

Translation

SCORE: 7

**EGYPTIAN AUTHORITY
FOR MARITIME SAFETY
EAMS**

Ministry of Transportation

Outside of :**[Comment [b1**
bookmarking

Notice to Mariners number (2) for the year 2012

The Gulf of Suez:

Shipmasters, shipping companies and their agents are hereby advised that: the marine platform (AMAL – A – AMAL – B) has been established at Ras Dib for the AMAL Petroleum Company.

◆First: Platform specifications (AMAL– A):

Position (AMAL- A):

Latitude: 28° 03'.41 North & Longitude 33° 34'.42 East

The platform is equipped with the following navigational aids:

1. Lights:

- A white light on the sides of the platform flashes the Morse character (D... -) every 20 seconds.

2. Fog signal:

- A fog signal sounds the Morse character (D... -) every 18 seconds audible at a range of 2 NM.

3. RACON equipment:

- A RACON equipment transmits the Morse character (D... -) every 20 seconds detectable at a range of 6 NM.

◆Second: Platform specifications (AMAL– B):

Position (AMAL- B):

Latitude: 28° 04'.17 North & Longitude 33° 34'.31 East

The platform is equipped with the following navigational aids:

1. Lights:

- A white and red light on the sides of the platform flashes the Morse character (N... -) every 20 seconds.

2. Fog signal:

- A fog signal sends the Morse character (N... -) every 18 seconds audible at a range of 2 NM.

3. RACON equipment:

- A RACON equipment transmits the Morse character (N... -) every 20 seconds detectable at a range of 6 NM.

❖ All navigators should take the above into account.

❖ Applicable to chart number: 2374 (WGS – 84)

❖ Alexandria, on the date: 13/6/2012

[Signature & date]

13 June 2012

Rear Admiral Mostafa Mohammed Ezz Eldin Wahba

Chairman of the

EGYPTIAN AUTHORITY FOR MARITIME SAFETY

The translator did not :**[Comment [b2**
note that the Morse Code for both letters
is the same. Not marked as per original.

Alexandria –Bab Gomrok (1) Postal code 21513 Fax: 4875633 Telex: 54407 Tel : E-mail:

Translation

Translation

SCORE: 7

[...]

Calais - 50°58' N – 01°51' E

Pilotage

- **Contacts**

Tel.	+33	(0)3 21 96 20 56
Fax	+33	(0)3 21 97 77 64
Email		boulognecalaispilot@wanadoo.fr
Frequency		Ch. 17 when a vessel is expected
Call sign		Pilotes Calais or Calais Pilot
- **Zone**

The compulsory pilotage area extends to 3.5 Mmiles seaward of from the harbour-entrance jetties.
- **Procedure**

a)	Pilotage is compulsory for inbound and outbound vessels of 60 m or more in length. Vessels carrying hydrocarbons or dangerous goods must not enter the channel to the E of the meridian of the "Calais Approach" buoy (50° 58' 90" N – 1° 45' 08" E) without a pilot on board.
b)	The pilot will board at the following positions:
—	0.75 Mmiles to the N of the "Calais Approach" buoy
—	small vessels during bad weather: at the latest on passing the "CA2" buoy (50° 58' 15 N – 1° 45' 68 E).
- **Note**

Pilots are provided by the "Boulogne – Calais" pilot station based in Calais.

Vessel Traffic Service The Calais VTS operates out of the harbourmaster's office and controls traffic in the port and its approaches

Port control:

Tel.	+33	(0)3 21 00 68 00
Fax	+33	(0)3 21 00 68 01
Email		Calais.DirectionDeleguee@nordpasdecalais.fr
Web		www. calais-port.com/

Harbourmaster:

Tel.	+33	(0)3 21 00 68 49
Fax	+33	(0)3 21 34 08 92
Email		capcalais.vigie@equipement-agriculture.gouv.fr

Vessel Traffic Service:

Frequencies	Ch. 16,17	H 24
Call sign	Calais Port Control	

Comment [b1]: No need to translate proper names

Comment [b2]: Decimal point ilo comma throughout

Comment [b3]: Bullet omitted

Translation

Frequencies	Carnot lock: Ch. 16,17 H 24
• Zone	The zone is bounded: — to the SW by the SW boundary of the controlled anchorage (a line joining positions 50° 56' 60 N – 1° 44' 50 E, 50° 57' 10 N – 1° 41' 20 E and 50° 58' 60 N – 1° 37' 90 E) — to the NW by the NW boundary of this same area (line joining the positions 50° 58' 60 N – 1° 37' 90 E and 51° 01' 40 N – 1° 41' 70 E) — to the N and E by the parallel of the RCW buoy (51° 01' 30 N – 1° 45' 40 E) and the line joining the "RCW" and "RCE" buoys (51° 02' 50 N – 1° 53' 20 E) and the disused Walde lighthouse (50° 59' 60 N – 1° 54' 90 E).
• Procedure	a) Vessels must send their ETA at the approach to the port to the harbourmaster 48 hours in advance, stating their characteristics and, if appropriate, the nature (IMDG code) and quantity of dangerous goods carried. b) Vessels must confirm their arrival to the harbourmaster 12 hours in advance, stating: — their ETA at the "Calais Approach" buoy — their length, beam and draft — their port of origin — whether they are fitted with bow or stern thrusters or other manoeuvring aids — vessels exempt from pilotage: whether a pilot is preferred. c) Vessels must confirm the above information by contacting Calais Port Control 2 hours before arrival on VHF-Ch. 17, who will then advise them of their berth, time of entry to the port and, if appropriate, their anchorage. d) Vessels must report to Calais Port Control on Ch. 17 when they enter the zone and then maintain a listening watch on the prescribed channel until arrival at their berth. e) Vessels without a pilot must request permission to enter the approach channel when passing the "Calais Approach" or "CA2" buoy (ferries).

3.19.1.8. — Calais.

[...]

Translation

[...]

12 30-T-03. **NEW CALEDONIA (SW side Coast), Nouméa and surrounding area, Grande Rade and Baie de Maa. — Measuring equipment.** (MRCC Nouméa, local Avumar 12-1158)

Comment [b4]: No need to translate proper names

5 measuring stations have been installed in Baie de Maa and Grande Rade de Nouméa as part of a marine environment survey in the Grande Rade de Nouméa.

These stations have been submerged for a period of five months at the following positions:

Baie de Maa:

~~22° 15' 32" S~~ — 166° 20' 69 E; Station Maa II at a depth of 2.5 m.

Comment [b5]: Degree and minute symbols not in original

Grande Rade de Nouméa:

22° 15' 70 S — 166° 26' 48 E; Station P01 at a depth of 4.9 m;
22° 15' 24 S — 166° 24' 98 E; Station P12 at a depth of 13 m;
22° 14' 60 S — 166° 23' 85 E; Station P22 at a depth of 17 m;
22° 13' 95 S — 166° 22' 53 E; Station P33 at a depth of 21.5 m;

Mariners are requested not to approach the stations and to give them a wide berth.

See charts 6687, 7273, 7643, 7644

Translation

[...]

★ 12 30 29. FRANCE (North Coast). Approach to to Isigny-sur-Mer. Baie du Grand Vey. — Buoyage. Lights. (Ouireham lighthouses and buoys, Notice 20120140041 and Comar Manche, Avurnav 12-1317).
— Chart

7422 (16)	Insert	No1 G Fl.G. 2.5s	49° 23' 60 N	1° 07' 27 W
		No2 R Fl.R. 2.5s	49° 23' 60 N	1° 07' 15 W
	Delete	No1 G Fl.G. 2.5s	(a) 49° 23' 9 N	1° 08' 4 W
		No2 R Fl.R. 2.5s	next to (a)	

★ 12 30 32. FRANCE (North Coast). Baie de Saint-Brieuc. Erquy. — Graphical appendix. Bathymetry. Topography. (General Council of the Côtes-d'Armor, 20120125 NA).

— Charts					
7154 (23)	Insert	a jetty as a solid line	(A) between	48° 38' 02 N	2° 28' 75 W
				48° 38' 07 N	2° 28' 82 W
				48° 38' 24 N	2° 28' 83 W
	Delete	the old jetty the legend	next to (A) to the East		(the sidecoast)
7310 (7)	Insert	Works in progress the graphical appendix F.23 the graphical appendix F.24	next to (A) to the West	48° 38' 12 N	2° 28' 72 W
				48° 33' 88 N	2° 31' 19 W
					(central positions)
	Plan B	Port d'Erquy			
	Insert	the graphical appendix F.22		48° 38' 108 N	2° 28' 612 W
					(central position)

Comment [ME6]: Refers to one of the panels on a chart containing part of the chart at a larger scale; see eg item 18 on page 4 of provided "Symbols+Abbrevns_used_on_Admiralt_y_charts.pdf".

★ 12 30 35. FRANCE (West Coast). Lorient and surrounding area. Les Coureaux de Groix. — Wreck. (Atlantic Hydrographic Mission, 20120243 NA).

— Charts				
7031 (14)	Replace	wreck depth 14 _i with 13 _g	47° 39' 1 N	3° 26' 6 W
7032 (14)	Replace	wreck depth 14 _i with 13 _g	47° 39' 1 N	3° 26' 6 W
INT 1835				
7139 (14)	Replace	wreck depth 14 _i with 13 _g	47° 39' 06 N	3° 26' 61 W

[...]

Translation

★ 12 30 49. FRANCE (South Coast). Port-Grimaud. Outer harbour. — Buoyage. Lights. (Toulon lighthouses and marks, Notice 20120830034 and Cecmed, Avumav 12-5607).
 — Instructions D22, § 4.1.5.1.
 — LB lights, 34700 (N), 34720 (N) and 34740 (N)
 — Chart

7267 (9)	Insert	 BYB Q (3) 10s Plan A Port-Grimaud et Marines de Cogolin	43° 16' 268 N	6° 35' 337 E
	Insert	___BYB Q (3) 10s	43° 16' 268 N	6° 35' 337 E
		___R Q.R	43° 16' 269 N	6° 35' 255 E
		___G Q.G	43° 16' 212 N	6° 35' 292 E

[...]

12 30 106. INDIAN OCEAN. Reunion Island. — Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DTI/BGI).
 — Charts

7035 (21)	Insert	___Obstns	20° 52' 82 S	55° 32' 75 E
INT 7735		___Obstns	20° 54' 88 S	55° 39' 22 E
		___Obstn	20° 53' 15 S	55° 33' 81 E
		___Obstns	20° 55' 23 S	55° 20' 31 E
		___Obstn	20° 54' 74 S	55° 20' 78 E
7183 (5)	Note.	— This chart will be withdrawn on the date of correction 5.		
INT 7736	Insert	___Obstn	20° 54' 74 S	55° 20' 78 E
		___Obstn	20° 53' 26 S	55° 23' 26 E
		___Obstn	20° 52' 99 S	55° 32' 84 E
		___Obstn	20° 53' 15 S	55° 33' 81 E
		___	20° 54' 92 S	55° 39' 29 E
		___Obstns	20° 54' 88 S	55° 39' 22 E
		___	20° 55' 23 S	55° 20' 31 E
		___Obstn	20° 55' 44 S	55° 19' 75 E
		___Obstns	20° 55' 22 S	55° 20' 19 E
		___Obstn	20° 52' 82 S	55° 32' 75 E
		___	20° 55' 20 S	55° 20' 08 E
		___Obstn	20° 53' 15 S	55° 32' 81 E
		___Obstn	20° 55' 56 S	55° 19' 13 E
		Plan C Port Réunion (Pointe des Galets) Port Est		55° 19' 749 E
	Insert	___Obstn	20° 55' 438 S	55° 39' 29 E
		___Obstn	20° 55' 559 S	55° 39' 29 E
7222 (3)	Insert	___	20° 54' 92 S	55° 39' 29 E
		___Obstns	20° 54' 88 S	55° 39' 22 E

Comment [ME7]: Obstructions - same in English, see eg page 30 of provided "Symbols+Abbrevns_used_on_Admiralty_charts.pdf".

Comment [b8]: Needs to be amended to keep on same line

Translation

[...]

— Instructions D22 2006

§4.1.5.1. 25, *replace the paragraph with:*

- 25 In a strong easterly wind, access is quite difficult due to the relatively shallow depths in the outer harbour where waves can break. Since the end of 2011, a sandbank has formed between the moles in the outer harbour, sharply reducing the depth on the southern approach. It is marked by three lighted buoys - an East cardinal mark, a port lateral mark and a starboard lateral mark.

1230

Toulon lighthouses and marks, Notice 20120830034 and Cecmed, Avurmay 12-5607

Translation

SCORE: 7

[...]

d) In the event of a state of emergency, mobilization, public safety, fire, marine pollution, crisis management or situations that necessitate urgent intervention in the context of navigation, life, property, and/or environmental safety and security the port authority is authorized to change vessel locations from those specified by orders, to cancel formerly prepared orders, to halt loading and unloading processes, to remove vessels and other floating installations from their present locations, to berth those vessels requiring priority and to make use of the available capabilities of vessels, floating installations and coastal facilities.

e) Vessels already docked at coastal facilities may leave port and drop anchor in a more secure anchorage, or may take shelter at, or navigate to, a more secure location if they are unable to remain in their current location due to adverse weather and sea conditions. Authorized persons of vessels concerned should make a written application to the port authority as soon as possible. Following request by the authorized person(s) of the vessel and permission from the port authority, such vessels may return to their previous locations within the context of the 13th and 14th Articles without requiring the berth receipt.

Comment [b1]: e) & f) are a different font size

f) Vessels and floating installations cannot drop anchor near or between buoys or at locations that obstruct docking and berthing areas at coastal facilities, and cannot wait lying at anchor in the moles unless out of necessity. Such matters are at the collective discretion of the port authority and coastal facility management.

g) Unless they have been scrapped, vessels that are out of service and unable to trade awaiting the outcome of a legal or administrative process may wait at coastal facilities or anchorage locations, within the context of the procedures and rudiments set by the Authority, provided there is no maintenance activity undertaken.

Port clearance certificate

ARTICLE 11 - (1) The departure from coastal facilities of commercial vessels that are to navigate out of the administrative range of the port authority shall be made with the port clearance certificate issued by the port authority. Vessels granted a port clearance certificate should leave the coastal facilities as soon as possible once procedures with other related institutions and agencies are completed. Coastal facility clearance permission provided to marine tourism vessels, with the exception of passenger ships, is granted with the navigation permission certificate within the context of the clauses of the Sea Tourism Regulations, enacted by decision number 2009/15212 of the Council of Ministers on 29 June 2009/29/6/2009. In such cases the navigation permission certificate replaces the port clearance certificate.

(2) Other issues related to the granting of a port clearance certificate are determined within the context of the Technical Regulations for Ships, published in the Official Gazette dated 17 November 2009/17/11/2009 and numbered 27409.

(3) The requirements for sufficiency of equipment, rigging and crew of fishing vessels, of which the navigation region in the certificate of seaworthiness is given as the adjacent port navigation region, shall be similar to those of the port navigation region. The surveying and certification of fishing vessels that are below twelve metres and do not undertake trawl or seine net fishing may be performed by the certifying port authority as well as the adjacent port authority.

Navigation according to vessel routing systems

Comment [b2]: UKHO spelling

ARTICLE 12 - (1) The Authority may, when deemed necessary, develop vessel traffic systems to regulate marine traffic in order to increase the safety and security of navigation, life, property and environment and to decrease marine accident risk within the administrative borders of the port authority in the context of related IMO rules and recommendations.

(2) The following movements of all vessels that are to dock at or depart from the coastal facilities, sail to the port area to lay anchor in anchorage locations, or move to the anchorage locations from the coastal facilities, shall be performed according to the vessel traffic system:

- a) Departure from the traffic separation scheme,
- b) Continuing their navigation without entering the traffic separation scheme,
- c) Crossing by intersecting the traffic separation scheme.

(3) Clause 2 of Article 19 of the Regulations for Establishing and Operating Vessel Traffic Service Systems, which was published in the Official Gazette dated 18 February 2007 ~~18/2/2007~~ and numbered 26438, shall apply to operators or senior operators of vessel traffic services acting against the principles and standards of the profession or displaying gross negligence or fault.

(4) Vessel traffic operators and senior operators should mutually exchange information with the authorized piloting organization in order to ensure service effectiveness.

(5) For the purpose of regulating the vessel traffic within the administrative boundaries of the port authority, the authority may issue a vessel traffic guide.

(6) All vessels within the port area or coastal facilities, or navigating, anchoring or weighing anchor, berthing at or departing from a coastal facility, and all coastal facility managements and maritime pilots, should follow the provisions of the Regulation for Establishing and Operating Vessel Traffic Service Systems.

[...]

Translation

SCORE: 7

2. Harbour waters and territory

Formatted: Left

Comment [b1]: Page numbers outside of bookmarking. Not required

Comment [ME2]: Western spelling used for the city; other features retain local spellings (e.g. Sevastopolska bay)

2.1 Under Article 74 of the Merchant Marine Code of Ukraine, Article 14 of the Water Code of Ukraine and Order of the Cabinet No. 1581 of 25.10.2002 'On the water area of [Sebastopol commercial seaport]', the 'Sebastopol commercial seaport' Public Enterprise has received for use the following water area:

- **Sevastopolska bay with channel and basin of Chorna river**, delimited by the following:
 - to the West - by the line connecting the edges of Northern and Southern entrance moles to the bay; to the East - by the meridian 33°36'02" E, the line of the road bridge across the Chorna river and the coastline, excluding those parts of the water area leased to the Russian Federation under the Agreement 'On the parameters for the division of the Black Sea Fleet' dated 28 May 1997 between Ukraine and the Russian Federation;
 - **Kazacha bay**, limited by the line connecting the West cape and Cape Manganari and the coastline;
 - **Balakovska bay**, limited by the parallel 44°29'06" N and the coastline, excluding the parts belonging to the zone of responsibility and navigational safety control of the Ministry of Defence of Ukraine and the state Border Guard Service of Ukraine, according to the Supplements to the Decree of the Cabinet of Ministers of Ukraine No. 1933 of 28 December 2000 'On navigational safety control in the area of the city of Sebastopol'.

2.2 **Inner harbour** of the Seaport includes the bays: Sevastopolska, Kazacha and Balakovska, within the limits as stated in item 2.1 of these Mandatory Regulations.

- 2.3 **Outer harbour** of the Seaport, which is not included in its water area, comprises:
- water area delimited to the North: by the parallel 44°43.6' N (mouth of Kacha river), to the West: by the meridian (33°22.8' E) (Cape Chersonesos), to the East and South: by the coastline and perimeter of the inner harbour;
 - the outer harbour of the Balakovska bay is the water area delimited by the northern perimeter of the inner harbour, the coastline and the line connecting Cape Fiolent and the Cape Aya, together with the water area of the Laspinska bay delimited by the coastline and the line connecting Cape Aya and Cape Sarych.

