



# ADMIRALTY NOTICES TO MARINERS

## Weekly Edition 10

09 March 2023

(Published on the ADMIRALTY website 27 February 2023)

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For information on how to update your ADMIRALTY products using ADMIRALTY Notices to Mariners, please refer to NP294 How to Keep Your ADMIRALTY Products Up-to-Date.

Mariners are requested to inform the UKHO immediately of the discovery of new or suspected dangers to navigation, observed changes to navigational aids and of shortcomings in both paper and digital ADMIRALTY Charts or Publications.

The H-Note App helps you to send H-Notes to the UKHO, using your device's camera, GPS and email. It is available for free download on Google Play and on the App Store.

The Hydrographic Note Form (H102) should be used to forward this information and to report any ENC display issues.

H102A should be used for reporting changes to Port Information.

H102B should be used for reporting GPS/Chart Datum observations.

Copies of these forms can be found at the back of this bulletin and on the UKHO website.

The following communication facilities are available:

NMs on ADMIRALTY website:	Web: <a href="https://www.admiralty.co.uk/msi">admiralty.co.uk/msi</a>
Searchable Notices to Mariners:	Web: <a href="https://www.ukho.gov.uk/nmwebsearch">www.ukho.gov.uk/nmwebsearch</a>
Urgent navigational information:	e-mail: <a href="mailto:navwarnings@ukho.gov.uk">navwarnings@ukho.gov.uk</a> Phone: +44(0)1823 353448 +44(0)7989 398345 Fax: +44(0)1823 322352
H102 forms (see back pages of this Weekly Edition)	e-mail: <a href="mailto:sdr@ukho.gov.uk">sdr@ukho.gov.uk</a> Post: UKHO, Admiralty Way, Taunton, Somerset, TA1 2DN, UK
All other enquiries/information	e-mail: <a href="mailto:customerservices@ukho.gov.uk">customerservices@ukho.gov.uk</a> Phone: +44(0)1823 484444 (24/7)

# I

## **GUIDANCE NOTES FOR THE USE OF ADMIRALTY NOTICES TO MARINERS ON THE UKHO WEBSITE**

The Weekly Notices to Mariners (NM) updates for paper Charts and Publications can be accessed via [admiralty.co.uk/msi](http://admiralty.co.uk/msi) or the searchable NM Website [www.ukho.gov.uk/nmwebsearch](http://www.ukho.gov.uk/nmwebsearch). The latest digital NM Weekly update is available 10 days prior to the paper publication date; there are no subscription fees for access to the UKHO Notices to Mariners Website.

**NB:** The NM database includes historical NM data from 1 January 2000, for NMs prior to 2000 the Cumulative List of Notices to Mariners (NP234B-00) must be used.

### **Software required:**

Adobe Acrobat Reader (Version 6.0 or later). Reader software can be obtained direct from the Adobe website ([www.adobe.com](http://www.adobe.com)).

### **SEARCHABLE NOTICES TO MARINERS**

Enter the [www.ukho.gov.uk/nmwebsearch](http://www.ukho.gov.uk/nmwebsearch) website and select the search option that you require following the on screen instructions:

- Search NMs by - Chart Number only
- Search NMs by - Chart Number + Previous NM Number/Year
- Search NMs by - Chart Number + Between Previous and Present Dates
- Search for Single NM by NM Number/Year

To view the NM, NM Note or full-colour NM Blocks, click on the relevant link.

### **NOTICES TO MARINERS ON-LINE**

Enter the [admiralty.co.uk/msi](http://admiralty.co.uk/msi) website, and then select Notices to Mariners. This will give you access to the following range of Notice to Mariners services:

- *ADMIRALTY NM Web Search*
- *Weekly NMs*
- *NM Block, Notes and Diagrams*
- *Annual NMs*
- *Cumulative NM List*

### **FURTHER GUIDANCE NOTES**

For further details of the online NM facilities please see the NM Guidance Notes on the website, additional detail includes:

- File content and description
- PC and printer specifications

### **CUSTOMER SERVICE**

If you experience any difficulties, please contact the UKHO Customer Services Team in the UK on:

Tel: +44 (0) 1823 484444 (office hours Monday-Friday 6am-10pm GMT and an on call service for emergency permits operated 24/7)

Email: [customerservices@ukho.gov.uk](mailto:customerservices@ukho.gov.uk)

Our Singapore team can also be contacted outside of UK hours on:

Tel: +65 6424 4200

# ADMIRALTY NOTICES TO MARINERS

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This ADMIRALTY Notices to Mariners Bulletin (ANMB) is published by the UK Hydrographic Office (UKHO). The UK Maritime and Coastguard Agency accepts that both the paper and digital forms of the ANMB comply with carriage requirement for Notices to Mariners within Regulation 19.2.1.4 of the revised Chapter V of the Safety of Life at Sea Convention, and the Merchant Shipping (Safety of Navigation) Regulations, both of which came into force 1 July 2002.

While every effort is made to ensure that the data provided through the Notices to Mariners service is accurate, the user needs to be aware of the risks of corruption to data. It is important that the user should only use the data on suitable equipment and that other applications should not be running on the user's machine at the same time. Users should exercise their professional judgement in the use of data and also consult the Mariners' Handbook (NP100) for further details.

The user needs to be aware that there is a possibility that data could be corrupted during transmission, or in the process of display or printing on the user's equipment, or if converted to other software formats, and is accordingly advised that the UKHO cannot accept responsibility for any such change, or any modifications or unauthorised changes, made by licensees, or other parties.

## Planning for the future

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# I

## EXPLANATORY NOTES

### Dating

Weekly Notices are dated for the Thursday appropriate to the week that the printed version is despatched from the UKHO. They are available earlier from the UKHO website.

### Section I - Publications List

At the beginning of the Publications List is an index of ADMIRALTY Charts affected by the Publications List. Thereafter there are a number of standard lists which contain details and announcements concerning charts and publications relevant for the particular Weekly Notice. Full details of how to use the various lists contained in Section I are available in **NP294**.

Special Announcements and Errata are occasionally included at the end of this Section.

### Section IA - Temporary and Preliminary (T&P) Notices

A list of T&P Notices in force (along with a list of those cancelled during the previous month), is included in the Weekly NM each month (see below).

### Section IB - Current Nautical Publications

Information about Publications including the current edition numbers is included in the Weekly NM at the end of March, June, September and December.

### Section II - Updates to Standard Nautical Charts

The notices in Section II give instructions for the updating of standard nautical charts and selected thematic charts in the ADMIRALTY series. Geographical **positions** refer to the horizontal **datum** of the current edition of each affected chart which is stated in the notice alongside the appropriate chart number. Positions 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. Where **Leisure Products** are referred to different horizontal datums from the standard nautical charts for that geographical area, positions in the notices cannot be plotted directly on these products. Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are from seaward. Symbols referred to are those shown in NP5011. Depths and heights are given in metres or fathoms and/or feet as appropriate for the chart being updated (abbreviated where necessary to m, fm and ft respectively). Blocks and notes accompanying notices in Section II are placed towards the end of the section.

**T&P Notices.** These are indicated by (T) or (P) after the notice number and are placed at the end of Section II. They are printed on one side of the paper in order that they may be cut up and filed. To assist in filing, the year is indicated after the notice number and an in-force list is published monthly. **Information from these notices is not included on charts before issue;** charts should be updated in pencil on receipt. Associated diagrams are reproduced with Blocks at the end of Section II.

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

### Section III - Navigational Warnings

NAVAREA I Navigational Warnings in force at the specified time quoted in the header are reprinted in Section III. It is recommended that this reprint should be kept in a file or book, followed by subsequent weekly reprints. Only the most convenient ADMIRALTY Chart is quoted. The full text of all Warnings in force is included in Weeks 1, 13, 26 and 39 each year.

### Section IV - Sailing Directions

Updates to all Sailing Directions are given in Section IV of *ADMIRALTY Notices to Mariners*. Those in force at the end of the year are reprinted in NP247(2) *Annual Summary of ADMIRALTY Notices to Mariners Part 2*. A list of updates in force is published in Section IV of the Weekly Edition quarterly. Full details of how to keep Sailing Directions up-to-date can be found in NP294 *How to Keep Your ADMIRALTY Products Up-to-Date*.

In 2018, the UKHO began the process of removing AIS and Racon information from ADMIRALTY Sailing Directions, as this is held in greater detail within ADMIRALTY Radio Signals publications. During this transition, AIS and Racon information will be removed from new editions of each Sailing Direction volume, and AIS and Racon information present in existing Sailing Direction volumes will no longer be updated. For accurate, up-to-date information on AIS and Racons, refer to ADMIRALTY Radio Signals publications.

### Section V - Lights

Updates to all the List of Lights are given in Section V and may be published in an earlier edition than the chart-updating notice. The entire entry for each light updated will be printed (including minor changes) and an asterisk (\*) will denote which column contains a change. In the case of a new light, or where a new sequence is added below the main light, an asterisk (\*) will appear under **all** columns. All Section V entries are intended to be cut out and pasted into the appropriate volume. 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 updates to the List of Lights. Light positions should be regarded as approximate and are intended to indicate the relative positions of lights only. Charts should be consulted for a more authoritative position. When a light is affected by a separate chart-updating notice, its Light List number is always included in the relevant text contained in Section II. The range of a light is normally the nominal range, except when the responsible authority quotes luminous or geographical range - see special remarks for ranges used by each country.

## Section VI - Radio Signals

Updates to all the Radio Signals are given in Section VI. When a chart-updating notice is issued for information that is also included within the Radio Signals, the appropriate volume reference number is quoted, followed in parentheses by the number of the Weekly Edition containing (in Section VI) the corresponding update to the service details. The updates in Section VI should be cut out and pasted into the appropriate volumes.

## Section VII - Miscellaneous Publications

Updates to the following selected miscellaneous Nautical Publications are contained in Section VII.

<b>NP100</b>	The Mariner's Handbook
<b>NP133A</b>	Paper Chart Maintenance Record
<b>NP133C</b>	ENC Maintenance Record
<b>NP231</b>	ADMIRALTY Guide to the Practical Use of ENCs
<b>NP232</b>	ADMIRALTY Guide to Implementation, Policy and Procedures
<b>NP294</b>	How to Keep your ADMIRALTY Products Up-to-date
<b>NP136(1)</b>	ADMIRALTY Ocean Passages for the World – Atlantic Ocean
<b>NP136(2)</b>	ADMIRALTY Ocean Passages for the World – Indian and Pacific Oceans
<b>NP350(1)</b>	ADMIRALTY Distance Tables – Atlantic Ocean
<b>NP350(3)</b>	ADMIRALTY Distance Tables – Pacific Ocean
<b>NP350(2)</b>	ADMIRALTY Distance Tables – Indian Ocean
<b>NP735</b>	IALA Maritime Buoyage System
<b>NP5011</b>	Symbols and Abbreviations used on ADMIRALTY Paper Charts
<b>NP5012</b>	ADMIRALTY Guide to ENC Symbols used in ECDIS

## All Tides Publications

**Nautical Almanac Publications**, including Sight Reduction Tables.

## Section VIII – ADMIRALTY Digital Services

Information relevant to ADMIRALTY Digital Services.

## Further Guidance

The Mariner's Handbook (**NP100**) gives a fuller explanation of the limitations of charts and details of the UKHO policy for the promulgation and selection of navigationally significant information for charts. Details of chart updating methods can be found in "How to Keep Your ADMIRALTY Products Up-to-date" (**NP294**). All users are advised to study these publications.

## CAUTIONARY NOTES

### Updating

Updating information is published by Weekly Notices to Mariners supplemented by navigational warnings for items of immediate importance. 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

While, in the interests of the safety of shipping, the UKHO 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 particular 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.

### Reliance on Charts and Associated Publications

While every effort is made to ensure the accuracy of the information on ADMIRALTY charts and within nautical publications, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge of the reliance he can place on the information given, bearing in mind his particular circumstances, local pilotage guidance and the judicious use of available aids to navigation.

### Charts

Charts should be used with prudence: there are areas where the source data are old, incomplete or of poor quality. The mariner should use the largest scale appropriate for his particular purpose; apart from being the most detailed, the larger scales are usually updated first. When extensive new information (such as a new hydrographic survey) is received, some months may elapse before it can be fully incorporated in published charts. On small scale charts of ocean areas where hydrographic information is, in many cases, still sparse, charted shoals may be in error as regards position, least depth and extent. Undiscovered dangers may exist, particularly away from well-established routes.

### Satellite-Derived Positions and Chart Accuracy

Mariners must not assume that charts which are referred to WGS84 Datum, or those for which shifts to WGS84 Datum are provided, have been surveyed to modern standards of accuracy. On some charts, owing to the age and quality of the source information, some of the charted detail may not be positioned accurately. In such cases mariners are advised to exercise particular caution when navigating in the vicinity of dangers, even when using an electronic positioning system such as GPS. For further details, see The Mariner's Handbook (**NP100**). This applies to both paper and digital (ADMIRALTY Raster Chart Service and ENC) versions of charts.

## ADMIRALTY Charts affected by the Publication List

ADMIRALTY Charts	ADMIRALTY Charts	International Charts	ADMIRALTY Publications
369	2677	INT 1159	NP 38
800	3750	INT 1239	e-NP 38
802	DE 1672	INT 1297	NP 84
803		INT 1355	NP 234(A)
810		INT 1655	e-NP 234(A)
811		INT 1734	NP 247(1)
1822		INT 1771	e-NP 247(1)
1859		INT 1772	NP 247(2)
2044		INT 1773	e-NP 247(2)
2218		INT 1790	
2462		INT 6899	

**PAPER CHART SUNSET**

The UKHO has announced its intention to withdraw from paper charts. This decision has been taken to allow us to focus on our digital navigation products and services that meet the needs of today's and tomorrow's seafarers.

We expect that we continue to provide paper charts until at least 2030. We will provide more information in this bulletin when we begin the process.

For more information about our decision, timetable, and the impacts, please visit

[www.admiralty.co.uk/sunsetting-paper-charts](http://www.admiralty.co.uk/sunsetting-paper-charts)

**UKRAINE NAVIGATIONAL INFORMATION**

Owing to insufficient information, it is not always possible to ensure that ADMIRALTY Nautical Publications are completely up-to-date for new dangers or changes to aids to navigation.

Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.

**BALTIC SEA CHART DATUM 2000 (BSCD2000)**

UKHO Products and Services, including foreign charts, in the Baltic Sea region are changing to a new vertical reference system for depth and height information. During this transition period, Charts may be referred to either mean sea level or the new BSCD2000. For further information please contact the national charting authority and see ADMIRALTY Sailing Directions.

This note is to be reviewed in 2026.

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## PORT APPROACH GUIDE UPDATING

From now until the withdrawal of Port Approach Guide charts (20 April 2023) we will not be issuing further NM Updates for these charts.

Significant changes which may affect these charts can still be obtained from the relevant SNC or publication covering the area.

## PHOTOGRAPHY

ADMIRALTY publications utilise imagery from a wide variety of sources, mariners, port authorities and other users. The UK Hydrographic Office (UKHO) welcomes new imagery of navigational aids, landmarks, coastline, approaches to and from ports and berths. Imagery from the mariner's point of view is especially helpful. Images can be sent to the UKHO using the email [publications.queries@ukho.gov.uk](mailto:publications.queries@ukho.gov.uk).

Please include the name and location of the feature in the image and how the image should be accredited within ADMIRALTY publications.

## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Charts published 09 March 2023

Chart	Title, limits and other remarks	Scale	Folio	2023 Catalogue page
⊙800 INT 1773	International Chart Series, Sweden - East Coast, Mälaren - Western Part, Köping and Approaches. Ⓐ Köping. Ⓑ Kvicksund.	1:25,000  1:12,500 1:12,500	10	36

*Includes significant safety-related information as follows: changes to lights and buoyage.*

*Note:* On publication of this New Edition former Notices 298(P)/22 and 346(P)/23 are cancelled.

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⊙ denotes chart available in the ADMIRALTY Raster Chart Service series.

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## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Charts published 09 March 2023 (continued)

Chart	Title, limits and other remarks	Scale	Folio	2023 Catalogue page
⊙802 INT 1772	International Chart Series, Sweden - East Coast, Mälaren, Western Part. (A) Enköpingsån Entrance. (B) Flaten. (C) Strängnäs. (D) Västerås.	1:50,000  1:25,000 1:12,500 1:12,500 1:12,500	10	36
<i>Includes significant safety-related information as follows: changes to buoyage and lights.</i>				
<i>Note:</i> On publication of this New Edition former Notice 346(P)/23 is cancelled.				
⊙803 INT 1790	International Chart Series, Sweden - East Coast, Mälaren - Western Part, Hjulstafjärden and Aggarösundet. (A) Hjulstafjärden. (B) Aggarösundet.	  1:12,500 1:12,500	10	36
<i>Includes significant safety-related information as follows: changes to buoyage and lights.</i>				
<i>Note:</i> On publication of this New Edition former Notices 298(P)/22 and 346(P)/23 are cancelled.				
⊙810 INT 1771	International Chart Series, Sweden - East Coast, Mälaren, Eastern Part. (A) Continuation at same scale. (B) Stallarholmen – Kolsundet. (C) Bockholms – Sundet. (D) Strängnäs. (E) Stäket.	1:50,000 1:50,000 1:25,000 1:25,000 1:12,500 1:10,000	10	36
<i>Includes significant safety-related information as follows: changes to lights and buoyage.</i>				
<i>Note:</i> On publication of this New Edition former Notices 298(P)/22 and 346(P)/23 are cancelled. This chart remains affected by Notices 3138(T)/22, 3304(T)/22, 4014(T)/22, 208(T)/23 and 505(T)/23.				

⊙ denotes chart available in the ADMIRALTY Raster Chart Service series.



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## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Charts published 09 March 2023 (continued)

Chart	Title, limits and other remarks	Scale	Folio	2023 Catalogue page
⊙1822	Malaysia - Sarawak, Sungai Sarawak, Tanjung Po to Pending. Ⓐ Continuation to Pending. Ⓑ Pending.	1:25,000 1:25,000 1:10,000	48	72
<i>Includes significant safety-related information as follows: changes to depths and buoyage and the insertion of a dredged channel.</i>				
<i>Note: On publication of this New Edition former Notice 178(P)/23 is cancelled. This chart remains affected by Notices 6398(T)/19 and 4294(P)/22.</i>				
⊙1859 INT 1655	International Chart Series, England - West Coast, Port of Bristol. Ⓐ King Road. Ⓑ River Avon. Ⓒ City Docks. Ⓓ City Docks to Saint Anne's Bridge.	 1:10,000 1:10,000 1:5,000 1:25,000	2	20
<i>Includes changes to depths from the latest Bristol Port Company Surveys.</i>				
⊙2462 INT 6899	International Chart Series, South Pacific Ocean, New Caledonia - South Coast, Nouméa.	1:25,000	68	96
<i>Includes changes to legends, lights, buoyage, recommended tracks and depths. (A modified reproduction of chart 7644 published by France).</i>				
<i>Note: This chart remains affected by Notice 2427(T)/18. This chart is to be deleted from the list of charts affected by Notice 4178(P)/22.</i>				
⊙3750	England - East Coast, Rivers Crouch and Roach. Ⓐ Burnham-on-Crouch. Ⓑ Continuation of River Crouch.	1:25,000 1:10,000 1:25,000	7	24
<i>Includes changes to depths from the latest Port of London and commercial surveys and buoyage.</i>				

⊙ denotes chart available in the ADMIRALTY Raster Chart Service series.

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## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### ADMIRALTY Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP38 & e-NP38	ADMIRALTY Sailing Directions West Coast of India Pilot Twentieth Edition 2023  ISBN Number: 978-0-70-774-7729	09/03/2023	Updated to Week 48/2022. First Updates in NM Week 10/2023. This Edition supersedes NP38 (Nineteenth Edition 2019) which is now cancelled. This edition includes the new traffic separation scheme in the approaches to the Gulf of Kachhh.
NP84	ADMIRALTY List of Lights and Fog Signals Volume L 3rd Edition 2023 Northern Seas Coast of Norway North of 60°55'N, Svalbard, The Faroes, Iceland, Greenland and Coast of Russia to Bering Strait  ISBN Number: 978-0-70-772-4584	09/03/2023	Updated to Week 05/2023. First Updates in NM Week 10/2023. Volume L 2nd Edition 2022 is cancelled.
NP234(A) & e-NP234(A)	ADMIRALTY Cumulative List of Notice to Mariners – January 2023  ISBN Number: 978-0-70-774-6388	02/03/2023	This Edition supersedes NP234(A) 2022 which is hereby cancelled.
NP247(1) & e-NP247(1)	ADMIRALTY Annual Summary of Notices to Mariners Part 1 Annual Notices to Mariners 1 - 26 Temporary and Preliminary Notices 2023 Edition  ISBN Number: 978-0-70-772-6229	02/03/2023	This Edition supersedes NP247(1) 2022 which is hereby cancelled.
NP247(2) & e-NP247(2)	ADMIRALTY Annual Summary of Notices to Mariners Part 2 Updates to Sailing Directions and Miscellaneous Nautical Publications 2023 Edition  ISBN Number: 978-0-70-773-2220	02/03/2023	This Edition supersedes NP274(2) 2022 which is hereby cancelled.

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© denotes chart available in the ADMIRALTY Raster Chart Service series.

# I

## ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

### ADMIRALTY CHARTS TO BE PUBLISHED 23 MARCH 2023

#### New Editions of ADMIRALTY Charts

Chart	Title, limits and other remarks	Scale	Charts to be <b>WITHDRAWN</b>	Folio	2023 Catalogue page
369	West Indies, Northern Martinique.  <i>Includes new restricted areas, seaplane operating areas and fish havens. (A modified reproduction of French chart 7041 published by France.)</i>	1:59,900	⊙369	87	124
811 INT 1239	International Chart Series, Sweden - East Coast, Stockholms Skärgård, Port of Stockholm.  <i>Includes changes to depths, jetties, restricted areas, dredged channels and wrecks. (A modified reproduction of 6141 published by Sweden). Please note: The charted vertical reference system is now Baltic Sea Chart Datum 2000 (BSCD2000.)</i>	1:12,500	⊙811 INT 1239	10	36
2044 INT 1734	International Chart Series, England - South Coast, Shoreham Harbour and Approaches. Ⓐ Shoreham Harbour, Western Arm and River Adur. Ⓑ Shoreham Harbour, Eastern Arm and The Canal. Ⓒ Approaches to Shoreham.	1:5,000 1:5,000 1:15,000	⊙2044 INT 1734	1	24
2218 INT 1159	International Chart Series, Baltic Sea - Gulf of Finland, Helsinki.  <i>Includes significant safety-related information as follows: a new fairway, buoys, safe clearance depth areas and a recommended track with maximum authorised draught, and changes to lights.</i>	1:20,000	⊙2218 INT 1159	11	36
2677 INT 1297	International Chart Series, Baltic Sea - Poland and Germany, Zalew Szczeciński Northern Part. Ⓐ Continuation of Wielki Zalew. Ⓑ Port Nowe Warpno.	1:40,000 1:40,000 1:5,000	⊙2677 INT 1297	10	34

*Includes changes to depths, aids to navigation and coastline. (A modified reproduction of INT1297 published by Poland.)*

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⊙ denotes chart available in the ADMIRALTY Raster Chart Service series.

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## CHARTS TO BE AVAILABLE 23 MARCH 2023

### New Charts

### Reproductions of German Government Charts

Chart	Title, limits and other remarks	Scale	Charts to be <b>WITHDRAWN</b>	Folio	2023 Catalogue page
DE1672	International Chart Series - Baltic Sea, Germany, Rostock.	1:12,500	⊙2370	10	34
INT 1355	54°05'·30' N — 54°12'·65' N., 12°02'·50' E—12° 11'·00' E Warnemünde. 54°10'·05' N — 54°11'·24' N., 12°05'·12' E—12° 06'·25' E	1:6,000			

*This new chart is a replacement for Chart 2370, providing improved coverage of Rostock. (Published jointly by the UKHO and the Hydrographic Office of Germany). This chart is included in the International Chart Series.*

## ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

### ADMIRALTY Charts

Chart to be <b>WITHDRAWN</b>	Main Title	On publication of New Chart/New Edition
800 INT 1773	International Chart Series, Sweden - East Coast, Mälaren - Western Part, Köping and Approaches.	⊙800 INT 1773
802 INT 1772	International Chart Series, Sweden - East Coast, Mälaren Western Part.	⊙802 INT 1772
803 INT 1790	International Chart Series, Sweden - East Coast, Mälaren - Western Part, Hjulstafjärden and Aggarösundet.	⊙803 INT 1790
810 INT 1771	International Chart Series, Sweden - East Coast, Mälaren Eastern Part.	⊙810 INT 1771
1822	Malaysia-Sarawak, Sungai Sarawak, Tanjung Po to Pending.	⊙1822
1859 INT 1655	International Chart Series, England - West Coast, Port of Bristol.	⊙1859 INT 1655
2462 INT 6899	International Chart Series, South Pacific Ocean, New Caledonia - South Coast, Nouméa.	⊙2462 INT 6899
3750	England -East Coast, Rivers Crouch and Roach.	⊙3750

⊙ denotes chart available in the ADMIRALTY Raster Chart Service series.

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### 843\* SCOTLAND - West Coast - Buoyage. Legend.

Source: ABP Troon

#### Chart 1866 (Panel C, Troon) [ previous update 136/23 ] ETRS89 DATUM

Insert	 Fl.Y.4s No 4	55° 33′.194N., 4° 40′.977W.
	 Fl.Y.4s No 3	55° 33′.149N., 4° 40′.838W.
	 Fl.Y.4s No 2	55° 33′.083N., 4° 40′.760W.
	 Fl.Y.4s No 1	55° 33′.026N., 4° 40′.701W.

