

中远集团船员英语
适岗考试系列教材

航海英语阅读

English Reading for Navigation

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大连海事大学出版社

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序

看到船员英语适岗考试系列教材出版,我十分高兴。这标志着我们的船员英语培训工作又向前推进了一大步。

在日益激烈的国际市场竞争中,中远集团越来越清醒地认识到——英语作为一种国际间的交流工具,已经成为衡量企业和船员素质高低的重要标尺。航运业是一种国际性行业,远洋船员是一种国际性职业。中远作为特大跨国航运企业,若想进一步加快发展的步伐,就必须使船员学会驾御英语这门语言工具。集团于1995年提出对船员实施英语适岗考试制度,以适应国际海事组织STCW78/95公约和我国海事局九七规则对船员的要求。英语适岗考试正式实施的三年间,取得了良好的效果,对提高广大船员的英语水平发挥了重要作用,为建立企业的职业岗位资格证书制度提供了有益的借鉴。船员英语适岗考试系列教材的及时出版,正是适应了集团对英语培训新的发展需要,将会对船员英语适岗考试起到良好的推动作用。同时,这套教材具有较强的针对性、实用性,能够较好地提高船员学习英语的积极性。

为此,我向为该系列教材的出版付出辛勤劳动的教师及有关人员表示衷心的感谢!我们也期待着,该系列教材能够经受实践的检验,为全面提高中远船员英语水平发挥更重要的作用。

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前 言

为全面提高船员的英语水平,以适应 STCW78/95 公约和开拓外派劳务市场的需要,中远集团自 1996 年开始对全集团船员实施英语适岗考试。为配合船员英语适岗考试的顺利实施,成立了中远集团船员英语适岗考试系列教材编写委员会,组织系列教材的编写工作。

本系列教材根据《中远集团船员英语适岗标准》的规定,密切配合中远集团船员的实际工作,由青岛远洋船员学院、大连海运学校、广州海员学校、天津海员学校和上海远洋运输公司教育中心合作编写。系列教材共分十册:其中《水手英语》由广州海员学校编写,《机工英语》由天津海员学校编写,分别供参加航海与轮机 1~2 级适岗考试的船员使用;《航海英语阅读》、《航海英语口语》由青岛远洋船员学院和大连海运学校编写,供航海 3~4 级的船员使用;《轮机英语阅读》、《轮机英语口语》由青岛远洋船员学院和大连海运学校编写,供轮机 3~4 级的船员使用;《高级航海英语阅读》、《高级航海英语口语》和《高级轮机英语阅读》、《高级轮机英语口语》由青岛远洋船员学院和上海远洋运输公司培训中心编写,分别供参加航海和轮机 5~6 级适岗考试的船员使用。

航海专业英语的五册教材和轮机专业英语的五册教材根据各个等级的岗位工作特点自成体系,又相互配合,形成整体,以适应船员参加英语适岗考试的笔试、听力和口试的考试要求。教材内容在选材与编写上紧紧围绕各级岗位的实际工作需要,同时考虑到国际海事组织 STCW78/95 公约和我国海事局船员适任考试和评估大纲对船员英语的要求以及远洋船舶在新技术上的发展和对船舶管理水平的要求。

中远集团船员英语适岗考试系列教材编写委员会

1999 年 7 月

目 录

Unit One	NOTICES TO MARINERS	(1)
Unit Two	NAUTICAL CHARTS	(36)
Unit Three	SAILING DIRECTIONS	(60)
Unit Four	RADIO WEATHER MESSAGES & WEATHER ROUTEING	(77)
Unit Five	DECK LOG BOOK	(96)
Unit Six	PERILS OF THE SEA & GMDSS	(111)
Unit Seven	INTRODUCTION OF ELECTRONIC CHARTS	(129)
Unit Eight	NAVIGATIONAL EQUIPMENT & GPS	(144)
Unit Nine	STCW78/95	(159)
Unit Ten	MARINE COMMUNICATIONS	(169)
APPENDIX 附录	(188)
1	SHIP ORDERS 船舶口令	(188)
2	EXTRA EXERCISES 附加练习	(190)
3	MODEL TEST PAPERS	(194)
VOCABULARY	(206)
主要参考文献	(233)

Unit One

NOTICES TO MARINERS

Text

PART I INTRODUCTION

I

⁽¹⁾Notices to mariners notifying changes in or additions to navigational data previously promulgated are issued daily and published in **Weekly Editions** by the competent authorities of the major maritime countries, which contain information for the correction of **Charts, Sailing Directions, Light Lists** and other hydrographic publications,⁽²⁾ which enables the mariner to keep his charts and books up-to-date for the latest report received.