Comment [b3]: Brackets do not correspond with the original

2.4 The following anchorage areas are found in the outer harbour of Sevastopolska bay:

- **Anchorage area No. 387**, delimited by lines connecting points having the following coordinates:

Latitude = 44°37'22.7" N	Longitude = 33°30'59.4" E;
Latitude = 44°37'30.5" N	Longitude = 33°31'00.6" E;
Latitude = 44°37'29.9" N	Longitude = 33°31'24.0" E;
Latitude = 44°37'22.3" N	Longitude = 33°31'21.2" E;

Comment [b4]: Commas omitted

Comment [b5]: Full stops used instead of commas

- **Anchorage area No. 388**, delimited by lines connecting points having the following coordinates:

Latitude = 44°37'06.5" N	Longitude = 33°34'30.6" E;
Latitude = 44°37'04.7" N	Longitude = 33°34'39.0" E;
Latitude = 44°36'59.3" N	Longitude = 33°34'51.0" E;
Latitude = 44°36'55.3" N	Longitude = 33°34'41.8" E;
Latitude = 44°37'00.9" N	Longitude = 33°34'28.2" E;

- **Mooring berth No. 1**, delimited by lines connecting points having the following coordinates:

Latitude = 44°37'15.8" N	Longitude = 33°32'01.5" E;
Latitude = 44°37'15.8" N	Longitude = 33°32'04.7" E;
Latitude = 44°37'10.2" N	Longitude = 33°32'18.6" E;
Latitude = 44°37'03.6" N	Longitude = 33°32'12.8" E;
Latitude = 44°37'12.1" N	Longitude = 33°31'57.1" E;

- **Mooring berth No. 2**, within the limits of anchorage area No. 387.

2.5 The following are located on the passages to the Seaport and in its outer harbour:

- **Anchorage area No. 384**, delimited by lines connecting points having the following coordinates:

Latitude = 44°38'49.7" N	Longitude = 33°30'03.6" E;
Latitude = 44°40'23.9" N	Longitude = 33°30'07.8" E;
Latitude = 44°40'23.9" N	Longitude = 33°31'13.2" E;
Latitude = 44°38'49.7" N	Longitude = 33°31'03.6" E;

- **Anchorage area No. 386**, delimited by lines connecting points having the following coordinates:

Latitude = 44°39'41" N	Longitude = 33°23'18" E;
Latitude = 44°40'29" N	Longitude = 33°23'18" E;
Latitude = 44°40'29" N	Longitude = 33°25'18" E;
Latitude = 44°39'41" N	Longitude = 33°25'18" E;

• **Waiting area (WA)** without anchorage for vessels awaiting permission to enter the Seaport, delimited by lines connecting points having the following coordinates:

Latitude = 44°39.5' N	Longitude = 33°29.3' E;
Latitude = 44°38.2' N	Longitude = 33°29.3' E;
Latitude = 44°38.8' N	Longitude = 33°25.3' E;
Latitude = 44°39.5' N	Longitude = 33°25.3' E;

- range for deviation works;
- Karantynna, Lukulska, Striletska and Cherson'ska measured courses;
- recommended passages and shipping traffic distribution systems.

Translation

2.6 The following is located on the passage to the Balaklavka bay:

- **Anchorage area No. 395**, delimited by lines connecting points having the following coordinates:

Latitude = 44°28.0' N	Longitude = 33°31.9' E;
Latitude = 44°28.6' N	Longitude = 33°31.9' E;
Latitude = 44°28.6' N	Longitude = 33°33.9' E;
Latitude = 44°28.0' N	Longitude = 33°33.9' E;
- **Anchorage area No. 396**, delimited by lines connecting points having the following coordinates:

Latitude = 44°24.52' N,	Longitude = 33°41.11' E;
Latitude = 44°24.86' N,	Longitude = 33°41.61' E;
Latitude = 44°24.11' N,	Longitude = 33°42.57' E;
Latitude = 44°23.79' N,	Longitude = 33°42.04' E.

2.7 The territory of the 'Sebastopol commercial seaport' Public Enterprise comprises land plots allocated by Sebastopol City Council for the Seaport's permanent use in an appropriate way, reclaimed, leveed areas or areas achieved using other coastal engineering technologies at the cost of the Seaport. On these territories, the following are located:

- a) in Southern bay:
 - 5 Nakhimov Square:
 - Deep-water passenger and freight berth No. 143 and the adjacent zone of the Ukrainian state frontier crossing point, passenger ship terminal buildings, Seaport administration, other buildings delimited by the southern fence of the Graftska Prystan berth to the North, to the fence line of the Minna Stinka berth with the southern gate of the Seaport and retaining wall of Nakhimov Square to the West;
 - Motor-boat berth No. 144: the northern side of berth No. 143 outside the zone of the Ukrainian state frontier crossing point;
 - at 3 Nakhimov Square:
 - the new Seaport administration and services building with motor-boat passenger piers (Vodokatna — town) No. 145 and 146, which adjoin the northern side of the Graftska Prystan berth to the south and the southern part of the territory of the sports club of the Russian Federation Black Sea Fleet to the north;
 - at 13 Portova St.:
 - berth of repair facility No. 117;
 - holding berth of Seaport fleet No. 115;
 - mooring float of Seaport fleet No. 116;
- b) in Artyleryjska bay:
 - at 1 300-Richcha Rosiyskoho Flotu Square:
 - passenger berth No. 157;
 - ferry pier No. 155;
 - passenger motor-boat berths No. 154 and 156 with adjacent plots, buildings and the Ukrainian state frontier crossing point;
- c) in Malyi Inkerman:
 - cargo berth No. 56 and the adjacent enclosed operation zone of transshipping complex No. 2 with buildings and storage areas, and the Ukrainian state frontier crossing point;
 - passenger motor-boat mooring float No. 55;
- d) in Velykvi Inkerman (basin of the Chorna river):
 - in the town of Inkerman, 10 Simferopol highway:
 - cargo berth No. 50 and the adjacent enclosed operation zone of transshipping complex No. 1 with buildings and storage areas, and the Ukrainian state frontier crossing point;
 - passenger motor-boat berth No. 49;
 - pier No. 51 in the backwater of the Chorna river basin;
- e) Northern Side, Zakharova Square (former Pivnichna):
 - ferry pier No. 11;
 - passenger motor-boat pier No. 10;
 - two lettered motor-boat berths;
 - motor-boat berth Nos. 6 and 7 in Staropivnichna bay;
- f) passenger motor-boat berths:
 - 'Hollandia bay', berth No. 29 in Hollandia bay;
 - 'DRES', berth No. 57 with a passenger hall near DRES;
 - secondary berth No. 58 near DRES;
 - 'Troitska', berth No. 65;
 - 'Apolonova', berth No. 84;
 - 'Pavlovskiy', berth No. 87 on the Pavlovskiy cape in Pivdenna bay;
 - 'Omega beach', berth no. 205 in Krugla bay;
 - 'Nazukin quay', berth No. 265 in Balaklavka bay;
 - 'Zoloty beach', berth No. 268 in the outer harbour of Balaklavka bay;
 - 'Uchkuivka beach', quay no. 277 near 'Uchkuivka' beach;
- g) on the 5th kilometre of the Balaklavsky highway: Seaport industrial buildings.

Translation

2.8 Water-development facilities belonging to other enterprises, institutions and organisations within the water area of the Sebastopol Seaport, including the servicing and repair (including dock repair) of vessels, cargo transshipment, passenger services:

- Pivnichnyi dock
- berth Nos. 18, 19, 20, 21, 22
- berth No. 52
- berth Nos. 47, 89, 90, 91, 92
- berth No. 59
- berth Nos. 59 A, B
- berth Nos. 93, 94
- berth No. 118
- berth No. 122
- berth Nos. 89, 90, 91, 92
- Sea Industrial Complex Open Joint-Stock Company (SIC);
- Avlita Stevedoring Company Public Joint-Stock Company;
- Vtormet Private Joint-Stock Company;
- Skhidnyi (Eastern) and Zakhidny (Western) docks, Sevmorverf Open Joint-Stock Company;
- VALM Research and Production Company;
- Linart Private Company;
- Persei Private Joint-Stock Company;
- Morstroj Public Joint-Stock Company;
- Akar Limited Liability Company.
- Sevmorzavod Open Joint-Stock Company.

The deployment scheme and numbering of berthing facilities on the coast of the Sebastopol town are given in Supplement 4.

[...]

Maritime Notice No (2) for 2012

Suez Gulf:

Formatted: Double underline

This is to notify Ship captains, maritime companies and agents that a marine platform (Amal A and Amal B) were established in Ras Deeb for Amal petroleum company.

First: Platform specification (Amal A):

Location of Amal A: Latitude 03'.41 28 N & Longitude 34'.42 33E

Comment [b1]: Bullet point required as original

Formatted: Thick underline

Formatted: Thick underline

Comment [b2]: Should read 28° 03'.41N & 33°34'.42E

Formatted: Underline

Comment [b3]: Translator did not note that both letters have the same Morse Code ident. Not marked as per original.

Formatted: Bullets and Numbering

Formatted: Bullets and Numbering

Formatted: Bullets and Numbering

Platform is equipped with the following maritime aids:

1. Lighting:

- White light on the side of the platform giving Morse letter (D...-) every 20 seconds.

2. Fog horn:

- giving Morse letter (D...-) every 18 seconds, audible range of 2 NM.

3. Racoon devise device:

- giving Morse letter (D...-) every 20 seconds with visual range of 6 NM.

Second: Platform specification (Amal B)

Location of Amal B: Latitude 04'.17 28N & Longitude 34'.31 33 E

Platform is equipped with the following maritime aid:

41. Lighting: Red & White light on the side of the platform giving Morse letter (N...-) every 20 seconds.

52. Fog horn giving Morse letter (N...-) every 18 seconds, audible range of 2 NM.

63. Racoon devise giving Morse letter (N...-) every 20 seconds with visual range of 6 NM.

Comment [b4]: As above

All mariners must be aware of this.

Affected chart no: 2374 (WGS-84)

Alexandria at 13/6/2012

Comment [b5]: #Bullet points required

Rear Admiral Mustafa Mohammed Iziddin Wahbah
President of Board
Egyptian Authority for Maritime Safety.

3.19.1.7. – Caen-Ouistreham
Calais - 50°58'N – 01°51'E

Comment [b1]: Outside of bookmarking.

Comment [b2R1]: PDF version referred to for formatting.

Pilotage • Contacts Landline: Tel +33 (0)3 21 96 20 56 Fax: +33 (0)3 21 97 77 64 Email: boulognecalaispilot@wanadoo.fr Frequencies: Ch Can.17 when a ship is expected Code of call: Call sign Pilotes Calais or Calais Pilot

• Area The compulsory pilotage area extends up to 3.5 Miles off the piers

• Procedure a) The pilotage is compulsory for ships over 60 meters in long, at the entrance and exit. It is prohibited for ships carrying oil hydrocarbons or hazardous substances to be in the channel to the E of the at the meridian E of "Calais Approche" buoy. (50° 58.90'N - 1° 45.08'E) without any pilot on board b) The pilot goes on board at the following positions: - at 0.75 Miles North of the buoy "Calais Approche" - in bad weather for small ships: no later than the transition from passing the buoy "CA2" (50° 58.15'N - 1° 45.68'E).

Formatted: Font: Not Italic

• Please note Pilotage is provided by the station "Boulogne – Calais" with headquarters located in in Calais.

Maritime Traffic Service & Port The STM-VTS of Calais, located in the Capitainerie Harbour Master's Office, regulates the traffic in the port and its accesses.

Formatted: Font: Not Italic

Formatted: Font: Not Italic

• Contacts Direction of the port Port Authority: Landline: +33 (0)3 21 00 68 00 Fax: +33 (0)3 21 00 68 01 Email: Calais.DirectionDeleguee@nordpasdecailais.fr Website: www.calais-port.com/

Capitainerie (Port Authority): Landline: +33 (0)3 21 00 68 49 Fax: +33 (0)3 21 34 08 92 Email: capcalais.vigie@equipement-agriculture.gouv.fr

Maritime Traffic Service (STM): Frequencies: Ch Can. 16, 17 H 24 Code of call: Calais Port Control

Carnot Lock:

Frequencies: ~~Can~~Ch. 16, 17 H 24

• Area The area is limited:

- In the SW, by SW limit of the regulated anchorage area (line joining positions 50° 56.60'N - 1° 44.50'E, 50° 57.10'N - 1° 41.20'E and 50° 58.60'N - 1° 37.90'E)
- In the NW, by NW limit of the same area (line joining positions 50° 58.60'N - 1° 37.90'E and 51° 01.40'N - 1° 41.70'E)
- In the N and the E, by the parallel of the buoy "RCW" (51° 01.30'N - 1° 45.40'E) and the line joining buoys "RCW" and "RCE" (51° 02.50'N - 1° 53.20'E) and the old lighthouse of Walde (50°59.60'N - 1° 54.90'E). ~~same area (line joining positions 50° 58.60'N - 1° 37.90'E and 51° 01.40'N - 1° 41.70'E)~~

- Procedure a) Ships must notify the Captainty on their ~~ETM~~ETA (Estimated Time of Arrival) in the harbour 48 hours in advance by specifying their characteristics and, where appropriate, the nature (IMDG code) and the quantity of hazardous substances transported.

b) Ships must confirm their arrival, 12 hours in advance, to the Captainty, indicating: - ETA at the buoy "Calais

Approche"

- Length, width and ~~water draft~~draught

- Port arrived from

- If they are fitted with bow or stern thrusters or other manoeuvring devices

- ships exempt from pilotage: Whether or not they want a pilot

c) Ships must confirm details above on Can. 17, 2 hours prior to arrival in the harbour, to Calais Port Control which will specify their berth, time of entry in port and, possibly, their anchorage.

d) Ships must report on Can.17 to Calais Port Control of their entry into the area and keep watch on the specified channel until the arrival on quay

e) Arriving at the buoy "Calais Approche" or the buoy "CA2" (~~transhippers~~ferries), ships without pilots must request permission to enter the access channel

3.19.1.8. – Calais

3.19.1.9. – Calvi

Section 1.3. Preliminary, temporary and various notices

Comment [b3]: Outside of bookmarking

12 30-T-03, NEW-CALEDONIA (SW coast). Outskirts of Noumea. Great Harbour and Bay of Maa. – Measuring devices. (MRCC
Noumea, Avurnav local 12-1158)

Comment [b4]: No need to translate proper names

As part of a marine monitoring in the Great Harbour of Noumea, 5 measuring stations have been placed in Maa Bay and Great Harbour of Noumea.
These stations were have been immersed for a period of five months to in the following positions:

Bay of Maa:

22 11.82 S – 166 2620.69 E: Maa Station II at a depth of 2.5 m.

Grande Rade de Noumea:

22 15.70 S – 166 26.48 E: Station P01 at a depth of 4.9 m;

22 15.24 S – 166 24.98 E: Station P12 at a depth of 13 m;

22 14.60 S – 166 23.85 E: Station P22 to the depth of 17 m;

22 13.95 S – 166 22.53 E: Station P33 at a depth of 21.5 m.

Comment [b5]: Full stops ilo commas throughout

It is requested to sea users not to go near the stations and make a wide turn give a wide berth.

See maps-charts 6687, 7273, 7643, 7644

TEXT MISSING

d) Extraordinary situation, mobilisation, public security, fire, sea pollution, crisis management, cruising, life, goods, environmental security and safety situations that require urgent intervention, to change ships determined places with shipping instructions, to cancel previously issued shipping instructions, to stop loading and unloading operations, ships and other marine crafts to remove from their place, to give priority to ships docked, ships, marine crafts and to take advantage of the existing resources of coast facilities are belong to harbor authorities.

Comment [b1]: Considered a poor translation – poor English and US spellings included

Comment [b2]: Error throughout

Comment [b3]: English?!

Comment [b4]: US spelling

e) Ships which are already made berthing to coast facilities, due to bad sea and weather condition if they can't stay on their place, they can leave their place and anchor in safer places, can refuge in safer place or can cruise. The relevant people of these ships (ship's crew) are to present written notification to harbor authorities. Ships in these situations, without arranging a new ship docking instructions with the request of the ship's crew and with the permit of the harbor authorities with bearing in mind the provision of articles 13th and 14th they can return to their previous place.

f) Ships and marine crafts, near to and between buoy, on coast facilities, berthing and anchorage areas in shore facilities not to anchor in a way to obstruct entrance and exits nor can wait anchored in breakwater. Precautions in this matter can mutually be made by port authorities and shore facilities operator organizations.

g) Except those ships which are separated for scrap, those waited as result of judicial or administrative process and could not carried out their commercial activities and has been out of service under pre-condition to not carry out their maintenance and reparation, within determined management methods and principals they can wait within the shore facilities and anchoring area.

Port Exit Document

Article 11 – (1) Port authorities by exceeding their managerial field, commercial ships which are about to cruise their exit from shore facilities can be made by a port exit document which is given by head of the port. Ships which have received their port exit documents, after completing their transactions with other organisations and establishments can immediately leave the facilities. Except passenger ships the shore exit permit document which is going to be given with cruise permit document within the scope of the Sea Tourism Regulations by the number of 2009/15212 and date 29/06/2009 which enforced by the Decision of Ministers' Council. In this situation cruise permit document replaces port exit document.

Comment [b5]: Paragraphs should be indented as original

(2) Other matters related to giving port exit document is determined by the provision of Ships Technique Regulation which published in Official Journal in 17/11/2009 and number of 27409.

(3) Within the seaworthiness document as cruising area, to those fishing boats which adjacent cruising area is given, in terms of their equipment and adequacy – personal accoutrement is done as port cruising. Fishing boats which don't hunt with trawl and purse seine net and are smaller than twelve~~12~~ meters, their survey and certification documents apart from port authorities can also be made by adjacent port authorities.

Comment [b6]: US spelling

6

Formatted: Centered

Cruise According to Ship Rotation-Routeing Systems

Article 12 – (1) In necessary situation administration, within the limitation of IMO's relevant rules and advices head of the port within its administration frame, in order to improve security and to minimise the risk of accidents of cruise, life, goods and environment security, for the purpose of organising sea traffic ships rotation systems can be formed.

(2) Sips within the rotation system which are berthing or about to leave shore facilities, those are about to anchor in the port anchorage areas or those moving from shore facilities towards anchorage areas:

- a) To be separated from traffic separation scheme
- b) To continue to their cruise without entering into the traffic separation scheme
- c) To cross over without cutting/obstructing traffic separation scheme

To be formed according to ship rotation systems

(3) Chief of the operators or those working with sea traffic services, in case of acting contrary to the requirements of professional principals or in case of gross negligence or omission the system for ship traffic service is to constitute and according to section 19th band 2nd of Relevant Regulation Procedure apply.

Comment [b7]: Incomplete as date and number missing

(4) Chief of the operators or operators in order to enable effective services, must mutually engaged with exchange of information with guidance organisations.

(5) Head of the port within its administrative frame in order to organise sea traffic, a sea traffic guide can be published by its admin office.

(6) Ships within the port area or shore facilities, cruising, anchored, has left anchorage, berthing to shore facilities or separated from shore facilities – coastal facility operator and guide captains are to comply with decrees of Regulations of the System for the Sea Traffic Services and its relevant procedures.

2. Aquatic area and the territory of the seaport

Formatted: Font: Bold

Formatted: Centered

2.1 As to the article 74 of the Code of Trade Seamanship of Ukraine, article 14 of Water Code of Ukraine and the Resolution of Cabinet of Ministers of Ukraine from 25.10.2002 № 1581 "On aquatic area of Sevastopol's sea trade port" DP "Sevastopolskyy morskyy torgivelnnyy port" ("Sevastopol's sea trade port") was allocated an aquatic area in boundaries of :

☐ Sevastopol bay with the channel and the boot basin of river Chorna bounded by :

Comment [b1]: What is a boot basin?