#### Chart 2220 [ previous update 2742/22 ] ETRS89 DATUM

Insert	legend, Buoyed, between:	55° 33′.20N., 4° 40′.97W.
		55° 33′.06N., 4° 40′.70W.

### 847\* ENGLAND - East Coast - Buoyage.

Source: Port of London Authority


#### Chart 1185 (INT 1572) [ previous update 248/23 ] ETRS89 DATUM

Move	 from:	51° 31′.27N., 0° 42′.43E.
	to:	51° 31′.23N., 0° 42′.55E.
	 from:	51° 31′.33N., 0° 42′.43E.
	to:	51° 31′.30N., 0° 42′.57E.

#### Chart 5606\_7 [ previous update 248/23 ] ETRS89 DATUM

Move	 from:	51° 31′.27N., 0° 42′.43E.
	to:	51° 31′.23N., 0° 42′.55E.
	 from:	51° 31′.33N., 0° 42′.43E.
	to:	51° 31′.30N., 0° 42′.57E.

#### Chart 5606\_8 [ previous update 4794/22 ] ETRS89 DATUM

Move	 from:	51° 31′.27N., 0° 42′.43E.
	to:	51° 31′.23N., 0° 42′.55E.
	 from:	51° 31′.33N., 0° 42′.43E.
	to:	51° 31′.30N., 0° 42′.57E.

### 855\* ENGLAND - East Coast - Depths.

Source: Port of London Authority

#### Chart 3337 [ previous update 650/23 ] ETRS89 DATUM

Insert	depth, 3 <sub>8</sub>	51° 29′.255N., 0° 01′.399W.
	depth, 1 <sub>9</sub> , and extend 2m contour S to enclose	51° 29′.223N., 0° 01′.305W.
Delete	depth, 6 <sub>3</sub>	51° 29′.256N., 0° 01′.474W.
	depth, 4 <sub>8</sub>	51° 29′.278N., 0° 01′.448W.

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### 862\* IRELAND - North Coast - Wreck.

Source: Commissioners of Irish Lights

**Chart 2723 (INT 1605)** [ *previous update 584/23* ] ETRS89 DATUM

Insert  *Rep(2023) PA* 55° 14'·86N., 8° 12'·70W.

**Chart 2725** [ *previous update 1082/21* ] ETRS89 DATUM

Insert  *Rep(2023) PA* 55° 14'·86N., 8° 12'·70W.

**Chart 2752** [ *previous update 4975/20* ] ETRS89 DATUM

Insert  *Rep(2023) PA* 55° 14'·86N., 8° 12'·70W.

### 863\* SCOTLAND - East Coast - Buoy.

Source: UKHO

**Chart 1890** [ *previous update 196/23* ] ETRS89 DATUM

Delete  *Fl.Y.5s* 57° 41'·103N., 4° 13'·907W.

### 868\* WALES - South Coast - Vertical clearance.

Source: Milford Haven Port Authority

*Note:* Former Notice 673(P)/23 is cancelled

**Chart 5620\_13** [ *previous update New Edition 16/02/2023* ] ETRS89 DATUM

Amend vertical clearance to, 33m 51° 42'·415N., 4° 55'·996W.

**Chart 5620\_14 (Panel A, River Cleddau)** [ *previous update New Edition 16/02/2023* ] ETRS89 DATUM

Amend vertical clearance to, 33m 51° 42'·415N., 4° 55'·996W.

### 871\* ENGLAND - South East Coast - Depths.

Source: Thanet District Council

**Chart 1827 (Panel C, Ramsgate)** [ *previous update New Edition 12/01/2023* ] ETRS89 DATUM

Insert depth,  $0_5$  51° 19'·780N., 1° 25'·251E.

depth,  $0_1$  (a) 51° 19'·641N., 1° 25'·061E.

Delete depth,  $0_6$ , close NW of: (a) above

## II

### 871\* ENGLAND - South East Coast - Depths. (continued)

#### Chart 1828 (INT 1563) (Panel, Ramsgate) [ *previous update 815/23* ] ETRS89 DATUM

Insert	depth, $0_5$	51° 19'·780N., 1° 25'·251E.
	depth, $0_1$	(a) 51° 19'·641N., 1° 25'·061E.
Delete	depth, $0_6$ , close NW of:	(a) above

#### Chart 5605\_15 (Panel B, Ramsgate) [ *previous update 4952/22* ] ETRS89 DATUM

Insert	depth, $0_1$	(a) 51° 19'·641N., 1° 25'·061E.
Delete	depth, $0_5$ , close S of:	(a) above
Replace	depth, $1_5$ , with depth, $0_5$	51° 19'·780N., 1° 25'·251E.

#### Chart 5606\_10 (Panel C, Ramsgate) [ *previous update 4952/22* ] ETRS89 DATUM

Insert	depth, $0_1$	(a) 51° 19'·641N., 1° 25'·061E.
Delete	depth, $0_5$ , close S of:	(a) above
Replace	depth, $1_5$ , with depth, $0_5$	51° 19'·780N., 1° 25'·251E.

### 874\* IRELAND - East Coast - Depths.

Source: Belfast Harbour Commissioners

#### Chart 1752 (INT 1664) [ *previous update 208/22* ] ETRS89 DATUM

Insert	depth, $9_9$ , enclosed by 10m contour	54° 41'·716N., 5° 45'·206W.
	depth, $1_0$ , enclosed by 10m contour	54° 41'·836N., 5° 45'·251W.
	depth, $9_3$ , enclosed by 10m contour	(a) 54° 42'·074N., 5° 44'·813W.
Delete	depth, $10_4$ , close W of:	(a) above
Insert	depth, $9_8$ , enclosed by 10m contour	54° 42'·154N., 5° 44'·588W.
	depth, $9_6$ , enclosed by 10m contour	54° 42'·352N., 5° 44'·461W.

#### Chart 1753 (INT 1661) [ *previous update 5129/22* ] ETRS89 DATUM

Insert	depth, $9_9$ , enclosed by 10m contour	54° 41'·72N., 5° 45'·21W.
	depth, $9_3$ , and extend 10m contour E to enclose	(a) 54° 42'·07N., 5° 44'·81W.
Delete	depth, $10_4$ , close W of:	(a) above
Insert	depth, $9_8$ , enclosed by 10m contour	54° 42'·15N., 5° 44'·59W.
	depth, $9_6$ , enclosed by 10m contour	(b) 54° 42'·35N., 5° 44'·46W.
Delete	depth, $10_4$ , close N of:	(b) above

#### Chart 5612\_12 (Panel A, Belfast Lough Entrance) [ *previous update 1488/22* ] ETRS89 DATUM

Insert	depth, $9_9$ , enclosed by 10m contour	54° 41'·72N., 5° 45'·21W.
	depth, $9_3$ , and extend 10m contour E to enclose	(a) 54° 42'·07N., 5° 44'·81W.
Delete	depth, $10_4$ , close W of:	(a) above
Insert	depth, $9_8$ , enclosed by 10m contour	54° 42'·15N., 5° 44'·59W.
	depth, $9_6$ , enclosed by 10m contour	(b) 54° 42'·35N., 5° 44'·46W.
Delete	depth, $10_4$ , close N of:	(b) above

## II

### 882\* ENGLAND - South Coast - Light.

Source: Newhaven Port Authority

#### Chart 536 (INT 1740) [ *previous update 659/23* ] ETRS89 DATUM

Amend	light to, Iso.4s17m12M	50° 46′.55N., 0° 03′.51E.
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#### Chart 1652 [ *previous update 2240/22* ] ETRS89 DATUM

Amend	light to, Iso.4s17m12M	50° 46′.55N., 0° 03′.51E.
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#### Chart 2154 (INT 1735) [ *previous update 2724/22* ] ETRS89 DATUM

Amend	light to, Iso.4s17m12M	50° 46′.552N., 0° 03′.506E.
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#### Chart 2450 (INT 1703) [ *previous update 4529/22* ] ETRS89 DATUM

Amend	light to, Iso.4s17m12M	50° 46′.56N., 0° 03′.51E.
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#### Chart 2451 (INT 1704) [ *previous update 672/23* ] WGS84 DATUM

Amend	light to, Iso.4s12M	50° 46′.55N., 0° 03′.51E.
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#### Chart 2656 [ *previous update 152/23* ] ETRS89 DATUM

Amend	light to, Iso.4s12M	50° 46′.6N., 0° 03′.4E.
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#### Chart 5605\_13 (Panel A, Newhaven Harbour) [ *previous update 3499/22* ] ETRS89 DATUM

Amend	light to, Iso.4s17m12M	50° 46′.552N., 0° 03′.506E.
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#### Chart 5605\_4 (Panel A, Worthing to Newhaven) [ *previous update 570/23* ] ETRS89 DATUM

Amend	light to, Iso.4s17m12M	50° 46′.55N., 0° 03′.51E.
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#### Chart 5605\_5 (Panel A, Newhaven to Hastings) [ *previous update 659/23* ] ETRS89 DATUM

Amend	light to, Iso.4s17m12M	50° 46′.55N., 0° 03′.51E.
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### 887\* ENGLAND - South Coast - Depths.

Source: Trinity House

#### Chart 2035 (INT 1729) [ *previous update 4388/22* ] ETRS89 DATUM

Insert	depth, 2 <sub>7</sub> , and extend 5m contour E to enclose	50° 40′.93N., 1° 35′.34W.
	depth, 15 <sub>4</sub>	(a) 50° 39′.86N., 1° 36′.58W.
Delete	depth, 16 <sub>8</sub> , close W of:	(a) above
Insert	depth, 3 <sub>5</sub> , and extend 5m contour NW to enclose	(b) 50° 39′.42N., 1° 37′.40W.
Delete	depth, 4 <sub>5</sub> , close SW of:	(b) above
Insert	depth, 3 <sub>8</sub> , and extend 5m contour SW to enclose	50° 39′.36N., 1° 37′.44W.

#### Chart 5600\_5 [ *previous update 4388/22* ] ETRS89 DATUM

Insert	depth, 2 <sub>7</sub> , and extend 5m contour E to enclose	50° 40′.93N., 1° 35′.34W.
	depth, 15 <sub>4</sub>	(a) 50° 39′.86N., 1° 36′.58W.
Delete	depth, 16 <sub>8</sub> , close W of:	(a) above
Insert	depth, 3 <sub>5</sub> , and extend 5m contour NW to enclose	(b) 50° 39′.42N., 1° 37′.40W.
Delete	depth, 4 <sub>5</sub> , close SW of:	(b) above
Insert	depth, 3 <sub>8</sub> , and extend 5m contour SW to enclose	50° 39′.36N., 1° 37′.44W.

## II

### 904\* SCOTLAND - West Coast - Buoy.

Source: Scottish Association for Marine Science (SAMS)

**Chart 2171** [ *previous update 4710/22* ] ETRS89 DATUM

Delete  *Fl(5)Y.20s* 56° 37′.49N., 6° 24′.07W.

**Chart 2392** [ *previous update 61/21* ] ETRS89 DATUM

Delete  *Fl(5)Y.20s* 56° 37′.49N., 6° 24′.07W.

**Chart 5611\_13** [ *previous update New Chart 11/11/2021* ] ETRS89 DATUM

Delete  *Fl(5)Y.20s* 56° 37′.49N., 6° 24′.07W.

### 912\* SCOTLAND - West Coast - Marine farms.

Source: Crown Estate Scotland

**Chart 2515** [ *previous update 3493/22* ] ETRS89 DATUM

Delete  58° 12′.08N., 6° 53′.19W.  
58° 12′.25N., 6° 52′.82W.  
58° 12′.31N., 6° 52′.40W.

### 913\* ENGLAND - West Coast - Buoy.

Source: Cornwall Council Notice 03/22

**Chart 1168 (Panel D, Saint Ives Bay)** [ *previous update 240/22* ] ETRS89 DATUM

Replace  with  *Fl(2)G.4s* 50° 12′.86N., 5° 28′.41W.

**Chart 5603\_4 (Panel B, Saint Ives)** [ *previous update 4771/22* ] ETRS89 DATUM

Replace  with  *Fl(2)G.4s* 50° 12′.86N., 5° 28′.41W.

### 915\* SCOTLAND - Orkney Islands - Obstruction.

Source: Orkney Islands Council

**Chart 2249** [ *previous update 162/23* ] ETRS89 DATUM

Delete  *Obstn* 59° 14′.87N., 2° 51′.34W.

**Chart 2250** [ *previous update 162/23* ] ETRS89 DATUM

Delete  *Obstn* 59° 14′.87N., 2° 51′.34W.

**Chart 2562 (Panel B, Sounds of Rapness, Faray, Eday and Sanday)** [ *previous update 162/23* ] ETRS89 DATUM

Delete  *Obstn* 59° 14′.87N., 2° 51′.34W.

## II

### 919\* IRELAND - South West Coast - Wrecks. Depth.

Source: Geological Survey Ireland

#### Chart 1123 [ previous update 140/23 ] ETRS89 DATUM

Insert	 Wk	50° 19′.8N., 9° 21′.4W.
	 Wk	(a) 50° 20′.1N., 9° 58′.6W.
Delete	depth, 121, close SW of:	(a) above

#### Chart 2423 [ previous update 304/23 ] ETRS89 DATUM

Insert	 Wk	51° 15′.70N., 11° 09′.30W.
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#### Chart 2649 (INT 1063) [ previous update 140/23 ] ETRS89 DATUM

Insert	++	51° 13′.6N., 11° 12′.7W.
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### 924\* SCOTLAND - Firth of Clyde - Lights. Legend.

Source: QHM Clyde Notice 21/21 and UKHO

#### Chart 5610\_1 (Panel A, Loch Goil and Loch Long) [ previous update 780/23 ] ETRS89 DATUM

Insert	★ Fl.G.5s & 3F.R(vert)(occas) SS(Port Closure)	56° 07′.94N., 4° 49′.07W.
		56° 07′.75N., 4° 49′.13W.
	★ 2F.G(vert)	56° 07′.86N., 4° 49′.10W.
		56° 07′.79N., 4° 49′.13W.
Delete	legend, Works in Progress (2021), centred on:	56° 07′.81N., 4° 48′.86W.

### 925\* ENGLAND - South Coast - Depths.

Source: Falmouth Harbour Commissioners

#### Chart 18 [ previous update 792/23 ] ETRS89 DATUM

Insert	depth, 1	(a) 50° 09′.350N., 5° 03′.908W.
Delete	depth, 1 <sub>4</sub> , close SW of:	(a) above
Insert	depth, 0 <sub>9</sub>	(b) 50° 09′.277N., 5° 03′.848W.
Delete	depth, 1, close W of:	(b) above

#### Chart 32 (INT 1720) [ previous update 792/23 ] ETRS89 DATUM

Insert	depth, 1	(a) 50° 09′.350N., 5° 03′.908W.
Delete	depth, 1 <sub>2</sub> , close W of:	(a) above
Insert	depth, 0 <sub>9</sub>	(b) 50° 09′.277N., 5° 03′.848W.
Delete	depth, 1 <sub>2</sub> , close S of:	(b) above

## II

### 925\* ENGLAND - South Coast - Depths. (continued)

#### Chart 5602\_5 (Panel A, Falmouth Harbour) [ previous update 792/23 ] ETRS89 DATUM

Insert	depth, $I$	(a)	50° 09'·350N., 5° 03'·908W.
Delete	depth, $I_2$ , close W of:	(a)	above
Insert	depth, $O_9$	(b)	50° 09'·277N., 5° 03'·848W.
Delete	depth, $I_2$ , close S of:	(b)	above

#### Chart 5603\_13 (Panel A, Falmouth Harbour) [ previous update 792/23 ] ETRS89 DATUM

Insert	depth, $I$	(a)	50° 09'·350N., 5° 03'·908W.
Delete	depth, $I_2$ , close W of:	(a)	above
Insert	depth, $O_9$	(b)	50° 09'·277N., 5° 03'·848W.
Delete	depth, $I_2$ , close S of:	(b)	above

### 932\* ENGLAND - East Coast - Depths.

Source: Port of London Authority

#### Chart 2151 (INT 1425) [ previous update 272/23 ] ETRS89 DATUM

Insert	depth, 8	(a)	51° 28'·271N., 0° 14'·771E.
Delete	depth, $7_8$ , close SE of:	(a)	above
Insert	depth, $6_9$	(b)	51° 28'·238N., 0° 14'·858E.
Delete	depth, $7_2$ , close SE of:	(b)	above

#### Chart 3337 (Panel, B Thames Tidal Barrier) [ previous update 855/23 ] ETRS89 DATUM

Insert	depth, $4_6$ , and extend 5m contour S to enclose	(a)	51° 29'·779N., 0° 01'·896E.
Delete	depth, $4_8$ , close N of:	(a)	above

#### Chart 3337 [ previous update 855/23 ] ETRS89 DATUM

Insert	depth, $4_6$ , and extend 5m contour S to enclose	(a)	51° 29'·779N., 0° 01'·896E.
Delete	depth, $4_8$ , close N of:	(a)	above

### 933\* ENGLAND - East Coast - Legends.

Source: Viking Link

#### Chart 104 (INT 1566) [ previous update 5083/22 ] ETRS89 DATUM

Delete	legend, <i>Under construction</i> , centred on:	53° 32'·13N., 0° 35'·90E.
		53° 28'·44N., 0° 30'·85E.

#### Chart 107 [ previous update 5083/22 ] ETRS89 DATUM

Delete	legend, <i>Under construction</i> , centred on:	53° 41'·54N., 0° 44'·57E.
		53° 33'·96N., 0° 38'·17E.
		53° 27'·45N., 0° 26'·02E.
		53° 20'·19N., 0° 23'·79E.

#### Chart 108 [ previous update 4101/22 ] ETRS89 DATUM

Delete	legend, <i>Under construction</i> , centred on:	53° 18'·31N., 0° 21'·84E.
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## II

### 933\* ENGLAND - East Coast - Legends. (continued)

#### Chart 121 [ previous update 193/23 ] ETRS89 DATUM

Delete legend, *Under construction*, centred on: 53° 44'·54N., 0° 47'·41E.

#### Chart 266 [ previous update 748/23 ] WGS84 DATUM

Delete legend, *Under construction*, centred on: 54° 18'·89N., 3° 05'·28E.  
54° 07'·48N., 2° 17'·82E.

#### Chart 1187 [ previous update 124/23 ] ETRS89 DATUM

Delete legend, *Under construction*, centred on: 53° 55'·90N., 1° 15'·37E.  
54° 03'·41N., 1° 42'·22E.  
54° 07'·47N., 2° 18'·23E.

#### Chart 1190 (INT 1508) [ previous update 5083/22 ] ETRS89 DATUM

Delete legend, *Under construction*, centred on: 53° 52'·02N., 1° 05'·42E.  
53° 46'·01N., 0° 49'·93E.  
53° 34'·26N., 0° 38'·73E.  
53° 18'·41N., 0° 21'·95E.

#### Chart 1191 (INT 1507) [ previous update 412/23 ] ETRS89 DATUM

Delete legend, *Under construction*, centred on: 54° 01'·85N., 1° 32'·22E.

#### Chart 2182A (INT 1043) [ previous update 748/23 ] WGS84 DATUM

Delete legend, *Under construction*, centred on: 53° 57'·9N., 1° 18'·0E.

#### Chart 2182B (INT 1042) [ previous update 748/23 ] WGS84 DATUM

Delete legend, *Under construction*, centred on: 55° 48'·5N., 7° 35'·8E.  
54° 03'·0N., 1° 35'·4E.

#### Chart 4140 (INT 140) [ previous update 280/23 ] WGS84 DATUM

Delete legend, *Under construction*, centred on: 54° 04'·9N., 1° 42'·5E.

#### Chart 5614\_13 [ previous update New Edition 09/06/2022 ] ETRS89 DATUM

Delete legend, *Under construction*, centred on: 53° 27'·35N., 0° 25'·65E.  
53° 20'·18N., 0° 23'·79E.  
53° 18'·36N., 0° 21'·83E.

#### Chart 5614\_14 [ previous update 5083/22 ] ETRS89 DATUM

Delete legend, *Under construction*, centred on: 53° 27'·45N., 0° 26'·04E.

#### Chart 5614\_8 [ previous update 5083/22 ] ETRS89 DATUM

Delete legend, *Under construction*, centred on: 53° 34'·25N., 0° 38'·73E.  
53° 18'·44N., 0° 22'·00E.

#### Chart 5614\_25 [ previous update 748/23 ] WGS84 DATUM

Delete legend, *Under construction*, centred on: 53° 58'·0N., 1° 18'·2E.

## II

### 941\* SCOTLAND - West Coast - Depths.

Source: Clinton Marine Survey

**Chart 1864 (Panel B, Lamlash)** [ *previous update 2742/22* ] ETRS89 DATUM

Insert	depth, 9, and extend 10m contour SW to enclose	(a)	55° 30'·47N., 5° 03'·93W.
Delete	depth, 10 <sub>9</sub> , close S of:	(a)	above

### 844 SWEDEN - West Coast - Marine farm. Legend.

Source: Swedish Notice 949/17202/23


**Chart 874 (INT 1319)** [ *previous update 3172/22* ] WGS84 DATUM

Insert	 (buoyed)	56° 56'·15N., 12° 19'·97E.
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
### 850 SWEDEN - East Coast - Submarine pipeline.

Source: Swedish Notice 949/17329/23


**Chart 2015 (INT 1201)** [ *previous update 5080/22* ] WGS84 DATUM

Insert	submarine pipeline,  , joining:	56° 00'·47N., 14° 44'·93E.
		56° 00'·67N., 14° 50'·14E.

**Chart 2018 (INT 1202)** [ *previous update New Edition 09/02/2023* ] WGS84 DATUM

Insert	submarine pipeline,  , joining:	56° 00'·46N., 14° 44'·72E.
		56° 00'·67N., 14° 50'·14E.

**Chart 2856 (INT 1326)** [ *previous update 683/23* ] WGS84 DATUM

Insert	submarine pipeline,  , joining:	56° 00'·46N., 14° 44'·72E.
		56° 00'·67N., 14° 50'·14E.

### 851 SWEDEN - East Coast - Depths.

Source: Swedish Notice 949/17424/23

**Chart 891 (INT 1241)** [ *previous update New Edition 25/07/2019* ] WGS84 DATUM

Insert	depth, 3 <sub>2</sub> , and extend 6m contour E to enclose	(a)	60° 48'·05N., 17° 21'·07E.
Delete	depth, 7 <sub>4</sub> , close SE of:	(a)	above

**Chart 956 (INT 1242)** [ *previous update New Edition 09/02/2023* ] WGS84 DATUM


Insert	depth, 3 <sub>2</sub> , and extend 6m contour E to enclose	60° 48'·05N., 17° 21'·07E.
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## II

### 859\* GERMANY - Baltic Coast - Restricted areas. Legends.



Source: WSA Ostsee 18/23

#### Chart DE 32 (INT 13590) [ previous update 2529/22 ] WGS84 DATUM

Insert circular limit of restricted area, radius 300m,  
, centred on:  
 legend, *Foul (Explosives)*, centred on:


(a) 54° 32'·25N., 10° 06'·12E.  
 (a) above

#### Chart DE 33 (INT 13591) [ previous update 4478/22 ] WGS84 DATUM

Insert circular limit of restricted area, radius 300m,  
, centred on:  
 legend, *Foul (Explosives)*, centred on:  
 circular limit of restricted area, radius 300m,  
, centred on:  
 legend, *Foul (Explosives)*, centred on:


(a) 54° 30'·13N., 10° 16'·17E.  
 (a) above  
 (b) 54° 29'·56N., 10° 16'·07E.  
 (b) above

#### Chart 2106 (INT 1303) [ previous update 699/23 ] WGS84 DATUM

Insert circular limit of restricted area, radius 300m (0·16M),  
, centred on:  
 legend, *Foul (expl.)*, close E of:

(a) 54° 32'·25N., 10° 06'·12E.  
 (a) above

#### Chart 2942 (INT 1353) [ previous update 699/23 ] WGS84 DATUM

Insert circular limit of restricted area, radius 300m (0·16M),  
, centred on:  
 legend, *Foul (Explosives)*, close NW of:

(a) 54° 32'·25N., 10° 06'·12E.  
 (a) above

### 884\* DENMARK - Islands - Buoyage. Measuring instrument. Obstruction.

Source: DK DMA 4/86/23



#### Chart DE 43 (INT 1358) [ previous update New Chart 26/01/2023 ] WGS84 DATUM

Replace  ODAS with  Fl(5)Y.20s 54° 34'·69N., 10° 47'·52E.

#### Chart 2106 (INT 1303) [ previous update 859/23 ] WGS84 DATUM

Replace o Rec. St. with  Fl(5)Y.20s 54° 34'·69N., 10° 47'·52E.

#### Chart 2117 [ previous update 699/23 ] WGS84 DATUM

Replace  Recording Station with  Fl(5)Y.20s 54° 34'·69N., 10° 47'·52E.

#### Chart 2942 (INT 1353) [ previous update 859/23 ] WGS84 DATUM

Replace  Mess-G with  Fl(5)Y.20s 54° 34'·69N., 10° 47'·52E.

## II

### 870 NETHERLANDS - Depth.

Source: Netherlands Notice 6/42/23



#### Chart 1457 (INT 1464) [ *previous update 370/23* ] WGS84 DATUM

Insert	depth, $I_9$ , enclosed by 2m contour and extend 5m contour SW to enclose	53° 16′.38N., 5° 10′.97E.
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### 876\* NETHERLANDS - Wreck. Historic wrecks.