Notices are issued daily and published in **Weekly Editions**.

Daily notices are numbered consecutively starting at the beginning of each year.⁽³⁾ **Weekly Editions** are consecutively numbered beginning from the first week of each year, hence there being 52 issues in a year.

Daily notices disseminate information of an urgent nature or of major importance.

A complete **Weekly Edition** of notices contains all information, which has been available during the previous week, and include any daily notices issued that week.

In addition to⁽⁴⁾ **Admiralty Notices to Mariners (ANM)**, which are published by the UK Hydrographic Office and include all Australian and New Zealand chart correcting Notices, there is⁽⁵⁾ **U. S. Notice to Mariners (NM)**, which is published by the Defense Mapping Agency Hydrographic/Topographic Center (DMAHTC) and prepared jointly with the National Ocean Service (NOS) and the U. S. Coast Guard (USCG). The DMAHTC contributes information for waters outside the territorial limits of the United States; the NOS is charged with the surveys and charting of the coast and harbours of the United States and its territories; the U. S. Coast Guard (Department of Transportation) is responsible for the safety of life at sea and the establishment and operation of aids to navigation.

Each Admiralty Weekly Edition consists of the following 6 sections:

- I Explanatory Notes. Indexes to Section II
- II Admiralty Notices to Mariners. Corrections to Charts
- III Reprints of Radio Navigational Warnings

- IV Corrections to Admiralty Sailing Directions
- V Corrections to Admiralty Lists of Lights and Fog Signals
- VI Corrections to Admiralty List of Radio Signals

Each American Weekly Edition is made up of the following 3 sections:

- Sec. I Chart Corrections
 - Coast Pilot/Sailing Directions/Fleet Guides
 - Catalog Corrections-New Charts and Pubs
 - Chartlets/Depth Tabulation/Notes
- Sec. II Light List Corrections
 - Radio Navigational Aids Corrections
 - Other Pub. Corrections
- Sec. III Broadcast Warnings
 - Marine Information-Miscellaneous

II

⁽⁶⁾**Annual Summary of Admiralty Notices to Mariners** is an important complement to Weekly Editions, which contains the following information:

1. The first few Notices of each year.
These important Notices usually deal with the same subjects as the preceding year and are excluded from the Weekly Editions, but are given in the Annual Summary of admiralty Notices to Mariners.
2. Reprints of all Temporary and Preliminary Notices,⁽⁷⁾ including any Australian and New Zealand Temporary and Preliminary Notices which have been republished, and are in force on 1st January.
3. Reprints of all corrections to Sailing Directions, which have been published and are in force 1st January.

Admiralty Notices to Mariners are sometimes accompanied by reproductions of portions of charts. These are known as "blocks" (or "chartlet" in U. S. Notice to Mariners) and are placed after Section V in the Weekly Edition.

Notices from Australia and New Zealand have their numbers preceded by AUS and NZ respectively.

PART II ADMIRALTY NOTICES TO MARINERS

I

TITLE PAGE



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 5

4 February 1999

CONTENTS

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

Mariners are requested to inform the UK Hydrographic Office, Admiralty Way, Taunton, Somerset TA1 2DN immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in Admiralty charts or publications. ⁽¹⁾ Copies of form H 102, which is a convenient form on which to send in a report, may be obtained gratis from any Admiralty Distributor or the reproduction at the end of Section V of the Weekly Edition of Notices to Mariners may be used. A copy of the form, which may be used as a pro forma, is also printed in the Mariner's Handbook (NP 100).

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

Urgent navigational information:

Fax: +44(0)1823 322352 Telex: 46464

Phone: +44(0)1823 337900 Ext 3289

Other matters:

Fax: +44(0)1823 284077 Telex: 46274

e-mail: hdc@hdc.hydro.gov.uk

J. P. CLARKE

Rear Admiral

Hydrographer of the Navy

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II EXPLANATORY NOTES

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

Charts The notices in Section II give instructions for the correction of Admiralty charts. Geographical positions refer to the largest scale chart⁽⁹⁾ unless otherwise stated. They are normally given in degrees, minutes and decimals of a minute, but may occasionally quote seconds for convenience when plotting from the graduation of some older-style charts.⁽¹⁰⁾ Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are from seaward.⁽¹¹⁾ Symbols referred to are those shown on chart 5011.