☐ from west by the line connecting edges of the Northern and Southern quay pier entrance's into the bay; from east by meridian 33°36'02" of eastern longitude, by the road bridge across river Chorna and the demarcation line, excluding aquatic areas leased to Russian Federation as to the agreement between Ukraine and Russian Federation from 28 of May 1997 "On partition treaty of Black sea fleet";

Comment [b2]: Bullet points should be the same as the original

☐ Kozacha bay, bounded by the line connecting headlands Zakhidnyy and Manganari, and the demarcation line;

Formatted: Font: Bold

☐ Balaklava bay bounded by parallel 44°29'06" of Northern latitude and the demarcation line, excluding areas belonging to the areas in charge of providing security of Seamanship by the Ministry of Defense of Ukraine and Traffic Patrol Service of Ukraine, as to addendum to the Resolution of Cabinet of Ministers of Ukraine from 28 of December 2000 № 1933 "On providing security of Seamanship in the area of city of Sevastopol"

Formatted: Font: Bold

2.2 Inner harbours of the seaport are aquatic areas of Sevastopol, Kozacha and Balaklavka bays in boundaries described in paragraph 2.1 of those Obligatory regulations.

2.3 Outer harbour of the port which does not belong to its aquatic area is:

- an aquatic area , bounded from the north by parallel of river Cacha's gullet (44°43,6' N), from west – by meridian of Kherones cape (33°22,8' E), from east and south – by demarcation line and the boundary of the inner harbour;

Comment [b3]: ??

☐ outer harbour of Balaklava bay is an aquatic area, bounded by southern boundary of the inner harbour, demarcation line and the line connecting Fiolent and Aia capes, and also aquatic area of Laspinska bay, bounded by the demarcation line and the line connecting Aia and Sarych capes.

2.4 Places of anchorage are situated in the inner harbour of Sevastopol bay:

☐ area of places of anchorage № 387 is bounded by lines connecting places with coordinates:

Formatted: Font: Bold

Lat'de = 44°37'22,7" N, Long = 33°30'59,4" E;

Lat'de = 44°37'30,5" N, Long = 33°31'00,6" E;

Lat'de = 44°37'29,9" N, Long = 33°31'24,0" E;

Lat'de = 44°37'22,3" N, Long = 33°31'21,2" E;

☐ area of places of anchorage № 388 is bounded by lines connecting places with coordinates:

Comment [b4]: Lat
Format/layout not as original

Lat'de = 44°37'06,5" N, Long = 33°34'30,6" E;

Lat'de = 44°37'04,7" N, Long = 33°34'39,0" E;

Lat'de = 44°36'59,3" N, Long = 33°34'51,0" E;

Lat'de = 44°36'55,3" N, Long = 33°34'41,8" E;

Lat'de = 44°37'00,9" N, Long = 33°34'28,2" E;

☐ mooring berth № 1, bounded by lines connecting places with coordinates:

Formatted: Font: Bold

Lat'de = 44°37'15,8" N, Long = 33°32'01,5" E;

Lat'de = 44°37'15,8" N, Long = 33°32'04,7" E;

Lat'de = 44°37'10,2" N, Long = 33°32'18,6" E;

Lat'de = 44°37'03,6" N, Long = 33°32'12,8" E;

Lat'de = 44°37'12,1" N, Long = 33°31'57,1" E;

- **mooring berth № 2**, located in boundaries of anchorage № 387.

Formatted: Font: Bold

2.5 Located at the harbour approach and it's outer harbour are:

- **area of anchorage № 384**, bounded by lines connecting places with coordinates:

Formatted: Font: Bold

Lat'de = 44°38'49,7" N, Long = 33°30'03,6" E;

Lat'de = 44°40'23,9" N, Long = 33°30'07,8" E;

Lat'de = 44°40'23,9" N, Long = 33°31'13,2" E;

Lat'de = 44°38'49,7" N, Long = 33°31'03,6" E;

- **area of anchorage № 386**, bounded by lines connecting places with coordinates:

Lat'de = 44°39'41" N, Long = 33°23'18" E;

Lat'de = 44°40'29" N, Long = 33°23'18" E;

Lat'de = 44°40'29" N, Long = 33°25'18" E;

Lat'de = 44°39'41" N, Long = 33°25'18" E;

- **waiting area (WAPQ4)** with no anchorage for water crafts awaiting permission to enter the harbour is

Formatted: Font: Bold

bounded by lines connecting places with coordinates:

Lat'de = 44°39,5' N, Long = 33°29,3' E;

Lat'de = 44°38,2' N, Long = 33°29,3' E;

Lat'de = 44°38,8' N, Long = 33°25,3' E;

Lat'de = 44°39,5' N, Long = 33°25,3' E;

- ground of deviational works;

- Karantynna, Lukolska, Striletska and Khersonetska measuring lines;

- recommended routes and systems of watercraft traffic distribution.

TEXT MISSING

SCORE: 4

Republic of Egypt
Egyptian Authority for Maritime Safety
Ministry of Transport

Notice to Navigators No. (2) of 2012

Gulf of Suez:

For ship captains, shipping companies, and their agents, the following offshore oil platforms (al-Amal A, al-Amal B) have been erected in the Ras Deeb area by the al-Amal Petroleum Company

One. Specifications of the al-Amal A Platform:

Location: Lat: 28° 03' 41" North, Long: 33° 34' 42" East

The platform is equipped with the following navigational aids:

1. Lights:
 - White lights on the sides of the platform give the Morse Code signal (D . . . -) every 20 seconds.
2. Fog Horn:
 - A fog horn gives the Morse Code signal (D . . . -) every 18 seconds with an audible range of 2 nautical miles.
3. Racon Beacon:
 - The racon beacon gives the Morse Code signal (D . . . -) every 20 seconds and has an effective range of 6 nautical miles.

2. Specifications of the al-Amal B Platform:

Location: Lat: 28° 04' 17" North, Long: 33° 34' 31" East

The platform is equipped with the following navigational aids:

1. Lights:
 - White and red lights on the sides of the platform give the Morse Code signal (N . . . -) every 20 seconds.
2. Fog Horn:
 - A fog horn gives the Morse Code signal (N . . . -) every 18 seconds with an audible range of 2 nautical miles.
3. Racon Beacon:
 - The racon beacon gives the Morse Code signal (N . . . -) every 20 second and has an effective range of 6 nautical miles.

- ❖ All navigators must exercise due care.
- ❖ Applicable Map Chart, No.2374 (WGS – 84)
- ❖ Alexandria: 13/6/2012

[Signature]

Formatted: Left: 2.54 cm, Right: 2.54 cm, Width: 21.59 cm, Height: 27.94 cm, Header distance from edge: 1.27 cm, Footer distance from edge: 1.27 cm

Comment [b1]: Outside of bookmarking – not required

Formatted: Underline

Formatted: Underline

Formatted: Double underline

Formatted: Double underline

Comment [b2]: Bullet required

Comment [b3]: Should read 03'.41 & 34'.42

Formatted: Indent: Left: 0 cm, First line: 0 cm

Formatted: Indent: Left: 0 cm, First line: 0 cm

Comment [b4]: Translator did not notice the Morse Code for both letters "D" & "N" are the same. Not marked as per original

Comment [b5]: See comments above

Rear Admiral Mustapha Muhammad Azz al-Din Wahba
Chairman, Administrative Committee
Egyptian Authority for Maritime Safety

SCORE: 4

Calais - 50° 58' N - 01° 51' E

Pilotage

*** Contacts**

Tel.	+33 (0)3 21 96 20 56
Fax	+33 (0)3 21 97 77 64
E-mail	boulognecalaispilot@wanadoo.fr
Frequency	Channel 17 when a ship is expected
Radio call sign	Pilotes Calais or Calais Pilot
* Area	The compulsory pilotage area extends up to 3.5 m <u>M</u> offshore from the piers
* Procedure	a) Pilotage is obligatory for ships longer than 60 m when entering and leaving. Ships transporting hydrocarbons and hazardous substances are forbidden to be in the channel to the east of the meridian of the “Calais <u>Approche</u> ” buoy (50° 58.90' N – 1° 45.08' E) without a pilot on board. b) The pilot embarks at the following positions: – at 0.75 m to the north of the “Calais approche” buoy – in bad weather for small ships: at the latest when passing the “CA2” buoy (50° 58.15' N – 1° 45.68' E).
* Note	Pilotage is provided by the “Boulogne-Calais” station, which is based in Calais.
Maritime traffic and port service [STM]	The Calais STM, set up at the port authority, regulates traffic in the port and in the access routes to the port.
* Contacts	Port management:
Tel.	+33 (0)3 21 00 68 00
Fax	+33 (0)3 21 00 68 01
E-mail	Calais.DirectionDeleguee@nordpasdecalsis.fr
Website	www.calais-port.com/
	Port authority:
Tel.	+33 (0)3 21 00 68 49
Fax	+33 (0)3 21 34 08 92
E-mail	capcalais.vigie@equipement-agriculture.gouv.fr

Comment [b1]: Why in table? If used lines should be hidden to replicate the original.
Font should be sans serif as original

Formatted: Font: Bold

Comment [b2]: Grey tint omitted

Comment [b3]: Should be standard bullet points

Formatted: Font color: Blue

Comment [b4]: Full stop ilo comma

Comment [b5]: Should be minute tick and not apostrophe

Comment [b6]: VTS

Formatted: Font color: Blue

Formatted: Font color: Blue

	Maritime traffic service:
Frequencies	Channel 16, 17 H24
Radio call sign	Calais Port Control

Comment [b7]: French used abbreviation

Carnot Lock:

Frequencies	Channel 16, 17 H 24
* Area	<p>The area is bounded by:</p> <ul style="list-style-type: none"> – To the SW by the SW limit of the regulated anchorage area (line joining the positions 50° 56.60' N – 1° 44.50' E, 50° 57.10' N – 1° 41.20' E and 50° 58.60' N – 1° 37.90' E) – To the NW, by the NW limit of this same area (line joining the positions 50° 58.60' N – 1° 37.90' E and 51° 01.40' N – 1° 41.70' E) – to the N and to the E, by the parallel of the “RCW” buoy (51° 01.30' N – 1° 45.40' E) and the line joining the “RCW” and the “RCE” buoys (51° 02.50' N – 1° 53.20' E) and the former Walde lighthouse (50° 59.60' N – 1° 54.90' E).
* Procedure	<ul style="list-style-type: none"> a) Ships must communicate their estimated time of arrival (ETA) in the port to the port authority 48 hours in advance, giving precise details of their characteristics, and if necessary the nature (IMDG Code) and quantity of hazardous substances being transported b) Ships must confirm their arrival 12 hours in advance to the port authority, specifying the following: <ul style="list-style-type: none"> – ETA at the “Calais Approche” buoy – length, width, and draught – port of origin – if they are equipped with bow thrusters or stern thrusters or other manoeuvring equipment – ships exempt from pilotage: if they wish or do not wish to have a pilot. c) Ships must confirm the above information to Calais Port Control on Channel 17, 2 hours before arriving in the port. Calais Port Control will give them their exact docking location, their time of entry to the port, and possibly their anchoring point. d) Ships must give a report to Calais Port Control on Channel 17 regarding their entry into the area and then remain on standby on the prescribed channel up until they arrive at the dock. e) On arriving at the “Calais Approche” buoy or at the “CA2” buoy (ferries), ships without a pilot must request authorisation to enter the access channel.

12 30-T-03 **NEW CALEDONIA** (SW side Coast), around Nouméa. Grande Rade [Large Harbour] and Maa Bay – Measuring device. (MRCC Nouméa, Avumav local 12-1158)

Comment [b8]: No need to translate proper names

As part of the monitoring of the marine environment in the Grande Rade of Nouméa, 5 measuring stations have been set up in Maa Bay and in the Grande Rade of Nouméa.

The stations were ~~were~~ have been immersed for a period of ~~5~~ five months at the following locations:

Maa Bay

22 11.82 S – 166 20.69 E: Maa II station at a depth of 2.5 m

Grande Rade of Nouméa:

22 15.70 S – 166 26.48 E: station P01 at a depth of 4.9 m

22 15.24 S – 166 24.98 E: station P12 at a depth of 13 m

22 14.60 S – 166 23.85 E: station P22 at a depth of 17 m

22 13.95 S – 166 22.53 E: station P33 at a depth of 21.5 m

Sea users are requested not to approach the stations and to steer a good distance away from them.

See ~~maps~~ charts 6687, 7273, 7643, 7644

* 12 30 29. FRANCE (North Coast). Access to Isigny-sur-Mer. Grand Vey Bay. –
Beacons. Light. (Ouitreham lighthouses and beacons, Information 20120140041 and
 Comar Channel, Avurnav 12-1317).

Comment [b9]: Notice

– Map-Chart

7422 (16)	CarryInsert	No. 1 ▲ G Fl.G. 2,5s	49 23.60 N	1 07.27 W
		No. 2 ⚓ R Fl.R. 2,5s	49 23.60 N	1 07.15 W
	CrossDelete	No. 1 ▲ G Fl.G. 2,5s	(a) 49 23.9 N	1 08.4 W
		No. 2 ⚓ R Fl.R. 2,5s	Next to (a)	
*12 30 32. FRANCE (North Coast). Saint-Brieuc Bay. Erquy. – Graphical appendix. Bathymetry. Topography. (General Council of the Côtes-D'Armor, 20120125 NA)				
– <u>MapsCharts</u>				

Formatted: Font color: Blue

7154 (23)	Carry	A pier in a continuous line	(A) between	48 38.02 N	2 28.75 W
					(*)
				48 38.07 N	2 28.82 W
				48 38.24 N	2 28.83 W
					(tThe coast)
	CarryDelete	Previous pier Legend Works in progress		Next to (A) to the East	
				Next to (A) to the West	
7310 (7)	Carry	Graphical appendix F,23 Graphical appendix F,24		48 38.12 N	2 28.72 W
				48 33.38-88 N	2 31.19 W (central positions)
	Legend-Plan B	Port d'Erquy			
	Carry	Graphical appendix F,22		48 38.108 N	2 28.612 W (central position)

Formatted: Font color: Blue

Formatted: Right

Formatted: Font color: Blue

Formatted: Font color: Blue

Comment [b10]: Moved adjacent to latitude

Formatted: Font color: Blue

* 12 30 35. FRANCE) (West Coast). Near Lorient. Les Coureaus de Groix. – Wreck.					
(Atlantic Hydrographic Mission, 20120243 NA)					
MapsCharts					
7031 (14)	Replace	Depth of the wreck 14 ₁ by 13 ₈		47 39.1 N	3 26.6 W
7032 (14) INT 1835	Replace	Depth of the wreck 14 ₁ by 13 ₈		47 39.1 N	3 26.6 W
7139 (14)	Replace	Depth of the wreck 14 ₁ by 13 ₈		47 39.06 N	3 26.61 W

Formatted: Font color: Blue

Formatted: Font color: Blue





Formatted: Font color: Blue

* 12 30 49. FRANCE (South Coast). Port-Grimaud. Outer harbour. – Beacons. Light. (Toulon lighthouses and beacons, Information 20120830034 and Cccmed, Avurnav 12-5607).

– Instructions D 22, § 4.1.5.1

– LB lights, 34700 (N), 34720 (N), and 34740 (N)

– MapChart

7267 (9)	Carry	 BYB Q (3) 10s	43 16.268 N	6 35.337 E	Formatted: Font color: Blue
	Legend A	<i>Port-Grimaud et Marines de Cogolin</i>			
	Carry	 BYB Q (3) 10s	43 16.268 N	6 35.337 E	
		 R Q.R	43 16.269 N	6 35.255 E	
		 G Q.G	43 16.212 N	6 35.292 E	

* 12 30 106. INDIAN OCEAN. Réunion. – Obstruction. (SHOM, FE 12-106 to 12-120 (MIP/DT1/BG1))

	MapsCharts				
7035 (21)	Carry	Obstructions Obstns	20 52.82 S	55 32.75 E	Comment [b11]: Abbreviation should be used as original
INT 7735		Obstructions	20 54.88 S	55 39.22 E	Formatted: Font color: Blue
		Obstructions	20 53.15 S	55 33.81 E	Formatted: Font color: Blue
		Obstructions	20 55,23 S	55 20,31 E	Formatted: Font color: Blue
		Obstructions	20 54,74 S	55 20,78 E	Comment [b12]: Cut and paste from original as out of position and commas re-appear!
7183 (5)	Note.	– <i>This map-chart was withdrawn on the day of correction 5.</i>			Formatted: Font color: Blue

INT 7736	Carry	Obstruction	20 54,74 S	55 20,70 E	Formatted: Font color: Blue	
		Obstruction	20 53,26 S	55 23,26 E		
		Obstruction	20 52,99 S	55 32,84 E		
		Obstruction	20 53,15 S	55 33,81 E		
			20 54,92 S	55 39,29 E		
		Obstructions	20 54,88 S	55 39,29 E		Comment [b13]: Better to use legend [Symbol] as nothing indicated to be put into position here and later on
			20 55,23 S	55 20,31 E		
		Obstruction	20 55,44 S	55 19,75 E		
		Obstructions	20 55,22 S	55 20,19 E		
			20 52,82 S	55 32,75 E		
		Obstruction	20 55,20 S	55 20,08 E		
		Obstruction	20 53,15 S	55 32,81 E		
	Obstruction out of position					
	Obstruction	20 55.56 S	55 19.13 E			

	Legend	Port Réunion (Pointe des Galets) Port Est [East Port]		
	Carry	Obstruction	20 55,438 S	55 19,749 E
		Obstruction	20 55,559 S	55 19,130 E
7222 (3)	Carry		20 54,92 S	55 39,29 E
		Obstructions	20 54,88 S	55 39,22 E

Formatted: Font color: Blue

- Instructions D22 2006

§4.1.5.1. 25, *replace the paragraph with:*

25] With a strong wind from the East, access is relatively quite difficult because of the relatively shallow depths of the approach to the port where the waves may break. Since the end of 2011, a sand bank has formed between the pier heads and the outer port, significantly reducing the depth of the southern part of the access route. It is lighted by 3 luminous buoys: the east cardinal mark, the port lateral mark and the starboard lateral mark.

Comment [b14]: Should be justified to the left

Toulon warehouses and beacons, Information 20120830034 and Cecmed, Avurnav 12-
1230
5607

Comment [b15]: Translated as Lighthouses in previous NM header which is correct!!

SCORE: 7

Formatted: Justified, Indent: First
line: 0 cm

d) In situations which require an emergency response such as a state of emergency, mobilization for war, public safety, fire, sea pollution, crisis management, and safety for travel, life, property and the environment, the Port Authority is authorized to utilize the resources at hand in terms of ships, sea vessels and coastal facilities to change ship locations specified on delivery orders, to cancel delivery orders that were previously assigned, to stop loading and unloading procedures, to remove ships and other sea vessels from where they are located and to dock ships that require priority.

e) If ships that have docked at a coastal facility become unable to stay in their location because of bad weather and sea conditions, they may move from their position and anchor in safer anchoring zones or they may take refuge in or sail in a safer area. The officers on these ships shall notify the Port Authority in writing as soon as possible. Ships that are in this situation may return to their previous location if the officers of said ship so desires, subject to permission from the port authority, without requiring another docking order to be issued, and subject to the provisions of articles 13 and 14.

f) Ships and sea vessels may not anchor near buoys or between the buoys in such a way that would block the entry and exit to the docking and mooring areas of a coastal facility, and may not anchor inside the breakwater unless absolutely necessary. These precautions shall be taken jointly by the Port Authority and the organizations that operate the coastal facility.

g) Other than ships that have been set aside to be scrapped, ships which cannot carry out commercial activity because they are in the process of waiting for legal or administrative procedures to be completed may wait in the coastal facility subject to the principles and procedures specified by the Authority with the condition that maintenance and repair is not performed, or they may wait in anchoring zones.