Source: Netherlands Notice 5/33/23


#### Chart 1630 (INT 1416) [ *previous update 372/23* ] WGS84 DATUM

Insert	legend, <i>Historic Wk</i> (see Note), at wreck	51° 33′.14N., 2° 51′.65E.
	legend, <i>Historic Wks</i> (see Note), centred on:	51° 27′.00N., 3° 02′.99E.
	legend, <i>Historic Wks</i> (see Note), centred on:	51° 25′.48N., 3° 07′.32E.
Replace	 Wk with  <i>Historic Wk</i> (see Note)	51° 25′.95N., 3° 09′.69E.

### 908 NETHERLANDS - Historic wreck. Legend.

Source: Netherlands Notice 6/40/23




#### Chart 1630 (INT 1416) [ *previous update 876/23* ] WGS84 DATUM

Insert	legend, <i>Historic Wk</i> (see Note), at wreck	51° 26′.80N., 2° 20′.00E.
	 <i>Historic Wk</i> (see Note)	51° 24′.74N., 3° 06′.58E.

### 852 ITALY - West Coast - Wrecks. Fouls.

Source: Italian Notice 17.4/22

#### Chart 917 (Panel B, Reggio di Calabria) [ *previous update 4717/22* ] WGS84 DATUM

Replace	wreck out of position:  Wk, with #	38° 07′.381N., 15° 39′.123E.
	wreck out of position:  Wk, with #	38° 07′.374N., 15° 39′.119E.
Delete	wreck out of position:  Wk	38° 07′.631N., 15° 38′.940E.

### 860 ITALY - West Coast - NM Block.

Source: Italian Notices 6.3/22, 7.2/22 and 17.3/22

#### Chart 351 (Panel A, Golfo Tigullio (Golfo Marconi)) [ *previous update 2834/22* ] WGS84 DATUM

Insert	the accompanying block, centred on:	44° 19′.8N., 9° 13′.1E.
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## II

### 867 ITALY - Sicilia - Obstruction.

Source: Italian Notice 18.8/22

**Chart 2122** [ *previous update 154/23* ] WGS84 DATUM

Insert  *Obstn Unexploded Ordnance ED* 37° 31'·4N., 12° 52'·9E.

**Chart 2123** [ *previous update 3472/22* ] WGS84 DATUM

Insert  *Obstn Unexploded Ordnance ED* 37° 31'·4N., 12° 52'·9E.

### 877 FRANCE - South Coast - NM Blocks. Mooring buoys. Restricted areas.


Source: French Notice 35/90/22

**Chart 2247 (Panel A, Mandelieu-La Napoule and La Rague)** [ *previous update 2644/22* ] WGS84 DATUM


Insert the accompanying block A, centred on: 43° 31'·2N., 6° 56'·5E.

**Chart 2247** [ *previous update 2644/22* ] WGS84 DATUM

Insert the accompanying block B, centred on: 43° 33'·6N., 7° 06'·1E.

 (*occas*)

(a) 43° 31'·273N., 7° 04'·073E.  
 (b) 43° 30'·827N., 7° 03'·653E.  
 (c) 43° 30'·896N., 7° 02'·110E.  
 (d) 43° 31'·626N., 7° 02'·626E.

circular limit of restricted area, radius 120m, , anchoring,

fishing and diving prohibited, centred on:

(a) above  
 (b) above  
 (c) above  
 (d) above

### 918 ITALY - Sardegna - Wreck.

Source: Italian HO

**Chart 1990** [ *previous update 1726/22* ] WGS84 DATUM





Delete  *Rep (2006) PA* 39° 08'·9N., 9° 10'·5E.

## II

### 929 ITALY - West Coast - Wrecks. Restricted areas. Light-beacon. Buoy. Foul. Depths.

Source: Italian Notices 18.2-3/22

#### Chart 118 (Panel B, Rada di La Spezia) [ previous update 674/23 ] WGS84 DATUM

Insert		(a) 44° 04′.598N., 9° 52′.415E.
	circular limit of restricted area, entry prohibited, radius 50m, pecked line, TTTT, centred on:	(a) above
Replace	 Fl.G.3s5m4M with  Fl.G.3s	44° 05′.921N., 9° 50′.702E.
Delete	 Masts	(b) 44° 04′.558N., 9° 52′.323E.
	circular limit of restricted area, entry prohibited, radius 50m, pecked line, TTTT, centred on:	(b) above
	#	44° 03′.165N., 9° 51′.504E.

#### Chart 118 (Panel A, Approaches to La Spezia) [ previous update 674/23 ] WGS84 DATUM

Insert	depth, 15 <sub>9</sub>	44° 01′.08N., 9° 52′.90E.
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#### Chart 1914 [ previous update 674/23 ] WGS84 DATUM

Insert	depth, 15 <sub>9</sub> , and extend 20m contour W to enclose	44° 01′.08N., 9° 52′.90E.
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#### Chart 1998 [ previous update 4589/22 ] WGS84 DATUM

Insert	depth, 15 <sub>9</sub>	(a) 44° 01′.1N., 9° 52′.9E.
Delete	depth, 19 <sub>2</sub> , close E of:	(a) above

### 942 ITALY - East Coast - Wrecks.

Source: Italian Notice 17.7/22

#### Chart 1544 (INT 3460) [ previous update 4367/22 ] WGS84 DATUM

Delete		40° 40′.23N., 17° 57′.62E.
		40° 39′.92N., 17° 58′.01E.
		40° 40′.10N., 18° 00′.11E.

#### Chart 1545 [ previous update 793/23 ] WGS84 DATUM

Delete		40° 40′.227N., 17° 57′.615E.
		40° 39′.924N., 17° 58′.014E.
		40° 40′.097N., 18° 00′.112E.




## II

### 875 IRAN - Light-beacons. Automatic Identification Systems.

Source: Iranian Notice 01/23

**Chart 1268 (Panel A, The Bar)** [ *previous update 5043/21* ] WGS84 DATUM

Move

 Fl.R.3s No 24 and associated Automatic Identification System, AIS from:	30° 00′.07N., 49° 02′.60E.
to:	30° 00′.07N., 49° 02′.57E.
 Fl.G.3s No 15 from:	29° 59′.47N., 49° 03′.65E.
to:	29° 59′.44N., 49° 03′.61E.
 Fl(3)R.12s No 22 and associated Automatic Identification System, AIS from:	29° 59′.35N., 49° 03′.47E.
to:	29° 59′.29N., 49° 03′.41E.


### 921\* UNITED ARAB EMIRATES - Submarine pipeline.

Source: MENAS Notice 36/23

*Note:* Former Notice 4890(P)/22 is cancelled.

**Chart 2889 (INT 7211)** [ *previous update 423/23* ] WGS84 DATUM

Insert

submarine pipeline,  , joining:	24° 27′.4N., 53° 22′.5E.
	24° 27′.1N., 53° 22′.5E.
	24° 26′.3N., 53° 22′.5E.
	24° 24′.4N., 53° 21′.6E.
	24° 23′.7N., 53° 22′.0E.
	24° 23′.1N., 53° 23′.0E.

**Chart 3178 (INT 7226)** [ *previous update 53/23* ] WGS84 DATUM

Insert

submarine pipeline,  , joining:	24° 27′.36N., 53° 22′.46E.
	24° 27′.14N., 53° 22′.52E.
	24° 26′.35N., 53° 22′.47E.
	24° 24′.37N., 53° 21′.65E.
	24° 23′.69N., 53° 21′.98E.
	24° 23′.05N., 53° 23′.00E.

## II

### 934 IRAN - Marine farm.

Source: Iranian Notice 15/22

**Chart 2837 (INT 7017)** [ *previous update 777/23* ] WGS84 DATUM

Insert



26° 47′.3N., 56° 55′.5E.

**Chart 2851** [ *previous update 821/22* ] WGS84 DATUM

Insert



26° 47′.3N., 56° 56′.5E.

**Chart 2888 (INT 7199)** [ *previous update 300/23* ] WGS84 DATUM

Insert



26° 47′.0N., 56° 55′.5E.

**Chart 3172** [ *previous update 1681/21* ] WGS84 DATUM

Insert



26° 47′.29N., 56° 55′.51E.

**Chart 3173** [ *previous update 1053/22* ] WGS84 DATUM

Insert



26° 47′.29N., 56° 55′.51E.

### 916\* INDIAN OCEAN - Chagos - Submarine cable.

Source: UKHO

**Chart 920 (INT 7381)** [ *previous update 770/21* ] WGS84 DATUM

Insert

submarine cable, ~~~, joining:

7° 15′.89S., 72° 21′.72E.

7° 15′.72S., 72° 21′.57E.

### 846 CHINA - South Coast - Depths.

Source: Chinese chart 15431

**Chart 341** [ *previous update 555/23* ] WGS84 DATUM

Insert

depth, 17

(a) 22° 22′.39N., 113° 49′.92E.

Delete

depth, 17<sub>5</sub>, close SW of:

(a) above

**Chart 343** [ *previous update 739/23* ] CGCS 2000 DATUM

Insert

depth, 17

(a) 22° 22′.39N., 113° 49′.92E.

Delete

depth, 17<sub>5</sub>, close SW of:

(a) above

depth, 16<sub>3</sub>

22° 23′.94N., 113° 50′.61E.



## II

### 849 CHINA - South Coast - Depths.

Source: Chinese Chart 15456

#### Chart 346 [ previous update 5107/22 ] CGCS 2000 DATUM

Insert	depth, 4 <sub>9</sub> , and extend 5m contour N to enclose	23° 04′.76N., 113° 26′.69E.
	depth, 2 , enclosed by 2m contour	(a) 23° 05′.66N., 113° 26′.49E.
Delete	depth, 2 <sub>6</sub> , close S of:	(a) above
Insert	depth, 1 <sub>4</sub>	(b) 23° 04′.72N., 113° 26′.76E.
Delete	depth, 0 <sub>5</sub> , close W:	(b) above
Insert	depth, 9 <sub>9</sub>	(c) 23° 03′.69N., 113° 28′.88E.
Delete	depth, 8 <sub>2</sub> , close NW of:	(c) above
	depth, 8 <sub>2</sub> , close SE of:	(c) above
Insert	depth, 5 <sub>1</sub>	(d) 23° 03′.95N., 113° 29′.68E.
Delete	depth, 6 <sub>7</sub> , close SE of:	(d) above
Insert	depth, 7 <sub>4</sub>	(e) 23° 03′.84N., 113° 29′.76E.
Delete	depth, 8 <sub>7</sub> , close SE of:	(e) above

#### Chart 347 [ previous update 4278/22 ] CGCS 2000 DATUM

Insert	depth, 2, enclosed by 2m contour	(a) 23° 05′.66N., 113° 26′.49E.
Delete	depth, 2 <sub>6</sub> , close S of:	(a) above

### 856 CHINA - South Coast - Buoyage. NM Block.

Source: Chinese Notice 52/1751/22 & 48/1584/22







#### Chart 1760 [ previous update 783/23 ] WGS84 DATUM

Insert	 Mo(O)Y.12s LM10	23° 14′.5N., 116° 57′.3E.
	 Mo(O)Y.12s LM1	23° 14′.5N., 117° 05′.9E.
	 Mo(O)Y.12s LM8	23° 11′.1N., 116° 54′.3E.
	 Mo(O)Y.12s LM4	23° 11′.1N., 117° 02′.8E.
Delete	 Mo(O)Y.12s LM12	23° 18′.2N., 117° 04′.1E.
	former  Mo(O)Y.12s LM1	23° 18′.2N., 117° 05′.6E.
	former  Mo(O)Y.12s LM8	23° 17′.3N., 117° 00′.1E.
	 Mo(O)Y.12s LM11	23° 17′.2N., 117° 04′.1E.
	 Mo(O)Y.12s LM7	23° 15′.8N., 116° 58′.9E.
	 Mo(O)Y.12s LM3	23° 16′.0N., 117° 05′.4E.





## II

### 856 CHINA - South Coast - Buoyage. NM Block. (continued)

#### Chart 1792 [ previous update 4737/22 ] CGCS 2000 DATUM

Insert	the accompanying block, centred on:	23° 14′.7N., 117° 03′.1E.
	 <i>Mo(O)Y.12s LM10</i>	23° 14′.49N., 116° 57′.34E.
	 <i>Mo(O)Y.12s LM9</i>	23° 12′.79N., 116° 55′.81E.
	 <i>Mo(O)Y.12s LM8</i>	23° 11′.08N., 116° 54′.27E.
	 <i>Mo(O)Y.12s LM7</i>	23° 11′.08N., 116° 56′.41E.
	 <i>Mo(O)Y.12s LM6</i>	23° 11′.09N., 116° 58′.55E.
Delete	former  <i>Mo(O)Y.12s LM7</i>	23° 15′.85N., 116° 58′.88E.

#### Chart 1962 [ previous update 503/23 ] WGS84 DATUM

Insert	 <i>Mo(O)Y.12s LM10</i>	23° 14′.5N., 116° 57′.3E.
	 <i>Mo(O)Y.12s LM1</i>	23° 14′.5N., 117° 05′.9E.
	 <i>Mo(O)Y.12s LM8</i>	23° 11′.1N., 116° 54′.3E.
	 <i>Mo(O)Y.12s LM4</i>	23° 11′.1N., 117° 02′.8E.
Delete	 <i>Mo(O)Y.12s LM12</i>	23° 18′.2N., 117° 04′.1E.
	former  <i>Mo(O)Y.12s LM1</i>	23° 18′.2N., 117° 05′.5E.
	former  <i>Mo(O)Y.12s LM8</i>	23° 17′.3N., 117° 00′.1E.
	 <i>Mo(O)Y.12s LM11</i>	23° 17′.2N., 117° 04′.1E.
	 <i>Mo(O)Y.12s LM7</i>	23° 15′.8N., 116° 58′.9E.
	 <i>Mo(O)Y.12s LM3</i>	23° 16′.0N., 117° 05′.6E.

### 869 CHINA - Bo Hai - NM Block.

Source: Chinese Notice 46/1528/22 and 50/1636/22

#### Chart 2657 [ previous update 4085/22 ] CGCS 2000 DATUM

Insert	the accompanying block, centred on:	38° 58′.1N., 118° 28′.2E.
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## II

### 872 CHINA - East Coast - Virtual aids to navigation. NM Blocks.

Source: C1 44 / 1474-1475 / 22

#### Chart 1721 [ previous update 3320/22 ] CGCS 2000 DATUM

Insert	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS	28° 14'·79N., 121° 44'·39E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS	28° 14'·41N., 121° 46'·61E.
	the accompanying block, centred on:	28° 24'·2N., 121° 55'·2E.

#### Chart 1738 [ previous update 753/23 ] CGCS 2000 DATUM

Insert	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS	28° 30'·85N., 121° 49'·22E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS	28° 29'·80N., 121° 51'·16E.
	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS	28° 29'·54N., 121° 58'·87E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS	28° 29'·13N., 122° 03'·40E.
	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS	28° 28'·16N., 121° 47'·33E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS	28° 27'·43N., 121° 49'·46E.
	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS	28° 25'·23N., 121° 46'·68E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS	28° 24'·85N., 121° 48'·92E.
	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS	28° 24'·74N., 121° 58'·32E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS	28° 23'·29N., 122° 02'·68E.

#### Chart 1759 [ previous update 753/23 ] CGCS 2000 DATUM

Insert	the accompanying block, centred on:	28° 22'·6N., 121° 54'·3E.
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### 880 VIETNAM - Buoyage.

Source: VMS North Notice 110/22

#### Chart 3881 [ previous update 5176/22 ] WGS84 DATUM

Insert	 Fl.G.3s HP49A	20° 49'·82N., 106° 49'·43E.
Delete	 Fl.R.3s HP50	20° 49'·68N., 106° 49'·48E.

#### Chart 3882 [ previous update 5176/22 ] WGS84 DATUM

Insert	 Fl.G.3s HP49A	20° 49'·82N., 106° 49'·43E.
Delete	 Fl.R.3s HP50	20° 49'·67N., 106° 49'·48E.

### 917 CHINA - East Coast - Obstruction.

Source: Chinese Notice 2/22/23

#### Chart 1281 [ previous update 809/23 ] CGCS 2000 DATUM

Insert	 Obstn Rep(2022)	33° 22'·50N., 121° 09'·73E.
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## II

### 936 CHINA - East Coast - Wrecks.

Source: Chinese Notice 52/1748/22

**Chart 1738** [ *previous update 872/23* ] CGCS 2000 DATUM

Insert  Rep(2022)


28° 52'·30N., 122° 14'·70E.

**Chart 1759** [ *previous update 872/23* ] CGCS 2000 DATUM

Insert  Rep(2022)

28° 56'·5N., 122° 33'·4E.

**Chart 2412** [ *previous update 395/23* ] WGS84 DATUM

Insert  Rep(2022)

28° 56'·5N., 122° 33'·4E.

### 890 JAPAN - Hokkaidō - NM Blocks.

Source: Japanese Notice 8/92/23

*Note:* Former Notice 2675(T)/22 is cancelled.

**Chart JP 1033A** [ *previous update 3505/22* ] WGS84 DATUM

Insert the accompanying block A, centred on:  
the accompanying block B, centred on:

42° 38' 52"N., 141° 39' 52"E.

42° 37' 02"N., 141° 37' 12"E.

**Chart JP 1036** [ *previous update 1926/22* ] WGS84 DATUM

Insert the accompanying block, centred on:

42° 37' 07"N., 141° 37' 33"E.

### 891 JAPAN - Seto Naikai - NM Block.

Source: Japanese Notice 8/93/23

**Chart JP 135** [ *previous update 5024/22* ] WGS84 DATUM

Insert the accompanying block, centred on:

33° 59' 09"N., 130° 53' 38"E.

### 892 JAPAN - Hokkaidō - Breakwater.

Source: Japanese Notice 8/94/23

**Chart JP 1033A** [ *previous update 890/23* ] WGS84 DATUM

Insert breakwater, double firm line, width 7m, joining:

42° 37' 36·9"N., 141° 37' 13·9"E.

42° 37' 37·0"N., 141° 37' 14·6"E.

## II

### 893 JAPAN - Hokkaidō - Breakwater.

Source: Japanese Notice 8/95/23

#### Chart JP 1033B [ *previous update 3785/22* ] WGS84 DATUM

Insert	breakwater, double firm line, width 10m, joining:	42° 37' 34.5"N., 141° 42' 47.8"E.
		42° 37' 33.8"N., 141° 42' 51.9"E.


#### Chart JP 1036 [ *previous update 890/23* ] WGS84 DATUM

Insert	breakwater, single firm line, joining:	42° 37' 34.5"N., 141° 42' 47.8"E.
		42° 37' 33.8"N., 141° 42' 51.9"E.

### 894 JAPAN - Seto Naikai - Landmark.

Source: Japanese Notice 8/96/23

#### Chart JP 127 [ *previous update 546/23* ] WGS84 DATUM

Delete		33° 52' 21"N., 130° 58' 96"E.
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### 895 JAPAN - Seto Naikai - Depths.

Source: Japanese Notice 8/97/23

*Note:* Former Notice 334(T)/23 is cancelled.

#### Chart JP 135 [ *previous update 891/23* ] WGS84 DATUM

Insert	depth, <i>11</i> <sub>9</sub> , <i>Rep</i> (2022)	(a) 33° 56' 38.4"N., 130° 56' 39.0"E.
Delete	depth, <i>12</i> <sub>3</sub> , close NE of:	(a) above

#### Chart JP 1262 [ *previous update 3386/22* ] WGS84 DATUM

Insert	depth, <i>11</i> <sub>9</sub> , <i>Rep</i> (2022)	(a) 33° 56' 38.4"N., 130° 56' 39.0"E.
Delete	depth, <i>12</i> <sub>3</sub> , close NE of:	(a) above

#### Chart JP 1263 [ *previous update 186/23* ] WGS84 DATUM

Insert	depth, <i>11</i> <sub>9</sub> , <i>Rep</i> (2022)	(a) 33° 56' 38.4"N., 130° 56' 39.0"E.
Delete	depth, <i>12</i> <sub>3</sub> , close NE of:	(a) above

### 881 KOREA - West Coast - Light.

Source: Korean Notice 51/1167/22

#### Chart 1270 (INT 5363) [ *previous update 831/23* ] WGS84 DATUM

Insert	★Fl(2)Y.9M	37° 01' 30"N., 126° 24' 56"E.
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#### Chart 1271 (Panel A, Daesan Hang) [ *previous update 827/23* ] WGS84 DATUM




Insert	★Fl(2)Y.8m9M C	37° 01' 30"N., 126° 24' 56"E.
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## II

### 883 KOREA - South Coast - Anchorage areas. Legends.

Source: Korean Notice 51/1159/22



#### Chart 1065 (Panel, Okpo Hang) [ previous update 807/23 ] WGS84 DATUM

Insert	circular limit of anchorage area, radius 250m, pecked line, centred on:	(a)	34° 53′.75N., 128° 42′.70E.
	legend,  , within:	(a)	above
	circular limit of anchorage area, radius 100m, pecked line, centred on:	(b)	34° 53′.28N., 128° 42′.33E.
	legend,  , within:	(b)	above
	circular limit of anchorage area, radius 200m, pecked line, centred on:	(c)	34° 53′.25N., 128° 42′.88E.
	legend,  , within:	(c)	above



### 889 KOREA - South Coast - Buoy.

Source: ENC KR3G1J00

#### Chart 2347 [ previous update 838/23 ] WGS84 DATUM

Insert	 Fl(5)Y.20s ODAS	(a)	37° 28′.8N., 129° 57′.0E.
Delete	 Fl.Y.4s ODAS, close N of:	(a)	above



#### Chart 3480 [ previous update 838/23 ] WGS84 DATUM

Insert	 Fl(5)Y.20s ODAS	(a)	37° 28′.8N., 129° 57′.0E.
Delete	 Fl.Y.4s ODAS, close N of:	(a)	above

### 907 KOREA - West Coast - Light-beacon.

Source: Korean notice 50/1147/22

#### Chart 3365 (INT 5252) [ previous update 786/23 ] WGS84 DATUM

Replace	 Fl.R.6s12m8M with  Q(3)10s10m7M		33° 31′.22N., 126° 54′.48E.
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### 940 KOREA - South Coast - Legend.

Source: Korean Notice 44/390/2022

#### Chart 1065 [ previous update 883/23 ] WGS84 DATUM

Insert	legend, <i>Numerous Fish Havens (see Note)</i> , centred on:		34° 59′.20N., 128° 33′.29E.
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## II

### 857 INDONESIA - Papua - Anchorage area. Buoy.

Source: ENC ID40198A

**Chart 3799** [ *previous update 2473/20* ] WGS84 DATUM

Insert		8° 32′.8S., 140° 17′.5E.
Amend	light-buoy to, <i>LFl.5s</i>	8° 33′.7S., 140° 16′.1E.

### 939 UNITED STATES OF AMERICA - West Coast - Light.

Source: US Coast Guard District 13 LNM 2/18464/23

**Chart 46** [ *previous update 2751/22* ] NAD83 DATUM

Amend	light to, Al.Fl.WR.10s16m18/15M	48° 08′.65N., 122° 45′.30W.
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**Chart 1947** [ *previous update 2751/22* ] NAD83 DATUM

Amend	light to, Al.Fl.WR.10s18/15M	48° 08′.61N., 122° 45′.29W.
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**Chart 4950** [ *previous update 2876/22* ] NAD83 DATUM

Amend	light to, Al Fl WR 10s16m18/15M	48° 08′.65N., 122° 45′.29W.
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### 858 MEXICO - Pacific Ocean Coast - Buoy.

Source: mv Navigator Of The Seas

**Chart 1938 (Panel B, Ensenada)** [ *previous update 381/23* ] WGS84 DATUM

Delete	 <i>Fl.R.3s No2</i>	31° 49′.075N., 116° 37′.586W.
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**Chart 1938 (Panel A, Bahía de Todos Santos)** [ *previous update 381/23* ] WGS84 DATUM

Delete	 <i>Fl.R</i>	31° 49′.08N., 116° 37′.59W.
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### 920 BRAZIL - South Coast - Foul.

Source: Brazilian Notice 24 S/245/22

**Chart 566** [ *previous update 5172/22* ] WGS84 DATUM

Insert		22° 51′.39S., 43° 10′.59W.
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### 927 MEXICO - Gulf of Mexico - Light.

Source: ENC MX582110

**Chart 376** [ *previous update 580/23* ] WGS84 DATUM

Insert	 Fl(2)7M	19° 13′.9N., 96° 07′.3W.
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## II

### 930\* WEST INDIES - Cayman Islands - Lights. Landmark.

Source: Chief Surveyor, Lands and Survey Department, Cayman Islands Government

#### Chart 462 (Panel, George Town) [ *previous update 4803/21* ] WGS84 DATUM

Replace  Q.R.13m6M Anchor Lt, with,  19° 17'·791N., 81° 22'·987W.

#### Chart 462 (Panel, Grand Cayman) [ *previous update 4803/21* ] WGS84 DATUM

Insert  (a) 19° 17'·79N., 81° 22'·99W.

Delete  Q.R.6M, close NE of: (a) above

#### Chart 2846 [ *previous update 4680/22* ] WGS84 DATUM

Delete  Q.R.7M 19° 17'·8N., 81° 23'·0W.

### 938 UNITED STATES OF AMERICA - Gulf of Mexico - Obstruction.

Source: OCS

#### Chart 3190 (Panel A) [ *previous update 829/23* ] NAD83 DATUM

Insert  38 Obstr 29° 27'·35N., 93° 13'·35W.