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

⁽¹²⁾ Alterations to depth contours, deletion of depths to make way for new detail, etc., are not mentioned unless they have some navigational significance.

Blocks and notes accompanying notices in Section II are placed after Section V.

Temporary and Preliminary Notices These are indicated by (T) or (P) after the notice number. They are printed on one side of the paper in order that they may be cut up and filed and are placed at the end of section II. To assist in filing, the year is indicated after the notice number and an in-force list is published monthly. Charts are not corrected for them before issue; they should be corrected in pencil on receipt. In (T) and (P) notices, separate latticed versions are not quoted in the list of charts affected nor are they included in the Index of Charts Affected.

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

Lights When a light is affected by a notice its Light List number is quoted. The detailed correction to the List of Lights is given in Section V and may be published in an earlier

edition than the chart-correcting notice. The entire entry for each light amended will be printed (including minor changes) and an asterisk (*) will denote which column contains a significant amendment. In the case of a new light, an asterisk (*) will appear under all columns. New and extensively altered entries are intended to be pasted in. ⁽¹³⁾It is recommended that a manuscript entry is made for all shorter corrections.

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

⁽¹⁴⁾The range of light is normally the nominal range, except when the responsible authority quotes luminous or geographical range.

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

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

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

⁽¹⁵⁾It is recommended that corrections are kept in a file with the latest list of corrections in force on top. The list should then be consulted when using the parent book to see if any corrections, affecting the area under consideration, are in force.

It is not recommended that corrections be stuck in the parent book or current supplement, but, if this is done, when a new supplement is received care must be taken to retain those corrections issued after the date of the new supplement, which may be several months before its receipt on board.

Radio Navigational Warnings See Note at the start of Section III.

Updating

⁽¹⁶⁾Updating information is published by Weekly Notices to Mariners supplemented by radio warnings for items of immediate importance. ⁽¹⁷⁾It should be borne in mind that they may be based on reports which cannot always be verified before promulgation, and that it is sometimes necessary to be selective and promulgate only the more important items to avoid overloading users; the remainder being included in revised editions of the charts and publications concerned.

Laws and Regulations

⁽¹⁸⁾While, in the interests of the safety of shipping, the UK Hydrographic Office makes every endeavour to include in its publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood:

(a) that no liability whatsoever can be accepted for failure to publish details of any par-

ticular law or regulation, and

(b) that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.

Correction of charts and publications by the user

Admiralty Notices to Mariners contain important information and should be used to keep the specified charts and books up-to-date.

(from "ADMIRALTY NOTICES TO MARINERS" 1999)

III

(19) Corrections to Charts (1)

297 ENGLAND, South Coast—Edystone Rocks Northwestwards—

Hand deeps—Buoyage

Insert special spherical light-buoy, *Fl. Y. 5s*

(a) 50°12'. 62N. , 4°21'. 0W

Substitute special spherical light-buoy, *Fl. Y. 5s*

for W. cardinal light-buoy, Q(9)15s

(b) 50°12'. 6N. , 4°21'. 0W

Delete W. cardinal light-buoy, Q(9)15s

(c) close N. of (a) above

Chart <last correction> —1267& L.(D1) 1267(a,c) <1171/96> —1613(a.c.) <3368/95—442(INT1701)& L.(D1) 442(INT1701) <3368/95> —2655& L.(D1) 2655(b) <2833/96> —2656 & L.(D1) 2656(b) <2684/96> —2675(INT1070)(b) <2916/96>
Queen's Harbour Master, Plymouth (HH. 232/450/03).

3477 NORTH AMERICA, West coast—California—Monterey Bay—Restricted area

Insert limit of restricted area, pecked line, joining;

(a) 36°37'. 80N. , 121°50'. 50W. (shore)

36°39'. 25N. , 121°52'. 95W.

36°43'. 40N. , 121°51'. 00W.