Port exit certificate

ARTICLE 11 – (1) Commercial ships that are going to travel outside of the Port Authority's jurisdiction shall exit the coastal facility with a port exit certificate issued by the Port Authority. Ships that have obtained port exit certificates shall immediately complete transactions with all other relevant authorities and depart from the coastal facility. The coastal facility exit certificate that is issued to all sea tourism vessels other than passenger ships shall be issued along with a sailing permit certificate in accordance with the provisions of the Sea Tourism Regulations put into force by the Council of Ministries Decision No. 2009/15212 dated ~~June 29, 2009~~ 29/6/2009. In this situation, the sailing permit certificate takes the place of the port exit certificate.

(2) Other matters concerning the issuance of port exit certificates shall be determined according to the provisions of the Technical Regulations for Ships that was published in Official Gazette No. 27409 on ~~Nov. 17, 2009~~ 17/11/2009.

(3) In terms of equipment and sufficiency, fishing boats that are assigned a joint port sailing area in their certificate of seaworthiness shall be equipped with personnel as if they were on a port route. Fishing boats less than twelve meters in length that do not fish with a trawl line or scoop net may obtain their surveys and certifications from joint port authorities other than the Port Authority in which they were certified.

Sea travel according to ship routing systems

Comment [b1]: UKHO spelling

ARTICLE 12 – (1) In situations that are deemed necessary by the Administration, in order to increase safety and security for sea travel, life, property and the environment and to reduce the risk of accidents inside the administrative boundaries of the Port Authority, ship routing systems may be established to organize sea traffic, within the framework of relevant IMO rules and recommendations.

(2) In locations equipped with ship routing systems, all ships that are going to dock at or depart from coastal facilities or that will be approaching the port area to anchor in anchoring zones, or that will be moving from the coastal facility towards the anchoring zone shall be subject to the routing system when:

- a) Departing from the vessel traffic corridor,
- b) Continuing to sail without entering the vessel traffic corridor,
- c) Passing from one side to another in a way that will interrupt the vessel traffic corridor.

(3) In the event that sea traffic operators or head operators working in ship traffic services are determined to take actions in violation of professional principles and requirements, or to have committed serious crimes or negligence, procedures shall be applied in accordance with the provision in clause two of article 19 in the Regulation on the Establishment and Operation of Ship Traffic Services posted in Official Gazette No. 26438 dated Feb. 18, 2007 18/2/2007.

(4) Sea traffic operators and head operators are required to exchange information with the authorized guidance organization in order to make services efficient.

(5) A sea traffic guide may be published by the Administration in order to organize the sea traffic within the boundaries of the Port Authority's jurisdiction.

(6) Coastal facility operators, pilot captains, and ships that are located in a port area or at a coastal facility and that are sailing, anchored, have weighed anchor, are docking at a coastal facility or departing from a facility shall comply with the provisions of the Regulation on the Establishment and Operation of Ship Traffic Services.

SCORE: 1

Formatted: Left

2. Waters and port territory

2.1 In accordance with Article 74 of the Merchant Shipping Code of Ukraine, Article 14 of the Water Code of Ukraine and Resolution № 1581 of the Cabinet of Ministers of Ukraine "On the Waters of the Sevastopol Commercial Sea Port" dated 25.10.2002, State Enterprise "Sevastopol Commercial Sea Port" is granted the use of the waters, within the following boundaries:

- Bay of Sevastopol, plus the channel and delta of the river Chorna with the following boundaries:
- to the west - the line joining the northern and southern edges of the breakwaters at the entrance to the bay; to the east, line of the 33° 36' 30" longitude east, following the line of the vehicle bridge over the river Chorna and the coastline, with the exception of the area of the waters leased to the Russian Federation in accordance with the agreement between Ukraine and the Russian Federation of 28 May 1997 "On the Details of the Division of the Black Sea Fleet";
- Kozacha Bay, bounded by the line connecting the western and Manganari promontories, as well as the coastline;
- Balaklava Bay, bounded by the 44° 29' 06" parallel north latitude and the coastline, with the exception of the areas belonging to zones under the maritime security authority of the Ministry of Defence of Ukraine and the State Border Agency of Ukraine, in accordance with Cabinet of Ministers Resolution № 33-1933 of 28 December 2000 "On Ensuring Marine Safety in the Area of the City of Sevastopol.

2.2 The inner approaches to the port consist of Sevastopol, Balaklava and Kozacha bays, within the boundaries specified in Clause 2.1 of these Mandatory Regulations.

2.3 The outer approaches to the port, lying outside this water area, include:
- the water area is bounded to the north by the line of the mouth of the river Kacha (44° 43.6' N), to the west by the line of Cape Kherones (33° 22,8' E), and to the southeast by the coastline and the area of the inner approaches;

- the external approaches of Balaklava Bay consist of the water area bounded by the southern border of the inner approaches, the coastline and the line connecting Capes Fiolent and Aiya, as well as the water area of Laspinska Bay, bounded by the coastline and the line connecting Cape Aiya and Cape Sarych.

2.4 The inner roads are the areas of Sevastopol Bay contain anchorages:

• Anchorage area № 387 anchor locations is bounded by lines, connecting the following coordinates:

Table with 2 columns: Longitude (LONG) and Latitude (LAT) for anchorage area № 387.

• anchorage area № 388 is bounded by lines, connecting the following coordinates:

Table with 2 columns: Longitude (LONG) and Latitude (LAT) for anchorage area № 388.

• approach berth No. 1 is bounded by lines connecting the following coordinates:

Table with 2 columns: Longitude (LONG) and Latitude (LAT) for approach berth No. 1.

• approach berth No. 2 is bounded by lines, connecting the following coordinates: 2.5 Located on the approaches to the port and on the outer approaches are:

• Anchorage area № 384, is bounded by lines, connecting the following coordinates:

Table with 2 columns: Longitude (LONG) and Latitude (LAT) for anchorage area № 384.

• anchorage area № 386 seats, is bounded by lines, connecting the following coordinates:

Table with 2 columns: Longitude (LONG) and Latitude (LAT) for anchorage area № 386.

Formatted: Font: Bold

Formatted: Font: Bold

Formatted: Font: Bold

Comment [A1]: Long/LONG - inconsistent

Comment [A2]: Lat/LAT - inconsistent

Comment [A3]: Full stop ilo comma

Comment [A4]: Speech marks ilo minute ticks - inconsistent

Comment [A5]: N out of position

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Font: Not Bold

Formatted: Highlight

Formatted: Highlight

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Formatted: Font: Not Bold

- cutter passenger berth № 49;
- Pier No. 51 in the Mouth of the river Chorna;
- d) on the north side. Zakharova (b. North):
- cruise ship pier, no. 11;
- passenger cutter pier No. 10;
- two cutter quays;
- cutter piers No. 6 and 7 in the Bay Staropivnichia;
- e) passenger cutter marinas:
- The "Bay of Holland", berth No. 29 in Bay of Holland;
- "DRES" berth No. 57 of the passenger model in the DRESS;
- custom dock No. 58 in the DRESS;
- "Trinity", berth No. 65;
- "Apolonova", berth No. 84;
- The Pavlovsky, berth No. 87 at Cape Cove South; Pavlovsky
- Beach Omega, berth No. 205 in the Round;
- The Nazukina Quay, Long pier No. 265 in the Balaklava Bay;
- "Golden Beach", berth No. 268 on the outer roads of the Balaklava Bay;
- "Uchkuivka beach", berth No. 277 in the area of the beach "Uchkuivka";
- f) 5-th kilometre balaklava Highway – port buildings and production area.

Formatted: Underline

Formatted: Underline

Comment [A8]: ??

2.8 Hydrotechnical works on the part of other companies, institutions and organizations forming part of the SCSP, providing services to ships, repair (including dry-dock), trans-shipment, passenger services and others, namely:

-dock "North"	OJSC "Marine Industrial Complex (" MIC ");
- quays No. 18, 19, 20, 21, 22	PJSC "Avlita Stevedore Company ";
-berth № 52	Vtormet Ltd;
- quays No. 47, 89, 90, 91, 92	"East" and "West" docks of OJSC "Sevmorverf";
-berth No. 59	SPC "VALM";
-the quays No. 59 Aa, Bb	PE "Linart";
-the quays No. 93, 94	CJSC "Perseus";
-berth No. 118	JSC "Morstroj";
-berth No. 122	"Akara".
-the quays No. 89, 90, 91, 92	JSC "Sevmorzavod".

Map of the location and number of berth structures on the Sevastopol coastline are provided in Appendix 4.

SCORE: 4

NOTICE TO MARINERS NO. (2) OF 2012

Gulf of Suez:

Masters of vessels, shipping companies, and their agents are hereby informed that a maritime platform has been erected (El-Amal - A - El-Aman - B) in the area of Ras Deeb by the Al-Amal Petroleum Company.

◆ One: Specifications of the platform (El-Amal A):

The location of (El-Amal A):

Latitude: 28° 03'.41 N & Longitude: 33° 34'.42 E

The platform is fitted with the following navigational aids:-

1. Lighting:

- A white light on the sides of the platform signalling the letter D (...) in Morse Code every 20 seconds.

2. Foghorn:

- A foghorn sounding the letter D (...) in Morse Code every 18 seconds, audible at a distance of 2 nautical miles.

3. Racon Beacon:

- A Racon beacon signalling the letter D (...) in Morse Code every 20 seconds, visible from a distance of 6 nautical miles.

◆ Two: Specifications of the platform (El-Amal B):

The location of (El-Amal B):

Latitude: 28° 04'.17 N & Longitude: 33° 34'.31 E

The platform is fitted with the following navigational aids:-

1. Lighting:

- A white light on the sides of the platform signalling the letter N (...) in Morse Code every 20 seconds.

2. Foghorn:

Formatted: Left: 3.17 cm, Right: 3.17 cm, Width: 21 cm, Height: 29.7 cm

Formatted: Left

Formatted: Double underline

Formatted: Double underline

Formatted: Thick underline

Formatted: Thick underline

Comment [NW1]: In International Morse Code, the letter D, meaning 'Keep clear' is represented by 'dash dot dot'. The code that appears in the source text (and which has been replicated here and in two instances below) is 'dot dot dot dash', or the letter V, meaning 'Require assistance'.

Formatted: Thick underline

Formatted: Thick underline

Comment [NW2]: As above, the Morse Code and letter N have been replicated from the source text here and in two instances below. The code for N, meaning Negative, is actually dash dot.

- | _____ • A foghorn sounding the letter N (..._) in Morse Code every 18 seconds, audible at a distance of 2 nautical miles.

3. Racon Beacon:

- | _____ • A Racon beacon signalling the letter N (..._) in Morse Code every 20 seconds, visible from a distance of 6 nautical miles.

- ❖ All mariners should take note of this.
- ❖ The relevant chart is No. 2374 (WGS - 84).
- | ❖ Alexandria on: 13/06/2012

[Signed]

Admiral Moustafa Mohammed Ezzaddine Wahba
Chairman of the Board of Directors of the
Egyptian Authority for Maritime Safety

SCORE: 4

178

PILOT STATIONS AND PORTS

3.19.1.7. — Caen-Ouistreham.

Calais - 50°58' N 01°51' E

Comment [b1]: Outside of bookmarking – not required

Pilotage

• Contacts

Tel. +33 (0)3 21 96 20 56
Fax +33 (0)3 21 97 77 64
Email boulognecalaispilot@wanadoo.fr
Frequency Channel 17 when a vessel is expected
Call sign Pilotes Calais or Calais Pilot

• Area

The compulsory pilotage area extends for 3.5 M beyond the docks seaward of the jetties.

• Procedure

- a) Pilotage on entry and exit is compulsory for vessels longer than 60 m. Vessels carrying hydrocarbons or dangerous substances are forbidden to enter the channel to the East of the meridian through the "Calais Approche" buoy (50° 58.90' N — 1° 45.08' E) without a pilot onboard.
- b) Pilots embark at the following points:
 - 0.75 M North of the "Calais Approche" buoy
 - in bad weather for small vessels: at the latest, passing the "CA2" buoy (50° 58' 15" N — 1° 45.68' E)

Comment [b2]: Full stops used ilo commas throughout

• Note

Pilotage is provided by the "Boulogne - Calais" station which has its head office in Calais.

STM de Calais (Calais Maritime Traffic Service), located in the Harbour Master's Office, provides traffic control services in the port and access areas. and Port

• Contacts

Address of port Port Authority:
Tel. +33 (0)3 21 00 68 00
Fax +33 (0)3 21 00 68 01
Email Calais.DirectionDeleguee@nordpasdecalaisnordpasdecalais.fr
Website www.calais-port.com/

Comment [M3]: Translator's note: this appears to be a stray line in the original
Reply: the text should be in columns but does tend to run into each other.

Tel.

Harbour Master's Office:

+33 (0)3 21 00 68 49
Fax +33 (0)3 21 34 08 92
Email capcalais.vigie@equipement-agriculture.gouv.fr

Frequencies

Maritime Traffic Service:

Call sign Channel 16, 17 H 24
Calais Port Control

Comment [b4]: Abbreviation used as per original

Frequencies

Carnot Lock:

Channel 16. 17 H 24

• Area

The area is delineated:

- to the SW by the SW boundary of the controlled anchorage area (line joining the positions 50° 56.60' N — 1° 44.50' E, 50° 57.10' N — 1° 41.20' E and 50° 58.60' N — 1° 37.90' E)
- to the NW, by the NW boundary of the same area (line joining the positions 50° 58.60' N 1° 37.90' E and 51° 01.40' N — 1° 41.70' E)
- to the N and E, by the parallel of the "RCW" buoy (51° 01.30' N — 1° 45.40' E) and the line joining the "RCW" and "RCE" buoys (51° 02.50' N — 1° 53.20' E) and the old Walde lighthouse (50° 59.60' N — 1° 54.90' E).

• Procedure

- a) Vessels must communicate their ETA at anchor in the roads to the Harbour Master's Office 48 hours in advance, giving details of their characteristics and, where relevant, (IMDG Code), the nature (IMDG Code), and quantity of dangerous substances transported.
- b) Vessels must confirm their arrival 12 hours in advance with the Harbour Master's Office, specifying:
 - ETA at the "Calais Approche" buoy
 - length, width and draft
 - port of origin
 - whether they have bow or stern thrusters or other manoeuvring aids
 - pilotage exempt vessels: whether or not they require a pilot.
- c) Vessels must confirm the aforementioned data by on Channel 17, 2 two-hours before arrival at the roads anchor, with Calais Port Control which will specify their berth, time of entry into port and, in some cases, their anchorage point.
- d) Vessels must report to Calais Port Control by on Channel 17 on entering the area and then keep a listening watch over the specified channel until their arrival at their berth.
- e) On reaching the "Calais Approche" buoy or the "CA2" buoy (ferries), vessels without a pilot must request authorisation to enter the access channel.

Formatted: Indent: Left: 3.79 cm

Section 1.3. Preliminary, temporary and diverse notices

Comment [b5]: Outside of bookmarking – not required

12 30-T-03. NEW CALEDONIA (SW Coast), Approaches to Noumea, Grande Rade (Great Roadstead) and Maa Bay. - Measuring equipment. (MRCC Noumea, local Avumav 12-1158)

Comment [b6]: No need to translate proper names

As part of a marine survey in the Noumea Grande Rade, five 5 meter-measuring stations have been positioned in Maa Bay and in the Noumea Grande Rade.

These stations have been sunk for a period of five months in the following locations:

Maa Bay:

22 11.82 S — 166 20.69 E: Maa II Station at a depth of 2.5 m.

Noumea Grande Rade:

22 15.70 S — 166 26.48 E: P01 Station at a depth of 4.9 m;

22 15.24 S — 166 24.98 E: P12 Station at a depth of 13 m;

22 14.60 S — 166 23.85 E: P22 Station at a depth of 17 m;

22 13.95S — 166 22.53 E: P33 Station at a depth of 21.5 m.

Sea users are requested not to approach the stations and to give them a wide berth.

See charts 6687, 7273, 7643, 7644

Section 2.1. Corrections to charts

Comment [b7]: Outside of bookmarking – not required

2.1.1 French charts

* 12 30 29. FRANCE (North Coast). Access to Isigny-sur-Mer. Grand Vey Bay. - Beaconing. Lights. (Oustréham Lighthouses and Beacons, Warning 20120140041 and Comar Manche, Avurnav 12-1317).

- Chart

7422 (16)	Insert	No 1 G Fl.G. 2.5s	49 23.60 N	1 07.27 W
		No 2 R Fl.R. 2.5s	49 23.60 N	1 07.15 W
	Delete	No 3-1 G Fl.G. 2.5s	(a) 49 23.9 N	1 08.4 W
		No 4-2 R Fl.R. 2.5s	neighbouring (a)	

* 12 30 32. FRANCE (North Coast). Saint-Brieuc Bay. Erquy. - Attached graphic. Bathymetry Topography. (General Council of Côtes d'Armor, 20120125 NA).

- Charts

7154 (23)	Insert	with a solid line, a deekjetty	(A) between	48 38.02 N	2 28.75 W
				48 38.02-07 N	(*) 2
			28.82 W	48 38.24 N	2 28.83 W (the coast)
	Delete	the old deekjetty caption	neighbouring (A) to the East		
7310 (7)	Insert	Works in progress Attached graphic F.23 Attached graphic F.24	neighbouring (A) in the West	48 38.12 N	2 28.72 W
				48 33.88 N	2 31.19 W (central positions)
	title block B	Port d'Erquy			
	Insert	Attached graphic F.22	48 38.108 N	2 28.612 W	(central position)

* 12 30 35. FRANCE (West Coast). Approaches to Lorient. Les Courreaux de Groix. — Wreck. Atlantic Hydrographic Mission, 20120243 NA).

- Charts

7031 (14)	Replace	wreck sounding			
		14 _g with 13 _g	47 39.1 N 3	26.6 W	
7032 (14)	Replace	wreck sounding			
INT 1835		14 _g with 13 _g	47 39.1 N 3	26.6 W	
7139 (14)	Replace	wreck sounding			
		14 _g with 13 _g	47 39.06 N 3	26.61 W	

Comment [b8]: 3 x 3 out of position. Should be justified right

Formatted: Subscript

Formatted: Subscript

Formatted: Subscript

Formatted: Subscript

Formatted: Subscript

Formatted: Subscript

* 12 30 49. FRANCE (South Coast). Port-Grimaud. Outer port. - Beaconing. Lights. (Toulon Lighthouses and Beacons, Avis 20120830034 and Ceemed, Avurnav 12-5607).

- Instructions D22, § 4.1.5.1.

- Lights LB, 34700 (N), 34720 (N) and 34740 (N)

- Chart

7267 (9)	Insert	/BYB Q (3) 10s	43 16.268 N	6 35.337 E
	title block	Plan A Port-Grimaud and Marines de Cogolin		
	Insert	/BYB Q (3) 10s	43 16.268 N	6 35.337 E
		/R Q.R	43 16.269 N	6 35.255 E
		/G Q.G	43 16.212 N	6 35.292 E

Comment [b9]: / ilo symbol

Formatted: Font color: Blue

Comment [b10]: Why is this all in bold?