### 854 UNITED STATES OF AMERICA - East Coast - Depth. Legends.

Source: ENC US5FL82M

#### Chart 3692 (Panel, Port Canaveral) [ *previous update 5041/21* ] NAD83 DATUM

Insert	depth, 29, and extend 30ft contour NE to enclose	28° 24'·755N., 80° 37'·646W.
Amend	legend to, <i>Canaveral Barge Canal 9ft (2022)</i> , centred on:	28° 24'·556N., 80° 37'·714W.
	legend to, <i>28ft (2022)</i> , centred on:	28° 24'·532N., 80° 35'·929W.
	legend to, <i>15ft (2022)</i> , centred on:	28° 24'·558N., 80° 36'·869W.

### 864 UNITED STATES OF AMERICA - East Coast - Depths.

Source: ENCs US5PVDEE and US5PVDED

#### Chart 2730 [ *previous update 4419/22* ] NAD83 DATUM

Insert	depth, 17, enclosed by 18ft contour	(a) 41° 33'·77N., 71° 23'·93W.
Delete	depth, 28, close NW of:	(a) above
Insert	depth, 14, enclosed by 18ft contour	41° 33'·93N., 71° 23'·91W.
	depth, 21	(b) 41° 34'·23N., 71° 23'·86W.
Delete	depth, 24, close NE of:	(b) above
Insert	depth, 18, enclosed by 18ft contour	(c) 41° 35'·25N., 71° 23'·36W.
Delete	depth, 23, close SE of:	(c) above
Insert	depth, 18, and extend 18ft contour NW to enclose	(d) 41° 35'·87N., 71° 16'·92W.
Delete	depth, 20, close S of:	(d) above



## II

### 878 UNITED STATES OF AMERICA - East Coast - Light.

Source: US Coast Guard District 5 LNM 4/12281/23

**Chart 2850 (Panel, Baltimore Harbor)** [ *previous update 268/23* ] NAD83 DATUM

Delete

★ F.Y.10ft


39° 15′.16N., 76° 32′.65W.

### 905 UNITED STATES OF AMERICA - East Coast - Buoyage.

Source: US Coast Guard District 5 LNM 2/12200/23

**Chart 2710** [ *previous update 130/23* ] WGS84 DATUM


Insert

 Fl.Y.4s 'KH2'


36° 03′.8N., 74° 44′.6W.

**Chart 2861** [ *previous update 590/23* ] NAD83 DATUM

Insert

 Fl.Y.4s 'KH1'

35° 57′.0N., 75° 07′.5W.

 Fl.Y.4s 'KH2'

36° 03′.8N., 74° 44′.6W.

## II

### 866(T)/23      ENGLAND - East Coast - Buoyage.

Source: Crouch Harbour Authority Notices 4/23 and 8/23

1. The following lateral buoys are reported to be off station:

Characteristic	Designation	Position
<i>Fl.R.10s</i>	<i>Outer Crouch No 4</i>	51° 38'·00 N., 0° 58'·00 E.
<i>Fl(2)R.5s</i>	<i>Whitaker No 4</i>	51° 39'·77N., 1° 03'·43E.

2. Mariners are advised to navigate with caution in the area.  
(ETRS89 DATUM)

**Charts affected - 1975 - 3750 - 5606\_6 - 5607\_3**

### 888(T)/23      WALES - South Coast - Buoyage. Scientific instruments.

Source: ABP South Wales

1. Special purpose light-buoys, *Fl.Y.4s*, have been established marking seabed mounted scientific instruments as follows:

Designation	Position
<i>ACI</i>	51° 34'·07N., 3° 50'·11W.
<i>H1</i>	51° 34'·77N., 3° 48'·38W.

2. Mariners are advised to navigate with caution in the area.  
(ETRS89 DATUM)

**Charts affected - 1161 (INT 1652) - 5608\_7**

## II

### 900(P)/23 IRELAND - West Coast - Depths. Drying height.

Source: Geological Survey Ireland

- Recent survey information has shown that numerous depths less than charted exist between Slyne head and Bertraghboy Bay. The most significant are as follows:

Depth	Position
5.1m	53° 24' 00N., 10° 09' 36W.
7.5m	53° 23' 91N., 10° 10' 90W.
17.6m	53° 23' 59N., 10° 11' 96W.
18.5m	53° 22' 96N., 10° 11' 59W.
18.2m	53° 23' 00N., 10° 11' 04W.
17.6m	53° 22' 76N., 10° 11' 04W.
13.1m	53° 22' 61N., 10° 10' 64W.
7.4m	53° 22' 75N., 10° 10' 37W.
11.2m	53° 22' 59N., 10° 09' 60W.

2.

5.3m	53° 23' 21N., 10° 08' 38W.
7.1m	53° 23' 18N., 10° 07' 39W.
6.7m	53° 23' 13N., 10° 07' 05W.
11.2m	53° 22' 20N., 10° 08' 41W.
9.3m	53° 22' 07N., 10° 08' 69W.
12.4m	53° 22' 04N., 10° 08' 39W.
14.7m	53° 21' 99N., 10° 08' 11W.
13.5m	53° 22' 00N., 10° 07' 57W.
10.5m	53° 22' 18N., 10° 07' 47W.
15.0m	53° 22' 23N., 10° 06' 58W.
13.1m	53° 22' 29N., 10° 05' 58W.
13.3m	53° 22' 44N., 10° 03' 45W.

3.

0.7m	53° 24' 12N., 10° 04' 48W.
4.7m	53° 21' 82N., 10° 01' 74W.
4.0m	53° 21' 95N., 10° 01' 24W.
8.6m	53° 22' 39N., 10° 01' 08W.
8.1m	53° 21' 74N., 10° 00' 78W.
10.4m	53° 21' 86N., 10° 00' 31W.
6.5m	53° 21' 90N., 9° 59' 81W.
11.7m	53° 21' 99N., 9° 59' 63W.

4.

11.2m	53° 22' 01N., 9° 59' 38W.
5.7m	53° 21' 49N., 9° 58' 98W.
4.4m	53° 21' 46N., 9° 58' 08W.
14.4m	53° 21' 55N., 9° 58' 42W.
9.1m	53° 21' 73N., 9° 58' 23W.
1.0m	53° 23' 12N., 10° 02' 83W.
Drying 0.9m	53° 24' 20N., 10° 04' 03W.

- Mariners are advised to navigate with caution in the area.
- These changes will be included in the next New Edition of Charts 1820, 2708 and 2709 to be published mid-2023. (ETRS89 DATUM)

**Charts affected - 1820 - 2708 - 2709**

## II

### 902(T)/23 SCOTLAND - West Coast - Works. Berth.

Source: Caledonian Maritime Assets Ltd

1. Works are taking place in the vicinity of Scalasaig Pier in position 56° 04'·129N., 6° 11'·051W.
2. During the duration of the works, the North Berth remains closed.
3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(ETRS89 DATUM)

**Chart affected - 2474**

### 903(T)/23 IRELAND - West Coast - Buoyage.

Source: Irish Maritime Administration

1. Special purpose light-buoys, *Fl(5)Y.20s*, have been established in the following positions:

52° 16'·268N., 9° 51'·262W.

52° 14'·83N., 9° 53'·49W.

(ETRS89 DATUM)

**Charts affected - 2254 - 2739**

### 922(T)/23 WALES - North Coast - Scientific instruments.

Source: Morlais Energy

1. Scientific instruments, have been deployed approximately 3m above the seabed in the following positions:

53° 18'·30N., 4° 42'·95W.

53° 18'·70N., 4° 43'·35W.

53° 18'·29N., 4° 43'·77W.

53° 17'·95N., 4° 44'·21W.

53° 17'·95N., 4° 43'·38W.

53° 17'·99N., 4° 42'·63W.

53° 17'·56N., 4° 43'·70W.

53° 17'·56N., 4° 42'·98W.

53° 17'·59N., 4° 42'·19W.

53° 17'·18N., 4° 44'·16W.

53° 17'·16N., 4° 43'·49W.

53° 17'·17N., 4° 42'·80W.

53° 17'·14N., 4° 41'·96W.

53° 16'·78N., 4° 43'·18W.

53° 16'·84N., 4° 42'·34W.

2. Mariners are advised to navigate with caution in the area.  
(ETRS89 DATUM)

**Charts affected - 1413 - 1970 - 1977 - 5609\_10 - 5609\_5**

## II

### 931(T)/23 SCOTLAND - East Coast - Works. Pilotage.

Source: Forth Ports Limited NMs 8-10/2023

1. Works on the Outer Leith Berth Project have commenced in the vicinity of position

55° 59′.202N., 3° 11′.012W.

55° 59′.514N., 3° 11′.390W.

55° 59′.604N., 3° 11′.048W.

55° 59′.335N., 3° 10′.663W.

2. Works are expected to last a minimum of 12 months.
3. Pilotage will be compulsory for all vessels over 45m in length.
4. Vessels over 60m in length, or of any length with declared defects, will be subject to towage when arriving/departing the Port of Leith.
5. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(ETRS89 DATUM)

**Charts affected - 734 (INT 1544) - 735 (INT 1545) - 5615\_12**

### 879(T)/23 POLAND - Wreck.

Source: Polish Notice 41/497(T)/22

1. A wreck, depth, 1.9m, exists in position 54° 44′.12N., 18° 33′.10E.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Chart affected - 2688 (INT 1288)**

### 909(T)/23 DENMARK - Islands - Restricted areas. Wrecks.

Source: Danish Notices 7/156(T)-157(T)/23

1. Salvage operations to recover two wrecks from March 2023 to the end of June 2023 are taking place.
2. The works will be carried out on weekdays during the hours of 07:00 to 19:00 from vessel HBC Achiever, secured by buoyed wrap anchors when positioned above the wrecks, along with the guard vessel, HBC Supporter. Both vessels can be contacted on VHF channels 16, 12 and 71.
3. A temporary prohibited area will be established around the wrecks during the recovery phases.
4. The wreck positions, prohibited areas and there expected duration are as follows:

<i><b>Wreck</b></i>	<i><b>Position</b></i>	<i><b>Prohibited Area radius</b></i>	<i><b>Duration</b></i>
11.3m	55° 39′.91N., 12° 40′.62E.	150m	March to May
11.4m	55° 39′.77N., 12° 40′.64E.	200m	May to June

5. During the salvage operations, unauthorised navigation, diving, anchoring, fishing and work on the seabed is prohibited.
6. Vessels with a length of greater than 150m are required to contact the guard vessel, at least one hour before passage through the prohibited areas, for a request of temporary suspension.
7. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Charts affected - 903 (INT 1333) - 2595 (INT 1332)**

## II

### **923(T)/23 SWEDEN - East Coast - Traffic separation scheme. Two-way routes.**

Source: Swedish Notice 949/17422(T)/23

1. Due to winter conditions, the '*TSS In Norra Kvarken*' and associated two-way routes are not operational between the following positions:

63° 25'·3N., 20° 34'·8E. (Southern entrance)

63° 35'·1N., 21° 03'·7E. (Northern entrance)

2. Information for winter navigation is available from the local maritime authorities.  
(WGS84 DATUM)

**Charts affected - 893 (INT 1175) - 2085 - 2252**

### **861(T)/23 NORTH SEA - Netherlands Sector - Measuring instruments.**

Source: Netherlands Notice 6/39(T)/23

1. Seismic research instruments have been established on the seabed, fishing is considered dangerous within the area, bounded by the following positions:

53° 19'·50N., 4° 06'·80E.

53° 10'·10N., 4° 06'·80E.

53° 10'·10N., 3° 46'·50E.

53° 19'·50N., 3° 46'·50E.

2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Charts affected - 1408 - 1631 (INT 1418) - 1632 (INT 1420)**

## II

### 873(T)/23 NORTH SEA - Netherlands Sector - Measuring instruments. Buoyage.

Source: Netherlands HO

- Measuring instruments have been temporarily established in the positions shown below. They are marked by either unlit yellow buoys or yellow light-buoys, *Fl(5)Y.20s*, *Fl.Y.5s*, *Fl(2)Y.5s* or *Iso.Y.2s* and will be on station until further notice. Only the largest scale Admiralty chart is quoted. This list will be updated as necessary by Temporary Notices to Mariners.

Position	Largest Scale Chart(s)
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51° 42'·41N., 3° 02'·08E.	110
51° 42'·30N., 3° 04'·90E.	110
52° 24'·56N., 4° 14'·06E.	125
51° 55'·70N., 3° 39'·80E.	122
55° 01'·41N., 3° 41'·11E.	266
53° 37'·26N., 6° 22'·12E.	1633
53° 37'·22N., 6° 31'·33E.	1633
53° 34'·22N., 6° 37'·95E.	DE90
51° 24'·46N., 3° 34'·65E.	116

51° 24'·66N., 3° 36'·71E.	116
51° 24'·55N., 3° 35'·67E.	116
51° 24'·61N., 3° 38'·18E.	116
51° 24'·67N., 3° 37'·70E.	116
51° 24'·67N., 3° 38'·04E.	116
51° 24'·62N., 3° 38'·46E.	116
51° 25'·64N., 3° 27'·02E.	116
51° 23'·53N., 4° 02'·67E.	120
51° 23'·79N., 4° 02'·65E.	120
*53° 22'·74N., 3° 07'·85E.	1632

53° 23'·28N., 3° 06'·98E.	1632
53° 22'·60N., 3° 08'·08E.	1632
53° 52'·57N., 3° 42'·58E.	1632
53° 53'·69N., 3° 41'·06E.	1632
52° 55'·52N., 4° 49'·19E.	1546
52° 56'·98N., 4° 48'·34E.	1546
52° 56'·95N., 4° 50'·02E.	1546
52° 57'·27N., 4° 50'·67E.	1546
52° 56'·99N., 4° 55'·58E.	1546
51° 28'·26N., 3° 19'·76E.	1874

- Mariners are advised to navigate with caution in these areas.

- \*Former Notice 842(T)/23 is cancelled.

\*Indicates new or revised entry  
(WGS84 DATUM)

**Charts affected - 110 (INT 1473) - 116 (INT 1477) - 120 (INT 1479) - 122 (INT 1472) - 125 (INT 1422) - 266 - 1546 (INT 1470) - 1632 (INT 1420) - 1633 (INT 1417) - 1874 (INT 1474) - DE 90 (INT 1461)**

## II

### 935(T)/23 NORTH SEA - Netherlands Sector - Measuring instruments. Buoyage.

Source: Netherlands HO

- Measuring instruments have been temporarily established in the positions shown below. They are marked by either unlit yellow buoys or yellow light-buoys, *Fl(5)Y.20s*, *Fl.Y.5s*, *Fl(2)Y.5s* or *Iso.Y.2s* and will be on station until further notice. Only the largest scale Admiralty chart is quoted. This list will be updated as necessary by Temporary Notices to Mariners.

<i>Position</i>	<i>Largest Scale Chart(s)</i>
51° 42'·41N., 3° 02'·08E.	110
51° 42'·30N., 3° 04'·90E.	110
52° 24'·56N., 4° 14'·06E.	125
51° 55'·70N., 3° 39'·80E.	122
55° 01'·41N., 3° 41'·11E.	266
53° 37'·26N., 6° 22'·12E.	1633
53° 37'·22N., 6° 31'·33E.	1633
53° 34'·22N., 6° 37'·95E.	DE90
51° 24'·46N., 3° 34'·65E.	116
51° 24'·66N., 3° 36'·71E.	116
51° 24'·55N., 3° 35'·67E.	116
51° 24'·61N., 3° 38'·18E.	116
51° 24'·67N., 3° 37'·70E.	116
51° 24'·67N., 3° 38'·04E.	116
51° 24'·62N., 3° 38'·46E.	116
51° 25'·64N., 3° 27'·02E.	116
51° 23'·53N., 4° 02'·67E.	120
51° 23'·79N., 4° 02'·65E.	120
53° 22'·74N., 3° 07'·85E.	1632
* 53° 22'·80N., 3° 08'·49E.	1632
53° 22'·60N., 3° 08'·08E.	1632
53° 52'·57N., 3° 42'·58E.	1632
53° 53'·69N., 3° 41'·06E.	1632
52° 55'·52N., 4° 49'·19E.	1546
52° 56'·98N., 4° 48'·34E.	1546
52° 56'·95N., 4° 50'·02E.	1546
52° 57'·27N., 4° 50'·67E.	1546
52° 56'·99N., 4° 55'·58E.	1546
51° 28'·26N., 3° 19'·76E.	1874

- Mariners are advised to navigate with caution in these areas.

- \*Former Notice 873(T)/23 is cancelled.

\*Indicates new or revised entry  
(WGS84 DATUM)

**Charts affected - 110 (INT 1473) - 116 (INT 1477) - 120 (INT 1479) - 122 (INT 1472) - 125 (INT 1422) - 266 - 1546 (INT 1470) - 1632 (INT 1420) - 1633 (INT 1417) - 1874 (INT 1474) - DE 90 (INT 1461)**

### 937(T)/23 NETHERLANDS - Buoy.

Source: Netherlands Notice 7/48(T)/23

- A west cardinal pillar buoy, *Q(9)15s ZINK-WI*, has been established in position 52° 12'·65N., 4° 22'·17E.  
(WGS84 DATUM)

**Chart affected - 130 (INT 1423)**



## II

### 928(T)/23 PORTUGAL - South Coast - Buoyage.

Source: Portuguese Notices 11/356(T)-357(T)/21 and 8/273(T)-274(T)/22

- The following light-buoys have been removed:

<i>Characteristic</i>	<i>Designation</i>	<i>Buoy Type</i>	<i>Position</i>
<i>Q(6)+LFl.15s</i>	'SE'	South Cardinal	36° 59'·99N., 7° 43'·97W.
<i>Q(3)10s</i>	'E'	East Cardinal	37° 00'·86N., 7° 41'·59W.
<i>*Q</i>	'NW'	North Cardinal	37° 01'·00N., 7° 44'·48W.

- \*The following light-buoys are unlit:

<i>Characteristic</i>	<i>Designation</i>	<i>Buoy Type</i>	<i>Position</i>
<i>Q(6)+LFl.15s</i>	'S'	South Cardinal	36° 59'·28N., 7° 46'·19W.

- \*Former Notice 1062(T)/22 is cancelled.

\*Indicates new or revised entry  
(WGS84 DATUM)

**Chart affected - 93**

### 901(T)/23 ALGERIA - Buoy.

Source: Algerian Notice 2/5(T)/23

- The port lateral light-buoy, *Fl(2)R.5s*, in position 36° 53'·37N., 6° 57'·22E. is reported to be extinguished.  
(WGS84 DATUM)

**Chart affected - 855**

### 906(T)/23 GEORGIA - Scientific instruments.

Source: Georgian Circular Notice 23/22

- Scientific equipment has been deployed in the following positions:

41° 40'·198N., 41° 39'·074E.

41° 39'·779N., 41° 40'·280E.

41° 39'·146N., 41° 39'·853E.

- Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Chart affected - 3317**

### 886(T)/23 NAMIBIA - Buoyage. Wave recorders.

Source: South African Notice 8/79(T)/22

- Special purpose yellow wave rider light-buoys, *Fl(5)Y.20s*, have been established in the following positions:

28° 31'·7S., 16° 14'·8E.

28° 38'·9S., 16° 10'·4E.

- Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Charts affected - 3870 (INT 2640) - 4176 (INT 2052)**

## II

### 910(T)/23 SOUTH ATLANTIC OCEAN - São Tomé e Príncipe - Obstructions.

Source: Portuguese Notice 8/280(T)/22

1. At the entrance to the port of São Tomé, several containers fell in the sea in position 0° 21'·057N., 6° 44'·250E.
2. Four containers are sunk, in the following positions:  
  
0° 21'·129N., 6° 44'·059E.  
0° 21'·155N., 6° 44'·074E.  
0° 21'·082N., 6° 44'·244E.  
0° 21'·070N., 6° 44'·268E.
3. The remaining 13 containers positions are unknown.
4. The vessel that transported the containers is stranded in position 0° 20'·739N., 6° 44'·381E.
5. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(WGS84 DATUM)

**Chart affected - 1595**

### 926(P)/23 ARABIAN SEA - Submarine cables. Works.

Source: UKHO

1. Cable installation works are taking place in the Persian Gulf, Arabian Sea and Red Sea to install telecoms cables joining the following approximate positions:

<i>Segment</i>	<i>Approximate Positions</i>
Persian Gulf to Arabian Sea	21° 42'·000N., 62° 48'·178E. 22° 34'·705N., 62° 24'·765E. 23° 03'·941N., 61° 44'·953E. 23° 00'·908N., 60° 21'·305E. 24° 04'·031N., 58° 08'·677E. 23° 57'·494N., 57° 55'·645E. 24° 55'·027N., 56° 38'·656E. 25° 11'·436N., 56° 48'·192E.  26° 32'·409N., 56° 32'·360E. 25° 27'·315N., 54° 59'·199E. 25° 23'·567N., 53° 02'·695E. 26° 00'·325N., 52° 15'·453E. 26° 32'·199N., 51° 12'·939E. 27° 09'·600N., 50° 46'·450E. 29° 08'·718N., 49° 00'·059E. 29° 54'·782N., 48° 30'·207E.
Kuwait	29° 08'·718N., 49° 00'·059E. 29° 11'·216N., 48° 21'·357E. 29° 20'·251N., 48° 05'·721E.
Saudi Arabia East	27° 09'·600N., 50° 46'·450E. 26° 59'·462N., 50° 42'·724E. 26° 39'·618N., 50° 21'·691E. 26° 14'·253N., 50° 18'·711E. 26° 14'·592N., 50° 13'·227E.

## II

### 926(P)/23 ARABIAN SEA - Submarine cables. Works. (continued)

2.

Bahrain	26° 32' 199N., 51° 12' 939E. 26° 23' 680N., 50° 49' 331E. 25° 58' 382N., 50° 36' 903E. 25° 58' 363N., 50° 36' 815E.
Qatar	26° 00' 325N., 52° 15' 453E. 25° 44' 267N., 51° 59' 663E. 25° 37' 569N., 51° 32' 837E.
United Arab Emirates	24° 55' 032N., 56° 38' 647E. 25° 04' 118N., 56° 21' 628E.
Oman 1	23° 57' 494N., 57° 55' 645E. 23° 44' 677N., 57° 48' 851E.
Oman 2	17° 00' 590N., 54° 09' 302E. 14° 48' 251N., 55° 21' 333E.
Pakistan 1	24° 51' 711N., 66° 51' 039E. 23° 48' 921N., 62° 24' 678E. 23° 07' 093N., 61° 43' 128E. 23° 03' 941N., 61° 44' 953E.
Pakistan 2	23° 48' 921N., 62° 24' 678E. 25° 11' 732N., 62° 16' 592E.
Arabian Sea 1	17° 30' 002N., 62° 51' 030E. 18° 46' 176N., 63° 27' 932E. 21° 33' 991N., 62° 52' 119E.
Arabian Sea 2	18° 46' 176N., 63° 27' 932E. 18° 30' 983N., 66° 10' 000E.
Yemen	12° 55' 422N., 55° 27' 443E.

3.

13° 05' 632N., 56° 29' 050E.  
13° 24' 432N., 56° 48' 995E.

4. Mariners are advised to navigate with caution in these areas.

5. Charts will be updated when works are complete.

6. \*Former Notice 362(P)/22 is cancelled.

Indicates new or revised entry  
(WGS84 DATUM)

**Charts affected - 38 (INT 7019) - 58 (INT 7314) - 327 (INT 7145) - 1268 - 2441 (INT 7233) - 2442 - 2443 (INT 7238) - 2444 (INT 7239) - 2523 (INT 7250) - 2851 - 2882 (INT 7264) - 2883 (INT 7260) - 2884 (INT 7278) - 2886 (INT 7243) - 2887 (INT 7232) - 2888 (INT 7199) - 2889 (INT 7211) - 2895 - 3171 - 3172 - 3174 (INT 7209) - 3175 (INT 7212) - 3176 (INT 7216) - 3520 (INT 7200) - 3723 - 3734 (INT 7261) - 3736 (INT 7258) - 3737 (INT 7255) - 3738 (INT 7254) - 3759 - 3760 - 3761 - 3774 (INT 7275) - 3775 - 3786 - 3788 (INT 7265) - 3790 (INT 7252) - 3842 (INT 7292) - 3950 (INT 7244)**

## II

### 845(P)/23 VIETNAM - Buoyage. Beacons. Depths. Jetty. Channels. Automatic Identification System. Wreck. Anchorage areas. Swinging circle.

Source: \*VMS-South Notice 108/21, Vietnam Charts VN4TV001, VN4SR001, VN4SR002, VN4SD001 and V24TV001

1. Numerous changes to buoyage and beacons have taken place within the approaches to Ho Chi Minh City and Vung Tau to Song Thi Vai.
2. Depths less than charted exist within Song Sai Gon, Song Thu Vai, Soai Rap River, Soai Rap Estuary and the approaches to Vung Tau. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
4.5m	10° 19' .44N., 107° 03' .69E.
4.8m	10° 19' .53N., 107° 03' .55E.
4.3m	10° 23' .99N., 107° 03' .35E.
9.9m	10° 24' .06N., 107° 02' .96E.
7.5m	10° 17' .40N., 106° 56' .83E.
1.9m	10° 17' .64N., 106° 55' .00E.
3.7m	10° 29' .29N., 106° 45' .06E.
6.3m	10° 34' .82N., 106° 46' .52E.

3. A new Jetty has been constructed between the following positions:

10° 26' .88N. , 107° 02' .99E.  
10° 25' .68N. , 107° 02' .11E.

4. A preferred channel to port light-buoy, *Fl(2+1)G.10s*, and associated Automatic Identification System, *AIS*, has been established in position 10° 24' .32N. , 107° 02' .40E.

5. A buoyed channel has been established between the following positions:

10° 24' .32N. , 107° 02' .40E.  
10° 25' .83N. , 107° 02' .46E.

6. \*Dangerous wrecks exists in positions 10° 19' .69N., 107° 03' .79E. and 10° 26' .72N., 107° 00' .91E.