(b) 36°41'. 95N. , 121°48'. 60W. (shore)

legend, *Entry prohibited* within (a)-(b) above

2785 AUSTRALIA— Queensland —Jukes Reef —Depth

Substitute depth 25 fm enclosed by 3fm contour, *Rep* (1996), for

depth 84fm enclosed by 10fm contour

11°36'. 6S. , 143°51'. 5E.

3469 RUSSIA, Pacific Coast—Zaliv Pos'yeta —Recommended track

Insert recommended track, not based on a system of fixed marks,
pecked line, joining: (a) $42^{\circ}30'.4N.$, $131^{\circ}08'.9E$

(existing track)

(b) $42^{\circ}30'.4N.$, $130^{\circ}57'.0E$

$42^{\circ}36'.4N.$, $130^{\circ}49'.3E$

legend No. 26 along (a)-(b) above

1191 NORTH SEA —Danish Sector —Svend Gas Field Northwards— Template; Buoy;
Restricted area

Insert \square Template (a) $56^{\circ}20'.77N.$, $4^{\circ}16'.39E$

isolated danger pillar buoy (b) close N. of (a)above

circular restricted area, ⁽²⁰⁾radius 500m (0.27M).

pecked line, centred on: (a) above

1160 SPAIN, North-west Coast—El Ferrol del Caudillo— —Dredged areas; Depths

Insert the accompanying block, showing new dredged areas and depths, centred
on: $43^{\circ}28'.8N.$, $8^{\circ}14'.9W.$

3008* CHINA SEA—Hong Kong—Western Approaches to Victoria Harbour—Western
Fairway—Dumping area

Insert limit of dumping area, pecked line, joining:

(a) $22^{\circ}18'.543N.$, $114^{\circ}05'.445E.$

$22^{\circ}18'.543N.$, $114^{\circ}06'.022E.$

$22^{\circ}18'.326N.$, $114^{\circ}06'.022E.$

(b) $22^{\circ}18'.326N.$, $114^{\circ}05'.455E.$

legend, *Dumping in progress(1996–97) Changing-depths*

within(a)-(b) above

IV

Corrections to Charts (2)

2099(P)/94 WALSE, North—West Coast—Anglesey—Holyhead Harbour—Traffic Sep-
aration Scheme; Fairways

1. A Traffic Separation Scheme has been introduced at the entrance to Holyhead Har-
bour.

a. Inward bound vessels should enter the harbour between the breakwater head
($53^{\circ}19'.84N.$, $4^{\circ}37'.08W.$) and $53^{\circ}19'.95N.$, $4^{\circ}36'.64W.$

- b. Outward bound vessels should leave the harbour between Clippers buoy ($53^{\circ} 20'.08N. , 4^{\circ}36'. 3W$) and $53^{\circ}19'. 97N. , 4^{\circ}36'. 56W$.
 - c. A Small Craft Channel has been designated within 0.4 cables of the breakwater.
2. The existing fairway has been extended to include:
- a. the traffic separation areas.
 - b. the Ro-Ro terminal in New Harbour.

Vessels should not anchor or impede the progress of other vessels navigating in the fairway.

3. Full details of changes will be included in a New Edition of Chart 2011 in preparation.

2459(T)/93 NORTH AMERICA, East Coast—Massachusetts—Approaches to Boston—Outfall pipe under construction As part of a major sewage treatment system, sewer pipes are under construction between the following position:

- (a) $42^{\circ}19'. 85N. , 70^{\circ}57'. 48W$.
- (b) $42^{\circ}20'. 71N. , 70^{\circ}57'. 45W$. and
- (c) $42^{\circ}21'. 25N. , 70^{\circ}57'. 42W$.
- (d) $42^{\circ}23'. 40N. , 70^{\circ}46'. 79W$.

3274 (P)/95 CHINA SEA—Gulf of Thailand—Map Ta Phut—Single Point Mooring (SPM)

- 1. Mariners are advised that an SPM is currently being installed in position $12^{\circ}29'. 23N. , 101^{\circ}11'. 96E$. A submarine pipeline linking this SPM to the shore at $12^{\circ}39'. 39N. , 101^{\circ}09'. 66 E$. is also being laid.
- 2. Mariners are requested to keep a minimum distance of 1M from the pipeline and 3M from the SPM.
- 3. These changes will be included in a New Edition of Chart 3724, which will include a plan of Map Ta Phut, and as a Notice to Mariners Correction for Chart 3966 once completion details are known.

