MARINE INFORMATION

NOAA CHART NEW EDITIONS AND THEIR AVAILABILITY

NOAA recognizes two paper nautical chart products: Print-on-Demand (POD) and traditional paper charts.

- Print-on-Demand (POD) charts are distributed by OceanGrafix (http://www.OceanGrafix.com), and East View Geospatial, Inc. (http://www.geospatial.com/Default.aspx?tabid=120)

- Civilian users may obtain traditional NOAA/NOS paper charts through a local NOAA chart agent at http://aeronav.faa.gov/agents.asp (Note that this is an FAA site that lists both aeronautical and nautical chart agents), and
- DOD and other authorized U.S. Government users may obtain traditional NOAA/NOS paper charts through the Defense Logistics Agency (DLA).

The Print-on-Demand Chart is available one to two days after NOAA clears a New Edition for release. The Traditional Chart is available two to eight weeks later. Each is official, should be put into service immediately, and meets Federal chart carriage requirements immediately upon its release. Each should be updated from the dates shown in the lower left corner of the chart. For questions contact NOAA at help@nauticalcharts.gov or call 301-713-1968 x 105. Dates of Latest Editions for charts are listed at http://nauticalcharts.noaa.gov.

11347 40th Ed. May 2013 NEW EDITION NAD 83 (NOS Silver Spring, MD)
INTRACOASTAL WATERWAY - LOUISIANA - CALCASIEU RIVER AND LAKE 1:50,000
(New edition due to numerous Notice to Mariner, hydrographic and topographic changes)

11361 77th Ed. May 2013 NEW EDITION NAD 83 (NOS Silver Spring, MD)
GULF COAST - LOUISIANA - MISSISSIPPI RIVER DELTA 1:80,000
(New edition due to numerous Notice to Mariner and topographic changes)

11378 38th Ed. Apr 2013 NEW EDITION NAD 83 (NOS Silver Spring, MD)
INTRACOASTAL WATERWAY - FLORIDA - ALABAMA -
SANTA ROSA SOUND TO DAUPHIN ISLAND 1:40,000
(New edition due to numerous Notice to Mariner, hydrographic and topographic changes)

NEW EDITIONS OF LIGHT LISTS

US Coast Guard Light List Volume II, Atlantic Coast, Shrewsbury River, New Jersey to Little River, South Carolina, 2013 Edition, (GPO Stock Number: 050-012-00504-4, ISBN: 978-0-16-091629-8) is now available on the US Coast Guard Navigation Center Internet site (www.navcen.uscg.gov/?pageName=lightLists). Hard copy editions are available from the Superintendent of Documents, U.S. Government Printing Office, Stop IDCC, Washington, DC 20402-0001. For pricing, ordering information and availability, please contact the Superintendent of Documents by calling toll free (866)512-1800, in the DC area (202)512-1800, or visit http://bookstore.gpo.gov.

US Coast Guard Light List Volume VII, Great Lakes, Great Lakes and the St. Lawrence River above the St. Regis River, 2013 Edition, (GPO Stock Number: 050-012-00507-9, ISBN: 978-0-16-091632-8) is now available on the US Coast Guard Navigation Center Internet site (www.navcen.uscg.gov/?pageName=lightLists). Hard copy editions are available from the Superintendent of Documents, U.S. Government Printing Office, Stop IDCC, Washington, DC 20402-0001. For pricing, ordering information and availability, please contact the Superintendent of Documents by calling toll free (866)512-1800, in the DC area (202)512-1800, or visit http://bookstore.gpo.gov.

NGA CHART NEW EDITIONS AND THEIR AVAILABILITY

NGA standard nautical hardcopy chart products are made available and distributed by three different authorized methods:

1) The mailing and shipping of charts to Department of Defense (DoD) customers and other authorized U.S. Government users by the Defense Logistics Agency (DLA)

2) The posting of selected new charts (as large .pdf print files) to NGA websites for access by Department of Defense (DoD) customers and other authorized U.S. Government users

3) The print-on-demand access of all public release NGA charts by the National Ocean Service (NOS) and official NOS chart

agents, on behalf of NGA

The posting of selected new NGA charts (as large .pdf print files) to NGA websites for access by Department of Defense (DoD) customers and other authorized U.S. Government users is normally made the day after NGA clears the New Edition for release and the chart is sent to be printed in mass quantity for DLA stock. The traditional NGA printed paper chart is then usually available some six to eight weeks later from DLA and sent out on automatic distribution. For those charts set for public sale, they are available a week after NGA release from the National Ocean Service at http://www.nauticalcharts.noaa.gov/staff/charts.htm. Regardless of how the NGA chart is obtained by the customer (downloaded from NGA website, distributed from DLA, or obtained through NOS) each is official, should be put into service immediately, and meets all Federal chart carriage requirements immediately upon its release. Each should also be updated from the dates shown in the lower left corner of the chart through the US Notice to Mariners. For questions, contact NGA at mcdepod@nga.mil.

Through a special arrangement between the National Ocean Service and NGA, all NOAA charts are also available (as large .pdf print files) on the NGA websites for Department of Defense (DoD) customers and other authorized U.S. Government users. These NOAA chart files are updated every week for all Notice to Mariners (NGA, USCG, and Canadian Coast Guard). The official NGA web sites for downloading selected NGA and NOAA charts are:

- JWICS: http://www.geoint.nga.ic.gov/products/dnc1/epods/index.htm
- NIPRNet: https://www.geointel.nga.mil/products/dnc/epods/index.htm
- SIPRNet: http://www.geoint.nga.smil.mil/products/dnc1/epods/index.htm

This week's new editions released by NGA are listed below. These NGA charts are now available for download as large .pdf print files at the above mentioned web sites.