7. The following former anchor berths with swinging circles, have been removed:

<i>Designation</i>	<i>Position</i>
H26	10° 17' .05N., 107° 00' .51E.
H25	10° 16' .50N., 107° 00' .51E.
H24	10° 15' .95N., 107° 00' .52E.
H23	10° 15' .40N., 107° 00' .51E.
H22	10° 14' .87N., 107° 00' .52E.
H21	10° 14' .32N., 107° 00' .52E.
H20	10° 14' .17N., 107° 01' .04E.
H19	10° 14' .72N., 107° 01' .04E.
H18	10° 15' .25N., 107° 01' .04E.
H17	10° 15' .80N., 107° 01' .04E.
H16	10° 16' .35N., 107° 01' .04E.
H15	10° 16' .91N., 107° 01' .04E.
H14	10° 16' .80N., 107° 01' .76E.
H6	10° 16' .69N., 107° 02' .24E.
H5	10° 16' .60N., 107° 02' .71E.
H4	10° 16' .48N., 107° 03' .19E.

8. A new buoyed channel has been established, joining the following positions:

10° 25' .39N., 107° 01' .58E.  
10° 27' .62N., 107° 02' .01E.  
10° 28' .17N., 107° 02' .46E.

9. A swinging circle marked by two special buoys, *Fl(3+1)Y.12s*, with radius 175m has been established centred on position 10° 25' .92N., 106° 46' .77E.

10. Mariners are advised to navigate with caution in the area.

## II

### **845(P)/23 VIETNAM - Buoyage. Beacons. Depths. Jetty. Channels. Automatic Identification System. Wreck. Anchorage areas. Swinging circle. (continued)**

11. \*Former Notice 4873(P)/21 is cancelled.

12. These and other changes will be included in the next New Editions of charts 1059 and 1100.

\*Indicates new or revised entry.

(WGS84 DATUM)

**Charts affected - 1059 - 1100**

### **896(T)/23 JAPAN - Honshū - Obstruction. Works.**

Source: Japanese Notice 8/5057(T)/23

1. Caisson stocked works are taking place, until further notice, in the vicinity north of a line joining the following positions:

40° 32' 08.7"N., 141° 32' 22.5"E.

40° 32' 08.6"N., 141° 32' 25.1"E.

2. Former Notice 331(T)/23 is cancelled.

(WGS84 DATUM)

**Chart affected - JP 65**

### **897(T)/23 JAPAN - Seto Naikai - Wreck.**

Source: Japanese Notice 8/5060(T)/23

1. A wreck, depth 50m, approximately 74m in length, exists in position 34° 09' 23.9"N., 132° 53' 39.4"E.

(WGS84 DATUM)

**Charts affected - JP 104 - JP 132 - JP 141 - JP 1108**

### **898(T)/23 JAPAN - Seto Naikai - Depth.**

Source: Japanese Notice 8/5061(T)/23

1. A depth of 6m exists in position 33° 46' 21.5"N., 131° 00' 02.8"E.

(WGS84 DATUM)

**Chart affected - JP 129**

## II

### 853(P)/23 KOREA - West Coast - Depths. Drying height. Obstruction.

Source: ENC KR4F4C30

1. Depths less than charted exist within the area east of Anna Gundo. The most significant are as follows:

Depth	Position
5·1m	35° 26'·16N., 126° 21'·58E.
6·3m	35° 22'·92N., 126° 17'·30E.
3·4m	35° 22'·38N., 126° 19'·27E.
Drying height 0·2m	35° 20'·40N., 126° 18'·94E.
1·9m	35° 20'·18N., 126° 17'·10E.
5·8m	35° 20'·72N., 126° 14'·72E.
1·2m	35° 17'·95N., 126° 15'·37E.
5·1m	35° 19'·41N., 126° 12'·09E.
10·5m	35° 19'·34N., 126° 07'·95E.
14·2m	35° 18'·97N., 126° 05'·04E.
6·3m	35° 11'·35N., 126° 11'·33E.
16·3m	35° 07'·98N., 126° 02'·10E.

2. An obstruction, depth 2·7m, exists in position 35° 19'·16N., 126° 12'·97E.
3. Mariners are advised to navigate with caution in the area.
4. These changes will be included in a New Edition of Chart 913 to be published early 2023
5. Chart 3928 will be updated by Notice to Mariners.  
(WGS84 DATUM)

**Chart affected - 913 (INT 5254)**

### 885(P)/23 PHILIPPINE ISLANDS - Cebu - Bridge. Vertical clearance. Horizontal clearance.

Source: Philippine Chart 4446

1. A new bridge with a vertical clearance of 51m and a horizontal clearance of 27m has been established across the Mactan channel between positions:  
  
10° 17'·307N., 123° 53'·812E.  
10° 17'·141N., 123° 53'·990E.  
10° 17'·089N., 123° 54'·061E.  
10° 16'·903N., 123° 54'·260E.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
3. These and other changes will be included in the next New Edition of Chart 14.  
(WGS84 DATUM)

**Chart affected - 14**

### 914(T)/23 BRUNEI - Light-beacon. Buoy.

Source: Maritime and Port Authority of Brunei Darussalam

1. Light-beacon, FL.R.5s9m4M, Y8, in position 5° 00'·26N., 115° 09'·07E. is reported damaged. A temporary lit buoy to aid navigation will be established in situ.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Chart affected - 2134**

## II

### 848(T)/23 GUYANA - Works.

Source: Guyanan Notice 3/23

1. The mobile offshore drilling unit, Stena DrillMAX will be engaged in exploration drilling operations, until the end of April 2023, in the position 8° 46' 4N., 57° 33' 6W.
2. Mariners are advised to navigate with caution in the area.
3. For further information, contact the vessel or the Georgetown Lighthouse on VHF channel 16.  
(WGS84 DATUM)

**Chart affected - 517**

### 865(P)/23 UNITED STATES OF AMERICA - Gulf of Mexico - Dredged depths. Obstructions.

Source: ENC US5HOUED

1. Dredged depths less than charted exist within Houston Ship Channel. The most significant are as follows:

<i>Depth</i>	<i>Year</i>	<i>Position</i>
22ft	2021	29° 44' 706N., 95° 11' 111W.
31ft	2021	29° 44' 489N., 95° 11' 981W.
39ft	2021	29° 44' 516N., 95° 12' 111W.
36ft	2022	29° 44' 479N., 95° 12' 280W.
39ft	2022	29° 44' 382N., 95° 12' 372W.
16ft	2021	29° 44' 242N., 95° 12' 290W.
9ft	2021	29° 43' 506N., 95° 12' 702W.
20ft	2022	29° 43' 576N., 95° 13' 592W.
18ft	2021	29° 43' 278N., 95° 14' 320W.
28ft	2021	29° 43' 388N., 95° 14' 307W.
28ft	2021	29° 43' 145N., 95° 14' 727W.
23ft	2021	29° 44' 836N., 95° 10' 685W.
36ft	2021	29° 44' 747N., 95° 11' 340W.
6ft	2021	29° 44' 424N., 95° 12' 504W.
32ft	2022	29° 43' 374N., 95° 14' 136W.
25ft	2021	29° 43' 319N., 95° 14' 243W.

2. Obstructions exist in the following positions:

<i>Depth</i>	<i>Position</i>
9ft	29° 45' 462N., 95° 10' 783W.
12ft	29° 45' 301N., 95° 10' 620W.
41ft	29° 44' 759N., 95° 10' 901W.
38ft	29° 43' 708N., 95° 12' 596W.
27ft	29° 43' 457N., 95° 13' 270W.
33ft	29° 43' 616N., 95° 13' 397W.
26ft	29° 43' 645N., 95° 13' 393W.
23ft	29° 43' 706N., 95° 13' 465W.
40ft	29° 43' 228N., 95° 14' 851W.
35ft	29° 43' 589N., 95° 13' 409W.
14ft	29° 43' 534N., 95° 14' 982W.

## II

### 865(P)/23 UNITED STATES OF AMERICA - Gulf of Mexico - Dredged depths. Obstructions. (continued)

3. The following obstructions have been removed:

29° 44'·473N., 95° 12'·109W.  
29° 43'·594N., 95° 13'·432W.  
29° 43'·595N., 95° 13'·465W.  
29° 43'·555N., 95° 13'·686W.  
29° 43'·442N., 95° 14'·035W.  
29° 43'·427N., 95° 14'·069W.  
29° 43'·398N., 95° 14'·109W.  
29° 43'·392N., 95° 14'·122W.  
29° 43'·382N., 95° 14'·136W.  
29° 43'·370N., 95° 14'·152W.  
29° 43'·360N., 95° 14'·169W.  
29° 43'·131N., 95° 14'·216W.  
29° 43'·346N., 95° 14'·943W.  
29° 43'·418N., 95° 14'·945W.  
29° 43'·445N., 95° 14'·946W.  
29° 43'·460N., 95° 14'·927W.

4. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.

5. Charts will be updated when works are complete.

(NAD83 DATUM)

**Chart affected - 3188**

### 911(P)/23 MEXICO - Gulf of Mexico - Depths. Channel limits. Harbour limits. Mooring buoy. Lights. Buoyage.

Source: ENC's MX682111, MX682112 and MX582110

1. Numerous changes to depths have taken place within the port of Veracruz. The most significant are as follows:

#### **Depth Position**

9·3m 19° 12'·772N., 96° 08'·365W.  
9·6m 19° 12'·731N., 96° 08'·337W.  
9·9m 19° 12'·695N., 96° 08'·315W.  
4·1m 19° 12'·445N., 96° 08'·309W.  
3m 19° 12'·308N., 96° 08'·267W.  
9m 19° 12'·204N., 96° 08'·071W.  
3·4m 19° 12'·220N., 96° 08'·207W.  
2·3m 19° 11'·972N., 96° 07'·801W.

2. New channel limits have been established, joining the following positions:

19° 12'·699N., 96° 08'·232W.  
19° 12'·424N., 96° 08'·058W.  
and  
19° 12'·487N., 96° 07'·965W.  
19° 12'·755N., 96° 08'·134W.  
and  
19° 12'·277N., 96° 06'·630W.  
19° 12'·191N., 96° 07'·268W.  
19° 12'·324N., 96° 07'·797W.  
and  
19° 11'·919N., 96° 06'·584W.  
19° 12'·232N., 96° 07'·875W.



## II

**911(P)/23            MEXICO - Gulf of Mexico - Depths. Channel limits. Harbour limits. Mooring buoy. Lights.  
Buoyage. (continued)**

3. A new Harbour Limit has been established, joining the following positions:

19° 14′.850N., 96° 09′.727W.  
19° 14′.550N., 96° 09′.346W.  
19° 14′.266N., 96° 09′.274W.  
19° 13′.824N., 96° 08′.995W.  
19° 13′.734N., 96° 08′.246W.  
19° 13′.668N., 96° 08′.135W.  
19° 13′.542N., 96° 08′.086W.  
19° 13′.152N., 96° 08′.100W.

and

19° 12′.223N., 96° 07′.207W.  
19° 12′.198N., 96° 07′.218W.  
19° 12′.277N., 96° 06′.630W.  
19° 11′.919N., 96° 06′.584W.  
19° 12′.082N., 96° 07′.266W.  
19° 12′.044N., 96° 07′.279W.

4. A mooring buoy has been established in position 19° 11′.997N., 96° 07′.760W.

5. Lights have been established in the following positions:

<i><b>Characteristic</b></i>	<i><b>Position</b></i>
Iso.10s4m6M	19° 14′.09N., 96° 07′.50W.
Fl(2)10s11m7M	19° 13′.89N., 96° 07′.29W.

6. Light-buoys have been amended as follows:

<i><b>Former Characteristic</b></i>	<i><b>New Characteristic</b></i>	<i><b>Position</b></i>
<i>Fl.10s</i>	<i>LFl.10s</i>	19° 15′.75N., 96° 08′.10W.
<i>Iso.R.10s</i>	<i>LFl.10s</i>	19° 11′.39N., 96° 03′.45W.

7. These changes will be included in a New Edition of Chart 375 to be published early 2023.

8. Chart 376 will be updated by Notice to Mariners.  
(WGS84 DATUM)

**Chart affected - 375**

## II

### 899(P)/23 UNITED STATES OF AMERICA - East Coast - Restricted areas.

Source: US Coast Guard District 7 LNM's 51/11400/22, 51/11480/22 and 51/11484/22

1. As a result of the launching of certain space vehicles, Space Capsule Recovery Areas have been designated for the retrieval of such vehicles, bounded by the following positions:

Jacksonville site:

30° 55'·0N., 80° 28'·3W.

31° 06'·5N., 80° 15'·0W.

30° 55'·0N., 80° 01'·7W.

30° 43'·5N., 80° 15'·0W.

Daytona site:

29° 48'·0N., 80° 53'·2W.

29° 59'·5N., 80° 40'·0W.

29° 48'·0N., 80° 26'·9W.

29° 36'·5N., 80° 40'·0W.

Cape Canaveral site:

28° 51'·0N., 80° 26'·8W.

29° 02'·5N., 80° 13'·8W.

28° 51'·0N., 80° 00'·8W.

28° 39'·5N., 80° 13'·8W.

Tampa site:

28° 17'·4N., 83° 54'·0W.

28° 06'·0N., 83° 41'·0W.

27° 54'·5N., 83° 54'·0W.

28° 06'·0N., 84° 06'·9W.

Tallahassee site:

29° 06'·3N., 84° 11'·2W.

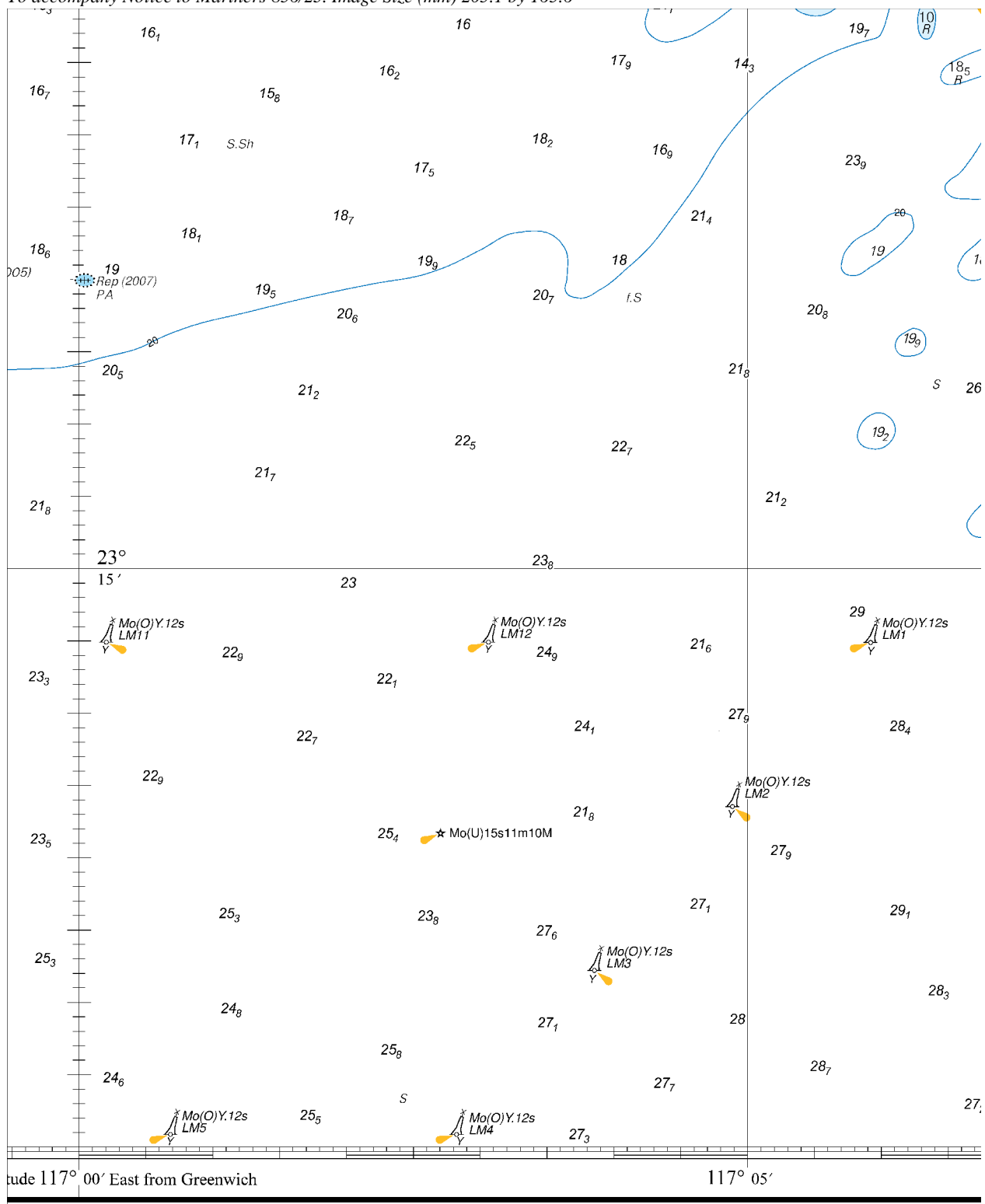
29° 22'·6N., 84° 05'·3W.

29° 17'·0N., 83° 58'·9W.

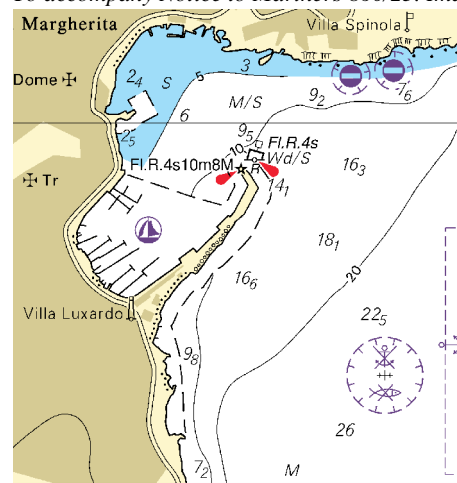
2. Mariners are advised to monitor VHF-FM Channel 16 for broadcasts.
3. For further information the United States Coast Guard should be contacted and refer to United States Code of Federal Regulations reference 165.T07-0806.
4. Charts will be updated when further details are available.  
(NAD83 DATUM)

**Charts affected - 2865 - 2866 - 3852 - 3853**

To accompany Notice to Mariners 856/23. Image Size (mm) 205.1 by 165.6



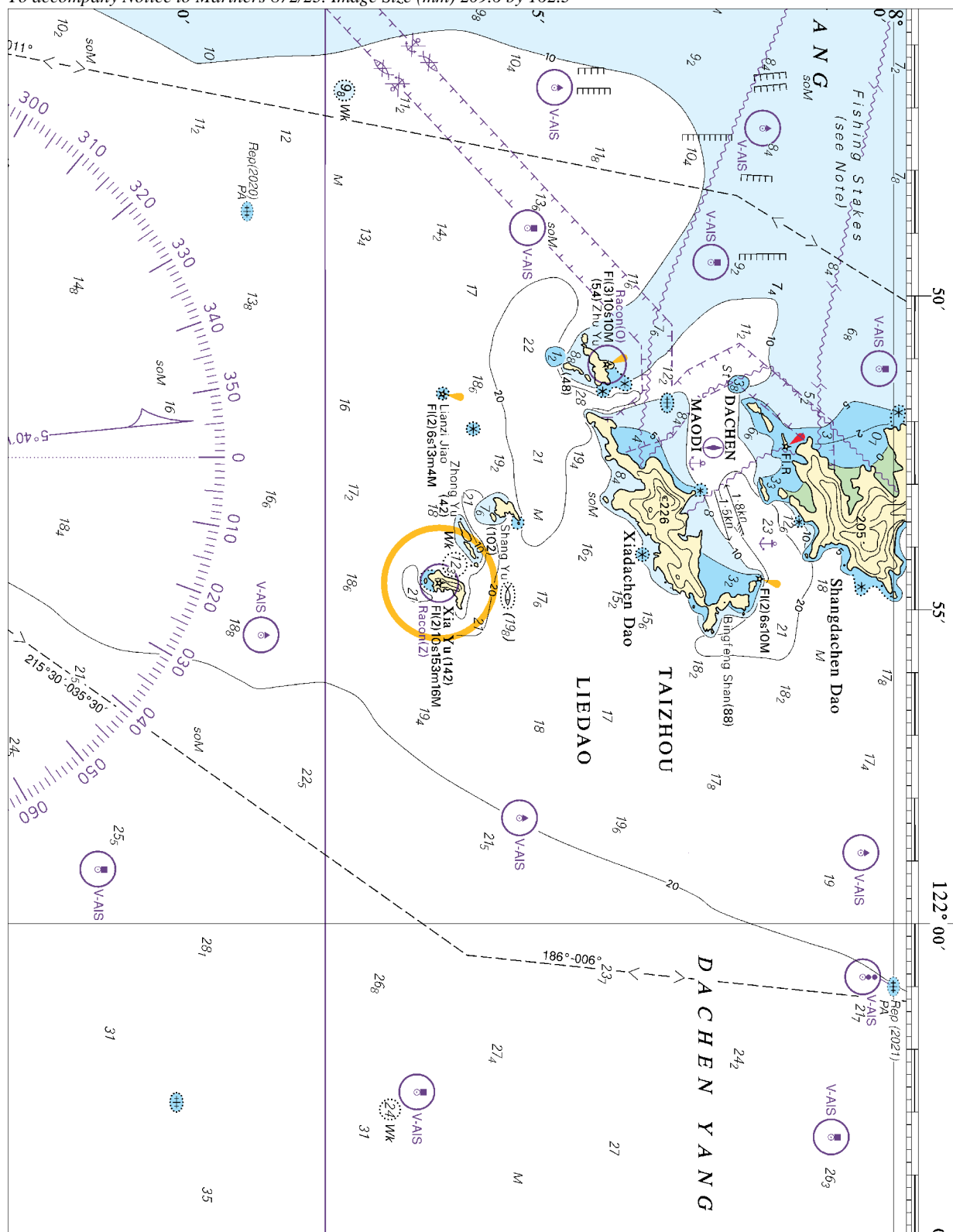
To accompany Notice to Mariners 860/23. Image Size (mm) 62.7 by 59.5



Block for Chart No 351

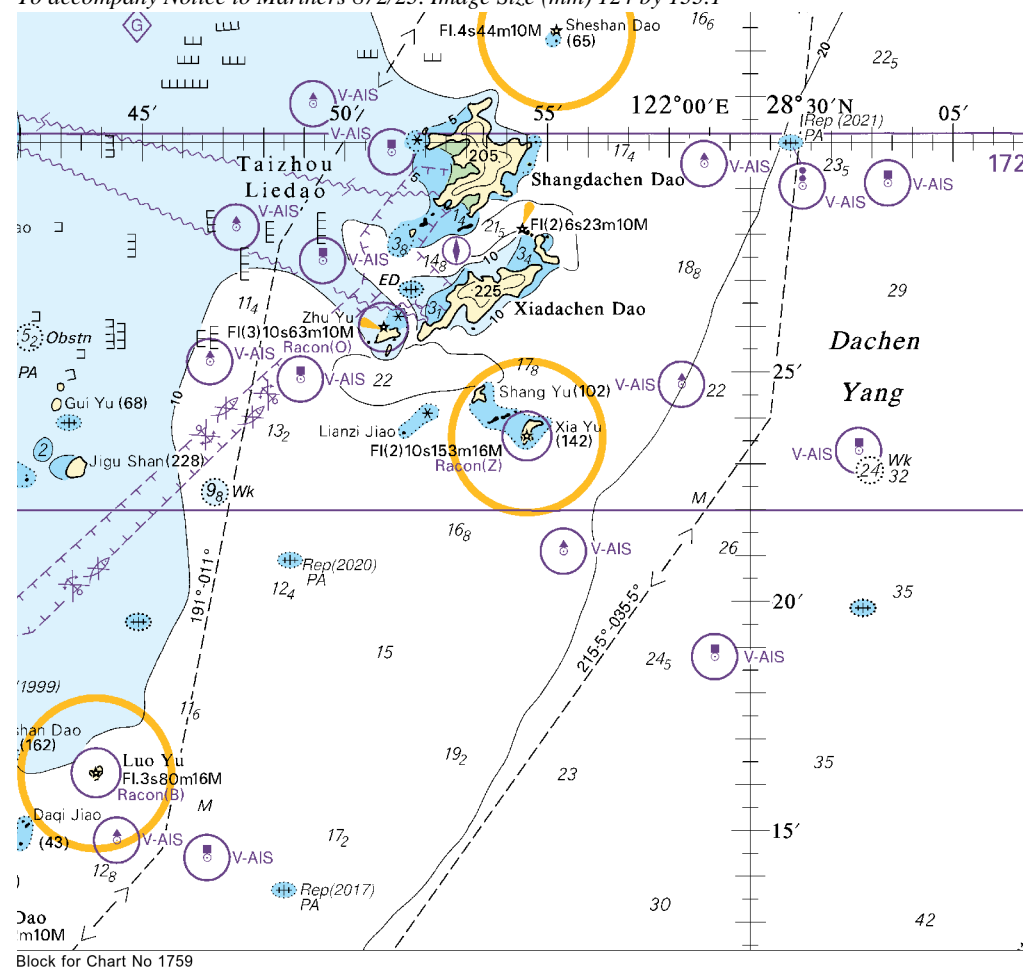
Caofeidian Port	
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To accompany Notice to Mariners 872/23. Image Size (mm) 209.6 by 162.3

