETA as no pilot vessel is kept on station. Changes in ETA must be advised as early as possible. Pilotage is generally arranged through the agent.

(4) Pilot boards in the following positions:

(a) Eastern Approach: 44°18'·5N 68°04'·8W (about 2 n miles SE of Lt buoy FB)

(b) Southern Approach: 44°17'·7N 68°07'·8W (about 1·5 n miles S of Lt buoy FB)

13/03

Page 220, **PENOBSCOT BAY**

Delete **Pilots** section and replace by:

Pilots

DESCRIPTION: Pilotage services in Penobscot Bay and River are provided by the Penobscot Bay and River Pilots Association.

AREA: Compulsory Pilotage Area: Within the waters of Penobscot Bay and Penobscot River north of a line from Marshall Point Lt at Port Clyde, thence to Matinicus Rock Lt and thence to Western Head, Isle au Haut. Includes the ports of Rockland, Searsport, Winterport, Bangor and Brewer.

CALL: Penobscot Bay Pilots

TELEPHONE: +1 207 3386600

FAX: +1 207 3382605

E-MAIL: pilots@acadia.net

FREQUENCY: Ch 16; 10 13

HOURS: 1h prior to vessel's ETA

PROCEDURE:

(1) Pilotage is compulsory for all foreign vessels, and US vessels under register in foreign trade with a draught of 9 feet or more entering or departing from any port or harbour within the AREA above.

(2) Pilotage is available H24 when weather and sea conditions permit.

(3) Pilotage should be requested 48h, 24h and 12h in advance of ETA as no pilot vessel is kept on station. Changes in ETA must be advised as early as possible. Pilotage is generally arranged through the agent.

(4) Pilot boards in the following positions:

(a) Eastern Entrance: 43°55'·6N 68°50'·0W (about 2 n miles E of Lt buoy WP)

(b) Western Entrance: 43°45'·5N 69°22'·5W (Manana Island Lt buoy 14M)

Capt J. Cockburn, Penobscot Bay Pilots (HH080/024/21 - E31 & E31A) 13/03

VI

ADMIRALTY LIST OF RADIO SIGNALS- CUMULATIVE LIST OF AMENDMENTS

CORRECT TO W13/03

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

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

These summaries are issued on a quarterly basis.

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United Kingdom and the Mediterranean

Published Wk 15/01

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

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

Signature of observer/reporter