1426(T)/92 SINGAPORE STRAIT—Singapore—Marina East—Spoil area established

- (1) A spoil area has been established within an area bounded by a line joining the following positions:
 - (a) $1^{\circ}16'. 893N. , 103^{\circ}52'. 853E$. (at the breakwater)
 - (b) $1^{\circ}16'. 710N. , 103^{\circ}52'. 970E$.
 - (c) $1^{\circ}16'. 907N. , 103^{\circ}53'. 270E$.
 - (d) $1^{\circ}17'. 087N. , 103^{\circ}52'. 153E$. (at the breakwater)
- (2) The outer limits are marked by yellow pillar light-buoy.
- (3) Marina East No 1 light-buoy has been temporarily discontinued.
- (4) Mariners are advised to keep clear of this area and to navigate with caution when in the vicinity.

1772(P)/94 MEDITERRANEAN SEA—Cyprus, South coast—Limassol—Port developments

1. The port of Limassol is being developed. The main features are:
 - a. Construction of additional quays of 620m length.
 - b. Construction of Ro-Ro berth, 50m wide.
 - c. Dredging of turning circle and entrance channel to 15m and creation of a new basin of approximately 800m×300 m which will be dredged to a depth of 14m.
 - d. Extension of main breakwater by 510m.
2. Work began in early 1993 and is expected to be complete by the summer of 1995.

4074(T)/95 CHINA SEA—Hong Kong—Victoria Harbour—Fairway; Buoyage; Works

1. The limits of Central Fairway have been amended with effect from 23rd November 1995 until further notice.

Northern limit joining:

 - (a) 22°17'. 608N. ,114°09'. 742E. (unchanged)
 - (b) 22°17'. 896N. ,114°09'. 289E.
 - (c) 22°17'. 985N. ,114°09'. 050E. (unchanged)

Southern limit joining:

 - (d) 22°17'. 400N. ,114°09'. 742E. (unchanged)
 - (e) 22°17'. 758N. ,114°09'. 198E.
 - (f) 22°17'. 882N. ,114°09'. 893E. (unchanged)
2. A starboard-hand conical light—buoy, *Q. G KGMB8* has been laid in (b) above.

A port-hand conical light—buoy, *Q. R KGMB1* has been moved close NE. of (e) above.
3. Works are in progress in areas marked by special buoys with yellow flashing lights, as follows:

N. of Central Fairway from (b) above to 0.5 cables WNW. of (c) above, which overlaps part of Yau Ma Tei Fairway.

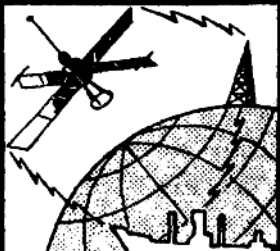
S. of Central Fairway from (e) to (f) above.
4. All vessels navigating in the vicinity should proceed with extreme caution and not enter the works area.

PART III U. S. NOTICE TO MARINERS

I

(21) TITLE PAGE

NOTICE TO MARINERS



PUBLISHED WEEKLY BY THE
DEFENSE MAPPING AGENCY HYDROGRAPHIC/TOPOGRAPHIC CENTER

PREPARED JOINTLY WITH THE
NATIONAL OCEAN SERVICE AND U.S. COAST GUARD



CONTENTS

	PAGE
SEC. I Chart Corrections	I-1.1
Coast Pilots/Sailing Directions/Fleet Guides ...	I-2.1
Catalog Corrections—New Charts and Pubs ...	I-3.1
(22) Chartlets/Depth Tabulations/Notes	I-4.1
SEC. II Light List Corrections	II-1.1
Radio Navigational Aids Corrections	II-2.1
Other Pub. Corrections	NONE
SEC. III Broadcast Warnings	III-1.1
Marine Information—Miscellaneous	III-2.1