52092	2nd Ed. May 4, 2013 NEW EDITION	WGS-84	(NGA Springfield, VA)
	VINAROZ AND BENICARLO		1:15,000
	(Correct through NM 18/13).		Limited Distribution
62442	7th Ed. May 4, 2013 NEW EDITION	WGS-84	(NGA Springfield, VA)
	KHOWR-E MUSA		1:15,000 / 1:25,000
	(Correct through NM 18/13).		Limited Distribution
81209	4th Ed. May 4, 2013 NEW EDITION	WGS-84	(NGA Springfield, VA)
	ULITHI ATOLL		1:60,000
	(Correct through NM 18/13).		
93610	4th Ed. April 27, 2013 NEW EDITION	WGS-84	(NGA Springfield, VA)
	GUANYIN JIAO TO HAIKOU		1:25,000 / 150,000
	(Correct through NM 17/13).		Limited Distribution

NEW EDITION OF SAILING DIRECTIONS

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1, Fourteenth Edition, 2013, is now available through electronic access at the Maritime Safety Web site (http://msi.nga.mil/NGAPortal/MSI.portal). This edition will be available on the Digital Nautical Publications-Quarterly Update, 2nd Quarter 2013, DVD-ROM.

Pub. 147 has been corrected to 20 April 2013, including Notice to Mariners No. 16 of 2013.

Digital Nautical publications will be updated using a binary patch file called “Publication Data Updates (PDU).” PDU files are cumulative or sequential ensuring customers will not miss any changes and may be accessed on the Maritime Safety Web site (http://msi.nga.mil/NGAPortal/MSI.portal).

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME OFF RODSHER ISLAND

Amendments to the existing traffic separation scheme off Rodshar Island will come into effect 0001 GMT 1 June 2013.

(Reference Charts: 44319, 44340, 44360)
(DNC Libraries: COA22M)

Positions are based on World Geodetic System 1984 Datum (WGS 84). The Russian Federation reference chart number 23004 (Pulkovo). For obtaining position in WGS datum charted positions should be moved 0′ .14 (8″.3) westward.

Amendments to the traffic separation scheme:

(a) A separation zone is bounded by a line connecting the following geographical positions:

60° 00.43′ N, 026° 30.16′ E;
60° 01.05′ N, 026° 34.86′ E;
60° 00.35′ N, 026° 44.24′ E;
59° 59.85′ N, 026° 44.08′ E;
60° 00.15′ N, 026° 40.21′ E; and
59° 58.76′ N, 026° 30.16′ E.

(b) A traffic lane, one mile wide, is established on each side of the separation zone.

NEW RECOMMENDED TRACKS AND TRAFFIC SEPARATION LINE BETWEEN THE TRAFFIC SEPARATION SCHEMES “OFF RODSHER ISLAND’ AND “OFF GOGLAND ISLAND”

New recommended tracks and traffic separation line between traffic separation schemes “Off Rodsher Island” and “Off Gogland Island” will come into effect 0001 GMT 1 June 2013.

(Reference Charts: 44319, 44340, 44360)
(DNC Libraries: COA22M)

Positions are based on World Geodetic System 1984 Datum (WGS 84). The Russian Federation reference chart number 23004 (Pulkovo). For obtaining position in WGS datum charted positions should be moved 0′ .14 (8″.3) westward.

Recommended tracks are eastbound and westbound traffic lanes separated by a traffic separation line connecting the following geographical positions:

60° 00.10′ N, 026° 44.16′ E; and
59° 59.00′ N, 026° 59.26′ E.

The traffic lanes are 1.25 miles wide.

REVOCATION OF THE DEEP-WATER ROUTE INSIDE THE BORDERS OF THE TRAFFIC SEPARATION SCHEME FROM GOGLAND ISLAND TO RODSHER ISLAND

Revocation of the deep-water route inside the borders of the traffic separation scheme from Gogland Island to Rodsher Island will come into effect 0001 GMT 1 June 2013.

(Reference Charts: 44319, 44340, 44360)
(DNC Libraries: COA22M)

Positions are based on World Geodetic System 1984 Datum (WGS 84). The Russian Federation reference chart number 23004 (Pulkovo). For obtaining position in WGS datum charted positions should be moved 0′ .14 (8″.3) westward.

The deep-water route with established direction of traffic flow within the borders of the traffic separation scheme from Gogland Island to Rodsher Island intended for the passage of ships with a draft up to 15 m is revoked.

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "IN THE SANTA BARBARA CHANNEL"

Amendments to the existing traffic separation scheme "In The Santa Barbara Channel" will come into effect 0001 GMT 1 June 2013.

(Reference Charts: 18700, 18720, 18721, 18724, 18725, 18729, 18740)
(DNC Libraries: A1316080, A1316120, A1316150, COA13B)

Description (WGS 84 Datum).

Description of the traffic separation scheme

The traffic separation scheme in the Santa Barbara Channel consists of two parts:

Part I
Between Point Vicente and Point Conception

(a) A separation zone is bounded by a line connecting the following geographical positions:

(1) 34° 20.84′ N 120° 30.28′ W
(2) 34° 03.87′ N 119° 15.63′ W
(3) 33° 44.93′ N 118° 35.75′ W
(4) 33° 44.06′ N 118° 36.34′ W
(5) 34° 02.94′ N 119° 16.09′ W
(6) 34° 19.88′ N 120° 30.59′ W

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

(7) 34° 21.80′ N 120° 29.96′ W
(8) 34° 04.80′ N 119° 15.16′ W
(9) 33° 45.80′ N 118° 35.15′ W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(10) 33° 43.18′ N 118° 36.94′ W
(11) 34° 02.01′ N 119° 16.56′ W
(12) 34° 18.92′ N 120° 30.91′ W

Note:
Port Hueneme Fairway
A safety fairway is established in the approach to Port Hueneme.