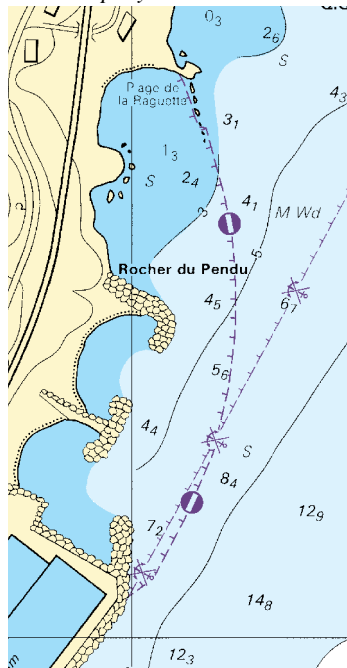


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To accompany Notice to Mariners 872/23. Image Size (mm) 124 by 133.1



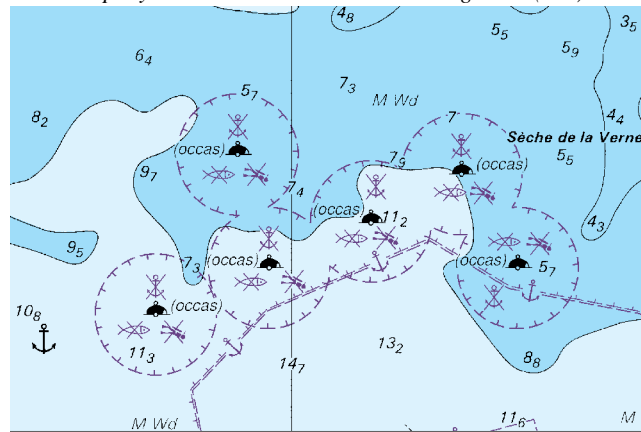
To accompany Notice to Mariners 877/23. Image Size (mm) 87.5 by 45.2



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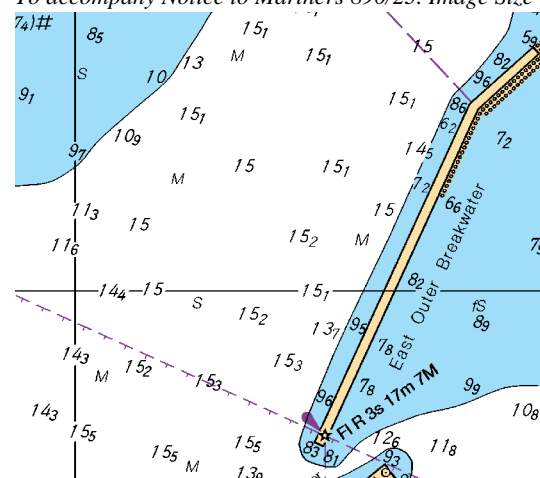


To accompany Notice to Mariners 877/23. Image Size (mm) 56.1 by 83.6



Block A for Chart No JP1033A

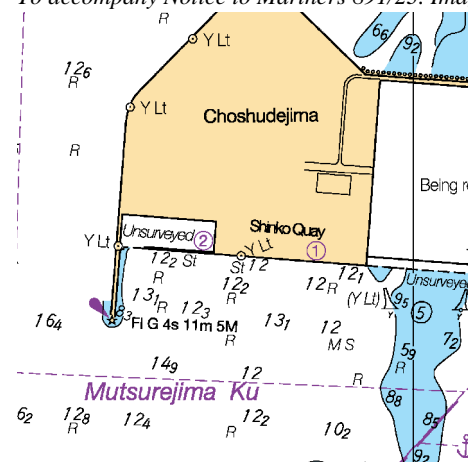
To accompany Notice to Mariners 890/23. Image Size (mm) 61.7 by 69.7



Block B for Chart No JP1033A

Block for Chart No JP1036

To accompany Notice to Mariners 891/23. Image Size (mm) 59.9 by 59.9



Block for Chart No JP135

### III

#### NAVIGATIONAL WARNINGS

*See The Mariner's Handbook (2020 Edition). Only the most convenient ADMIRALTY Chart is quoted. All warnings issued within the previous 42 days are broadcast via Enhanced Group Call (EGC) and/or NAVTEX.*

The complete texts of all in-force NAVAREA I warnings, including those which are no longer being broadcast, are available from [www.admiralty.co.uk/RNW](http://www.admiralty.co.uk/RNW). Additionally, a quarterly cumulative list of the complete text of all in-force NAVAREA I Warnings is included in Section III of the Weekly NM Bulletin in Weeks 1, 13, 26 and 39 each year.

Alternatively, these may be requested by e-mail from NAVAREA I Co-ordinator at: [navwarnings@ukho.gov.uk](mailto:navwarnings@ukho.gov.uk)

The RNW web page also contains a link to the IHO website which allows direct access to all the other NAVAREA Co-ordinators around the world who have made their NAVAREA warnings available on the web.

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Weekly Edition 10 published on the UKHO website 27 Feb 23.

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Navarea I (NE Atlantic) *Weekly Edition 10*

The following NAVAREA I warnings were in force at 270500 UTC Feb 23.

2022 series: 168, 194, 220, 226.

2023 series: 025, 027.

Summary of Navarea I warnings issued since Weekly Edition 09:

024 Canceled.

025 1. Navarea I warnings in force at 241000 UTC Feb 23. 2. Cancel 022/23.

026 Canceled.

027 1. RIGLIST. Correct at 270500 UTC Feb 23.

Southern North Sea: 51N to 55N

	52-29.8N	004-13.0E	Valaris 123 ACP Q10-A
	52-41.8N	004-17.7E	JB-115 ACP HNA
	52-45.4N	003-45.5E	Swift 10 ACP P6-A
	53-00.0N	001-50.8E	Valaris 72 ACP Hewett Gas Field
	53-11.0N	002-05.9E	Noble Hans Deul ACP Southwark
	53-14.0N	003-14.5E	590021 ACP Allseas Test
	53-19.4N	002-34.5E	Seafox 7 ACP 49/23-AQ
	53-21.9N	001-39.1E	Well Safe Protector ACP Anglia Gas Field
NEW	53-36.9N	004-57.5E	Seafox 4 ACP L9-FF-1
	53-37.5N	004-08.7E	Noble Resolute ACP L7-H (ex Maersk)
	53-58.7N	006-55.1E	Seafox 2 ACP Dolwin Beta
	53-59.0N	000-47.4E	Haeva ACP Neptune Gas Field
	54-04.4N	000-54.9E	Erda ACP 42/30-ST3
	54-13.4N	005-29.9E	Seajacks Kraken ACP G14-A
	54-14.7N	002-09.2E	Ensco 92 ACP Boulton Gas Field
	54-34.2N	002-17.6E	Prospector 1 ACP Cygnus Gas Field
	54-54.4N	000-03.4W	Noble Resilient (ex Maersk)

North Sea: 55N to 60N, East of 5W

	55-28.6N	005-06.4E	Maersk Reacher ACP Dan Oil Field
	55-31.8N	005-00.4E	Noble Sam Turner ACP Halfdan Oil Field
	55-48.2N	004-33.7E	Maersk Interceptor ACP Valdemar Oil Field
	56-19.5N	003-21.2E	Maersk Integrator ACP Valhall Oil Field
	56-23.5N	002-53.5E	Linus
	56-25.4N	003-13.6E	West Elara ACP Eldfisk Oil Field
	56-38.5N	005-19.2E	Noble Resolve ACP Nini
	56-51.0N	002-15.3E	Valaris 120 ACP Jade Oil Field
	57-02.0N	001-56.6E	Valaris 122 ACP 22/30b-A,C
	57-09.2N	001-40.4E	Valaris Gorilla VI
	57-17.8N	001-21.9E	Stena Don
	57-22.5N	001-59.9E	Valaris Norway ACP Mungo Oil Field
	57-48.9N	004-32.0E	Maersk Inspirer ACP YME Oil Field
	57-58.1N	000-53.6E	Paul B Loyd Jr
	58-00.8N	000-55.4W	COSL Innovator
	58-44.9N	002-34.1E	Deepsea Atlantic
	58-50.2N	001-39.4E	Deepsea Yantai
	58-51.5N	002-08.1E	Scarabeo 8
	59-11.9N	002-24.7E	West Phoenix

### III

59-15.8N	002-37.4E	Deepsea Aberdeen
59-22.7N	001-40.8E	Ocean Patriot
59-29.7N	002-01.5E	Deepsea Nordkapp

Norwegian Sea: 60N to 65N, East of 5W

60-21.3N	002-54.0E	Askepott
60-51.4N	003-26.3E	Transocean Endurance
61-02.4N	002-20.2E	Noble Lloyd Noble ACP Valemon
61-10.2N	003-19.0E	Deepsea Stavanger
61-19.5N	001-59.1E	COSL Promoter
61-31.3N	002-40.8E	Transocean Spitsbergen

South and West Coasts of the British Isles  
Nil.

#### NOTES:

- A. Rigs are protected by a 500 metre safety zone.
- B. ACP - Adjacent to Charted Platform.
- C. For Rigs located North of 65N, East of 5W, refer to Navarea XIX Warnings or visit [www.navarea-xix.no](http://www.navarea-xix.no)

2. Cancel 023/23.

Cancel 217/22, ENC GB300107 refers.

Cancel 221/22, ANM 633(P)/23 refers.

[10/23]

## UPDATES TO ADMIRALTY SAILING DIRECTIONS

### NP1 Africa Pilot Volume 1 (2020 Edition)

#### Ghana - Takoradi — Anchorage

304

After Paragraph 10.56 1 line 8 *Insert*:

- 2 Takoradi Secure Anchorage (4°50'·15N 1°26'·05W) has been established. All vessels except for those authorised by the Ghana Maritime Authority or Ghanaian Navy should avoid the area.

Ghana Maritime Authority [NP1-No 73-Wk 10/23]

#### Ghana - Accra — Anchorage; wreck

310

Paragraph 10.95 *Replace by*:

- 1 **Description.** Accra (5°33'·00N 0°12'·00W) is the capital and seat of government of The Republic of Ghana. The city is fronted by red cliffs 7·6 m high. The small harbour of Accra is formed by a breakwater, the outer 9 m of which was reported (1957) to be collapsed, and a wooden and steel pier extending E from the shore, about 1¼ cables N of the breakwater. A stranded wreck lies about 2 cables E, and a wreck with a depth of 3·7 m lies 7 cables SE of the head of the breakwater.
- 2 It was further reported (1992) that the harbour had fallen into disuse except by local fishermen. There is a N set inside the harbour.  
**Traffic regulations.** For details of prohibited entry and prohibited anchoring off Accra, see 10.81.  
**Anchorage** may be obtained in Accra Secure Anchorage (5°19'·41N 0°19'·30W) for vessels authorised by the Ghana Maritime Authority or Ghanaian Navy.  
**Caution.** A wreck (5°20'·27N 0°22'·18W), position approximate, lies in the NW part of the anchorage.

Ghana Maritime Authority [NP1-No 74-Wk 10/23]

### Nigeria - Lagos — Directions; wreck

321

Paragraph 11.54 1-4 including existing Section IV Notice Week 15/21 *Replace by*:

- 1 Thence the track continues E, passing:  
 S of Cotonou Light (11.52), thence:  
 S of an entry restricted area, which encloses Sémé Oil Terminal (6°12'·45N 2°41'·45E) (11.85), and S of light buoys (special), marking the West African Gas Pipeline (10.4), which lie 2 miles S of the entry prohibited area, thence:
- 2 S of a Aje Terminal FPSO (6°09'·77N 2°55'·90E), which is moored at the centre of a restricted area with a radius of 5 miles, thence:  
 S of a Secure Ship-to-Ship Operations Area (6°15'·80N 3°19'·40E) (11.97), into which entry is restricted, thence:
- 3 S of an SPM (6°21'·88N 3°21'·90E), from which a light is exhibited and which lies within a restricted area, thence:  
 S of a dangerous wreck (6°18'·73N 3°22'·42E).  
 Thence the track continues E to a position S of Lagos Light (6°24'·21N 3°23'·03E) (11.52).

GB Chart 1381 (2022) [NP1-No 75-Wk 10/23]

#### Nigeria - Lagos Harbour — Wrecks; obstructions

325

After Paragraph 11.103 1 *Insert*:

#### Hazards 11.103a

- 1 **Wrecks and obstructions.** Numerous wrecks and obstructions are reported to exist within Lagos Harbour. For the latest information consult the Nigerian Ports Authority.

Nigerian Notice Nav 2/22 [NP1-No 76-Wk 10/23]

### NP7A South America Pilot Volume 4 (2022 Edition)

#### Panama - North coast - Bahía de Portobelo — Submarine cables

276

Paragraph 10.52 1 line 8 *Replace by*:

...emergency, keeping clear of a submarine cable laid through the middle of the bay from N to S. The port is of little commercial importance.

Submarine Cable Portobelo 09/04/22  
 [NP7A-No 9-Wk 10/23]



## NP21 Bay of Bengal Pilot (2019 Edition)

### India - East coast - Dhāmra Port — Controlling depth

101

Paragraph 3.77 1 lines 1–2 *Replace by:*

- 1 **Controlling depth.** The approach channel and S-most basin are dredged to a least depth of 17 m (2021). The N-most basin is dredged to a depth of 15 m (2021). Depths are changeable; contact the port authority for the latest information.

ENC IN5038A (6.000) [NP21-No 45-Wk 10/23]

### India - East coast - Dhāmra Port — Anchorages; restricted area

101-102

Paragraph 3.78 1 including existing Section IV Notice Week 10/22 *Replace by:*

- 1 **Port operations.** The port operates 24 hours a day.  
**Outer anchorages.** Anchorage may be obtained in the following designated areas:  
Unrestricted anchorage area; centred on 20°58'·47N 87°08'·58E.  
Unrestricted anchorage area; centred on 20°59'·68N 87°12'·30E.  
Quarantine anchorage area; centred on 21°01'·42N 87°12'·96E.
- 2 An LPG transshipment area is centred on 20°55'·44N 87°04'·69E.  
Cargo transshipment areas are centred on 20°52'·30N 87°08'·36E and 20°53'·10N 87°09'·70E.  
**Pilotage** is compulsory for all vessels above 200 gt. The pilot boards at 20°56'·96N 87°08'·64E. For further details see *ADMIRALTY List of Radio Signals Volume 6(4)*.
- 3 **Restricted area.** Entry is restricted to the LNG Zone, which includes the LNG berth (3.81) and associated basin.

ENC IN5038A (6.000) [NP21-No 46-Wk 10/23]

### India - East coast - Dhāmra Port — Harbour; berths

102

Paragraph 3.79 1-2 *Replace by:*

- 1 **General layout.** The berths are approached through a 9¾ mile long channel, marked by light buoys (lateral), leading to two basins. The N basin comprises an LNG berth with a 315 m diameter turning circle. The S basin comprises bulk berths and the DPCT jetty, lying in a NNE/SSW orientation. Two 600 m diameter turning circles lie N and S of the jetty.
- 2 **Tidal levels.** The mean spring range is 2.6 m; mean neap range is 1 m. For further details see *ADMIRALTY Tide Tables Volume 3*.

Paragraph 3.81 1 lines 1–5 including heading *Replace by:*

### Basins and berths 3.81

- 1 LNG berth (20°50'·79N 86°58'·46E), dredged depth alongside 15 m (2021).  
Two bulk berths (3 and 3A) (20°49'·45N 86°58'·25E); 380 and 420 m long, respectively; dredged depth alongside 19 m (2021).  
DPCT Jetty (20°49'·17N 86°58'·19E) has two berths; length overall 700 m; dredged depth alongside 19 m (2021). Lesser depths are reported in this area; contact the port authority for the latest information.

ENC IN5038A (6.000) [NP21-No 47-Wk 10/23]

## NP24 Black Sea and Sea of Azov Pilot (2019 Edition)

### Romania - Capul Constanța to Ostriv Zmiinyi - Midia — Anchorage; wrecks

173

Paragraph 4.177 1 *Replace by:*

- 1 **Anchorage and moorings.** A CALM light buoy (44°17'·79N 28°46'·49E) has been established ESE from the harbour entrance; a pipeline extends from the buoy to the shore. Several dangerous wrecks lie in the NE approaches to the buoy.

GB Chart 2282 (2022) [NP24-No 82-Wk 10/23]

## NP25 British Columbia Pilot Volume 1 (2019 Edition)

### Canada - Vancouver Island - Victoria Harbour — Regulations; speed limit

74

Paragraph 2.127 2 including existing Section IV Notice Week 50/20 *Replace by:*

- 2 Vessels 20 m or more in length may use the seaplane operating area (2.130).  
Only vessels 20 m or more in length may use the marina located on the N side of the Middle Harbour (2.129), with prior clearance from the Port of Victoria.
- 3 **Prohibited areas.** Navigation under sail is prohibited in all waters of Victoria Harbour N of a line drawn between Shoal Point Light (2.134) and Berens Island Light (2.134), to the Selkirk Trestle Bridge (2.123).  
For prohibited anchorages and further regulations See 2.96.
- 4 **Speed limit.** A speed limit of 7 kn applies in the Outer Harbour from a line between Ogden Point (2.102) and Macaulay Point (2.99); a limit of 5 kn applies N of a line drawn between Shoal Point (2.134) and Berens Island (2.134).

Canadian Notice W 3/3412/22 [NP25-No 27-Wk 10/23]

**Canada - Vancouver Island - Broughton Strait -  
Baronet Passage — Shoals**

**285**

Paragraph 8.138 1 lines 11–12 *Replace by:*

...Island. A 4.4 m shoal (50°33'16N 126°39'16W) and a 1.4 m shoal (50°33'16N 126°38'96W) lie ESE of Bell Rocks; the fairway S of the shoals is deep and about 1 cable wide.

Paragraph 8.138 2 *Replace by:*

- 2 Walden Island (50°33'22N 126°33'52W), lies in mid-channel E of Cracroft Point. A shoal with a depth of 9.6 m (50°33'03N 126°35'25W) and a 8.2 m shoal (50°33'26N 126°33'88W) lie W of the island, and dangerous below-water rocks (50°33'13N 126°34'20W) lie WSW of the island. A drying rock (50°33'26N 126°33'07W) and a dangerous below-water rock (50°33'26N 126°32'87W) lie E of the island. The passages either side of the island are narrow with that to the N being a little wider and deeper; the one to the S has a least depth of 7.3 m.

Canadian Notice W 3/3546/22; W 3/3545/22  
[NP25-No 28-Wk 10/23]

**Canada - Vancouver Island - Broughton Strait -  
Alert Bay — Directions; wreck**

**289**

*After Paragraph 8.173 2 line 5 Insert:*

**Directions.** The bay is entered from the SW, noting a dangerous wreck (50°35'32N 126°56'40W), masts visible.

Canadian Notice W 3/3546/22 [NP25-No 29-Wk 10/23]

**Canada - Vancouver Island - Clayoquot Sound -  
Calmus Passage — Directions; rocks**

**359**

Paragraph 10.217 3 lines 1–3 *Replace by:*

- 3 SSW of Morfee Island (49°13'30N 125°57'51W), an island fringed by rocks; Morfee Island Light (white round tower, green top) is exhibited from the SE end of the island. Thence:

Canadian Notice W 3/3673/22 [NP25-No 30-Wk 10/23]

**Canada - Vancouver Island - Sydney Inlet —  
Directions; rocks**

**362**

*After Paragraph 10.249 1 line 11 Insert:*

E of an islet (49°24'32N 126°15'15W), surrounded by rocks, thence:

Canadian Notice W 3/3603/22 [NP25-No 31-Wk 10/23]

**NP27 Channel Pilot (2022 Edition)**

**England - South Coast - Portland Harbour —  
Development**

**163**

*After Paragraph 6.35 3 Insert:*

**Development**

**6.35a**

- 1 Works are in progress (2022) to remove and replace the existing Deep Water Berth (6.47) with a brand new extended berth, 250 m in length and 12 m depth alongside, capable of accommodating cruise vessels up to 350 m LOA. In addition, the works will deliver a 74 m extension to the solid quay face of the the Outer Coaling Pier (6.47). Work is scheduled for completion in May 2023.
- 2 Unauthorised navigation is prohibited in the restricted area which encompasses the work area.

Portland Harbour Authority [NP27-No 41-Wk 10/23]

**England - South Coast - Needles Channel —  
Historic wrecks**

**192**

Paragraph 7.32 1 lines 4–7 *Replace by:*

**Restricted areas** surrounding historic wrecks are centred on the following positions:

50°39'73N 1°35'54W — 200 m radius;  
50°41'22N 1°34'98W — 50 m radius;  
50°41'80N 1°34'19W — 75 m radius;  
50°42'55N 1°29'68W — 50 m radius.

Paragraph 7.32 2 lines 1–3 *Delete*

Historic England [NP27-No 42-Wk 10/23]

**Channel Islands - Guernsey - South coast -  
Moulin Huet Bay — Anchorage**

**338**

Paragraph 11.47 4 *Replace by:*

- 4 **Anchorage** may be obtained about 1 cable S of Mouillière (49°25'28N 2°32'86W), a drying rock situated in the middle of the bay, in depths of about 8 m, fine sand.

Anchorage may also be obtained in depths of about 5 m, about 1½ cables NE of Mouillière, clear of an obstruction (49°25'34N 2°32'63W), reported (2022), position approximate, lying in the vicinity.

**Caution.** Care should be taken not to anchor near the submarine cables laid across the bay.

UKHO [NP27-No 43-Wk 10/23]

**NP30 China Sea Pilot Volume 1 (2021 Edition)**

**Vietnam - South coast - Mui Kê Gà — Wrecks**

**169**

Paragraph 5.150 1 *Replace by:*

- 1 Anchorage may be obtained in depths of about 13 m, sand, 7 cables SSW of Îlot Ké Ga (10°41'73N 107°59'55E).

**Caution.** Dangerous wrecks lie in the S approach to the anchorage.

Vietnamese Notice 30/22 [NP30-No 142-Wk 10/23]

**Vietnam - Gulf of Tonkin - Île Bach Long Vi —  
Breakwaters; marine reserve; light; anchorage**

205

After Paragraph 6.95 1 line 5 *Insert*:

Harbours, enclosed by breakwaters, are located on the NW and S sides of the island.

**Local knowledge** is required.

**Marine nature reserve.** A marine reserve has been established surrounding Île Bach Long Vi. Restrictions on anchoring apply, and anchoring directly on the coral is prohibited. Contact local authorities for full details of the regulations that apply.

Paragraph 6.95 2 line 2 *For* 48E *Read* 60E

Paragraph 6.95 3 lines 9–12 *Replace by*:

**Anchorage.** Vessels must anchor at positions according to the instructions of the local authorities.

ENC V14N0049 2.000 [NP30-No 143-Wk 10/23]

**NP31 China Sea Pilot Volume 2 (2021 Edition)**

**Philippines - Luzon - Lingayen Gulf -  
San Fabian — Berth**

191

After Paragraph 10.24 2 line 2 *Insert*:

**Alongside berth.** A gas terminal consisting of a dolphin sea berth (16°11'·09N 120°24'·69E) is situated to the NNE of San Fabian, about 5 cables from the shore. It has been reported (2022) that the minimum depth alongside is about 8 m. Berthing in daylight only. Contact local authorities for further details.

UKHO [NP31-No 11-Wk 10/23]

**NP32A China Sea Pilot Volume 3 (2022 Edition)**

**Taiwan - West coast - Kaohsiung - Liu-chiu Yü  
— Prohibited anchorage**

80

Paragraph 4.15 2 lines 1–5 *Replace by*:

- 2 In areas in which a submarine cable and pipeline are laid, extending from NE of Liu-chiu Yü (4.25) to the coast of Taiwan. See 1.50;

UKHO [NP32A-No 25-Wk 10/23]

**China - Taiwan Strait - Xiamen Gang -  
Houshi Hangdao — Traffic regulations**

139

Paragraph 5.113 2 lines 3–6 *Replace by*:

**Vessels greater than 50 000 gt** must use deep-water channels. Smaller vessel may opt to use the deep-water channels but must follow the VTS guidance.

Ships navigating to or from Houshi (24°18'·69N 118°07'·89E) (5.139140) are requested to use the South Channel (24°13'·25N 118°14'·44E) and Houshi Hangdao (24°16'·80N 118°10'·52E) instead of the deep-water route.

UKHO [NP32A-No 26-Wk 10/23]

**China - Taiwan Strait - Xiamen Gang - Houshi  
Hangdao — Berths**

141

Paragraph 5.124 5 lines 1–5 *Replace by*:

The channel then continues to a position NNE of the head of Houshidian Breakwater Jetty (24°18'·75N 118°08'·13E) (5.141), which extends 3¼ cables NNE from the shore. This position is...

UKHO [NP32A-No 27-Wk 10/23]

**China - Taiwan Strait - Xiamen Gang -  
Houshi Hangdao — Berths**

146

After Paragraph 5.140 1 line 1 *Insert*:

Houshidian Breakwater jetty (24°18'·75N 118°08'·13E) supports a large coal power plant.

UKHO [NP32A-No 28-Wk 10/23]

**NP32B China Sea Pilot Volume 4 (2022 Edition)**

**South Korea - West coast - Sangwangdeungdo  
— Directions; wrecks**

186

After Paragraph 5.135 1 line 2 *Insert*:

Clear of three dangerous wrecks (35°42'·15N 125°31'·73E, 35°45'·61N 125°48'·68E and 35°56'·57N 125°46'·18E), position approximate, thence:

Korean Chart 3100 (2021)

[NP32B-No 10-Wk 10/23]

**South Korea - West coast - Boryeong —  
Anchorages; wrecks**

195

Paragraph 6.17 1 lines 3–4 *Replace by*:

A1 (36°20'·53N 126°29'·25E), depths 14 to 21 m. For use of vessels less than 10 000 gt. Numerous dangerous wrecks lie E of the anchorage.

