

# Imray Correction Notice

08 December 2011

## Chart A30 WGS 84

*Edition Jul 2006*

*Date of printing Jul 2006*

The following corrections should be noted:

### 1 Rade de Fort de France (Plan B)

Delete Lt Oc(2)R.6s2m6M in 14°35'·81N 61°03'·66W (Container Terminal) (ILNW 330/06)

### 2 Baie de Fort de France, Airport

Insert Lt Aero F in 14°35'·61N 60°59'·98W and delete Lt Aero FI(3+1)12s32m 20M close NNW (ILNW 24/07)

### 3 Martinique, Rade de Fort de France (Plan B)

Insert pier joining 14°35'·81N 61°03'·65W (shore), 14°35'·80N 61°03'·66W and 14°35'·77N 61°03'·68W (ILNW 302/07)

### 4 Havre de la Trinité (Plan G)

Insert Lts at the following buoys:

FI(3)R.12s at **TR7** in 14°44'·95N 60°57'·49W

FI(3)G.12s at **TR6** in 14°44'·80N 60°57'·37W

FI(4)G.15s at **TR8** in 14°44'·63N 60°57'·35W

FI(4)R.15s at **TR9** in 14°44'·48N 60°57'·58W (ILNW 121/08)

### 5 Rade de Fort de France (Plan B)

There are two long piers (not currently charted) west of the Ferry Pier. Anchorage is now east of the Ferry Pier, as there is reportedly more water than charted west of Fort St Louis. Mariners are advised to proceed with caution and moor as close to Fort St Louis as possible. (ILNW 183/09)

### 6 Point du Bout (Plan C)

Mariners should be aware that this plan DOES NOT show positions referred to WGS 84 Datum. Positions are instead referred to SHOM 1984 Datum.

Any positions obtained from satellite navigation systems (normally referred to WGS 84 Datum) should be moved 0·10 minutes SOUTHWARD and 0·22 minutes WESTWARD to agree with this inset plan. (ILNW 316/09)

### 7 Approaches to Havre de la Trinité

Delete G can buoy **TR2** in 14°47'·58N 60°57'·91W (ILNW 428/09)

### 8 Baie de Fort-de-France (Main chart & Plan B)

Insert N card pillar Lt buoy **Mitan** Q in 14°35'·24N 61°04'·57W.

Delete N card Lt bn **Banc Mitan** Q in 14°35'·21N 61°04'·54W. (ILNW 464/09)

### 9 Cape Ferre eastwards

Four unlit fish trap lines have reportedly been established in 75–100m waters, approximately 3–4 nautical miles east of Cape Ferre.

Despite being marked with small floats, they should be considered a danger to navigation. Mariners should therefore exercise caution in this area. (ILNW 136/10)

### 10 Cul-de-Sac Marin (Plan D)

Insert R pillar Lt buoy FI(3)R.12s with topmk in 14°27'·14N 60°53'·06W.

Delete Lt bn FI(3)R.12s close by. (ILNW 449/10)

### 11 Cul-de-Sac Marin (Plan D)

Substitute:

G con Lt buoy with rectangular topmk for **MA10** Lt bn in 14°28'·07N 60°52'·14W

G con Lt buoy with rectangular topmk for **MA8** Lt bn in 14°28'·01N 60°52'·20W

G pillar Lt buoy with rectangular topmk for **MA6** Lt bn in 14°27'·67N 60°52'·58W

All Lt characteristics remain the same.

Substitute R con Lt buoy with triangular topmk **MA5** FI(4)R.6s for Lt bn **MA5** FI(4)R.15s in 14°27'·73N 60°

52°47W (ILNW 416/11)

**12 Fort de France (Plan B)**

Amend Lts:

Oc.R.4s1m6M to Oc.R.2·5s1m4M in 14°36'·03N 61°03'·71W.

Oc.G.4s1m6M to Oc.G.2·5s1m4M in 14°36'·01N 61°03'·69W (ILNW 422/11)

**13 Baie de Fort de France, Pte de la Rose (Plan C)**

Insert N card pillar Lt buoy **PR** Q in 14°33'·38N 61°02'·43W [local datum position - WGS84 position = 14°33'·48N 61°02'·21W].

Delete N card buoy **PR** close by (ILNW 454/11)