Part II
Between Point Conception and Point Arguello

(a) A separation zone is bounded by a line connecting the following geographical positions:

(1) 34° 20.84′ N 120° 30.28′ W
(6) 34° 19.88′ N 120° 30.59′ W
(13) 34° 24.76′ N 120° 52.10′ W
(14) 34° 25.72′ N 120° 51.78′ W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

(7) 34° 21.80′ N 120° 29.96′ W
(15) 34° 26.68′ N 120° 51.46′ W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(12) 34° 18.92′ N 120° 30.91′ W
(16) 34° 23.80′ N 120° 52.42′ W

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "IN THE APPROACHES TO LOS ANGELES-LONG BEACH"

(A continuation of the Santa Barbara Channel scheme)

(Reference Charts: 18746, 18757, 18774)
(DNC Libraries: A1316080, COA13B)

Description (WGS 84 Datum).

Description of the traffic separation scheme

The traffic separation scheme "In the Approaches to Los Angeles-Long Beach" consists of three parts:

Western Approach

(a) A separation zone is bounded by a line connecting the following geographical positions:

(1) 33° 37.70′ N 118° 17.60′ W
(2) 33° 36.50′ N 118° 17.60′ W
(3) 33° 36.50′ N 118° 20.48′ W
(4) 33° 44.06′ N 118° 36.34′ W
(5) 33° 44.93′ N 118° 35.75′ W
(6) 33° 37.70′ N 118° 20.57′ W

(b) A traffic lane for northbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

(7) 33° 38.70′ N 118° 17.60′ W
(8) 33° 38.70′ N 118° 20.24′ W
(9) 33° 45.80′ N 118° 35.15′ W

(c) A traffic lane for southbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

(10) 33° 35.50′ N 118° 17.60′ W
(11) 33° 35.50′ N 118° 20.81′ W
(12) 33° 43.18′ N 118° 36.94′ W

Southern Approach

(a) A separation zone is established bounded by a line connecting the following geographic positions:

(13) 33° 35.50′ N 118° 10.30′ W
(14) 33° 35.50′ N 118° 12.75′ W
(15) 33° 19.00′ N 118° 05.60′ W
(16) 33° 19.70′ N 118° 03.50′ W

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(17) 33° 35.50′ N 118° 09.00′ W
(18) 33° 20.00′ N 118° 02.30′ W

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(19) 33° 35.50′ N 118° 14.00′ W
(20) 33° 18.70′ N 118° 06.75′ W

Precautionary area

(a) The precautionary area consists of the water area enclosed by the Los Angeles-Long Beach breakwater and a line connecting Point Fermin Light at 33° 42.30′ N 118° 17.60′ W, with the following geographical positions:

(10) 33° 35.50′ N 118° 17.60′ W
(17) 33° 35.50′ N 118° 09.00′ W
(21) 33° 37.70′ N 118° 06.50′ W
(22) 33° 43.40′ N 118° 10.80′ W

Note:
Pilot boarding areas are located in the precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "OFF SAN FRANCISCO"

Amendments to the existing traffic separation scheme "Off San Francisco" will come into effect 0001 GMT 1 June 2013.

(Reference Charts: 18640, 18645, 18647, 18680)
(DNC Libraries: A1316300, COA13B)

Description (WGS 84 Datum).

Description of the traffic separation scheme

The traffic separation scheme Off San Francisco consists of four parts:

Part I
Northern approach

(a) A separation zone is bounded by a line connecting the following geographical positions:

(1) 37° 48.52′ N 122° 47.63′ W
(2) 37° 58.45′ N 123° 09.49′ W
(37) 38° 09.09′ N 123° 20.82′ W
(38) 38° 08.03′ N 123° 21.34′ W
(3) 37° 57.67′ N 123° 10.31′ W
(4) 37° 47.66′ N 122° 48.29′ W

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

(5) 37° 49.29′ N 122° 46.79′ W
(6) 37° 59.22′ N 123° 08.66′ W
(36) 38° 10.14′ N 123° 20.29′ W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(39) 38° 06.92′ N 123° 21.82′ W
(7) 37° 56.89′ N 123° 11.14′ W
(8) 37° 46.72′ N 122° 48.76′ W

Part II
Southern approach

(a) A separation zone is bounded by a line connecting the following geographical positions:

(9) 37° 39.07′ N 122° 40.40′ W
(10) 37° 18.45′ N 122° 40.40′ W
(11) 37° 18.71′ N 122° 43.00′ W
(12) 37° 39.12′ N 122° 43.00′ W

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(13) 37° 39.30′ N 122° 39.14′ W
(14) 37° 18.36′ N 122° 39.14′ W

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(15) 37° 18.89′ N 122° 44.26′ W
(16) 37° 39.41′ N 122° 44.26′ W

Part III
Western approach

(a) A separation zone is bounded by a line connecting the following geographical positions:

(17) 37° 41.90′ N 122° 47.99′ W
(18) 37° 33.54′ N 123° 03.79′ W
(19) 37° 32.70′ N 123° 03.10′ W
(20) 37° 41.09′ N 122° 47.25′ W

(b) A traffic lane for south-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

(21) 37° 42.81′ N 122° 48.55′ W
(22) 37° 34.37′ N 123° 04.49′ W

(c) A traffic lane for north-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(23) 37° 31.87′ N 123° 02.40′ W
(24) 37° 40.38′ N 122° 46.33′ W