* 12 30 106, INDIAN OCEAN, Reunion. - Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DTI/BG).
- Charts

7035 (21) Insert	Obstructions	20 52.82 S	55 32.75 E
INT 7735	Obstructions	20 54.88 S	55 39.22 E
	Obstruction	20 53.15 S	55 33.81 E
	Obstructions	20 55.23 S	55 20.31 E
	Obstruction	20 54.74 S	55 20.78 E
7183 (5) Note. - This chart was subject to a reprinting of correction 5.			
INT 7736 Insert	Obstruction	20 54.74 S	55 20.78 E
	Obstruction	20 53.26 S	55 23.26 E
	Obstruction	20 52.99 S	55 32.84 E
	Obstruction	20 53.15 S	55 33.81 E
		20 54.92 S	55 39.29 E
	Obstructions	20 54.88 S	55 39.22 E
		20 55.23 S	55 20.31 E
	Obstruction	20 55.44 S	55 19.75 E
	Obstructions	20 55.22 S	55 20.19 E
	Obstruction	20 52.82 S	55 32.75 E
		20 55.20 S	55 20.08 E
	Obstruction	20 53.15 S	55 32.81 E
	Obstruction	20 55.56 S	55 19.13 E
Plan C Port of Reunion (Pointe des Galets) Port Est	Obstruction	20 55.438 S	55 19.749 E
Insert	Obstruction	20 55.559 S	55 19.130 E
7222 (3) Insert	Obstruction	20 54.92 S	55 39.29 E
	Obstructions	20 54.88 S	55 39.22 E

Comment [b11]: Abbreviation can be used as per original Legend [Symbol] would cover those missing - otherwise there is no reference to those symbols now not shown but for which there is a position

Comment [b12]: "out of position"

SCORE: 4

d) In the case of events that require urgent intervention such as extraordinary circumstances, military mobilisation, public safety, fire, maritime pollution, crisis management, or safety and security of navigation, persons or property, the port authority has the powers to amend locations of ships established under orders, to cancel previously issued orders, to halt loading and discharge procedures, to remove ships and other marine vessels from their current locations, to berth ships which require priority, and to use the available facilities of ships, naval vessels and coastal facilities.

e) If ships berthed at coastal facilities are unable to remain at their current location due to unfavourable weather or maritime conditions, they may leave their location and anchor at safer anchorages, take refuge in a safer place or sail. The authorities of such ships shall notify the port authority in writing as soon as possible. Such ships may return to their previous location with due regard to the provisions of articles 13 and 14, subject to requesting and receiving the permission of the port authority without having to arrange a re-berthing order.

f) Ships and marine vessels may not anchor near or between buoys in such a way so as to impede entry to or exit from berthing or anchorage points at coastal facilities, nor may they wait at anchor inside moles unless necessary. Pertinent measures are taken jointly by the port authority and coastal facility management companies.

g) Except for those put aside as scrap, ships which are out of service and not in commercial use due to a pending judicial or administrative process may remain at coastal facilities or berthing areas under rules and procedures established by the authority provided that they do not carry out any maintenance or repair.

Port exit certificate

ARTICLE 11 – (1) The process of exit of commercial ships from coastal facilities in order to sail beyond the administrative area of the port authority will require an exit certificate to be issued by the port authority. Ships for which a port exit certificate is issued shall leave the coastal facilities as soon as the necessary procedures with other relevant bodies and agencies are completed. Coastal facility exit permits to be issued to maritime tourism vessels (except for passenger ships) are provided with a navigation permit certificate under the provisions of the Regulations on Maritime Tourism which came into force under Decree no. 2009/15212, dated 29/6/2009, of the Council of Ministers. In that event, the navigation permit certificate shall replace the port exit certificate.

(2) Other matters concerning the issuance of a port exit certificate are regulated by the provisions of the Technical Regulations for Ships published in the Official Gazette of 17/11/2009, no. 27409.

(3) The equipment and adequacy of personnel fittings on fishing boats, the seaworthiness certificate of which refers to an adjacent port navigation zone as the navigation area, are also performed as in port voyage. Surveying and certification of fishing boats smaller than ~~12~~ twelve metres and incapable of fishing with a dragger or a seine net can also be performed by adjacent port authorities other than the certifying port authority.

Navigation in accordance with ship routing systems

ARTICLE 12 – (1) Where it deems it necessary, the authority may, within the framework of the relevant IMO rules and recommendations, constitute ship routing systems for the regulation of maritime traffic with a view to increasing the safety and security of navigation, persons, property and the environment, and to reducing the risk of accidents within its administrative limits.

Formatted: Left: 2.5 cm, Right: 2.5 cm, Top: 2.5 cm, Bottom: 2.5 cm, Width: 21 cm, Height: 29.7 cm

Formatted: Left, Indent: First line: 0 cm

Formatted: Centered

Comment [b1]: UKHO spelling

(2) All ships which berth at or leave coastal facilities which have a ship routing system, and all ships which enter into the port area in order to anchor at anchorages, or depart from coastal facilities to areas of anchorage, are required to conform to the ship routing system when they

- a) depart from the traffic separation scheme,
- b) continue sailing without entering the traffic separation scheme,
- b)c) cross over in a way which cuts across the traffic separation scheme.

Formatted: Bullets and Numbering

(3) In the event that maritime traffic operators or chief operators of ship traffic services act in violation of professional principles and requirements, or commit serious error or negligence, the provisions of article 19, paragraph two of the Regulations on the Establishment and Operation of Ship Traffic Service Systems published in the Official Gazette of 18/2/2007, no. 26438 shall apply.

(4) Maritime traffic operators or chief operators are required to exchange information with the authorised regulatory body with a view to rendering more effective services.

(5) The port authority may issue a maritime traffic guidebook for the regulation of maritime traffic within its administrative boundaries.

(6) Ships which are present in, sailing or dropping or weighing anchor in a port area or a coastal facility, or berthing at or departing from a coastal facility, as well as coastal facility administrators and pilot captains, shall conform to the provisions of the Regulations on the Establishment and Operation of Ship Traffic Services.

SCORE: 7

2. Water Area and Port Territory

2.1 In accordance with Article 74 of the Maritime Code of Ukraine, article 14 of the Water Code of Ukraine and the Decree of the Cabinet of Ministers of Ukraine No. 1581 of 25.10.2002 on the Water Area of the Sevastopol Commercial Seaport, the Sevastopol Commercial Seaport State Enterprise has allocated a water area for use within the following boundaries:

the Sevastopolska Bay and the channel and basin of the Chorna River delineated:

- in the West by a line connecting the extremities of the North and South entrance moles in the bay; in the East - at Longitude 33°36'02" E - by the line of the vehicle bridge spanning the River Chorna and the shoreline, except in sectors of the water area leased to the Russian Federation in accordance with the Agreement signed between Ukraine and the Russian Federation on 28 May 1997 on Options for the Division of the Black Sea Fleet;

- **Kozacha Bay**, marked by a line connecting Capes Zakhidni and Manhanari, and the shoreline;

- **Balaklava Bay**, marked by a line of latitude at 44°29'06" N and the shoreline, except for sectors lying within zones where maritime navigation safety is the responsibility of the Ukrainian Ministry of Defence or State Border Protection Service, in accordance with the amendments to Decree No. 1933 of the Cabinet of Ministers of Ukraine dated 28 December 2000 On Ensuring the Safety of Navigation within the Area of Sevastopol.

2.2. The **Inner Road** of the port is the water area of the Sevastopol, Kazacha and Balaklava Bays within the limits stipulated in Paragraph 2.1. of these mandatory decrees.

2.3. The **Outer Road** of the port, not included within its water area, is:

- the water area delineated in the North by the mouth of the River Kacha at the latitude of (44°43.6' N), in the West by the longitude of Cape Khersones (33°22.8' E), and in the East and South by the coastline and the border of the Inner Road;

- the Outer Road of the Balaklava Bay is the water area contiguous with the southern boundary of the Inner Road, the shoreline and a line connecting Capes Fiolent and Aya, as well as the water area of the Laspinska Bay delineated by the shoreline and a line connecting Capes Aya and Sarych.

2.4. Located on the Inner Road of Sevastopol Bay are zones of anchorage:

- **Anchorage Sector No. 387** marked by lines connected to points with the following coordinates:

Lat = 44°37'22.7" N	Long = 33°30'59.4" E;
Lat = 44°37'30.5" N	Long = 33°31'00.6" E;
Lat = 44°37'29.9" N	Long = 33°31'24.0" E;
Lat = 44°37'22.3" N	Long = 33°31'21.2" E;

- **Anchorage Sector No. 388** marked by lines connected to points with the following coordinates:

Lat = 44°37'06.5" N	Long = 33°34'30.6" E;
Lat = 44°37'04.7" N	Long = 33°34'39.0" E;
Lat = 44°36'59.3" N	Long = 33°34'51.0" E;
Lat = 44°36'55.3" N	Long = 33°34'41.8" E;
Lat = 44°37'00.9" N	Long = 33°34'28.2" E;

- **Road Berth No. 1** marked by lines connected to points with the following coordinates:

Lat = 44°37'15.8" N	Long = 33°32'01.5" E;
Lat = 44°37'15.8" N	Long = 33°32'04.7" E;
Lat = 44°37'10.2" N	Long = 33°32'18.6" E;
Lat = 44°37'03.6" N	Long = 33°32'12.8" E;
Lat = 44°37'12.1" N	Long = 33°31'57.1" E;

- **Road Berth No. 2** located within the sector boundaries of Anchorage No. 387.

2.5. Located on the approaches to the port and on its Outer Road are:

- **Anchorage Sector No. 384** marked by lines connected to points with the following coordinates:

Lat = 44°38'49.7" N	Long = 33°30'03.6" E;
Lat = 44°40'23.9" N	Long = 33°30'07.8" E;
Lat = 44°40'23.9" N	Long = 33°31'13.2" E;
Lat = 44°38'49.7" N	Long = 33°31'03.6" E;

- **Anchorage Sector No. 386** marked by lines connected to points with the following coordinates:

Lat = 44°39'41" N	Long = 33°23'18" E;
Lat = 44°40'29" N	Long = 33°23'18" E;
Lat = 44°40'29" N	Long = 33°25'18" E;
Lat = 44°39'41" N	Long = 33°25'18" E;

- **Holding-Waiting Area (WA)** for vessels waiting to enter the port where there is no requirement to drop anchor, marked by lines connected by points with the following coordinates:

Lat = 44°39.5' N	Long = 33°29.3' E;
Lat = 44°38.2' N	Long = 33°29.3' E;
Lat = 44°38.8' N	Long = 33°25.3' E;
Lat = 44°39.5' N	Long = 33°25.3' E;

- vessel deviation area;
- Karantinna, Lukulska, Striletska and Khersoneska measuring lines;
- recommended routes and systems for distribution of vessel movements.

Formatted: Left: 1.31 cm, Right: 1.8 cm, Top: 1.8 cm, Bottom: 0.49 cm, Width: 21.02 cm, Height: 29.7 cm, Header distance from edge: 1.27 cm, Footer distance from edge: 1.27 cm

Formatted: Left, Indent: Left: 0 cm

Comment [b1]: Bullet points required not -

Comment [b2]: Commas omitted

Comment [b3]: Full stops llo commas throughout

2.6. Located on the approaches to the Balaklava Bay are:

- **Anchorage Sector No. 395** marked by lines connected to points with the following coordinates:

Lat = 44°28.0' N	Long = 33°31.9' E;
Lat = 44°28.6' N	Long = 33°31.9' E;
Lat = 44°28.6' N	Long = 33°33.9' E;
Lat = 44°28.0' N	Long = 33°33.9' E;

- **Anchorage Sector No. 396** marked by lines connected to points with the following coordinates:

Lat = 44°24.52' N	Long = 33°41.11' E;
Lat = 44°24.86' N	Long = 33°41.61' E;
Lat = 44°24.11' N	Long = 33°42.57' E;
Lat = 44°23.79' N	Long = 33°42.04' E.

2.7. The territory of the Sevastopol Commercial Seaport State Enterprise includes land allocated by the Sevastopol City Council for permanent use by the port in accordance with established procedures, this territory being alluvial, infilled or created using other hydro-engineering means at the expense of the port. Located there are:

a) the South Bay

- address: Nakhimov Square, No. 5;
- a commercial deep-water berth No. 143 and adjacent Ukrainian border crossing point, port passenger terminal, port management buildings, other buildings and structures on the southern boundary of the Hrafski Pier in the north, to the line of the Minna Wall boundary, to the southern port gates and the retaining wall adjacent to Nakhimov Square in the west;
- Launch quay No. 144 - north end of quay No. 143 beyond the Ukrainian national border crossing point;
- address: Nakhimov Square, No. 3;
- a new port management and services building with passenger launch piers (route: Vodokatna - City) Nos. 145 and 146, which border on the south with the northern side of the Hrafski Pier, and on the northern side with the territory of the Russian Federation Black Sea Fleet Sports Club;
- address: Portova Street, No. 13;
- repair shop quay No. 117;
- sludge quay No. 115 for vessels of the port fleet;
- pontoon mooring No. 116 for vessels of the port fleet;

b) the Artillery Bay

- address: 300 Years of the Russian Fleet Square, No. 1
- passenger quay No. 157;
- steamship pier No. 155;
- passenger launch quays Nos. 154 and 156 with neighbouring plots of land, buildings and Ukrainian national border crossing point;

c) in Maly Inkerman;

- cargo pier No. 56 and adjacent fenced-off operational zone of trans-shipment complex No. 2 with buildings and storage areas, and Ukrainian national border crossing point;

- passenger launch pontoon mooring No. 55;

d) Great Inkerman (basin of River Chorna);

- address: Simferopol Highway 10, Inkerman;
- cargo pier No. 50 and adjacent fenced-off operational zone of cargo-shipment complex No. 1 with buildings and storage areas, and Ukrainian national border crossing point;

- passenger launch quay No. 49;

- pier No. 51 in the gulf of the River Chorna;

e) the North side of Zakharov Square (northern side)

- steamship pier No. 11;
- passenger launch quay No. 10;
- two lettered launch quays;
- launch quays No. 6 and 7 in Staropivnichna Bay;

f) passenger launch quays;

- Hollandia Bay, Quay No. 29 in Hollandia Bay;
- DRES (State District Power Plant) Quay No. 57 with passenger pavilion in the area of the State District Power Plant;
- auxiliary quay No. 58 in the area of the State District Power Plant;
- the Troitska quay No. 65;
- the Apolonova quay No. 84;
- the Pavlovski quay No. 87 on Cape Pavlovski in South Bay;
- Omega Beach, Quay No. 205 in Kruhla Bay;
- Nazukin Promenade Quay No. 265 in Balaklava Bay;
- Zoloty Plyazh (Golden Beach) Quay No. 268 in Inner Road of Balaklava Bay;
- Uchkuyivka Beach Quay No. 277 in the area of the Uchkuyivka Beach;

g) at kilometre 5 on the Balaklava Highway - buildings and industrial installations of the port.

2.8 Maritime engineering facilities of other enterprises, bodies and organisations that enter the water area of the Sevastopol Commercial Seaport, which provide servicing for ships, repair (including dock) facilities, cargo handling, passenger handling etc., namely:

- the North (Pivnichny) Dock
- Quays Nos. 18, 19, 20, 21, and 22
- Quay No. 52
- Quays No. 47, 89, 90, 91, and 92
- Quay No. 59
- Quays No. 59A, and 59B
- Quay Nos. 93, and 94
- Quay No. 118
- Quay No. 122
- Quays Nos. 89, 90, 91, and 92
- the Maritime Industrial Complex (MIK), Joint Stock Company
- the Avlita Stevedoring Company, Public Stock Company
- Vtormet Limited
- East and West Docks, Sevморверф Joint Stock Company
- VALM Scientific Production Firm
- Linart Partners
- Persei Limited
- Morstroj Public Stock Company
- The Akar Company
- the Sevmorzavod Joint Stock Company

An overview of the positions and numeration of the pier and mooring facilities along the Sevastopol littoral is presented in Annex 4.

SCORE: 4

Formatted: Font: 12 pt

Egyptian Authority for Maritime Safety – EAMS
Ministry of Transport

Comment [b1]: Outside of bookmarking – not required

Seafarers Announcement number (2) for the year 2012

Gulf of Suez

Formatted: Double underline

To the masters of vessels, shipping companies and their agents, please be informed that an offshore platform has been built (Amal A & Amal B) in the area of Ras Deeb for Amal Oil Company.

◆ First: Platform specifications (Amal A)

The location of (Amal A):

Latitude: 28°03'41"N & Longitude: 33°34'42"E

Comment [b2]: Minutes and decimals of minutes NOT seconds

The platform is equipped with the following navigational aids:-

1. Lighting:

- White lights on the sides of the platform giving the Morse letter (D... –) every 20 seconds.

2. Fog horn:

- A fog horn giving the Morse letter (D... –) every 18 seconds with an audible range of 2 nautical miles.

3. A beacon transmitter:

- A beacon transmitter giving the Morse letter (D... –) every 20 seconds with a visibility range of 6 nautical miles.

Comment [b3]: Translator did not comment on the fact that the Morse Code for letters "D" & "N" are shown as the same. Not marked as per original.

◆ Second: Platform specifications (Amal B)

The location of (Amal B):

Latitude: 28°04'17"N & Longitude: 33°34'31"East

Comment [b4]: As above

The platform is equipped with the following navigational aids:

1. Lighting:

- White and red lights on the sides of the platform giving the Morse letter (N... –) every 20 seconds.

2. Fog horn:

- A fog horn giving the Morse letter (N... –) every 18 seconds with an audible range of 2 nautical miles.

3. A beacon transmitter:

- A beacon transmitter giving the Morse letter (N... –) every 20 seconds with a visibility range of 6 nautical miles.

❖ All seafarers must observe this

❖ Relevant chart number: 2374 (WGS-84)

❖ Alexandria 13/6/2012

Naval Staff Brigadier General Mustafa Mohammed Eiz El-Din Wahba

Chairman of the board of

Egyptian Authority for Maritime Safety

Alexandra – Bab Gomrok (1) Postal code 21513 Fax: 4875633 Telex: 54407 Tel: E-mail:

ⁱ It actually says Racon device, phonetically spelt. We think a beacon transmitter is meant here.

SCORE: 7

d) Under circumstances necessitating urgent intervention owing to considerations of state of emergency, mobilisation, public safety, fire, marine pollution, crisis management or the safety and security of navigation, life, property and the environment, the port authority shall be authorised to change the positions of vessels as indicated on permits, to cancel previously issued permits, to halt loading and unloading procedures, to remove vessels and other watercraft from their positions, to permit the berthing of vessels that must be given priority and to avail itself of all of the resources available on vessels and watercraft and at the shore facility.

e) If vessels berthed at shore facilities are unable to maintain their positions owing to adverse weather and sea conditions, they may abandon their positions and anchor at a safer anchorage, seek refuge in a safer place or set sail. Parties concerned with such vessels shall notify the port authority in writing as soon as possible. At the request of parties concerned with the vessel, and with the permission of the port authority, vessels to which such circumstances apply may return to their earlier positions without the need of a new mooring permit, taking the provisions of Articles 13 and 14 into consideration.

f) Vessels and watercraft shall not anchor in the vicinity of buoys or between buoys, or in such a manner as to obstruct arrival at and departure from berths and moorings at the shore facility, nor, unless necessary, wait at anchor inside jetties. Precautions to this end shall be taken jointly by the port authority and shore facility operators.

g) Vessels, apart from those laid up for scrapping, that have been taken out of commercial service pending the conclusion of judicial or administrative procedures may, on condition that maintenance and repair is not performed, wait at the shore facility or anchorages subject to the procedures and principles laid down by the Administration.

