

Imray Correction Notice

21 March 2012

ICA233-1

Chart A233 WGS 84

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The following corrections should be noted:

1 A231 Norman I. approaches

The transit line south of Norman I. incorrectly states that the *W end of Norman I. in line with W end of Pelican I.* The W end of Norman I. is, in fact, in line with the E end of Pelican I. (ILNW 484/10)

2 A232 (Plan D) Oil Nut Bay

There have been major developments, both ashore and afloat, at Oil Nut Bay.

The mangroves at Oil Nut Bay are now gone and replaced by a sand beach. There is a small landing dock on the western side of the bay (approx. position 18°30'·10N 64°19'·94W).

Oil Nut Bay is mainly used for swimming and snorkeling, so boats are requested not to anchor in the bay.

A semi-buoyed undredged channel leads eastwards through Eustacia Sound to Oil Nut Bay (the western end of the channel is approx. position 18°30'·3N 64°21'·2W).

There is also a buoyed channel marking a small boat passage through a gap in the reef at 18°30'·28N 64°20'·10W.

Full details will be included on the next edition of this chart. (ILNW 34/12)

3 A232 (Plan D) Saba Rk

A buoyed, undredged channel has been established between Saba Rk and John 'O' Point leading between North Sound and Eustacia Sound. A new pier, wharf and breakwater have also been established on Saba Rk itself.

Full details will be included on the next edition of this chart. (ILNW 35/12)

4 A232 (Plan D) Biras Creek

A new pier for mega-yachts (YCCS Vigin Gorda Marina) has been established, centred on 18°29'·54N 64°21'·62W (ILNW 36/12)

5 A231 Charlotte Amalie, Berg Hill (Plan A)

Amend Lts:

Oc.G.4s92m to Iso.G.6s92m in 18°20'·67N 64°56'·01W

Q.G.60m to Fl.G.2·5s60m in 18°20'·61N 64°55'·99W (ILNW 92/12)

6 A231 St Thomas, Charlotte Amalie

Amend lgd Ldg Oc.G & Oc.G to Ldg Iso.G & Fl.G at Lt in 18°20'·64N 64°56'·00W (ILNW 92/12)