Part IV
Main ship channel

(a) A separation line connects the following geographical positions:

(25) 37° 45.90′ N 122° 38.00′ W
(26) 37° 47.00′ N 122° 34.30′ W
(27) 37° 48.10′ N 122° 31.00′ W

(b) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(28) 37° 45.80′ N 122° 37.70′ W
(29) 37° 47.80′ N 122° 30.80′ W

(c) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

(30) 37° 46.20′ N 122° 37.90′ W
(31) 37° 46.90′ N 122° 35.30′ W
(32) 37° 48.50′ N 122° 31.30′ W

Area to be avoided

A circular area to be avoided, of radius half a mile, is centered upon geographical position:

(33) 37° 45.00′ N 122° 41.50′ W

Precautionary area

A precautionary area is established bounded to the west by an arc of a circle of radius 6 miles centering upon geographic position (33) 37° 45.00′ N 122° 41.50′ W and connecting with the following geographical positions:

(34) 37° 42.70′ N 122° 34.60′ W
(35) 37° 50.30′ N 122° 38.00′ W

The precautionary area is bounded to the east by a line connecting the following geographical positions:

(34) 37° 42.70′ N 122° 34.60′ W
(25) 37° 45.90′ N 122° 38.00′ W
(35) 37° 50.30′ N 122° 38.00′ W

NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY'S IMPLEMENTATION OF A HARDCOPY TO DIGITAL TRANSITION STRATEGY

Since the mid-1990's, the National Geospatial-Intelligence Agency (NGA) has been working to improve digital navigation product support for the US Navy and other US Government users. The US Navy is transitioning to digital navigation, thus reducing the need for NGA to continue production of hardcopy charts. Therefore, NGA has begun a gradual transition from hardcopy chart production to a digital data maintenance environment. This notice is to advise mariners, chart agents, and other users of this strategy.

During the gradual transition from hardcopy charts to digital charts, NGA will continue to make certain hardcopy charts available only to US Government-approved entities, in accordance with US law or international agreement. These particular charts will be identified as "bilateral charts," since they are the product of international bilateral agreements and are duplicates of foreign copyright charts. Each bilateral chart will carry an NGA chart number, a National Stock Number (NSN), a bar code, and will show the number of any existing NGA chart that it replaces only when the chart is a one-for-one replacement. For those charts that are not a one-for-one replacement, no canceled chart number will appear. In the case where more than one new chart is being introduced to replace a single NGA chart, the existing chart will not be canceled until all new replacement charts have been announced in the Notice to Mariners.

Bilateral charts are the result of NGA international agreements and are duplicates of foreign copyrighted charts. The charts are printed in English, use metric units, refer to WGS-84 datum and are marked as "Distribution Limited." However, certain bilateral charts have not yet been converted to WGS-84 datum, and are of sufficiently large scale (generally larger than 1:50, 000) where the difference from WGS-84 datum is noticeable. These exception charts are printed with datum shift values, which must be applied in order to plot GPS-derived positions correctly. The exception charts are scheduled for eventual conversion to WGS-84 datum; until this occurs, their chart numbers will appear bold-faced in the announcement list below.

Bilateral charts will contain references to host nation charts and publications, and may use symbology not yet found in US Chart No. 1. In most cases, NGA will not attempt to change these references to the equivalent US charts, publications or symbology. However, it should be noted that relevant maritime information referenced in a foreign publication can also usually be found within Sailing Directions, Notice to Mariners No. 1 (Special Paragraphs), List of Lights, Radio Navigational Aids, or

Chart No. 1. Updates to Sailing Directions and other electronic publications can be made through the application of digital patch files (PDU files), available for download from the NGA Maritime Safety Web site.

As the US Navy completes its transition to digital navigation, the use of bilateral charts will be gradually phased out. Until then, Section II of the Notice to Mariners, NGA/DLIS Catalog Corrections, will contain information about specific bilateral charts being announced as well as cancellation of any existing charts that they replace. Update information for bilateral charts will appear in Section I of the Notice to Mariners, Chart Corrections. Standard chart policy remains intact, in that NGA charts are not to be placed in service until their announcement appears in the US Notice to Mariners.

NGA has begun adopting bilateral charts in waters of Australia, Canada, Japan, and the UK, with additional countries to follow. What this further means is that NGA no longer provides certain hardcopy charts (i.e., those replaced by bilateral charts) for public sale. To obtain these hardcopy charts, civilian users will be required to purchase bilateral chart equivalents from their producer nations and their agents. Contact information for purchasing Australian, Canadian, Japanese, and UK charts is listed below:

Australian Hydrographic Service Web site: http://www.hydro.gov.au

Australian Distribution Network: http://www.hydro.gov.au/prodserv/distributors/distributors.htm

Canadian Hydrographic Service Web site: http://notmar.com/charts/index.php

Canadian Sales Agents: http://www.chs-shc.dfo-mpo.gc.ca/chs/en/Dealers/locate.htm

Japan Coast Guard and List of Agents Web sites: http://www1.kaiho.mlit.go.jp/jhd-E.html

UK Hydrographic Office Web site: http://www.ukho.gov.uk

UK Sales Agents: http://www.ukho.gov.uk/list_of_agents.html

NGA issues this notice weekly. It will also appear in the “What’s New @ Maritime” section of the Maritime Safety Web site (http://msi.nga.mil/NGAPortal/MSI.portal); however, the following list of announced bilateral charts will only appear in the Notice to Mariners.