Port clearance certificates

ARTICLE 11 – (1) Commercial vessels that will sail outside the port authority's administrative area shall depart from the shore facility under port clearance that will be granted by the port authority. Vessels that have obtained port clearance shall complete their formalities with other relevant establishments and institutions and immediately depart from the shore facility. The permission to depart from the shore facility granted to tourism watercraft, apart from passenger vessels, shall be granted along with the voyage permit within the scope of the provisions of the Sea Tourism Regulations put into effect by the Resolution of the Council of Ministers number 2009/15212 dated 29/6/2009. Under such circumstances, the voyage permit shall take the place of the port clearance certificate.

(2) Other matters pertaining to the issuing of port clearance certificates shall be arranged in accordance with the provisions of the Technical Regulations for Ships promulgated in edition 27409 of the Official Gazette dated 17/11/2009.

(3) Fishing boats whose voyage range is indicated on their certificates of seaworthiness to be an adjacent port's navigation zone may be equipped and also crewed in terms of competence as for intra-port transit. Survey and certification of fishing boats less than two metres in length that do not fish with trawl and drag nets may be performed by adjacent port authorities as well as the authority of the port authority with which they are registered.

Formatted: Indent: First line: 0 cm

Formatted: Left: 2.54 cm, Right: 2.54 cm, Width: 21 cm, Height: 29.7 cm, Header distance from edge: 1.27 cm, Footer distance from edge: 1.27 cm

Formatted: Centered

Sailing in compliance with vessel routing systems

Comment [b1]: UKHO spelling

ARTICLE 12 – (1) The Administration may, in cases where it sees fit, within the framework of the relevant IMO rules and recommendations, establish vessel routing systems for the purpose of regulating marine traffic within the port authority's administrative borders, with a view to enhancing the safety and security of navigation, life, property and the environment and reducing the risk of accident.

(2) In places with a vessel routing system, all vessels berthing at the shore facility or departing from this facility, entering the port area so as to anchor at anchorages or manoeuvring from the shore facility to anchorages, when

- a) departing from the traffic separation scheme,
- b) sailing past the traffic separation scheme, or
- c) sailing across the traffic separation scheme,

shall do so in compliance with the vessel routing system.

(3) In the event of marine traffic operators or senior operators engaged in marine traffic services acting in breach of professional principles and requirements, or in the event of gross negligence or neglect on their part, the provision of Article 19(2) of the Regulations on the Establishment and Operation of Vessel Traffic Services, as promulgated in edition 26438 of the Official Gazette dated 18/2/2007, shall be applied.

(4) Marine traffic operators and senior operators must engage in the mutual exchange of information with the authorised pilotage organisation with a view to rendering the service effective.

(5) A marine traffic guide may be published by the Administration for the purpose of regulating marine traffic within the port authority's administrative borders.

(6) Vessels, shore facility operators and masters of pilot boats that are situated, sailing, anchored, or departing from anchorage within the port area or shore facility, or departing from this facility, shall comply with the provisions of the Regulations on the Establishment and Operation of Vessel Traffic Services.

SCORE: 7

Calais – 50°58' N – 01°51' E

Comment [b1]: Grey tint omitted

Pilotage

• Contacts

Tel. +33 (0)3 21 96 20 56
Fax +33 (0)3 21 97 77 64
Email boulognecalaispilot@wanadoo.fr
Frequency Ch. 17 when a vessel is expected
Call sign 'Pilotes Calais' or 'Calais Pilot'
• Zone The pilotage zone extends 3.5-miles M beyond the jetties

Formatted: Font color: Blue

• Procedure

- a) Pilotage is compulsory for inbound and outbound vessels longer than 60 m. Vessels carrying hydrocarbons or hazardous substances are prohibited from entering the channel to the E of the meridian of the "Calais Approach Approche" buoy (50° 58.90' N – 1° 45.08' E) without a pilot on board.
- b) The pilot embarks at the following locations:
 - 0.75 M miles N of the "Calais Approach" buoy
 - in bad weather for small vessels: at the latest adjacent to the "CA2" buoy (50° 58.15' N – 1° 45.68' E)

Comment [b2]: No need to translate proper names

• Note

Pilotage is provided by the "Boulogne-Calais" station, with headquarters in Calais.

Vessel Traffic Service and Port

The Calais VTS, based at the Harbour Master's Office, regulates traffic in the port and its approaches.

• Contacts

Port authority:

Tel. +33 (0)3 21 00 68 00
Fax +33 (0)3 21 00 68 01
Email Calais.DirectionDeleguee@nordpasdecalais.fr
Web www.calais-port.com/

Formatted: Font color: Blue

Harbour Master's Office:

Tel. +33 (0)3 21 00 68 49
Fax +33 (0)3 21 34 08 92
Email capcalais.vigie@equipement-agriculture.gouv.fr

Formatted: Font color: Blue

Vessel Traffic Service:

Frequencies Ch. 16, 17 _____ 24 hours
Call sign 'Calais Port Control'

Carrot Lock

Frequencies

Ch. 16, 17 _____ 24 hours

• Zone

The zone is bounded:

- to the SW by the SW limit of the regulation anchorage zone (line joining the locations 50° 56.60' N – 1° 44.50' E, 50° 57.10' N – 1° 41.20' E and 50° 58.60' N – 1° 37.90' E)
- to the NW by the NW limit of the same anchorage zone (line joining the locations 50° 58.60' N – 1° 37.90' E and 51° 01.40' N – 1° 41.70' E)
- to the N and E by the parallel of the "RCW" buoy (51° 01.30' N – 1° 45.40' E) and line joining the "RCW" and "RCE" buoys (51° 02.50' N – 1° 53.20' E) and the former Walde Lighthouse (50° 59.60' N – 1° 54.90' E).

• Procedure

- a) Vessels should communicate their ETA in the approaches/roads to the Harbour Master's Office 48 hours in advance and provide their details, including, as necessary, the nature (IMDG code) and quantity of hazardous substances carried.
- b) Vessels should confirm their arrival to the Harbour Master's Office 12 hours in advance, indicating:
 - their ETA at the "Calais Approach" buoy,
 - length, beam and draught
 - port of origin
 - whether they are equipped with bow or stern thrusters or other aids to manoeuvre
 - boats not obliged to take on a pilot: whether they want a pilot or not.
- c) Vessels should confirm the above information on Ch 17, two 2 hours before their arrival in the approaches, to Calais Port Control, who will give them details of their allocated location on the quayside, their time for entering the port and, should the need arise, their anchorage.
- d) Vessels should report their entry into the zone to Calais Port Control on Ch. 17 then monitor the VHF channel allocated to them until their arrival at the quayside.
- e) On arrival at the "Calais Approach" buoy or the "CA2" buoy (ferries), vessels without a pilot should request permission to enter the approach channel.

Comment [b3]: From where?

3.19.1.8 - Calais

12 30-T-03, New Caledonia (SW Coast). Up to Nouméa. Grande Rade (roadstead) and the Baie de Maa. —
Measuring equipment. (MRCC Nouméa, Avumav local 12-1158)

Comment [b4]: No need to translate
proper names

In the context of a survey of the maritime environment in the Grande Rade de Nouméa, five 5
measuring stations have been set up in the Baie de Maa and in the Grande Rade de Nouméa.
These stations have been immersed for a period of five months at the following positions:

Font should be Times for NMs

Baie de Maa:

22 11.82 S — 166 20.69 E: Station Maa II at a depth of 2.5 m.

Grande Rade de Nouméa:

22 15.70 S — 166 26.48 E: Station P01 at a depth of 4.9 m;

22 15.24 S — 166 24.98 E: Station P12 at a depth of 13 m;

22 14.60 S — 166 23.85 E: Station P22 at a depth of 17 m;

22 13.95 S — 166 22.53 E: Station P33 at a depth of 21.5 m.

Seafarers are requested not to approach these measuring stations and to give them a wide berth.

See charts 6687, 7273, 7643, 7644

Section 2.f. Corrections to the charts

2.1.1 French charts

Comment [b5]: Outside of
bookmarking – not required

- ★ 12 30 29. FRANCE (North Coast). Approaches to Isigny-sur-Mer. Baie du Grand Vey. — Buoy. Light. (Ouireham lighthouses and buoys, Notice 20120140041 and Comar Manche, Avumav 12-1317).

— Chart

7422 (16)	MarkInsert 1 07.27 W		No 1 [symbol] G Fl.G. 2.5s	49 23.60 N	
		No 2 [symbol] R Fl.R. 2.5s		49 23.60 N	1 07.15 W
	Delete	No 1 [symbol] G Fl.G. 2.5s	(a)	49 23.9 N	1 08.4 W
		No 2 [symbol] R Fl.R. 2.5s		near (a)	

- ★ 12 30 32. FRANCE (North Coast). Baie de Saint-Brieuc. Erquy. — Chartlet. Bathymetry. Topography. (Côtes-d'Armor District Council, 20120125 NA).

— Charts

7154 (23)	Mark	a jetty as a solid line	(A) between	48 38.02 N	2 28.75 W
					(+)
				48 38.07 N	2 28.82 W
				48 38.24 N	2 28.83 W
					(the coast)
	Delete	the former jetty the caption works in progress	near (A) to the East		
		the chartlet F.23	near (A) to the West		
7310 (7)	Attach	the chartlet F.24		48 38.12 N	2 28.72 W
				48 33.88 N	2 31.19 W
					(central positions)
	inset chart B	Port d'Erquy			
	Attach	the chartlet F.22		48 38.108 N	2 28.612 W
					(central position)

- ★ 12 30 35. FRANCE (West Coast). Approaches to Lorient. Les Coureaux de Groix. — Wreck. (Atlantic Hydrographic Mission, 20120243 NA).

— Charts

7031 (14)	Change the least depth of the wreck from 14 ₁ to 13 ₈			47 39.1 N	3 26.6 W
7032 (14)	Change the least depth of the wreck from 14 ₁ to 13 ₈			47 39.1 N	3 26.6 W
INT 1835				47 39.1 N	3 26.6 W
7139 (14)	Change the least depth of the wreck from 14 ₁ to 13 ₈			47 39.06 N	3 26.61 W

★ 12 30 49. FRANCE (South coast). Port-Grimaud. Approaches. — Buoy. Light. (Toulon lighthouses and buoys, Notice 20120830034 and Cemed, Avumav 12-5607).
 — Instructions D22, § 4.1.5.1.
 — Lights LB, 34700 (N), 34720 (N) and 34740 (N)
 — Chart

7267 (9)	Mark [symbol] BYB Q (3) 10s	43 16.268 N	6 35.337 E
	Inset chart A <i>Port-Grimaud and Marines de Cogolin</i>		
	Mark [symbol] BYB Q (3) 10s	43 16.268 N	6 35.337 E
	[symbol] R Q.R	43 16.269 N	6 35.255 E
	[symbol] G Q.G	43 16.212 N	6 35.292 E

★ 12 30 106. INDIAN OCEAN. Île de La Réunion. — Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DTI/BGI).
 — Charts

7035 (21)	Mark [symbol] Obstns	20 52.82 S	55 32.75 E
INT 7735	[symbol] Obstns	20 54.88 S	55 39.22 E
	[symbol] Obstn	20 53.15 S	55 33.81 E
	[symbol] Obstns	20 55.23 S	55 20.31 E
	[symbol] Obstn	20 54.74 S	55 20.78 E
7183 (5)	Note. — <i>This chart was reprinted on the day of correction 5.</i>		
INT 7736	Mark [symbol] Obstn	20 54.74 S	55 20.78 E
	[symbol] Obstn	20 53.26 S	55 23.26 E
	[symbol] Obstn	20 52.99 S	55 32.84 E
	[symbol] Obstn	20 53.15 S	55 33.81 E
	[symbol]	20 54.92 S	55 39.29 E
	[symbol] Obstns	20 54.88 S	55 39.22 E
	[symbol]	20 55.23 S	55 20.31 E
	[symbol] Obstn	20 55.44 S	55 19.75 E
	[symbol] Obstns	20 55.22 S	55 20.19 E
	[symbol] Obstn	20 52.82 S	55 32.75 E
	[symbol]	20 55.20 S	55 20.08 E
	[symbol] Obstn	20 53.15 S	55 32.81 E
	an obstruction out of position		
	[symbol] Obstn	20 55.56 S	55 19.13 E
	Inset chart C <i>Port Réunion (Pointe des Galets), East Harbour</i>		
	Mark [symbol] Obstn	20 55.438 S	55 19.749 E
	[symbol] Obstn	20 55.559 S	55 19.130 E
7222 (3)	Mark [symbol]	20 54.92 S	55 39.29 E
	[symbol] Obstns	20 54.88 S	55 39.22 E

— Instructions D22 2006

25 §4.1.5.1. 25, *replace the (existing) paragraph by:*

In strong East wind conditions, the approach is quite difficult owing to the relatively shallow water of the outer harbour where there are breaking waves. Since the end of 2011, a sandbank has formed between the pier heads of the outer harbour seriously reducing the depth in the southern part of the approach. It is marked by three light buoys – East cardinal, port lateral and starboard lateral.

1230

Toulon Lighthouses and Buoys, Notice 20120830034 and Cecmed, Avumav 12-5607



SCORE: 7

Notice to Mariners No. (2) – 2012

Gulf of Suez:

It should be known to all Captains of ships, Navigation Companies and their agencies that off-shore platforms (Al Amal A and Al Amal B) have been established for Al Amal Petroleum Company in the Ras Deeb zone.

▪ 1st: The specifications of Al Amal platform-A

Location of (Al Amal-A):

Latitude N 28° 03'.41 & Longitude E 33° 34'.42.

The platform is equipped with the following navigation tools:-

1. Lighting:

- White lights on the sides of the platform shall transmit a Morse code signal of (D...-) every 20 seconds.

2. Fog horn:

- A fog horn shall transmit a Morse code signal of (D...-) every 18 seconds, with an audibility of 2 nautical miles.

3. Racon radar:

- A Racon radar shall transmit a Morse code signal of (D...-) every 20 seconds, with a visibility of 6 nautical miles.

▪ 2nd: The specifications of Al Amal platform-B

Location of (Al Amal-B):

Latitude: N 28° 04'.17 & Longitude E 33° 34'.31.

The platform is equipped with the following navigation tools:-

1. Lighting:

- White and red lights on the sides of the platform shall transmit a Morse code signal of (N...-) every 20 seconds.

2. Fog horn:

- A fog horn shall transmit a Morse code signal of (N...-) every 18 seconds, with an audibility of 2 nautical miles

3. Racon radar:

- A Racon radar shall transmit a Morse code signal of (N...-) every 20 seconds, with a visibility of 6 nautical miles.

❖ All Mariners should take this Notice into account.

❖ The affected plan-chart No. 2374 (WGS-84).

❖ Alexandria, 13 June 2012/13/6/2012

الإسكندرية – باب جمرک (١) رقم بریدی: ٢١٥١٣ فاكس: ٤٨٧٥٦٣٣ تليكس: ٥٤٤٠٧ تليفون: برید الإلكتروني:
Alexandria-Bab Gomrok (1) Postal code 21513 Fax: 4875633 Telex: 54407 Tel: E-mail:

Formatted: Left, Indent: First line: 0 cm

Info above not required :[Comment [b1] as outside of bookmarking

Double underline :[Comment [b2] required

Different shaped bullet :[Comment [b3] point used

Translator did not note :[Comment [b4] that both letters have the same Morse Code. Not marked as per original.

الهيئة المصرية
لسلامة الملاحة البحرية
EGYPTIAN AUTHORITY FOR MARITIME SAFETY
EAMS



Rear Admiral Mostafa Mohammed Ezz Eldin Wahba
Chairman of the Board (Egyptian Authority for Maritime Safety)

الاسكندرية - باب جمرک (1) رقم بريدى: ٢١٥١٣ فاكس: ٤٨٧٥٦٣٣ تلكس: ٥٤٤٠٧ تليفون: بريد اليكترونى:
Alexandria-Bab Gomrok (1) Postal code 21513 Fax: 4875633 Telex: 54407 Tel: E-mail:

SCORE: 7

Formatted: Left

2. Water area and port territory

Comment [b1]: Paragraphs not indented as original

2.1 Pursuant to section 74 of the Commercial Maritime Code of Ukraine, section 14 of the Water Code of Ukraine and Order of the Cabinet of Ministers of Ukraine dated ~~25 October 2002~~ 25.10.2002 No. 1581 "On the Water Area of Sebastopol Maritime Commercial Port", the water area within the following limits is allocated to the Sebastopol Maritime Commercial Port State Company:

- **Sebastopol bay with channel and the Chorna river boot basin, delimited:**

Comment [b2]: What is a boot basin?

- in the west: by a line connecting the edges of the Northern and Southern harbour walls forming the entrance to the bay; in the east, by the meridian 33°36'02" E, the line of the road bridge across the Chorna river and the coastline, except for the water area sections leased to the Russian Federation under the Treaty between Ukraine and the Russian Federation dated 28 May 1997 "On Parameters of Distribution of the Black Sea Fleet";

- **Kozacha bay** delimited by a line connecting Zakhidnyi and Manganari capes and the coastline;

- **Balaklava bay** delimited by parallel 44°29'06" N and the coastline, except for sections coming under the responsibility, for navigation safety purposes, of the Ministry of Defense of Ukraine and State Frontier Service of Ukraine subject to the Appendix to the Order of the Cabinet of Ministers of Ukraine dated 28 December 2000 No. 1933 "On Ensuring Navigation Safety near Sebastopol".

2.2 The inner harbour of the Port is formed by the water areas of Sebastopol, Kozacha and Balaklava bays within the limits indicated in clause 2.1 of these Compulsory Regulations.

2.3 The outer harbour of the Port is not classified as its water area includes:

- the water area delimited in the north by a parallel at the mouth of Kacha river (44°43.6' N), in the west, by a meridian at Khersones cape (33°22.8' E), in the east and south, by the coastline and limit of the inner harbour;

- the outer harbour of Balaklava bay which is a water area delimited by the southern limit of the inner harbour, the coastline and a line connecting Fiolent cape and Aia cape, as well as the Laspinska bay water area delimited by the coastline and a line connecting Aia cape and Sarych cape.

2.4 The inner harbour of Sebastopol bay includes anchoring ground regions:

- **anchoring ground region No. 387 delimited by lines connecting points with the following coordinates:**

Latitude = 44°37'22.7" N,	Longitude = 33°30'59.4" E;
Latitude = 44°37'30.5" N,	Longitude = 33°31'00.6" E;
Latitude = 44°37'29.9" N,	Longitude = 33°31'24.0" E;
Latitude = 44°37'22.3" N,	Longitude = 33°31'21.2" E;

Comment [b3]: Only "Lat" and "Long" required

- **anchoring ground region No. 388 delimited by lines connecting points with the following coordinates:**

Latitude = 44°37'06.5" N,	Longitude = 33°34'30.6" E;
Latitude = 44°37'04.7" N,	Longitude = 33°34'39.0" E;
Latitude = 44°36'59.3" N,	Longitude = 33°34'51.0" E;
Latitude = 44°36'55.3" N,	Longitude = 33°34'41.8" E;
Latitude = 44°37'00.9" N,	Longitude = 33°34'28.2" E;

- **mooring berth No. 1 delimited by lines connecting points with the following coordinates:**

Latitude = 44°37'15.8" N,	Longitude = 33°32'01.5" E;
Latitude = 44°37'15.8" N,	Longitude = 33°32'04.7" E;
Latitude = 44°37'10.2" N,	Longitude = 33°32'18.6" E;
Latitude = 44°37'03.6" N,	Longitude = 33°32'12.8" E;
Latitude = 44°37'12.1" N,	Longitude = 33°31'57.1" E;

- **mooring berth No. 2** located within anchoring ground region No. 387.