Paragraph 6.17 2 lines 6–8 *Replace by*:

Quarantine anchorage (36°11'·05N 126°18'·06E), adjacent to the pilot boarding area, depths about 17 to 20 m. A wreck lies in the N part of the anchorage.

Korean Chart 3100 (2021); ENC KR5F2O32 (18.006);  
ENC KR5F234O (4.003) [NP32B-No 11-Wk 10/23]

**South Korea - West coast - Boryeong —  
Directions; wrecks**

**195**

After Paragraph 6.24 2 line 3 *Insert*:

WNW of a dangerous wreck (36°21'·21N  
126°28'·82E), position approximate, thence:

Korean Chart 3100 (2021)

[NP32B-No 12-Wk 10/23]

**South Korea - West coast - Pyeongtaek Hang —  
Depth**

**205**

Paragraph 6.103 1 line 5 *For* 11 m *Read* 10 m

UKHO

[NP32B-No 9-Wk 10/23]

**NP33 Philippine Islands Pilot (2021 Edition)**

**Philippines - Cebu - Cebu Harbour —  
Vertical and horizontal clearances**

**338**

Paragraph 10.176 including heading *Replace by*:

**Vertical and horizontal clearances**

**10.176**

- 1 Opon-Mandaue (Mandaue-Mactan) Bridge  
(10°19'·18N 123°57'·35E):

Vertical clearance — 22·0 m (MHSL).

Horizontal clearance — 113 m.

- 2 Marcelo Fernan Bridge (10°19'·58N 123°58'·00E):

Vertical clearance — 22·0 m (MHSL).

Horizontal clearance — 113 m.

Lights are exhibited from the supports of both bridges on the NW and SE sides of the fairway.

- 3 The Cebu-Cordova Link Expressway Bridge spans the channel between Shell Island (10.188) and Cebu Island (10°17'·32N 123°53'·81E):

Vertical clearance — 51 m (MSL).

Horizontal clearance — 27 m.

Philippine Chart 4446 (2022) [NP33-No 31-Wk 10/23]

**Philippines - Cebu - Cebu Harbour —  
Directions; bridge**

**340**

Paragraph 10.191 3 lines 5-7 *Replace by*:

W of Shell Island (10°17'·11N 123°54'·08E) (10.188) passing beneath Cebu - Cordova Link Expressway Bridge (10.176) and thence generally NE into Cebu Harbour passing NNW of Shell Island.

Philippine Chart 4446 (2022) [NP33-No 32-Wk 10/23]

**NP34 Indonesia Pilot Volume 2 (2022 Edition)**

**Indonesia - Kalimantan - Selat Laut —  
Directions**

**234**

Paragraph 10.43 1-6 *Replace by*:

- 1 From a position about 9 miles SW of Tanjung Petang (3°36'·51S 115°58'·05E), the track initially leads ENE, within the swept channel (10.38), to a position in the vicinity of the fairway light buoy (safe water) (3°40'·70S 115°57'·50E), passing:  
SSE of Pegatan (3°36'·53S 115°55'·43E), a village.
- 2 The track then leads NNE and N, following a recommended track within a swept channel, passing:  
ESE of Tanjung Petang (3°36'·49S 115°58'·02E) from which a light (white metal framework tower, 19 m in height) is exhibited, thence:  
ESE of Tanjung Kramat (3°33'·75S 115°59'·64E) standing at the S entrance point to Sungai Pegatan (10.63). A stranded wreck lies on the point.
- 3 ESE of Gosong Kramat (3°32'·20S 116°00'·30E), a bank which dries in the middle. A buoy (starboard hand) is moored at the N end of the bank. Thence:  
ESE of a light beacon (E cardinal) (3°30'·94S 116°01'·09E) standing on a shallow patch N of Gosong Kramat.
- 4 **Caution.** Fishing stakes may be encountered off the E coast of Kalimantan between Tanjung Petang (3°36'·51S 115°58'·05E) and Tanjung Kramat (3°33'·75S 115°59'·64E).

UKHO; Indonesian Notice 11/128/22

[NP34-No 21-Wk 10/23]

**Indonesia - Kalimantan - Selat Laut —  
Directions**

**234-235**

Paragraph 10.44 1-4 *Replace by*:

- 1 From a position E of the light beacon (E cardinal) (3°30'·94S 116°01'·09E) (10.43) the recommended track leads N, within a swept channel, to a position WNW of Tanjung Serdang (3°28'·90S 116°02'·30E) (10.39).  
Thence the recommended track divides, leading either N to Batulicin (10.62) or generally NNE through Selat Laut, passing:
- 2 Through Precautionary Area 2 (3°28'·10S 116°01'·51E), thence:  
ESE of Pulau Anaksuwangi, an islet 1 cable E of Pulau Suwangi, thence:  
ESE of Pulau Tampakan (3°22'·00S 116°03'·80E) (10.38), thence:
- 3 WNW of a stranded wreck (3°22'·09S 116°04'·98E), thence:  
ESE of Gosong Payung (3°20'·00S 116°05'·25E), a drying bank, marked on its NE extremity by a light beacon (starboard hand).

- 4 Thence the recommended track continues NNE to a position SSE of the Indocement Terminal (3°17'00S 116°06'53E) at Tarjun (10.61).

**Caution.** Numerous dangers lie outside the swept channel, especially within the tortuous section of the route E of Pulau Suwangi.

5 **Useful marks:**

Palo Palo (3°31'75S 116°03'27E) (234 m in height), a hill.

Light (white beacon) (3°27'16S 116°01'44E).

Batulicin Light (white metal framework tower, 20 m in height) (3°26'86S 116°00'49E).

*(Directions continue in reverse at 10.45)*

Indonesian Notice 11/128/22 [NP34-No 22-Wk 10/23]

**Indonesia - Kalimantan - Selat Laut —  
Directions**

235

Paragraph 10.45 3-6 *Replace by:*

- 3 On the alignment (257°) of the leading lights and daymark, the track leads WSW, between STS A and STS B areas (10.49), to the swept N entrance channel leading along the N coast of Pulau Laut and into Selat Laut, passing:

- 4 SSE of a dangerous wreck (3°10'49S 116°20'82E), ENE of Tanjung Pemancingan, thence:

Clear of the fairway light buoy (safe water) (3°12'39S 116°19'95E), thence:

SSE of a dangerous wreck (3°11'76S 116°19'60E).

- 5 The track then leads WNW, passing:

SSW of a light buoy (starboard hand) (3°12'01S 116°18'45E).

NNE of North Pulau Laut Coal Terminal (3°12'30S 116°17'20E) (10.52) which extends NE from Tanjung Pemancingan.

- 6 Thence the recommended track leads W, passing: N of a stranded wreck (3°12'30S 116°15'55E) on the edge of the coastal bank N of Tanjung Kemuning (3°12'60S 116°15'50E), which is marked by a light buoy (port hand).

- 7 Thence the track leads SW, then WSW, through the channel giving access to Kotabaru (10.48), Stagen (10.60) and the Indocement Terminal at Tarjun (10.61), passing:

SE of Alfa I and Bravo I anchorages (10.51a), thence;

NW of Kotabaru (3°14'50S 116°12'90E), thence;

SE of Tanjung Langadei (3°15'05S 116°10'50E), a low point covered in mangroves, thence;

- 8 SE of Alfa II and Bravo II anchorages (10.51a).

Thence the recommended track leads WSW, passing:

Through Precautionary Area 3 (3°16'90S 116°08'82E), thence:

Between No 1 and 2 Light Buoys, moored N of Tanjung Ayun (3°18'50S 116°06'85E).

Thence the recommended track continues WSW to a position SSE of the Indocement Terminal (3°17'00S 116°06'53E) at Tarjun (10.61).

- 9 **Caution.** It has been reported that the approach to Selat Laut from N by night is not easy owing to numerous shore lights, which make it difficult to distinguish leading lights and light buoys, and also because North Pulau Laut Coal Terminal protrudes into the channel.

*(Directions continue in reverse at 10.44)*

Indonesian Notice 11/128/22 [NP34-No 23-Wk 10/23]

**Indonesia - Kalimantan - Pulau Laut - Kotabaru  
— Anchorages**

236

Paragraph 10.49 1 lines 3-8 *Replace by:*

**Outer anchorages.** There are two deep-water anchorage areas, which lie off the NE coast of Pulau Laut:

Paragraph 10.49 2 *Replace by:*

STS A (3°10'52S 116°23'62E); reported depths from about 16 to 20 m.

STS B (3°12'29S 116°24'04E); reported depths from about 19 to 23 m.

Indonesian Notice 11/128/22 [NP34-No 24-Wk 10/23]

**Indonesia - Kalimantan - Pulau Laut - Kotabaru  
— Anchorages**

236

*After Paragraph 10.51 3 line 4 Insert:*

**Anchorages  
10.51a**

- 1 The designated anchorages for Kotabaru are as follows.

Alfa I (3°12'65S 116°13'73E), a fuel oil tanker anchorage; depths from 6 to 12 m.

Bravo I (3°13'41S 116°12'88E), a cargo anchorage; depths from 4 to 7 m.

- 2 Alfa II (3°15'59S 116°10'28E), a CPO tanker anchorage; depths from 4 to 9 m.

Bravo II (3°16'15S 116°09'60E), a cargo anchorage; depths from 8 to 9 m.

Indonesian Notice 11/128/22 [NP34-No 25-Wk 10/23]

**Indonesia - Kalimantan - Selat Laut - Batulicin  
— Directions; anchorages**

**237**

Paragraph 10.62 *1 Replace by:*

- 1 General information.** Batulicin (3°26'·50S 116°00'·30E), a small port used by national vessels, lies on the W side of Selat Laut, at the entrance to Sungai Batulicin.

**Directions.** From a position WNW of Tanjung Serdang (3°28'·90S 116°02'·30E) (10.39) a fairway leads N to Bravo III anchorage, passing W of Pulau Suwangi (10.38) and through Precaution Area 1 (3°27'·22S 116°01'·00E).

- 2 Useful marks:**

Batulicin Light (white metal framework tower, 20 m in height) (3°26'·86S 116°00'·49E), exhibited from a position 5 cables S of the river entrance.

**Anchorage.** Bravo III (3°25'·71S 116°00'·93E), a cargo anchorage with depths from 9 to 12 m, is situated in the channel about 1 mile N of the port.

Indonesian Notice 11/128/22 [NP34-No 26-Wk 10/23]

**Indonesia - Kalimantan - Selat Laut —  
Anchorages**

**237**

Paragraph 10.64 including heading *Replace by:*

**Spare  
10.64**

UKHO [NP34-No 27-Wk 10/23]

**Indonesia - Sulawesi - Tanjung Rangasa —light**

**264**

Paragraph 11.24 *2 line 3 Replace by:*

...tower, 25 m in height) (3°33'·44S 118°55'·84E);...

Indonesian Notice 15/175/22 [NP34-No 28-Wk 10/23]

**Indonesia - Sulawesi - Tanjung Rangasa —light**

**266**

Paragraph 11.36 *2 lines 5-6 Replace by:*

Tanjung Rangasa Light (3°33'·44S 118°55'·84E) (11.24).

Indonesian Notice 15/175/22 [NP34-No 29-Wk 10/23]

**Indonesia - Sulawesi - Tanjung Rangasa —light**

**277**

Paragraph 11.103 *2 lines 11-12 Replace by:*

Tanjung Rangasa Light (3°33'·44S 118°55'·84E) (11.24).

Indonesian Notice 15/175/22 [NP34-No 30-Wk 10/23]

**Indonesia - Sulawesi - Tanjung Rangasa —light**

**280**

Paragraph 11.129 *2 lines 2-3 Replace by:*

Tanjung Rangasa Light (3°33'·44S 118°55'·84E) (11.24).

Indonesian Notice 15/175/22 [NP34-No 31-Wk 10/23]

**NP36 Indonesia Pilot Volume 1 (2021 Edition)**

**Indonesia - Selat Gelasa - Selat Baur —  
Directions; shoal**

**125**

*After Paragraph 7.20 1 line 9 Insert:*

Clear of an isolated shoal (2°58'·78S 107°18'·34E), with a depth of 14 m, thence:

UKHO [NP36-No 38-Wk 10/23]

**NP37 West Coasts of England and Wales Pilot  
(2022 Edition)**

**Wales - North coast - Conwy — Speed limit**

**200**

*After Paragraph 7.116 1 line 9 Insert:*

**Speed limit** of 10 kn is in force.

Conwy Notice 16/22 [NP37-No 13-Wk 10/23]

**NP40 Irish Coast Pilot (2019 Edition)**

**Ireland - South coast - Cork Harbour —  
Anchorages**

**105**

Paragraph 3.310 *1 lines 1-4 Replace by:*

- 1 Anchorage Area B** (51°46'·02N 8°16'·55W), lies E of Ringabella Bay and W of the outer track of the East Channel directional light. Vessels up to 130 m LOA may use this anchorage. All other vessels should contact the Port Authority (3.303) for approval and will be subject to compulsory pilotage. Vessels should not anchor close to the track of the directional light or within one mile of Roches Point.

- 2 Caution.** OFE1 Buoy (special, seasonal) is moored in the centre of the anchorage.

UKHO [NP40-No 37-Wk 10/23]

**Northern Ireland - East coast - Strangford  
Narrows — Underwater turbine**

**186**

Paragraph 6.161 1-2 including heading and existing  
Section IV Notice Wk 45/19 *Replace by:*

**Underwater turbine**

**6.161**

- 1 An underwater turbine (54°23'·05N 5°33'·80W),  
marked by light buoys (special), is located about  
3¾ cables ENE of Audley's Point (6.169).

ENC GB502159 [NP40-No 35-Wk 10/23]

**Northern Ireland - East coast - Strangford  
Narrows — Underwater turbine**

**189**

*After Paragraph 6.169 2 line 8 Insert:*

SW of an underwater turbine (54°23'·05N  
5°33'·80W) (6.161), thence:

ENC GB502159 [NP40-No 36-Wk 10/23]

**NP54 North Sea (West) Pilot (2021 Edition)**

**Scotland - East coast - Stonehaven —  
Directions; shoal**

**60**

Paragraph 3.76 5 lines 8-9 *Replace by:*

...extends 1 cable to the N of the point, and a shoal  
ridge extends about 3½ cables ENE from the  
point. Boat landing can be made S of the point.  
Thence:

Clinton Marine [NP54-No 20-Wk 10/23]

**Scotland - Firth of Forth - Hound Point Marine  
Terminal — Tugs; anchorage**

**97**

*After Paragraph 4.114 1 line 6 Insert:*

**Tugs.** All cruise vessels over 300 m LOA using the  
anchorage at Hound Point (4.121) require tug  
assistance. All other cruise vessels should contact  
local authorities for more information.

Paragraph 4.121 1 lines 1-3 *Replace by:*

- 1 **Anchorage** may be obtained by cruise vessels,  
mud, good holding, centred on:  
56°00'·34N 3°22'·60W;  
56°00'·29N 3°22'·48W, for cruise vessels less than  
275 m LOA.

Forths Ports Limited Notice 45/22  
[NP54-No 21-Wk 10/23]

**England - East coast - Lowestoft — ATBA**

**209**

*After Paragraph 9.84 1 line 5 Insert:*

**Traffic regulations**

**9.84a**

- 1 **Area to be avoided.** Due to the presence of  
unexploded ordnance, entry to an area centred on  
52°26'·10N 1°47'·49E is prohibited.

UKHO [NP54-No 22-Wk 10/23]

**NP63 Persian Gulf Pilot (2021 Edition)**

**United Arab Emirates - Dubai — Anchorages;  
wrecks**

**152**

*After Paragraph 7.114 1 line 11 Insert:*

F (25°17'·19N 55°08'·37E), 5 cables in radius

G (25°17'·98N 55°01'·67E), 1 mile in radius

**Caution.** Attention is drawn to the wrecks situated  
within A and B anchorages.

Dubai Ports [NP63-No 90-Wk 10/23]

**Bahrain — Port of Bahrain — Mīnā' Salman —  
Traffic regulations; restricted area**

**198**

Paragraph 8.32 1-3 including existing Section IV Notice  
Week 06/22 *Replace by:*

- 1 **Prohibited areas.** Anchoring is prohibited as  
follows:  
In the open roadstead SW of Sitrah Light Buoy  
(26°10'·45N 50°43'·35E).  
In an area surrounding submarine pipelines and  
cables in the vicinity of Qassar al Qulay'ah  
(26°11'·10N 50°39'·20E).  
2 In an area covering Khawr al Qulay'ah  
(26°12'·30N 50°38'·30E) (8.44), except in the  
designated anchorage areas (8.41).  
In an area surrounding submarine cables extending  
from the coast S of Al Manama Marina  
(26°14'·20N 50°36'·00E).  
3 Either side of a submarine cable extending  
generally NE, then N, from the Khalifa Bin  
Salmān Port breakwater (26°13'·02N  
50°42'·03E).

**Restricted areas.** Entry restrictions apply to the  
area around BAPCO (8.45) wharves.

- 4 A restricted area in which entry is prohibited for  
non-military vessels encompasses the main harbour  
at Mīnā' Salman (26°12'·00N 50°37'·00E) (8.44). The  
area is surrounded by a floating security barrier and  
marked by light buoys (special).

UKHO; ENC BH51501B (5.000)  
[NP63-No 91-Wk 10/23]

**Bahrain – Port of Bahrain – Khawr al Qulay’ah — Anchorages**

**199**

Paragraph 8.41 <sup>2</sup> including existing Section IV Notice Week 06/22 *Replace by:*

- <sup>2</sup> **Khawr al Qulay’ah.** Good anchorage, in depths of about 4 to 6 m, sheltered from the shamāl, may be obtained in H1 (26°12′.33N 50°38′.98E) to H5 anchorages, or HQ1 to HQ11 (26°12′.11N 50°38′.46E) anchorages, within Khawr al Qulay’ah clear of the channels, prohibited areas (8.32) and the shoal areas; see 8.25. Vessels should note South Khor Light Buoy (isolated danger) (26°11′.90N 50°39′.14E) and a dangerous wreck (26°12′.25N 50°38′.85E) when approaching the anchorage.

**Mīnā’ Salmān.** Anchorage may be obtained in M1 (26°11′.71N 50°37′.66E) to M3 anchorages, in depths of about 5 to 6 m.

UKHO; ENC BH51501B (5.003)

[NP63-No 92-Wk 10/23]

**NP64 Red Sea and Gulf of Aden Pilot (2021 Edition)**

**Oman – South coast – Port Salalah — Depths**

**301**

Paragraph 13.43 <sup>1</sup> lines 3–4 *Replace by:*

...side of the main harbour basin; dredged depth alongside Berth Nos 4 to 6 is 17.0 m.

Paragraph 13.43 <sup>1</sup> line 9 *Replace by:*

...harbour where depths are not maintained.

Paragraph 13.45 <sup>1</sup> line 4 *Replace by:*

...length with a dredged depth of 17.0 m.

Paragraph 13.46 <sup>1</sup> line 4 *Replace by:*

...alongside depths from 4 to about 10 m. Berth Nos 21 to...

Paragraph 13.46 <sup>2</sup> line 2 *Replace by:*

...harbour, are used for bulk cargoes; dredged depth 15 m.

Paragraph 13.47 <sup>1</sup> line 3 *For 12m Read 11m*

GB Chart 2896 (2022)

[NP64-No 16-Wk 10/23]

**NP66B North-West Coast of Scotland Pilot (2019 Edition)**

**Scotland – Outer Hebrides – Isle of Lewis – Stornoway Harbour — Development**

**194**

*After Paragraph 5.171 <sup>1</sup> Insert:*

**Development**

**5.171a**

- <sup>1</sup> Works are in progress (2022) to build a deep-water terminal (58°11′.75N 6°23′.10W) in the SW part of the harbour. On completion, the terminal will consist of two berths with an alongside depth of 10 m; vessels up to 360 m LOA.

Stornoway Port Authority

[NP66B-No 24-Wk 10/23]

**NP69 East Coast of the United States Pilot Volume 2 (2021 Edition)**

**South Carolina – Charleston Harbor — Pilotage**

**197**

Paragraph 8.35 *Replace by:*

- <sup>1</sup> Pilotage is compulsory for all foreign vessels and United States vessels under register in the foreign trade. Pilotage is optional for United States vessels in the coastal trade which have on board a pilot licensed by the federal government. The pilot boards in the following areas:

A (32°35′.58N 79°32′.32W) for vessels restricted by draught, as directed.

B (32°37′.09N 79°35′.52W) for vessels of deeper draught, as directed.

C (32°39′.27N 79°40′.10W) for vessels with less draught, as directed.

- <sup>2</sup> For further information see *ADMIRALTY List of Radio Signals Volume 6(5)*.

US Notice 40/11528/22; ENC US5SC25M

[NP69-No 33-Wk 10/23]



## UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

**NP74, Vol A Edition 2022.** Weekly Edition No. 10, Dated 09 March 2023.

*Last Updates: Weekly Edition No. 9, dated 02 March 2023.*

<b>A0702</b>	- Gunwharf Pontoon	50 47.66 N 1 06.53 W	2 F G(vert)	..	..	..	2m apart	*
<b>A0814.2</b>	- Tide Training Wall	50 49.75 N 0 14.97 W	Q R	..	..	Pile	..	*
<b>A0936</b>	SOUTH COAST. DOVER HARBOUR Remove from list; deleted							
<b>A2129</b>	EAST COAST. RIVER THAMES. LONG REACH Remove from list; deleted							
<b>A2146.5</b>	EAST COAST. RIVER THAMES. GALLIONS REACH - Barking Creek. Tidal Barrage (GB:PLA)	51 30.93 N 0 05.82 E	3 F R	..	..	..	In form of ∇, shows span closed with barrier down	*
*	*	*	*	*	*	*		*
<b>A2147</b>	EAST COAST. RIVER THAMES. GALLIONS REACH Remove from list; deleted							
<b>A2778.05</b>	EAST COAST. CAMBOIS BAY. BLYTH DEMONSTRATOR OFFSHORE WIND FARM - B10	55 06.80 N 1 23.61 W	Fl Y 5s	..	5	Wind turbine	..	
--	--	--	Aero Mo(W)R 5s	..	..	..	<b>Obstruction</b>	
--	--	--	Horn 30s	..	..	..	<b>TD 2023</b>	*
<b>A7780.8</b>	DAN OILFIELD Remove from list; deleted							
<b>A7780.948</b> DK, , 132 C	TYRA GASFIELD - Tyra East. Platform E (DK)	55 43.25 N 4 48.02 E	Mo(U)R 15s	29	3	Platform	..	*
*	*	*	*	*	*	*		*
<b>A7780.9501</b>	Remove from list; renumbered to A7780.951							
<b>A7780.951</b> DK, , 132B	Renumbered; was previously A7780.9501							
	- <b>Tyra East.</b> Platform C (DK)	55 43.15 N 4 47.88 E	Mo(U)W 15s	29	15	Platform	..	
	---	--	Mo(U)R 15s	..	3	..	..	
*	---	--	AIS	..	..	..	MMSI No 992191523	
<b>A7781.6</b>	DAGMAR OILFIELD Remove from list; deleted							

# V

**NP75, Vol B Edition 2022.** Weekly Edition No. 10, Dated 09 March 2023.  
*Last Updates: Weekly Edition No. 8, dated 23 February 2023.*

<b>B1274-5</b>	- Geeste. Vorhafen. N Mole. Head -----	53 32.15 N 8 34.48 E ..	F R <i>In fog</i> F W	15	6	..	R245°-166°(281°)
*	*	*	*	*	*	*	*
<b>B2246</b> NO, , 009700	- Alshus. Ldg Lts 356.8°. Front *	59 10.27 N 10 57.18 E	Iso W 2s	5	2.4	Post	..
					*		
<b>B2246-1</b> NO, , 009800	- Alshus. Ldg Lts 356.8°. Rear. Pier *	59 10.34 N 10 57.18 E	Iso W 2s	11	2.4	Post	..
					*		
<b>B2290</b> NO, , 014200	- Gåsungene	59 10.77 N 10 52.35 E	Oc WRG 6s	5	W7.3 R5.3 G4.9	Post 6	G184.4°-214.8°(30.4°), W214.8°-217°(2.2°), R217°-323.9°(106.9°), G323.9°-359.5°(35.6°), W359.5°-018.8°(19.3°), R018.8°-034.3°(15.5°)
					*		*

**NP76, Vol C Edition 2022.** Weekly Edition No. 10, Dated 09 March 2023.  
*Last Updates: Weekly Edition No. 8, dated 23 February 2023.*

<b>C0832-5</b> DK, , 2253 *	Hou Lystbådehavn. N Pier	55 54.59 N 10 15.45 E *	Fl R 3s *	4	4	Red pole	..
				*	*	*	*
<b>C6478</b>	- Farfarsgrundet	59 17.68 N 18 53.32 E	Iso WRG 4s	5	W 6 R 4 G 3	Red structure	G067.7°-122.5°(54.8°), W122.5°-206.9°(84.4°), R206.9°-335.8°(128.9°)
							*
<b>C6481</b>	- Smörasken	59 18.04 N 18 52.13 E *	Q W	6	6	Red structure	Floodlit
							*
<b>C6482</b>	- Svartgrund. Ldg Lts 304.5°. Front	59 16.91 N 18 52.04 E *	Iso WRG 4s	6	W 6 R 4 G 3	Orange □	G268.7°-296.7°(28°), W296.7°-304.9°(8.2°), R304.9°-319.8°(14.9°)
							*
<b>C6482-1</b>	- Vindalsö. Ldg Lts 304.5°. Rear. 0.38M from front	59 17.11 N 18 51.46 E *	Q W	12	8	Orange □	..
							*
<b>C6496</b>	- Gastholmsgrund	59 19.10 N 18 48.63 E	Q G	7	3	Lantern on green pedestal	..
							*
<b>C6650</b>	- Piltholmsknall	59 08.58 N 18 27.84 E *	Fl(2)WRG 6s	7	W 8 R 6 G 5	Green tower, white band	R029.4°-061.6°(32.2°), G061.6°-066.8°(5.2°), W066.8°-071.4°(4.6°), R071.4°-213.4°(142°), G213.4°-249.1°(35.7°), W249.1°-253.3°(4.2°), R253.3°-336.5°(83.2°), G336.5°-029.4°(52.9°)
							*

# V

## NP76, Vol C Edition 2022 continued.

<b>C6666</b>	- Franska Stenarna	59 14.87 N 18 39.94 E	Fl(2)WRG 6s	5	W 6 R 4 G 3	White lantern, green band	G035°-042.8°(7.8°), W042.8°-064°(21.2°), W(Unintens)064°-210.5°(146.5°), W210.5°-239.5°(29°), W(Unintens)239.5°-305.3°(65.8°), G305.3°-312°(6.7°), W312°-314.1°(2.1°), R314.1°-321°(6.9°), W(Unintens)321°-035°(74°) *
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## NP77, Vol D Edition 2022. Weekly Edition No. 10, Dated 09 March 2023.