NGA bilateral Australian, Canadian, Japanese, and UK charts announced to date:

Former US Chart No.	*Current US Chart No.*	*Foreign Chart No.*	*Originally Announced in NTM*	*Later Edition*
14002	14ACO14000	Can. 4023	23/04	
14005	14ACO14001	Can. 4012	23/04	
14006	14ACO14334	Can. 4016	9/09	
14009	14ACO14004	Can. 4015	23/04	
14009	14ACO14011	Can. 4047	23/04	
14009	14ACO14012	Can. 4002	29/04	
14009	14ACO14013	Can. 4013	29/04	
14009	14ACO14015	Can. 4045	29/04	
14014	14ACO14013	Can. 4013	29/04	
14040	14ACO14016	Can. 4010	29/04	
14041	14XHA14019	Can. 4011	29/04	
14042	14XHA14020	Can. 4396	1/05	35/12
14043	14AHA14021	Can. 4116	8/05	42/08
14044	14AHA14022	Can. 4117	14/05	36/12
14046	14BHA14023	Can. 4140	14/05	
14062	14XCO14025	Can. 4118	43/04	
14062	14XCO14026	Can. 4243	12/05	
14065	14BHA14027	Can. 4245	12/05	
14066	14XCO14026	Can. 4243	12/05	
14066	14XHA14028	Can. 4230	14/05	
14066	14XHA14029	Can. 4241	14/05	

14066	14XHA14030	Can. 4242	33/05	
14066	14XHA14031	Can. 4210	33/05	
14067	14XHA14029	Can. 4241	14/05	
14067	14XHA14032	Can. 4209	47/05	
14068	14XHA14032	Can. 4209	47/05	
14083	14AHA14035	Can. 4211	18/11	
14083	14AHA14036	Can. 4320	45/05	34/07
14085	14AHA14037	Can. 4328	45/05	
14087	14AHA14039	Can. 4385	46/05	
14088	14AHA14047	Can. 4201	46/05	
14089	14AHA14048	Can. 4202	39/06	
14090	14AHA14049	Can. 4237	6/05	
14091	14AHA14050	Can. 4203	48/06	
14093	14AHA14051	Can. 4236	25/07	
14100	14XHA14052	Can. 4235	25/07	
14100	14XHA14053	Can. 4234	25/07	
14105	14AHA14054	Can. 4321	22/07	
14115	14XCO14058	Can. 4227	29/04	
14121	14XHA14059	Can. 4374	23/07	
14123	14XHA14060	Can. 4375	23/07	
14125	14AHA14064	Can. 4376	22/07	
14133	14XHA14072	Can. 4278	23/07	
14134	14XHA14073	Can. 4279	23/07	
14136	14AHA14075	Can. 4266	25/07	
14141	14AHA14076	Can. 4462	22/07	
14144	14XHA14143	Can. 4950	38/03	11/08
14145	14AHA14077	Can. 4448	22/07	
14146	14XHA14078	Can. 4404	25/07	
14151	14XHA14079	Can. 4403	23/07	
14156	14BHA14080	Can. 4419	22/07	
14190	14ACO14096	Can. 4905	6/09	
14203	14XHA14195	Can. 1431	42/03	11/08
14222	14XHA14211	Can. 1312	40/03	5/08
14227	14XHA14215	Can. 1316	39/03	38/12
14240	14XHA14217	Can. 1236	43/03	38/12
14241	14XHA14218	Can. 1233	39/03	38/12
14253	14ACO14004	Can. 4015	23/04	
14340	14ACO14334	Can. 4016	9/09	
14342	14BCO14336	Can. 4626	11/10	
14349	14AHA14339	Can. 4622	10/09	
14350	14AHA14334	Can. 4841	12/10	
14351	14AHA14334	Can. 4841	12/10	
14360	14ACO14348	Can. 4017	12/10	
14364	14AHA14359	Can. 4846	25/09	
14366	14AHA14359	Can. 4846	25/09	
14373	14BHA14362	Can. 4847	12/10	
14415	14ACO14377	Can. 4020	12/10	
14812	14XHA14809	Can. 2085	6/09	39/12
15008	15ACO15001	Can. 4730	12/10	
15011	15ACO15002	Can. 7050	16/08	
15017	15ACO15003	Can. 5450	33/07	
15018	15ACO15004	Can. 4700	12/10	
15020	15ACO15005	Can. 7011	12/10	
15041	**15ACO15007**	Can. 4731	41/08	
15061	15ACO15014	Can. 4732	42/08	
15070	15BHA15024	Can. 5143	6/09	
15080	15BHA15027	Can. 5023	46/07	