2.5 The following objects are located on the way to the Port and at its outer harbour:

- **anchoring ground region No. 384 delimited by lines connecting points with the following coordinates:**

Latitude = 44°38'49.7" N,	Longitude = 33°30'03.6" E;
Latitude = 44°40'23.9" N,	Longitude = 33°30'07.8" E;
Latitude = 44°40'23.9" N,	Longitude = 33°31'13.2" E;
Latitude = 44°38'49.7" N,	Longitude = 33°31'03.6" E;

- **anchoring ground region No. 386 delimited by lines connecting points with the following coordinates:**

Latitude = 44°39'41" N,	Longitude = 33°23'18" E;
Latitude = 44°40'29" N,	Longitude = 33°23'18" E;
Latitude = 44°40'29" N,	Longitude = 33°25'18" E;
Latitude = 44°39'41" N,	Longitude = 33°25'18" E;

- **waiting area (WA)** without anchoring for vessels awaiting permission to enter the port delimited by lines connecting points with the following coordinates:

Latitude = 44°39.5' N,	Longitude = 33°29.3' E;
Latitude = 44°38.2' N,	Longitude = 33°29.3' E;
Latitude = 44°38.8' N,	Longitude = 33°25.3' E;
Latitude = 44°39.5' N,	Longitude = 33°25.3' E;

Comment [b4]: Full stops ilo commas used throughout

- compass adjustment ground;
- Karantynna, Lukulska, Striletska and Khersoneska measured mile courses;
- recommended courses and vessel movement distribution system.

2.6 The following areas are located on the way to the Balaklava bay:

• **anchoring ground region No. 395 delimited by lines connecting points with the following coordinates:**

Latitude = 44°28.0' N,	Longitude = 33°31.9' E;
Latitude = 44°28.6' N,	Longitude = 33°31.9' E;
Latitude = 44°28.6' N,	Longitude = 33°33.9' E;
Latitude = 44°28.0' N,	Longitude = 33°33.9' E;

• **anchoring ground region No. 396 delimited by lines connecting points with the following coordinates:**

Latitude = 44°24.52' N,	Longitude = 33°41.11' E;
Latitude = 44°24.86' N,	Longitude = 33°41.61' E;
Latitude = 44°24.11' N,	Longitude = 33°42.57' E;
Latitude = 44°23.79' N,	Longitude = 33°42.04' E.

2.7 The territory of the Sebastopol Maritime Commercial Port State Company includes land parcels provided by the Sebastopol Municipal Council to the port for permanent use according to the established procedure, as well as spaces washed in, raised or created by other marine engineering methods used by the port. They include:

a) in Pivdenna bay:

- at 5, Nakhimova Square:
 - deepwater cargo-and-passenger berth No. 143 and adjacent zone of the Ukrainian border entry point, buildings of the marine passenger terminal, port administration office, other buildings and structures from the southern fence of the Hrafska Prystan quay in the north to the fence line of the Minna Stinka with the southern gate of the port embankment wall of Nakhimova Square in the west;
 - boat berth No. 144 – northern end of berth No. 143 outside the Ukrainian border entry point;
- at 3, Nakhimova Square:
 - new administration and Port services building with boat passenger пирсами piers (Vodokatna - city) No. 145 and 146, which in the south abut the northern side of the Hrafska Prystan quay and, in the north abut the southern side of the grounds of the sports club of the Black Sea Fleet of the Russian Federation;
- at 13, Portova Street:
 - repair station No. 117 berth;
 - port fleet anchorage berth No. 115;
 - port fleet floating berth No. 116;

Comment [b5]: ??

b) in Artyleriiska bay:

- 1, 300-ricchia Rosiiskoho Flotu Square:
 - passenger berth No. 157;
 - ferry slip No. 155;
 - passenger boat berths No. 154 and 156 with adjacent land parcels, buildings and Ukrainian border entry point;

Comment [b6]: No need to include Ukrainian letter. Only English equivalent required e.g. (b)

c) in Malyi Inkerman:

- loading berth No. 56 and adjacent fenced operations area of the handling terminal No. 2 with buildings and storage yards, Ukrainian border entry point,
- passenger boat floating berth No. 55;

d) In Velykyi Inkerman (Chorna river boat basin):

- at 10, Simferopolske highway, Inkerman:
 - loading berth No. 50 and adjacent fenced operations area of the handling terminal No. 1 with buildings, structures, storage yards and Ukrainian border entry point,
 - boat passenger berth No. 49;
 - pier No. 51 in boatyard of Chorna river boat basin;

e) at the Northern side, Zakharova Square (Pivnichna bay):

- ferry pier No. 11;
- passenger boat pier No. 10;
- two reserved boat berths;
- boat berths No. 6 and 7 in Staropivnichna bay;

f) passenger boat berths:

- Bukhta Holandiia, berth No. 29 in Holandiia bay;
- DRES, berth No. 57 with passenger pavilion near the state district power plant;
- auxiliary berth No. 58 near the state district power plant;
- Troitska, berth No. 65;
- Apolonova, berth No. 84;
- Pavlovskiy, berth No. 87 in Pavlovskiy cape in Pivdenna bay;
- Omega Pliazh, berth No. 205 in Kruhla bay;
- Naberezhna Nazukina, berth No. 265 in Balaklava bay;
- Zoloty Pliazh, berth No. 268 in the outer harbour of Balaklava bay;
- Uchkuivska Pliazh, berth No. 277 near Uchkuivka beach;

g) on the 5th km of Balaklava highway: buildings and structures of the industrial base of the port.

2.8 Marine engineering facilities of other businesses, institutions and organizations located within the water area of the Sebastopol Commercial Maritime Port where there are facilities such as maintenance and repair services (including additional one) for vessels, transshipment of cargoes, servicing of passengers and others, namely:

- Pivnichnyi dock
- berths No. 18, 19, 20, 21, 22
- berth No. 52
- berths No. 47, 89, 90, 91, 92
- berth No. 59
- berths No. 59A, 59B
- berths No. 93, 94
- berth No. 118
- berth No. 122
- berths No. 89, 90, 91, 92
- Marine Industrial Complex PJSC (MIK);
- Avlita Stevedoring Company PJSC
- Vtormet PrJSC;
- Skhidnyi and Zakhidnyi docks, Sevmorverf PJSC;
- VALM NVF;
- Linart private entrepreneur;
- Persei PrJSC;
- Morstroj PJSC
- Akar LLC
- Sevmorzavod PJSC.

Layout and numbers of mooring facilities on the coast of the city of Sebastopol are given in Appendix 4.

SCORE: 7

Calais - 50° 58' N - 01° 51' E

Comment [b1]: Font should be sans serif for these first 2 pages

Pilotage

Comment [b2]: Grey tint missing. Font should be sans serif here

Contacts

Comment [b3]: Bullet points changed

Tel. +33 (0)3 21 96 20 56
Fax +33 (0)3 21 97 77 64
Email boulognecalaispilot@wanadoo.fr
Frequency Ch. 17 when vessel is expected
Call signal Calais Pilot or Pilotes Calais

- Zone The zone where pilotage is mandatory extends 3.5 M out from the jetties.

- Procedure a) Pilotage is mandatory for vessels more than 60m long, on entry and departure. It is prohibited for vessels carrying hydrocarbons or dangerous substances to use the channel East of the meridian of the "Calais Approach" buoy (50° 58.90' N - 1° 45.08' E) without a pilot on board.

Comment [b4]: No need to translate proper names

b) ~~The pilot boards~~ ~~Pilots board~~ at the following positions:
- 0.75 M N of the "Calais Approach" buoy
- in bad weather for small vessels: on passing the "CA2" buoy at the latest (50° 58.15' N - 1° 45.68' E).
- Note Pilotage is provided by the "Boulogne - Calais" station, which has its HQ in Calais.

Vessel and Port Traffic Service The Calais VTS, available at the harbour master's office, controls traffic in the port and its approaches.

- Contacts Port management:
Tel. +33 (0)3 21 00 68 00
Fax +33 (0)3 21 00 68 01
Email Calais.DirectionDeleguee@nordpasdecalais.fr
Website www.calais-port.com/

Harbour master's office:
Tel. +33 (0)3 21 00 68 49
Fax +33 (0)3 21 34 08 92
Email capcalais.vigie@equipement-agriculture.gouv.fr

Vessel Traffic Service:
Frequencies Ch. 16, 17 H 24
Call signal Calais Port Control

Carnot Lock:
Frequencies Ch. 16, 17 H 24

Formatted: Font: Not Bold

- Zone

The zone is limited:

- to SW by the SW limit of the regulated mooring zone (line joining positions 50° 56.60' N - 1° 44.50' E, 50° 57.10' N - 1° 41.20' E and 50° 58.60' N - 1° 37.90' E)
- to NW by the NW limit of the same zone (line joining positions 50° 58.60' N - 1° 37.90' E and 51° 01.40' N - 1° 41.70' E)
- to N and E by the parallel of the "RCW" buoy (51° 01.30' N - 1° 45.40' E) and the line joining the "RCW" and "RCE" buoys (51° 02.50' N - 1° 53.20' E) and the former Walde lighthouse (50° 59.60' N - 1° 54.90' E).

Comment [b5]: Full stops ilo commas throughout

- Procedure

- a) Vessels must send their ETA at the roadstead to the harbour master's office 48 hours in advance giving their characteristics and, if applicable, the nature (IMDG code) and quantity of any dangerous substances carried.
- b) Vessels must confirm their arrival 12 hours in advance to the harbour master's office, giving:
 - ETA at the "Calais Approach" buoy
 - length, width and draught
 - port of departure
 - if they have bow or stern thrusters or other manoeuvring aids
 - vessels exempt from pilotage: if they require a pilot or not.
- c) Vessels must confirm the above information on Ch. 17, 2 hours before arrival at the roadstead to Calais Port Control who will allocate their berth, entry time to the port and any anchorage position.
- d) Vessels must report to Calais Port Control on Ch. 17 their entry into the zone and then hold the designated channel open until arrival at the quay.
- e) On arrival at the "Calais Approach" buoy or the "CA2" buoy (ferries), vessels with no pilot must request permission to enter the access channel.

3.19.1.8.-Calais.

12 30-T-03. NEW CALEDONIA (SW Coast). Approaches to Nouméa. Grande Rade and Baie de Maa. -Measuring equipment. (MRCC Nouméa, Avurnav local 12-1158)

Comment [b6]: No need to translate proper names

As part of monitoring the marine environment in the Nouméa Grande Rade, 5 measuring stations have been set up in the Baie de Maa and Grande Rade at Nouméa.

These stations are ~~have been~~ submerged for a period of five months at the following positions:

Baie de Maa:

22 11.82 S – 166 20.69 E: Maa II station ~~at depth of~~ 2.5 m deep.

Comment [b7]: As below

Nouméa Grande Rade:

22 15.70 S – 166 26.48 E: P01 station at depth 4.9 m.

22 15.24 S – 166 24.98 E: P12 station at depth 13 m.

22 14.60 S – 166 23.85 E: P22 station at depth 17 m.

22 13.95 S – 166 22.53 E: P33 station at depth 21.5 m.

Mariners are requested not to approach the stations and to keep well clear.

See charts 6687, 7273, 7643, 7644

*** 12 30 29. FRANCE (North Coast). Access to Isigny-sur-Mer. Baie du Grand Vey. - Buoyage. Lights.** (Ouistreham Lights and Beacons, Notice 20120140041 and Comar Manche, Avurnav 12-1317).

-Chart

7422 (16)	Add	No1 \blacktriangle G Fl.G, 2.5s		49 23.60 N	1 07.27 W
		No2 \blacktriangleright R Fl.R, 2.5s		49 23.60 N	1 07.15 W
	Delete	No1 \blacktriangle G Fl.G, 2.5s	(a)	49 23.9 N	1 08.4 W
		No2 \blacktriangleright R Fl.R, 2.5s		near (a)	

*** 12 30 32. FRANCE (North Coast). Baie de Saint-Brieuc. Erquy. - Chartlet. Bathymetry. Topography.** (Côtes-d'Armor General Council, 20120125 NA).

-Charts

7154 (23)	Add	jetty in firm line	(A) between	48 38.02 N	2 28.75 W
					_____ (*)
				48 38.07 N	2 28.82 W
				48 38.24 N	2 28.83 W
					(the coast)

	Delete	former jetty legend		near (A) to East	
		Works in progress		near (A) to West	

7310 (7)	Add	chartlet F.23		48 38.12 N	2 28.72 W
		chartlet F.24		48 33.88 N	2 31.19 W
				_____	(central positions)

	inset B	Port d'Erquy			
	Add	chartlet F.22		48 38.108 N	2 28.612 W
				_____	(central position)

*** 12 30 35. FRANCE (West Coast). Approaches to Lorient. Les Coureaux de Groix. - Wreck.** (Atlantic Hydrographic Mission, 20120243 NA).

-Charts

7031 (14)	Replace wreck depth of water	14 ₁ with 13 ₈		47 39.1 N	3 26.6 W
-----------	------------------------------	--------------------------------------	--	-----------	----------

7032 (14)	Replace wreck depth of water	14 ₁ with 13 ₈		47 39.1 N	3 26.6 W
-----------	------------------------------	--------------------------------------	--	-----------	----------

INT 1835

7139 (14)	Replace wreck depth of water	14 ₁ with 13 ₈		47 39.06 N	3 26.61 W
-----------	------------------------------	--------------------------------------	--	------------	-----------

*** 12 30 49. France (South Coast). Port-Grimaud. Outer harbour. -Buoyage. Lights.** (Toulon Lights and Beacons, Notice 20120830034 and Cemed, Avurnav 12-5607).

-Instructions D22, §_4.1.5.1.

-LB lights, 34700(N), 34720 (N) and 34740 (N)

-Chart

7267 (9)	Add	↙ BYB Q (3) 10s	43 16.268 N	6 35.337 E
		inset A <i>Port-Grimaud and Marines de Cogolin</i>		
	Add	↙ BYB Q (3) 10s	43 16.268 N	6 35.337 E
		↙ R Q.R	43 16.269 N	6 35.255 E
		↙ G Q.G	43 16.212 N	6 35.292 E

*** 12 30 106. INDIAN OCEAN. Réunion. -Obstruction.** (SHOM, FE 12-106 to 12-120

MIP/DTI/BGI).

-Charts

7035 (21)	Add	Obstns	20 52.82 S	55 32.75 E
INT 7735		Obstns	20 54.88 S	55 39.22 E
		Obstn	20 53.15 S	55 33.81 E
		Obstns	20 55.23 S	55 20.31 E
		Obstn	20 54.74 S	55 20.78 E

Comment [b8]: Adding [Symbol] would make it clearer especially where no legend appears but a position does

7183 (5) Note. -*This chart has been reprinted to update correction 5.*

INT 7736	Add	Obstn	20 54.74 S	55 20.78 E
		Obstn	20 53.26 S	55 23.26 E
		Obstn	20 52.99 S	55 32.84 E
		Obstn	20 53.15 S	55 33.81 E
			20 54.92 S	55 39.29 E
		Obstns	20 54.88 S	55 39.22 E
			20 55.23 S	55 20.31 E
		Obstn	20 55.44 S	55 19.75 E
		Obstns	20 55.22 S	55 20.19 E
		Obstn	20 52.82 S	55 32.75 E
			20 55.20 S	55 20.08 E
		Obstn	20 53.15 S	55 32.81 E
		one obstruction without-out of position		
		Obstn	20 55. 56 S	55 19.13 E
		inset C Port Réunion (Pointe de Galets) East Port		
	Add	Obstn	20 55.438 S	55 19.749 E
		Obstn	20 55.559 S	55 19.130 E
7222 (3)	Add		20 54.92 S	55 39.29 E
		Obstns	20 54.88 S	55 39.22 E

Comment [b9]: Line justified to left

- Instructions D22 2006

§4.1.5.1. 25, *replace paragraph with:*

25

In strong East wind, access is quite difficult because of the relatively shallow depths of the outer harbour where waves break. Since late 2011, a sandbank has formed between the outer harbour mole heads greatly reducing depth in the south part of the access. It is marked with three lighted buoys with East cardinal, Port and Starboard lateral marks.

1230

Toulon Lights and Beacons, Notice 20120830034 and Cecmed, Avurnav 12-5607

SCORE: 4

d) The presidency of the port is authorised to modify the placement of the ships determined by mate's receipt, annul the mate's receipt prepared previously, interrupt loading and discharge operations, remove the ships and other sea vehicles from their places, sidle ships which need to be given priority, benefit from the existing facilities of the ships, sea vehicles and shore installations in events necessitating quick intervention with regard to public emergencies, mobilisation, public security, fire, sea pollution, crisis management, safety and security of the journey, people, goods and the environment.

Comment [b1]: Paragraphs not indented as original

Not well written/good English

e) If ships which coast the shore installations cannot stay at their places because of weather and sea conditions, they may quit their places and anchor at safer anchoring places, abide by a safer place or navigate. The persons who are related to these ships shall notify the presidency of the port as soon as possible in writing. In such instances, upon request by the relevant persons and permission of the port presidency, the ships may return to their previous places, taking into account the provisions of Articles 13 and 14, without further mate's receipt.

f) Ships and sea vehicles may not anchor near or between the buoys, to the berths and attachment places in such a way as to obstruct entries or exits and they cannot remain anchored within the wave breakers unless obliged to do so. The measures on these matters are taken jointly by the port presidency and the entities using the shore facilities.

g) Except scrap ships, out of service ships, which await the results of a judicial or administrative process without any commercial activities, may anchor at the shore facility or anchoring zones in accordance with the procedures and principles determined by the administration on the condition that they do not undergo repair or maintenance.

Certificate of departure

ARTICLE 11- (1) Commercial ships, which will go to a cruise beyond the administrative field of the Port Presidency, shall leave the shore facilities with a certificate of departure provided by the Port Presidency. Ships which have received a certificate of departure shall immediately leave the shore facilities after completing their procedures with other relevant institutions and entities. Except passenger boats, marine touristic vehicles shall have their certificate of departure and navigation permission certificate in accordance with the provisions of the Regulations on Marine Tourism, which came into effect following the decision of the cabinet on ~~29 June 2009~~ 29/6/2009, numbered 2009/15212. In such a case, a navigation certificate will be equivalent to a certificate of departure.

(2) Other points concerning the certificate of departure are determined in accordance with the provisions of the Technical Regulation of Ships, published in the Official Gazette of ~~17 November 2009~~ 17/11/2009, numbered 27409.

(3) If in the certificate of sea worthiness, the navigation zone specified is the adjacent port's navigation zone for fishing boats, their personnel equipment also shall be performed as a port navigation, with regards to equipment sufficiency. Fishing boats smaller than ~~12~~ twelve metres, which do not fish with troll or seine nets, may also have their survey and certificate at adjacent port presidencies other than the port presidency where they were registered.

Navigation according to ship routing systems

Comment [b2]: UKHO spelling

ARTICLE 12- (1) The administration may create ship routing systems as it finds it necessary in order to arrange the sea traffic in accordance with the relevant rules and recommendations of the International Marine Organization (IMO), with the purpose of increasing security and safety of navigation, people, goods and the environment and decreasing any accident risks, within the administrative borders of the port presidency.