17 APRIL



DMA STOCK NO. NMXXX9316

II

IMPORTANT INFORMATION

- a. The Notice to Mariners is published by the Defense Mapping agency Hydrographic/Topographic Center (DMAHTC) under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U. S. Code Title 10, Secs. 2791 and 2792 and Title 44, Secs. 1336 refer). ⁽²³⁾Besides keeping mariners informed generally, the information published in the Notice to Mariners is particularly designed to simplify the correction aboard oceangoing ships of charts, Sailing Directions, light list and other publications produced by the Defense Mapping Agency Hydrographic/Topographic Center, National Ocean Service and the U. S. Coast Guard.
- b. All corrections listed affect the safety of navigation. **IT IS THE RESPONSIBILITY OF USERS TO DECIDE WHICH OF THEIR CHARTS AND PUBLICATIONS REQUIRE CORRECTION.** In the interest of safety of navigation, suitable records of Notice to Mariners corrections should be maintained to facilitate the updating of charts and publications prior to their use.
- c. ⁽²⁴⁾Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible.
- d. The U. S. Coast Guard Local Notice to Mariners should be consulted for marine information pertaining to the Intracoastal Waterway and other waterways and harbors within the United States that are not normally used by oceangoing vessels.
- e. ⁽²⁵⁾Nothing in the manner of presentation of information in this Notice or in the arrangement of information implies endorsement or acceptance by DMAHTC in matters affecting the status and boundaries of States and territories.
- f. The date of this Notice to Mariners is the scheduled date of issue, which is approximately 10 days after information is sent to the printing office.
- g. It is not required that this Notice be maintained intact. Portions may be separated for correction or attachment to an applicable chart or publication held on board ship or by an activity.

III

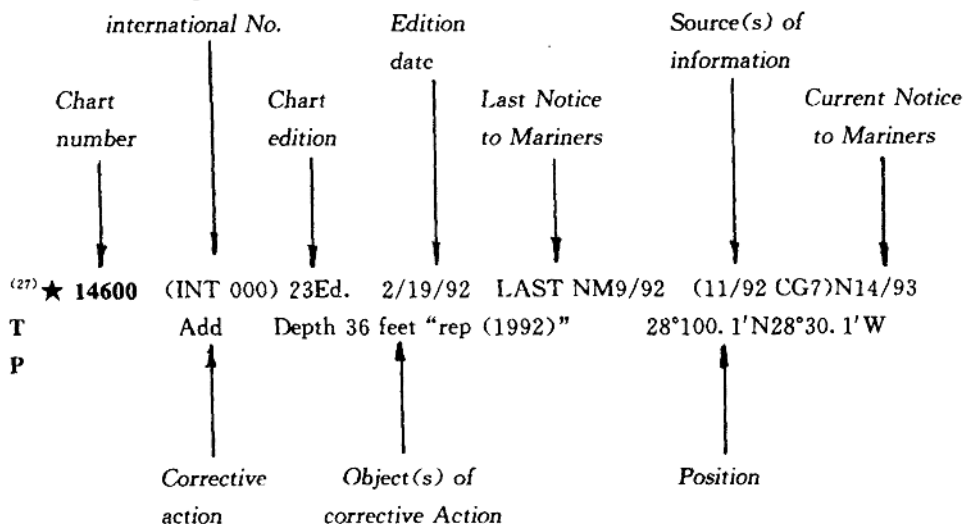
EXPLANATION OF FORMAT

The weekly Notice to Mariners presents corrective information affecting charts as well as Coast Pilots, Sailing Directions, Fleet Guides, Catalog of Nautical Charts, light list (USCG and DMAHTC), Radio Navigational Aids and such other publications as may from

time to time require updating.

⁽²⁶⁾Corrective information affecting charts is contained in Section I where chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Each correction pertains to a particular chart and to a single chart only. Related charts, if any, have their own corrections which in turn pertain to a single chart only.

The following examples explain the individual elements of a typical correction:



★ 14600M (INT 000) 8Ed. 2/19/93 LAST 9/93 (11/93 CG7)N14/93
 T Add Depth 11 meters "rep(1993)" 28°100.1'N28°30.1'W
 P

A chart number preceded by (a) a star (★) indicates correction based upon original U. S. source information (when more than one chart is affected, only the prime chart—usually of the largest scale—is starred); (b) the letter (T) indicates all corrective information is temporary in nature; (c) the letter (P) indicates all corrective information is preliminary in nature.

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter (M) is not a part of the chart number.

The letter (N) preceding the current Notice to Mariners number indicates a Limited Distribution (Not For Sale) chart (or publication) that is usually for U. S. Navy, government-owned or-chartered ships' use only.

Courses and bearings are given in degrees clockwise from 000°true. Bearings of light