15120	15ACO15030	Can. 4775	31/07	
15140	15ACO15031	Can. 4776	12/10	
15160	15ACO15032	Can. 5300	34/08	
15312	15ACO15035	Can. 5400	6/09	
15670	15XCO15672	Can. 7570	44/09	
17008	**17ACO17007**	Can. 3002	40/08	
17412	**17XHA17410**	Can. 3890	40/08	
17413	**17ACO17411**	Can. 3802	42/08	
17414	**17BCO17415**	Can. 3854	42/08	
17416	**17BCO17417**	Can. 3853	41/08	
17438	17BHA17418	Can. 3960	43/08	
17438	17BHA17419	Can. 3959	41/08	
17438	17BHA17440	Can. 3956	12/10	
17441	17BHA17442	Can. 3927	12/07	
17441	17BHA17447	Can. 3746	25/07	
17444	17XHA17448	Can. 3955	32/08	
17445	17BHA17439	Can. 3957	12/10	
17464	17XHA17450	Can. 3724	12/10	
17465	**17XHA17451**	Can. 3742	41/08	
17480	17ACO17454	Can. 3744	12/10	
17485	17XHA17456	Can. 3936	44/09	
17486	**17XCO17458**	Can. 3727	13/09	
17489	17XHA17488	Can. 3598	12/10	
17495	17ACO17493	Can. 3605	6/07	
17513	17XHA17497	Can. 3539	8/05	1/08
17515	17XHA17496	Can. 3513	6/09	
17517	17XHA17498	Can. 3512	44/09	
17518	17BHA17499	Can. 3463	31/07	
17519	17BHA17500	Can. 3526	23/07	
17543	17ACO17501	Can. 3604	1/08	
17546	**17XCO17510**	Can. 3603	31/10	
17548	17BCO17511	Can. 3671	31/07	
17550	17ACO17514	Can. 3602	24/07	
18401	18BHA18404	Can. 3459	42/08	44/10
18405	18BHA18426	Can. 3493	25/07	49/11
18406	18BHA18435	Can. 3481	23/07	36/12
18407	18BHA18436	Can. 3494	12/07	
18408	18BHA18437	Can. 3495	42/08	
18413	18BHA18442	Can. 3442	31/07	
18414	18XHA18451	Can. 3478	31/07	
18415	18BHA18461	Can. 3441	24/07	
18416	18AHA18462	Can. 3440	24/07	
18418	18AHA18466	Can. 3419	24/07	
18420	18BHA18467	Can. 3479	12/07	16/08
18475	18XHA18472	Can. 3685	43/08	
35009	35ACO35002	UK 266	19/04	3/07
35009	35ACO35003	UK 268	19/04	1/12
35009	35ACO35004	UK 273	19/04	1/12
35009	35ACO35005	UK 278	23/04	4/07
35009	35ACO35006	UK 1191	24/04	8/13
35009	35ACO35010	UK 1192	28/04	12/06
35009	35ACO35013	UK 1409	23/04	49/04
35009	35ACO35014	UK 1407	23/04	33/09
35016	35ACO35015	UK 2635	26/06	31/12
35022	35ACO35017	UK 1128	16/08	21/12
35023	35ACO35018	UK 1129	37/07	
35031	35ACO35019	UK 1127	4/06	6/08

35032	35ACO35020	UK 1125	7/07	
35036	35ACO35024	UK1123	3/07	20/07
35040	35ACO35006	UK 1191	24/04	8/06
35060	35ACO35010	UK 1192	28/04	
35080	35ACO35014	UK 1407	23/04	33/09
35081	35BHA35035	UK 734	28/04	42/12
35082	35BHA35037	UK 735	31/04	2/12
35084	35BHA35045	UK 1481	32/04	8/13
35086	35BHA35048	UK 736	32/04	11/13
35088	35BHA35050	UK 190	28/04	9/13
35100	35ACO35013	UK 1409	23/04	49/04
35101	35BHA35052	UK 223	33/04	3/12
35120	35ACO35055	UK 115	23/04	5/12
35130	35ACO35056	UK 1942	12/06	
35135	35ACO35057	UK 2249	27/07	39/10
35136	35ACO35058	UK 2250	27/07	39/10
35141	35ACO35059	UK 2162	21/07	33/09
35144	35XCO35062	UK 2584	27/07	49/08
35150	35ACO35063	UK 1119	27/07	11/13
35155	35ACO35064	UK 1234	27/07	
35159	35ACO35065	UK 3271	30/07	39/10
35160	35ACO35066	UK 1233	27/07	11/13
35163	35ACO35067	UK 3272	27/07	
35166	35ACO35068	UK 3283	27/07	39/10
35169	35ACO35071	UK 3281	29/07	42/12
35170	35ACO35072	UK 3282	30/07	30/12
35200	35ACO35001	UK 1954	28/04	33/09
35205	35ACO35073	UK 2720	27/07	10/13
35210	35ACO35074	UK 1785	27/07	6/08
35220	35ACO35075	UK 2721	37/07	8/13
35230	35ACO35078	UK 1794	24/07	44/12
35236	**35AHA35079**	UK 2207	28/07	39/10
35237	**35AHA35089**	UK 2208	30/07	12/10
35239	**35AHA35090**	UK 2210	28/07	18/13
35243	**35BHA35091**	UK 3146	37/07	6/08
35246	35ACO35092	UK 1795	21/07	13/10
35247	35AHA35093	UK 1796	28/07	39/10
35248	**35BHA35094**	UK 2209	38/07	
35250	35BHA35095	UK 2540	29/07	17/13
35255	**35AHA35096**	UK 2171	30/07	
35256	35AHA35097	UK 2390	24/07	5/13
35260	35ACO35104	UK 2722	27/07	8/13
35265	35ACO35106	UK 1778	27/07	33/09
35270	**35AHA35109**	UK 2169	29/07	
35272	35ACO35110	UK 1770	12/07	
35277	35BHA35113	UK 2326	22/06	7/08
35278	35BHA35114	UK 2343	4/06	51/12
35279	35BHA35115	UK 2397	29/06	
35295	35BHA35116	UK 2481	22/06	42/12
35296	35BHA35117	UK 2396	25/06	
35298	35BHA35118	UK 2168	7/07	33/09
35299	35ACO35119	UK 2724	26/06	5/07
35300	35ACO35121	UK 2723	18/06	
35302	35ACO35123	UK 2798	46/05	
35307	35ACO35126	UK 2199	5/06	8/13
35308	35ACO35127	UK 2198	25/06	44/12
35310	35ACO35128	UK 2725	27/06	