(2) All ships which shall berth or leave shore facilities, which shall enter the port zone for anchoring at anchoring zones or shall move to anchoring zones from the shore facilities, in places where there is a ship routing system, shall observe the ship routing system:

- a) when leaving the traffic separation arrangement,
- b) when navigating without entering the traffic separation arrangement,
- c) when travelling across in a way as to go through the traffic separation arrangement.

(3) The provision of the second paragraph of Article 19 of the Regulations on Setting-up and Use of Ship Traffic Service Systems, published in the Official Gazette of ~~18 February 2007~~ 18/2/2007, no. 26438, shall apply if marine traffic operators or chief operators commissioned with ship traffic services violate the principles or requirements of their profession or they commit gross fault or negligence.

(4) Marine traffic operators or chief operators are obliged to exchange information with the authorised guidance organisation in order to provide a more efficient service.

(5) The administration may publish a marine traffic guide in order to arrange the marine traffic within its administrative borders of the port presidency.

(6) Ships which are berthed or navigating, anchoring or taking anchor, approaching or leaving the shore facility at the port or shore facilities, users of shore facilities and guiding pilots shall respect the provisions of the Regulations on Setting-up and Use of Ship Traffic Service Systems.

SCORE: 7

Formatted: Left

2. Water Area and Territory of the Port

2.1 According to Article 74 of the Merchant Marine Code of Ukraine, Article 14 of the Water Code of Ukraine, and the Resolution of the Cabinet of Ministers of Ukraine (CMU) On Water Area of the Sevastopol Sea Commercial Port No. 1581 dated 25 October 2002/25/10/2002, the Sevastopol Sea Commercial Port State Enterprise shall be provided with water area within the following borders:

Comment [b1]: Paragraphs not indented as original

- **Sevastopol Bay, including the channel and boot basin of the Chorna River, bounded:**
 - in the west, by the line connecting the edges of Northern and Southern Bay entrance piers; in the east, 33°36'02" east longitude meridian, by the line of a road bridge across the Chorna River, and the coastline, except for parts of the water area leased to the Russian Federation under the Agreement on the Parameters of the Black Sea Fleet Division between Ukraine and the Russian Federation dated 28 May 1997;
 - **Cossack Bay**, bounded by the line connecting West Cape and Manganari Cape, and the coastline;
 - **Balaklava Bay**, bounded by 44°29'06" north latitude parallel and the coastline, except for the areas in the zones where the Ministry of Defence of Ukraine or the State Frontier Service of Ukraine bear responsibility for navigation safety in accordance with the Addition to the Resolution of the CMU on Navigation Safety in the Area of Sevastopol City No. 1933 dated 28 December 2000.

Comment [b2]: What is a boot basin?

2.2 The **inner harbour** of the Port shall be included in the water area of Sevastopol Bay, Cossack Bay, and Balaklava Bay within the limits specified in paragraph 2.1 hereof.

2.3 The **outer harbour** of the Port not included in the water area shall consist of the following:

- water area bounded by the listed below: in the north, the mouth of the Kacha River (44°43.6' N); in the west, the meridian of Cape Chersonese (33°22.8' E); in the east and the south, the coastline and inner harbour's boundary;
- the outer harbour of Balaklava Bay is the water area bounded by the southern boundary of the inner harbour, the coastline, and the line connecting Cape Violent and Cape Aya, as well as the water area of Laspy Bay bounded by the coastline and the line connecting Cape Aya and Cape Sarych.

2.4 The following anchoring berth areas shall be located within the inner harbour of Sevastopol Bay:

- **anchoring berth area No. 387** bounded by the lines connecting the points with the following coordinates:

Lat = 44°37'22.7" N,	Lon = 33°30'59.4" E;
Lat = 44°37'30.5" N,	Lon = 33°31'00.6" E;
Lat = 44°37'29.9" N,	Lon = 33°31'24.0" E;
Lat = 44°37'22.3" N,	Lon = 33°31'21.2" E;

Comment [b3]: Long is the recognised abbreviation for Longitude
No need to be in bold

- **anchoring berth area No. 388** bounded by the lines connecting the points with the following coordinates:

Lat = 44°37'06.5" N,	Lon = 33°34'30.6" E;
Lat = 44°37'04.7" N,	Lon = 33°34'39.0" E;
Lat = 44°36'59.3" N,	Lon = 33°34'51.0" E;
Lat = 44°36'55.3" N,	Lon = 33°34'41.8" E;
Lat = 44°37'00.9" N,	Lon = 33°34'28.2" E;

- **off shore berth No. 1** bounded by the lines connecting the points with the following coordinates:

Lat = 44°37'15.8" N,	Lon = 33°32'01.5" E;
Lat = 44°37'15.8" N,	Lon = 33°32'04.7" E;
Lat = 44°37'10.2" N,	Lon = 33°32'18.6" E;
Lat = 44°37'03.6" N,	Lon = 33°32'12.8" E;
Lat = 44°37'12.1" N,	Lon = 33°31'57.1" E;

- **off shore berth No. 2** located within anchoring berth area No. 387.

2.5 The following areas shall be located on the way to the Port and its outer harbour:

- **anchoring berth area No. 384** bounded by the lines connecting the points with the following coordinates:

Lat = 44°38'49.7" N,	Lon = 33°30'03.6" E;
Lat = 44°40'23.9" N,	Lon = 33°30'07.8" E;
Lat = 44°40'23.9" N,	Lon = 33°31'13.2" E;
Lat = 44°38'49.7" N,	Lon = 33°31'03.6" E;

- **anchoring berth area No. 386** bounded by the lines connecting the points with the following coordinates:

Lat = 44°39'41" N,	Lon = 33°23'18" E;
Lat = 44°40'29" N,	Lon = 33°23'18" E;
Lat = 44°40'29" N,	Lon = 33°25'18" E;
Lat = 44°39'41" N,	Lon = 33°25'18" E;

- **waiting area (WA)** without anchored vessels waiting for permission to enter the Port bounded by the lines connecting the points with the following coordinates:

Formatted: Font: Bold

Lat = 44°39.5' N,	Lon = 33°29.3' E;
Lat = 44°38.2' N,	Lon = 33°29.3' E;
Lat = 44°38.8' N,	Lon = 33°25.3' E;
Lat = 44°39.5' N,	Lon = 33°25.3' E;

- deviation range;
- Quarantine, Lukulska, Striletska, and Chersonese measured courses;
- recommended routes and vessel traffic distribution systems.

2.6 The following are located on the approaches to Balaklava Bay:

- **anchoring berth area No. 395** bounded by the lines connecting the points with the following coordinates:

Lat = 44°28.0' N,	Lon = 33°31.9' E;
Lat = 44°28.6' N,	Lon = 33°31.9' E;
Lat = 44°28.6' N,	Lon = 33°33.9' E;
Lat = 44°28.0' N,	Lon = 33°33.9' E;
- **anchoring berth area No. 396** bounded by the lines connecting the points with the following coordinates:

Lat = 44°24.52' N,	Lon = 33°41.11' E;
Lat = 44°24.86' N,	Lon = 33°41.61' E;
Lat = 44°24.11' N,	Lon = 33°42.57' E;
Lat = 44°23.79' N,	Lon = 33°42.04' E;

2.7 The area of the Sevastopol Sea Commercial Port State Enterprise covers the land plots granted to the Sevastopol City Council for permanent use by the Port according to established procedure, as well as reclaimed or filled-up areas, and the areas created during the operation of other hydraulic technologies at the expense of the Port. The following objects are located on areas specified above:

a) within South Bay:

- at 5, Nakhimov Square:
 - cargo-and-passenger deep-water berth No. 143 and the adjacent zone of the Ukrainian National Border Crossing, seaport buildings, Port's administration building, other buildings and structures within the southern fence of Graf'ska in the north to the fence line of Minna Wall with the Port's southern gate and the retaining wall of Nakhimov Square in the west;
 - motor-boat berth No. 144, north edge of No. 143 berth outside the Ukrainian National Border Crossing;
- the areas at 3, Nakhimov Square:
 - new administration building and the Port services buildings with motor-boat passenger piers (Vodokatna – City) No. 145 and 146 bordered by the north side of Graf'ska Quay in the south, and the south side of the Russian Black Sea Fleet's sports club area in the north;
- the areas at 13, Portova Street:
 - repair base berth No. 117;
 - berth No. 115 for the refuge of the Port fleet's vessels;
 - floating berth No. 116 for the Port's fleet;

b) the areas at Artyleriy'ska Bay:

- at 1, 300th Anniversary of the Russian Fleet Square:
 - passenger berth No. 157;
 - ferry pier No. 155;
 - passenger motor-boat berths No. 154 and 156 with adjacent land plots, buildings, and the checkpoint of the Ukrainian national border crossing;

c) within Maly Inkerman:

- cargo berth No. 56 and the adjacent fenced operating area of cargo complex No. 2 with buildings, storage facilities, and the checkpoint of the Ukrainian national border crossing;
- passenger motor-boat floating berth No. 55;

d) the areas within Veliky Inkerman (boat basin of the Chorna River):

- at 10 Simferopol Highway, Inkerman:
 - cargo berth No. 50 and the adjacent fenced operating area of cargo complex No. 1 with buildings, structures, storage facilities, and the checkpoint of the Ukrainian national border crossing;
 - motor-boat passenger berth No. 49;
 - pier No. 51 in the gulf bucket of the Chorna River;

e) on the North Side, Zakharov Square (North Bay):

- ferry pier No. 11;
- motor-boat passenger pier No. 10;
- two lettered motor-boat berths;
- motor-boat berths No. 6 and 7 in Staropivnichna Bay;

f) passenger motor-boat berths:

- Holland Bay, berth No. 29 in Holland Bay;
- DRES [State District Power Station], berth No. 57 with a passenger pavilion near DRES;
- auxiliary berth No. 58 near DRES;
- Troitska, berth No. 65;
- Apolonova, berth No. 84;
- Pavlovsky, berth No. 87 at Pavlovsky Cape in South Bay;
- Omega Beach, berth No. 205 in Krugla Bay;
- Nazukin Embankment, berth No. 265 in Balaklava Bay;
- Zoloty Beach, berth No. 268 in the outer harbour of Balaklava Bay;
- Uchkuyivka Beach, berth No. 277 near Uchkuyivka Beach;

g) the areas at the 5th kilometre of Balaklava Highway: buildings and structures of the Port's industrial base.

2.8 Hydraulic structures of other enterprises, institutions, or organisations located within the water area of the Sevastopol Sea Commercial Port, where vessel servicing, repairs (including dock repairs), cargo transshipment, services for passengers, and other services are provided, namely:

- North Dock
- berths No. 18, 19, 20, 21, 22
- berth No. 52
- berths No. 47, 89, 90, 91, 92
- berth No. 59
- berths No. 59A, B
- berths No. 93, 94
- berth No. 118
- berth No. 122
- berths No. 89, 90, 91, 92
- Maritime Industrial Complex (MIC) OJSC;
- Avlita Stevedoring Company PJSC;
- Vtormet CJSC;
- East Dock and West Dock, Sevmoreverf OJSC;
- VALM Research and Production Company;
- Linart Private Company;
- Persey CJSC;
- Morstroy PJSC;
- Akar LLC;
- Sevmorzavod OJSC.

Please refer to Annex 4 for the location and order of berth facilities on the coast of Sevastopol city.

Marking scheme for Translations trials

5 translations to be sent out: Arabian, Egyptian, French, Turkish and Ukrainian

Mark of 0 or 1:

Red

To be given where there is a critical impact on safety i.e. critical problems with positions, depths, buoy and light details, chart numbers, dates, and e mail addresses, phone numbers format

Mark of 4:

Amber

To be given where there are some issues with the format – right words in bold/italics, indents, only some understanding of maritime terminology, grammar, translating words outside the book marking, not understanding what they have been asked to do.

Mark of 7:

Green

To be given for attention to detail, bullet points, underlining, punctuation etc – satisfactorily acceptable and only minor changes to the original text

Mark of 10:

Where attention to details are really good and no issues with translated material

Marking System for Translation Bidder Evaluation work

Marking has been applied to individual languages dependant on the content that is being checked. Therefore it is not consistently applied to all languages. The items below were highlighted at the Bidders Conference and in previous documentation.

Critical Information

- GPs
- Depths
- Buoy/Light descriptions
- Chart numbers
- Dates
- Email addresses/websites
- Verification
- Text missing
-

As Requested at Bidders Conference

- Layout
 - Outside book marking (comes at a cost)
- Format
 - Bullet points
 - Font style/size/colour
- Content
 - Grammar/understanding
 - Maritime terminology (could be learned idc)
- Apparent lack of verification

Attention to Detail

- Punctuation
- Underlining

Translations Checked for the Following Arabian

- Positions
- Chart numbers
- Abbreviations
- Dates
- Layout

Egyptian

- Positions
- Chart numbers
- Dates
- Numerals
- Layout
- Bullet points

French

- Entire content

Turkish

- Dates
- Numerals
- Layout

Ukrainian

- Positions including N/S/E/W

- Dates
- Numerals
- Layout

RB (HSDR)
23.08.12

TRADOS comparisons	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	Final Price	
100 word document (Spanish into English) with 73 words translated by memory software i.e. 60% to 79% match																				
1,000 word document (Russian into English) with 850 words translated using memory software i.e. 80% to 89% match																				
2,000 word document (Japanese into English) with 1,000 words translated using memory software i.e. 1% to 59% match																				
Total																				
Ranking	4	7	2	5	12	1	31	13	8	6	14	10	9							

Marking & ranking based on the cheapest final price

Tenderer	Total cost into English	Total cost from English	Total cost SDs	Overall cost	Ranking	Mark out of 28.5%
						3 #DIV/0!
						6 #DIV/0!
						1 28.5
						7 #DIV/0!
						12 #DIV/0!
						4 #DIV/0!
						2 #DIV/0!
						11 #DIV/0!
						9 #DIV/0!
						10 #DIV/0!
						13 #DIV/0!
						5 #DIV/0!
						8 #DIV/0!

Lowest price overall = 28.5 marks

Tenderer	TRADOS discount final price	Mark out of 1.5%
		#DIV/0!
		#DIV/0!
		#DIV/0!
		#DIV/0!
		1.5
		#DIV/0!
		#DIV/0!
		#DIV/0!
		#DIV/0!
		#DIV/0!
		#DIV/0!

Lowest final price overall = 1.5 marks

Total	Rank
#DIV/0!	3
#DIV/0!	6
#DIV/0!	1
#DIV/0!	7
#DIV/0!	12
#DIV/0!	4
#DIV/0!	2
#DIV/0!	11
#DIV/0!	9
#DIV/0!	10
#DIV/0!	13
#DIV/0!	5
#DIV/0!	8

Final Positions with Scores

- Overall Score 10 (av 8.8)
- Overall Score 7 (av 7.6)
- Overall Score 7 (av 6.4)
- Overall Score 7 (av 5.8)
- Overall Score 4 (av 5.2)
- Overall Score 4 (av 5.2)
- Overall Score 4 (av 5.2)
- Overall Score 4 (av 4.6)
- Overall Score 4 (av 4.6)
- Overall Score 4 (av 4.6)
- Overall Score 4 (av 4.4)
- Overall Score 4 (av 4.0)
- Overall Score 1 (av 1.8)

Overall Position (x), Overall Score, Individual Language Score, Average Score and Comments Following Scoring

– Overall Score 4

(Arabic – 4; Egyptian – 4; French – 7; Turkish – 4; Ukrainian – 4 = av 4.6)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including font, punctuation, bullet points, dates; use of italics, bold & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail.

Some of this work did not appear to have been thoroughly checked.

– Overall Score 4

(Arabic – 4; Egyptian – 7; French – 4; Turkish – 7; Ukrainian – 4 = av 5.2)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including font, punctuation, bullet points, dates; use of italics, bold & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail.

Some of this work did not appear to have been thoroughly checked and the English was poor in parts.

– Overall Score 10

(Arabic – 10; Egyptian – 7; French – 7; Turkish – 10; Ukrainian – 10 = av 8.8)

See marked up comments on the soft copies. Minor changes to punctuation & layout, no need to translate proper names, abbreviations should be followed as per original.

No actual errors spotted.

Translator's notes were useful for reference

– Overall Score 4

(Arabic – 4; Egyptian – 7; French – 1; Turkish – 7; Ukrainian – 7 = av 5.2)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document – particularly in the French (including font, punctuation, bullet points, dates; use of italics, bold & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail.

Some of this work did not appear to have been thoroughly checked and the English was poor in parts and included a couple of English spelling errors.

– Overall Score 4

(Arabic – 4; Egyptian – 4; French – 4; Turkish – 7; Ukrainian – 7 = av 5.2)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including font, punctuation, bullet points, dates; use of italics, bold & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail.

Some of this work did not appear to have been thoroughly checked and included some Americanisms.

– Overall Score 4

(Arabic – 0; Egyptian – 4; French – 7; Turkish – 4; Ukrainian – 7 = av 4.4)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including font, punctuation, bullet points, dates; use of italics, bold & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail.

Some of this work did not appear to have been thoroughly checked and a large part of the Arabic translation was missing – hence Score 0.

– Overall Score 4

(Arabic – 4; Egyptian – 4; French – 4; Turkish – 4; Ukrainian – 7 = av 4.6)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including font, punctuation, bullet points, dates; use of italics, bold & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail.

Some of this work did not appear to have been thoroughly checked e.g. MORS in lieu of MORSE, chart number incorrect etc. Some text was missing from the Arabic.

– Overall Score 7

(Arabic – 10; Egyptian – 7; French – 7; Turkish – 7; Ukrainian – 7 = av 7.6)

See marked up comments on the soft copies. Some minor points to note, as specific guidance was given at the Bidders Conference, such as not including text outside of the book marking, no need to translate proper names, not following the layout of the original text e.g. dates and positions (no degree and minute ticks required in French).

– Overall Score 1

(Arabic – 4; Egyptian – 4; French – 0; Turkish – 1; Ukrainian – 0 = av 1.8)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including font, punctuation, bullet points; use of italics, bold & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail.

There was text missing from the French and Ukrainian translations.

Some of the work appeared not to have been checked.

– Overall Score 4

(Arabic – 4; Egyptian – 4; French – 4; Turkish – 7; Ukrainian – 1 = av 4.0)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including font, punctuation, bullet points, dates; use of italics, bold & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail.

Some of this work did not appear to have been thoroughly checked and included some worrying errors – see Ukrainian in particular.

– Overall Score 4

(Arabic – 4; Egyptian – 4; French – 4; Turkish – 4; Ukrainian – 7 = av 4.6)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including punctuation, bullet points & underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail. Some of this work did not appear to have been thoroughly checked. The Arabic translation contained 2 paragraphs out of sequence.

– Overall Score 7

(Arabic – 7; Egyptian – 4; French – 7; Turkish – 7; Ukrainian – 7 = av 6.4)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including punctuation, bullet points, dates, underlining), only including work that has been book marked, not translating proper names and a lack of attention to detail as some Ukrainian text has been retained.

– Overall Score 7

(Arabic – 4; Egyptian – 7; French – 7; Turkish – 4; Ukrainian – 7 = av 5.8)

See marked up comments on the soft copies. Several instructions given at the Bidders Conference were ignored such as following the format and layout of the original document (including punctuation, bullet points, dates, underlining), only including work that has been book marked, not translating proper names etc