35350	35ACO35131	UK 2173	12/07	
35380	35ACO35138	UK 2254	30/06	
35390	35ACO35139	UK 2423	22/06	
35400	35ACO35140	UK 2424	5/06	
35420	35ACO35147	UK 2049	18/06	10/13
35421	35AHA35148	UK 1777	46/05	
35423	35AHA35149	UK 1773	46/05	
35424	35AHA35151	UK 1765	46/05	26/10
35011	35XCO35172	UK 219	8/08	17/13
36010	36ACO36000	UK 1121	26/06	
36015	36ACO36001	UK 2649	47/05	
36040	36ACO36002	UK 1410	47/05	
36060	36ACO36006	UK 1141	12/07	
36061	**36BHA36007**	UK 1468	20/07	
36062	36BHA36008	UK 1415	4/06	44/12
36063	36BHA36009	UK 1447	12/07	9/13
36081	36BHA36011	UK 1753	7/07	11/13
36098	36AHA36012	UK 2221	47/05	
36103	36BHA36014	UK 2126	9/07	
36104	36BHA36016	UK 2220	6/07	
36106	36BHA36017	UK 2131	47/05	38/11
36108	36BHA36018	UK 2000	4/06	13/12
36110	36BHA36019	UK 2007	8/06	18/11
36115	36BHA36020	UK 1994	3/07	
36116	36AHA36021	UK 1867	23/05	26/10
36117	36BHA36022	UK 1907	11/07	
36118	36BHA36023	UK 2383	25/06	
36119	36BHA36024	UK 2491	4/06	
36120	36ACO36025	UK 1826	13/07	2/12
36127	36BHA36030	UK 3746	32/06	13/12
36128	36BHA36030	UK 3746	32/06	13/12
36137	36AHA36032	UK 1478	39/04	
36138	36AHA36033	UK 3275	39/04	29/12
36139	36BHA36034	UK 3274	39/04	45/12
36140	36ACO36035	UK 1178	39/04	10/13
36141	36BHA36036	UK 2878	41/04	11/13
36161	36BHA36039	UK 1152	52/04	45/12
36162	36BHA36041	UK 1182	1/05	45/12
36163	36BHA36042	UK 1176	1/05	8/13
36165	36BHA36044	UK 1165	17/05	52/12
36180	36ACO36049	UK 2565	27/05	9/13
37043	37AHA37003	UK 1267	15/06	
37044	37AHA37004	UK 30	25/05	39/10
37045	37AHA37006	UK 1901	25/05	20/07
37046	37AHA37007	UK 1613	34/05	18/06
37047	37XHA37008	UK 1902	25/05	5/12
37060	36ACO36050	UK 442	25/05	
37075	37ACO37015	UK 2454	25/08	1/12
37079	37AHA37016	UK 2625	32/05	39/10
37081	37AHA37017	UK 2045	32/05	4/06
37083	37AHA37019	UK 2037	25/05	39/10
37084	37AHA37020	UK 2036	5/06	38/08
37086	37AHA37021	UK 2631	31/05	18/13
37119	37AHA37027	UK 1698	8/06	8/13
37122	37AHA37028	UK 1828	19/05	11/13
37141	37AHA37040	UK 1607	9/05	10/13
37145	37AHA37051	UK 1185	37/04	52/08

37147	37BHA37052	UK 1975	36/04	5/12
37150	37ACO37055	UK 1504	37/04	17/05
37170	37ACO37057	UK 1503	38/04	8/08
37175	37ACO37058	UK 1187	38/04	8/08
37180	37ACO37059	UK 1190	38/04	18/11
37182	37AHA37062	UK 109	38/04	33/09
37183	37BHA37066	UK 1188	6/05	9/13
74071	74BHA74072	Aus. 615	35/07	
74071	74BHA74073	Aus. 616	35/07	
74071	74BHA74074	Aus. 617	35/07	
74141	74XHA74142	Aus. 618	35/07	
74141	74XHA74143	Aus. 610	35/07	
74151	74AHA74154	Aus. 809	12/07	
74152	74BHA74150	Aus. 208	8/07	44/10
74153	74BHA74155	Aus. 207	8/07	
74162	74BCO74163	Aus. 811	13/07	
74162	74BCO74164	Aus. 810	13/07	
74183	74AHA74180	Aus. 237	9/07	
74186	74AHA74189	Aus. 238	47/05	
74192	74BHA74213	Aus. 818	9/07	
74201	74BHA74199	Aus. 246	8/07	
74202	74BHA74208	Aus. 247	13/07	
74204	74BHA74209	Aus. 819	14/07	
74205	74BHA74244	Aus. 245	45/10	
74206	74AHA74212	Aus. 244	15/07	
74210	74BCO74245	Aus. 820	13/07	
74221	74BCO74227	Aus. 821	11/07	
74229	74BHA74226	Aus. 250	13/07	
74229	74BCO74246	Aus. 824	16/08	
74229	74BCO74247	Aus. 249	16/08	
74231	74BHA74226	Aus. 250	13/07	
74232	74BHA74216	Aus. 256	10/07	
74234	74BHA74237	Aus. 257	11/07	45/10
74252	74BHA74258	Aus. 263	41/10	
74253	74BCO74262	Aus. 830	13/07	
74271	74BCO74275	Aus. 833	18/07	
74271	74BCO74277	Aus. 280	35/07	
74272	74BHA74267	Aus. 834	13/07	
74287	74BHA74279	Aus. 289	52/06	
74293	74ACO74311	Aus. 839	12/06	
74294	74BCO74300	Aus 292	47/05	
74294	74ACO74311	Aus. 839	12/06	
74310	74BCO74395	Aus. 302	18/07	
74320	74BCO74313	Aus. 303	18/07	
74330	74BCO74387	Aus. 304	52/06	
74340	74BCO74384	Aus. 305	35/07	
74350	74BCO74383	Aus. 306	35/07	44/10
74376	74BCO74377	Aus. 715	35/07	
74391	74BHA74390	Aus. 720	35/07	
74391	74BHA74396	Aus. 721	35/07	
74393	74BHA74397	Aus. 26	47/06	
74394	74BHA74397	Aus. 26	47/06	
74415	74ACO74416	Aus. 726	35/07	
74430	74ACO74431	Aus. 315	22/08	48/08
74450	74ACO74451	Aus. 319	34/07	48/08
74517	74ACO74031	Aus. 743	12/06	
74521	75AHA75147	Aus. 744	19/06	

74555	74ACO74593	Aus. 334	34/07	
74581	74AHA74585	Aus. 112	18/07	
75010	75ACO75111	Aus. 341	36/07	
75010	75ACO75114	Aus. 342	36/07	
75110	75ACO75111	Aus. 341	36/07	
75120	75ACO75114	Aus. 342	36/07	
75132	75BHA75137	Aus. 137	19/06	42/08
75170	75ACO75166	Aus. 788	14/06	
75170	75ACO75167	Aus. 789	14/06	
75170	75ACO75168	Aus. 790	17/06	
75171	75AHA75164	Aus. 144	44/10	
75171	75AHA75165	Aus. 143	21/06	20/08
75171	75AHA75174	Aus. 158	18/06	
75173	75AHA75174	Aus. 158	18/06	
75175	75AHA75178	Aus. 154	18/06	25/08
75261	75AHA75274	Aus. 808	11/07	
75264	75AHA75269	Aus. 201	12/07	
75264	75AHA75267	Aus. 202	48/06	
75265	75AHA75266	Aus. 197	17/07	
95261	95BCO95263	Jpn. W145	9/12	
95264	95BHA95266	Jpn. W1155A	5/12	
95268	95BHA95122	Jpn. W1162A	52/12	
95271	95BHA95277	Jpn. W1183	5/13	
95272	95BHA95278	Jpn. W1162B	1/13	
95273	95BHA95279	Jpn. W1197	5/12	
95276	95BHA95284	Jpn. W1193	46/10	
95282	95BHA95288	Jpn. W1167	10/11	
95285	95BHA95289	Jpn. W1166	29/12	
95342	95AHA95339	Jpn. W1265	46/12	
96940	96BHA96933	Jpn. W7	51/12	
96942	96BHA96931	Jpn. W5	21/11	
96961	96BHA96951	Jpn. W1033A	46/10	
97041	97BHA97044	Jpn. W65	21/11	38/12
97042	97XHA97045	Jpn. W71	46/11	
97043	97XHA97046	Jpn. W1091	45/11	12/12
97060	97ACO97050	Jpn. W54	46/11	1/13
97064	97BHA97055	Jpn. W1100	39/12	
97082	97BHA97084	W64A	9/12	
97083	97BHA97085	W64B	9/12	
97108	97BHA97095	Jpn. W1049	38/12	
97141	97BHA97132	Jpn. W1067	52/12	
97143	97AHA97133	Jpn. W1062	11/11	
97144	97AHA97134	Jpn. W1081	9/11	52/12
97146	97AHA97135	Jpn. W1083	46/10	
97148	97XHA97136	Jpn. W1085	18/11	
97149	97AHA97137	Jpn. W66	46/10	
97150	97XHA97139	Jpn. W67	46/10	
97151	97AHA97168	Jpn. W1061	21/11	
97154	97BHA97171	Jpn. W1042	52/11	
97155	97AHA97172	Jpn. W1065	21/11	
97156	97BHA97173	Jpn. W92	49/11	
97181	97BHA97089	Jpn. W1051	42/12	
97182	97BHA97090	Jpn. W1053	21/12	
97183	97BHA97028	Jpn. W95	16/13	
97184	97BHA97030	Jpn. W1055A	49/11	
97185	97BHA97031	Jpn. W1057B	49/11	
97188	97BHA97033	Jpn. W1052	38/12	

97189	97BHA97034	Jpn. W1055B	49/11	
97204	97AHA97191	Jpn. W131	11/11	
97220	97AHA97197	Jpn. W1103	29/12	
97221	97AHA97198	Jpn. W106	11/11	
97225	97AHA97210	Jpn. W150A	46/11	
97226	97XHA97211	Jpn. W1110	3/12	
97229	97AHA97214	Jpn. W101A	29/12	
97230	97AHA97215	Jpn. W101B	20/12	
97233	97BHA97252	Jpn. W153	12/11	
97234	97BHA97253	Jpn. W137A	45/11	
97236	97BHA97255	Jpn. W137B	46/11	
97237	97BHA97256	Jpn. W1121	6/12	
97241	97BHA97259	Jpn. W1124	21/11	
97261	97BHA97293	Jpn. W141	12/11	49/11
97262	97BHA97294	Jpn. W104	12/11	
97263	97BHA97295	Jpn. W132	9/11	
97263	97BHA97965	Jpn. W1361	45/11	
97272	97BHA97306	Jpn. W126	46/11	
97274	97AHA97308	Jpn. W127	9/11	
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97287	97AHA97322	Jpn. W1264	11/11	
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97383	97BHA97337	Jpn. W206	3/12	
97410	97XHA97358	Jpn. W166	6/12	
97465	97BHA97370	Jpn. W222A	49/11	
97466	97AHA97371	Jpn. W243	13/12	
97469	97AHA97373	Jpn. W228B	48/11	
97481	97BCO97375	Jpn. W1205	49/11	
97563	97AHA97568	Jpn. W50	4/12	