Last Updates: Weekly Edition No. 9, dated 02 March 2023.

<b>D2558-4</b> FR, L2, 16520 ES, II, 13255	MOHAMMEDIA - Main Wharf. Head  - - -	33 44-00 N 7 23-23 W ..	Fl(3)G 10s  AIS *	20  .. *	12  ..	Green pylon  .. *	..  MMSI No 992425400 *
<b>D2559</b> FR, L2, 16560	- Dir Lt 140°  - -  *	33 43-68 N 7 20-57 W ..	Dir Oc W 6s  AIS *	9  .. *	W 8 W 4 ..	.. 3 .. *	Oc W138°-142°(4°). Range reduced to 4M by day MMSI No 992423400 *
<b>D2559-1</b>	MOHAMMEDIA Remove from list; deleted						
<b>D2560-5</b> FR, L2, 16570	- Oil Terminal. Dir Lt 218°  - - -	33 42-97 N 7 23-60 W ..	Dir Oc W 8s  AIS	.. ..	W 8 W 4 ..	Grey pylon, white band ..	Vis 2° each side of leading line. Range reduced to 4M by day MMSI No 992424400 *
<b>D2563</b> FR, L2, 16600 ES, I, 13275	- Harbour. S Breakwater. Head - - - -	33 42-80 N 7 23-59 W ..	Iso R 4s  AIS *	6  .. *	6  ..	Red pylon 6 .. *	..  MMSI No 992428400 *
<b>D2566-5</b> FR, L2, 16850 *	- Fishing Harbour. Main Breakwater. Head	33 36-75 N 7 34-92 W *	Q(3)W 10s	10 *	8	Black round tower, yellow band *	..  *
<b>D2566-7</b> FR, L2, 16855	- Fishing Harbour. Jetty. Head. Dir Lt 242°	33 36-61 N 7 34-99 W	Dir Oc(3)R 6s	12	8	White tower	Oc R238°-246°(8°) *
<b>D2568-1</b>	CASABLANCA Remove from list; deleted						
<b>D2569</b> FR, L2, 16800 ES, I, 13400	- Jetée Transversale Moulay Slimane. Head  *	33 36-82 N 7 35-45 W	Fl(4)R 12s  *	3 *	4 3 *	Red metal tower, white band *	..  *
<b>D2569-1</b> FR, L2, 16745 *	- Container Terminal. Dir Lt 229°	33 36-78 N 7 35-66 W *	Dir Oc W 6s	7 *	12	White metal tower	Vis 2° each side of bearing *

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## NP77, Vol D Edition 2022 continued.

<b>D2570</b> FR, L2, 16760 ES, I, 13380	CASABLANCA - Jetée Moulay Youssef. NE Spur	33 37-08 N 7 35-61 W	Fl(4)G 12s	3	4 Green metal tower, white band	..	
			*	*	*	*	*
<b>D2570-1</b> FR, L2, 16750	- Jetée Moulay Youssef. Head - - -	33 37-23 N 7 35-50 W ..	Fl(3)G 10s AIS	10 ..	7 Green metal tower, white band .. .. *	.. MMSI No 992429500	 *
<b>D2570-2</b> FR, L2, 16780 ES, I, 13390 *	- Jetée Moulay Youssef. S Spur *	33 36-77 N 7 36-33 W *	Fl(2)G 8s *	3 *	3 Green metal tower, white band *	..	*
<b>D2572</b> FR, L2, 16840 ES, I, 13410	- Jetée Transversale. Head. NE Corner	33 36-66 N 7 36-26 W	Fl(2)R 8s *	3 *	3 Red metal tower, white band *	..	*
<b>D6484</b> ZA, , Z6470	<b>Cape St Lucia.</b> N of Cape	28 30-89 S 32 23-97 E	Fl(2)W 10s	112	<b>24</b> White metal tower, black bands, white dome 8	<i>fl 0-5, ec 1, fl 0-5, ec 8.</i> W210°-030°(180°). <b>TE 2022</b>	 *

## NP78, Vol E Edition 2022. Weekly Edition No. 10, Dated 09 March 2023.

Last Updates: Weekly Edition No. 9, dated 02 March 2023.

<b>E0964</b> IT, , 1075	- Rada di la Maddalena. Cala Chiesa. Punta Chiara. Breakwater. Head	41 12-76 N 9 24-72 E	Fl R 3s	5	3 Red post 2	<i>fl 1</i>	 *
<b>E7508</b> IT, , 3923-7	GASFIELD EAST OF RIMINI - Daria A-B - - - - - -	44 04-02 N 13 14-98 E .. .. ..	2 Mo(U)W 15s 2 Mo(U)R 15s 2 F R(vert) Horn Mo(U) 15s	.. .. .. ..	5 Platform 40 5 .. .. .. .. ..	Private .. .. ..	 * * * *

## NP79, Vol F Edition 2022. Weekly Edition No. 10, Dated 09 March 2023.

Last Updates: Weekly Edition No. 9, dated 02 March 2023.

<b>F1688</b>	- Cyrene Reefs. Cyrene - - -	1 15-30 N 103 45-54 E ..	Fl R 2-5s AIS	8 ..	R 8 Red concrete R 5 framework tower .. .. *	Dual intensity, alternates between 8M and 5M MMSI No 005631116	 *
<b>F3070</b>	- Mui Do Cao Trang	10 21-41 N 107 03-62 E	Fl(3)G 10s	.. *	10 White beacon 12 * *	.. *	 *

# V

## NP79, Vol F Edition 2022 *continued.*

<b>F3078</b>	- Vung Tau Inner Harbour. Ldg Lts 096°. Front	10 23-69 N 107 05-33 E	Q W	..	2 White beacon, red stripes	..
			*		*	
<b>F3078-1</b>	- Vung Tau Inner Harbour. Ldg Lts 096°. Rear. 0-55M from front	10 23-66 N 107 05-65 E	Q W	..	2 White beacon, red stripes	..
			*		*	
<b>F3081</b>	- Vung Tau Petrochemical Approach Channel. Dir Lt 010-45°. L1	10 26-34 N 107 02-65 E	Dir LFl WRG 10s	21	3-5 Red beacon, white stripe	..
	*		*	*	*	
<b>F3081-5</b>	- Vung Tau Petrochemical Approach Channel. L2	10 25-94 N 107 02-43 E	Fl(3)W 12s	..	2-5 Red beacon, white stripe	..
	- - -	..	AIS	..	.. .. *	MMSI No 995741035

## NP80, Vol G Edition 2022. Weekly Edition No. 10, Dated 09 March 2023.

*Last Updates: Weekly Edition No. 9, dated 02 March 2023.*

**G4774** Remove from list; deleted

## NP82, Vol J Edition 2023. Weekly Edition No. 10, Dated 09 March 2023.

*Last Updates: Weekly Edition No. 9, dated 02 March 2023.*

<b>J1140-3</b>	- Silver Point Range. Ldg Lts	42 08-74 N	Q G	9	.. Framework tower	Shown 24 hours
US, I, 38430	219-4°. Front	73 54-43 W				
*	*	*	*	*	*	*
<b>J1140-31</b>	- Silver Point Range. Ldg Lts	42 08-67 N	Iso G 6s	15	.. Framework tower	Shown 24 hours
US, I, 38435	219-4°. Rear. 150m from front	73 54-50 W				
*	*	*	*	*	*	*
<b>J2287-7</b>	- Fairfield Pier 4. Warning A	39 14-97 N	Fl W 4s	..	.. Pile	Private
US, II, 21202		76 34-83 W				
*	*	*	*	*	*	*
<b>J2287-71</b>	- Fairfield Pier 4. Warning B	39 14-97 N	Fl W 4s	..	.. Pile	Private
US, II, 21202-2		76 34-81 W				
*	*	*	*	*	*	*
<b>J2287-72</b>	- Fairfield Pier 4. Warning C	39 14-96 N	Fl W 4s	..	.. Pile	Private
US, II, 21202-4		76 34-85 W				
*	*	*	*	*	*	*
<b>J4143-5</b>	- Crossover. Inbound Ldg Lts	29 45-60 N	Q G	9	.. Red □, white stripe, on framework tower	Vis 1-5° each side of rangeline
US, IV, 25465	335-4°. Front	95 04-17 W			on piles	
US, IV, 25470	- - - - Passing light	..	Q R	4	3 ..	..
	*	*		*		*

# V

## NP82, Vol J Edition 2023 *continued.*

<b>J4143-51</b> US, IV, 25475	- Crossover. Inbound Ldg Lts 335°4'. Rear. 509m from front	29 45:85 N 95 04:30 W	Iso G 6s	15	. . Red □, white stripe, on framework tower on piles	Vis 1.5° each side of rangeline
	*					*
<b>J4226-9</b> US, IV, 29860 US, IV, 42980	- C Ldg Lts 063°. Front	26 02:27 N 97 12:72 W	Q G	8	3 Red □, white stripe, yellow band, on framework tower on piles	Intens on rangeline only
	*					*
<b>J4226-91</b> US, IV, 29865 US, IV, 42985	- C Ldg Lts 063°. Rear. 0-769M from front	26 02:63 N 97 11:96 W	Iso G 6s	20	. . Red □, white stripe, on framework tower	Vis 5.5° each side of rangeline
	*	*				*
<b>J5174</b> CU, P2101, 1170	- CANAL DEL HACHA. Cayo Carabela. S Side	22 29:10 N 82 28:70 W	Fl G 3s	4	3 Green □ on green tower on pile	<b>TE 2023</b>
						*

## NP83, Vol K Edition 2023. Weekly Edition No. 10, Dated 09 March 2023.

*Last Updates: Weekly Edition No. 9, dated 02 March 2023.*

<b>K4097</b>	- Prohibited Anchorage Area. S Limit. Lts in line 077°36'. Front	38 10:71 S 174 42:43 E	F R	4	3 White rectangular beacon, red stripe	Neon □
	*	*		*		
<b>K4097-5</b>	- Prohibited Area. S Limit. Lts in line 077°36'. Rear	38 10:70 S 174 42:50 E	F R	10	3 White rectangular beacon, red stripe	Neon □
	*	*		*		

## NP84, Vol L Edition 2023. NEW EDITION Weekly Edition No. 10, Dated 09 March 2023.

**NOTE:** These are the first updates issued for the New Edition.

*Cut out the above and paste it in the **NEW EDITION First Updates** box immediately below the **RECORD OF UPDATES** title on page ii of NP84, Vol L Edition 2023 New Edition.*

<b>L1393</b> NO, , 446902	- Sandholmen. Titran. S Side	63 39:74 N 8 17:75 E	Iso R 2s	8	2-4 Post 9	. .
	*	*	*	*	*	*
<b>L1394</b>	FRØYFJORDEN Remove from list; deleted					
<b>L1691-7</b>	NJORD OILFIELD - <i>Njord.</i> A. FPU	64 16:24 N 7 11:98 E	Mo(U)W 15s	. .	<b>15</b> Platform	. .
	*	*	*	*	*	*
<b>L1691-71</b>	- <i>Njord.</i> B. FSU	64 16:30 N 7 15:08 E	Mo(U)W 15s	. .	<b>15</b> Moored Storage Tanker	. .
	*	*	*	*	*	*

# V

## NP84, Vol L Edition 2023 *continued.*

<b>L1736-5</b> NO, , 506201 *	- Nord-Trøndelag, Kvaløya NE. Nilsøysnaget *	64 29-13 N 10 40-26 E *	Fl G 3s *	4 *	2-3 Post 8 *	Floodlit *
<b>L1804-5</b> NO, , 522511 *	- Østre Skjølstad *	64 58-02 N 12 05-87 E *	Q R *	3 *	2 Post *	.. *
<b>L1805</b>	FOLDENFJORDEN. INDRE FOLLA (FOLDA) Remove from list; deleted					
<b>L1882</b> NO, , 535100	- Nordøyen. N Point. Veirskafet	64 48-62 N 10 32-60 E *	Oc WRG 6s *	13 *	W4-8 Post R 4 6 G 4 *	G035-8°-070-3°(34-5°), W070-3°-076-9°(6-6°), R076-9°-085-3°(8-4°), G085-3°-090-7°(5-4°), W090-7°-092-7°(2°), R092-7°-170-8°(78-1°), G170-8°-217°(46-2°), R217°-292-9°(75-9°), G292-9°-314-5°(21-6°) *
<b>L1913-5</b> NO, , 553205 *	HUMMULRÅSA - Torstadhammerflua *	64 54-16 N 11 21-36 E *	Iso G 2s *	6 *	2-6 Post 9 *	Floodlit *
<b>L1946-5</b> NO, , 562212 *	- Risværgalten *	64 58-15 N 11 32-35 E *	Fl R 3s *	4 *	2-2 Post *	Floodlit *
<b>L1947</b> NO, , 562213 *	- Ivarholmen. W Point *	64 58-70 N 11 33-29 E *	Fl G 3s *	4 *	2-3 Post 6 *	Floodlit *
<b>L1947-8</b> NO, , 562214 *	- Steinsøya. E *	64 58-96 N 11 33-27 E *	Fl(2)R 5s *	4 *	2-3 Post 5 *	Floodlit *
<b>L1948</b>	RISVÆRFJORD Remove from list; deleted					
<b>L2175-5</b> NO, , 614802 *	- Dønna. Litløygrunnen *	66 04-86 N 12 36-61 E *	Iso R 2s *	5 *	3-1 Post 10 *	Floodlit *
<b>L4050</b>	PORSANGERFJORDEN Remove from list; deleted					
<b>L4050-1</b>	PORSANGERFJORDEN Remove from list; deleted					

NP86, Vol N Edition 2022. Weekly Edition No. 10, Dated 09 March 2023.  
Last Updates: Weekly Edition No. 9, dated 02 March 2023.

**N4955-4**  
İSTANBUL BOĞAZI  
Remove from list; deleted

# V

## NP86, Vol N Edition 2022 continued.

<b>N5911</b> TR, , 32908	- Kamisla Br. BTC Jetty. Head ----- -----	36 50-97 N 35 55-94 E .. ..	Mo(U)Y 15-75s  AIS Horn Mo(U)	7  .. ..	5 ..  .. ..	..  MMSI No 992711408 ..
*	*	*	*	*	*	*
<b>N5911-5</b> TR, , 32908-5	- Kamişli Point. BTC Jetty	36 52-18 N 35 55-32 E	Fl(2)R 5s	11	3 White tower, red bands 9	fl 0-5, ec 1, fl 0-5, ec 3
*	*	*	*	*	*	*

## NP87, Vol P Edition 2022. Weekly Edition No. 10, Dated 09 March 2023.

Last Updates: Weekly Edition No. 9, dated 02 March 2023.

<b>P3718-251</b> CN, G102, 2289-11	- Jiaxing Windfarm. No 1	30 30-46 N 121 29-93 E .. ..	Mo(C)Y 12s  AIS	16  .. ..	5 Yellow x on yellow beacon 3 .. ..	..  MMSI No 994121562 ..
*	*	*	*	*	*	*
<b>P3718-252</b> CN, G102, 2289-12	- Jiaxing Windfarm. No 2	30 28-33 N 121 29-90 E	Mo(C)Y 12s	16	5 Yellow x on yellow beacon 3	..
*	*	*	*	*	*	*
<b>P3718-253</b> CN, G102, 2289-13	- Jiaxing Windfarm. No 3	30 25-98 N 121 29-86 E	Mo(C)Y 12s	16	5 Yellow x on yellow beacon 3	..
*	*	*	*	*	*	*
<b>P3718-254</b> CN, G102, 2289-14	- Jiaxing Windfarm. No 4	30 23-64 N 121 29-82 E .. ..	Mo(C)Y 12s  AIS	16  .. ..	5 Yellow x on yellow beacon 3 .. ..	..  MMSI No 994121563 ..
*	*	*	*	*	*	*
<b>P3718-255</b> CN, G102, 2289-15	- Jiaxing Windfarm. No 5	30 24-77 N 121 28-53 E	Mo(C)Y 12s	16	5 Yellow x on yellow beacon 3	..
*	*	*	*	*	*	*
<b>P3718-256</b> CN, G102, 2289-16	- Jiaxing Windfarm. No 6	30 26-52 N 121 27-25 E .. ..	Mo(C)Y 12s  AIS	16  .. ..	5 Yellow x on yellow beacon 3 .. ..	..  MMSI No 994121564 ..
*	*	*	*	*	*	*
<b>P3718-257</b> CN, G102, 2289-17	- Jiaxing Windfarm. No 7	30 28-71 N 121 27-28 E	Mo(C)Y 12s	16	5 Yellow x on yellow beacon 3	..
*	*	*	*	*	*	*
<b>P3718-258</b> CN, G102, 2289-18	- Jiaxing Windfarm. No 8	30 30-91 N 121 27-32 E .. ..	Mo(C)Y 12s  AIS	16  .. ..	5 Yellow x on yellow beacon 3 .. ..	..  MMSI No 994121565 ..
*	*	*	*	*	*	*



NP87, Vol P Edition 2022 *continued.*

<b>P3932-383</b>	BOHAI WAN. CAOFEIDIAN GANGQU - Nanbao Structural Island. WHPB	39 01-35 N 118 44-66 E	Mo(U)W	3	3 Platform	..	
*	*	*	*	*	*	*	*
<b>P9690-3411</b>	Laoting Wind Farm. Warning Beacon No 02	39 02-35 N 118 48-32 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-21	*	*	*	*	*	*	*
<b>P9690-3412</b>	Laoting Wind Farm. Warning Beacon No 04	39 01-76 N 118 49-09 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-22	*	*	*	*	*	*	*
<b>P9690-3413</b>	Laoting Wind Farm. Warning Beacon No 06	39 01-17 N 118 49-89 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-23	*	*	*	*	*	*	*
<b>P9690-3414</b>	Laoting Wind Farm. Warning Beacon No 11	39 01-97 N 118 50-89 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-24	*	*	*	*	*	*	*
<b>P9690-3415</b>	Laoting Wind Farm. Warning Beacon No 13	39 01-38 N 118 51-68 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-25	--	..	AIS	..	.. ..	MMSI No 994121001	*
*	*	*	*	*	*	*	*
<b>P9690-3416</b>	Laoting Wind Farm. Warning Beacon No 18	38 59-93 N 118 51-50 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-26	*	*	*	*	*	*	*
<b>P9690-3417</b>	Laoting Wind Farm. Warning Beacon No 30	38 58-75 N 118 50-76 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-27	*	*	*	*	*	*	*
<b>P9690-3418</b>	Laoting Wind Farm. Warning Beacon No 36	38 58-26 N 118 50-22 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-28	--	..	AIS	..	.. ..	MMSI No 994121002	*
*	*	*	*	*	*	*	*
<b>P9690-3419</b>	Laoting Wind Farm. Warning Beacon No 37	38 58-12 N 118 49-01 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-29	*	*	*	*	*	*	*
<b>P9690-3421</b>	Laoting Wind Farm. Warning Beacon No 50	38 57-90 N 118 47-09 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-3	*	*	*	*	*	*	*
<b>P9690-3422</b>	Laoting Wind Farm. Warning Beacon No 63	38 57-98 N 118 45-13 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-32	--	..	AIS	..	.. ..	MMSI No 994121003	*
*	*	*	*	*	*	*	*
<b>P9690-3423</b>	Laoting Wind Farm. Warning Beacon No 61	38 58-55 N 118 44-39 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-31	--	..	Racon	..	.. ..	ALRS Vol 2 Station 82128.75	*
*	*	*	*	*	*	*	*
<b>P9690-3424</b>	Laoting Wind Farm. Warning Beacon No 69	38 59-26 N 118 45-33 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-33	*	*	*	*	*	*	*
<b>P9690-3427</b>	Laoting Wind Farm. Warning Beacon No 74	39 00-08 N 118 45-44 E	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-36	*	*	*	*	*	*	*

# V

NP87, Vol P Edition 2022 *continued.*

<b>P9690-3428</b>	Laoting Wind Farm.	39 00-93 N	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-35	Warning Beacon No 72	118 45-79 E					
*	*	*	*	*	*	*	*
<b>P9690-3429</b>	Laoting Wind Farm.	39 01-73 N	Mo(U)W 12s	..	.. ..	..	
CN, G101, 1322-34	Warning Beacon No 70	118 46-85 E					
*	*	*	*	*	*	*	*
<b>P9690-3432</b>	<b>Shengyazhan (B1)</b>	39 01-71 N	Mo(U)W 12s	..	<b>15</b> Platform	..	
		118 47-82 E					
*	*	*	*	*	*	*	*

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## VI

### ONGOING MAINTENANCE PROCESS IN ADMIRALTY RADIO SIGNALS VOLUMES

In order to guarantee the safety of Mariners at sea, avoid any unsafe and unnecessary duplication/updating of information appearing in different paper and digital ADMIRALTY Radio Signals Volumes, the information will now be centralised into the most relevant ADMIRALTY Radio Signals Volume.

For more information, a reference to the location of any required information will also be added to each ADMIRALTY Radio Signals Volume.

### UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 10 dated 09 March 2023

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The **ADMIRALTY List of Radio Signals diagrams** included in the paper version of the weekly Notice to Mariners (Section VI) are printed in black and white. If required, a colour version of these diagrams can be downloaded from [www.admiralty.co.uk/maritime-safety-information](http://www.admiralty.co.uk/maritime-safety-information). To obtain the colour versions select **View and download NMs** – select **Weekly** – select **Year** – select **Week** – go to **Selected Week Content** – select **File** (for example: NP286(3)–WK01–14–PAGE149\_Week01\_2023.pdf)

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# VI

## VOLUME 1, NP281(2), Third Edition, 2022

Published Wk 47/22  
(Last Updates: Weekly Edition No. 9 dated 02 March 2023)

### MARITIME RADIO STATIONS

#### PAGE 403, VIETNAM.

##### CAN THO (XVU).

Delete entry and replace by:

CAN THO (XVU)					
Control Centre: 10°04'30N 105°45'53E	MMSI 005743050	DSC VHF MF			Diagram page 401
Telephone: +84 292 3841240			Fax: +84 292 3841240		
			Email: ctho_radio@vishipel.com.vn		
			Website: www.vishipel.com.vn		

#### VHF

		Ch 16	H24
--	--	-------	-----

#### RT (MF)

	Position	Transmits	Receives	Hours of Watch
		2182	2182	H24

#### RT (HF)

	Position	Transmits	Receives	Hours of Watch
		6227	6227	
		7903	7903	H24
		7981	7981	
		8170	8170	H24

ITU MARS database (RSDRA2023000039855) 10/23

#### PAGES 403 and 404, VIETNAM.

##### CON DAO.

Delete entry and replace by:

CON DAO					
Control Centre: 8°40'02N 106°34'77E	MMSI 005743060	DSC VHF			Diagram page 401

#### VHF

		Ch 16	H24
--	--	-------	-----

ITU MARS database (RSDRA2023000039855) 10/23

#### PAGE 404, VIETNAM.

##### CUA VIET.

Delete entry and replace by:

CUA VIET					
Control Centre: 16°53'82N 107°11'25E	MMSI 005742010	DSC VHF			Diagram page 402

#### VHF

		Ch 16	H24
--	--	-------	-----

ITU MARS database (RSDRA2023000039855) 10/23

# VI

## PAGE 405, VIETNAM.

### DUNG QUAT.

Delete entry and replace by:

DUNG QUAT					
Control Centre: 15°13'05N 108°54'95E	MMSI 005742040	DSC VHF			Diagram page 401
VHF					
		Ch 16		H24	

ITU MARS database (RSDRA2023000039855) 10/23

## PAGE 405, VIETNAM.

### HA TIEN.

Delete entry and replace by:

HA TIEN					
Control Centre: 10°08'77N 104°36'12E	MMSI 005743090	DSC VHF			Diagram page 401
VHF					
		Ch 16		H24	

ITU MARS database (RSDRA2023000039855) 10/23

## PAGES 406 and 407, VIETNAM.

### HO CHI MINH (XVS).

Delete entry and replace by:

HO CHI MINH (XVS)					
Control Centre: 10°45'·55N 106°42'·82E		MMSI 005743030	DSC VHF MF HF 4 6 8 12 & 16 MHz		Diagram page 401
Telephone: +84 28 39404148 +84 28 39404581			Fax: +84 28 39404581		
			Email: hcminh_radio@vishipel.com.vn Website: www.vishipel.com.vn		
VHF					
Ho Chi Minh (VHF aerial)	10°42'·20N 106°43'·73E	Ch 16		H24	
		Ch 26			

### RT (MF)

	Position	Transmits	Receives	Hours of Watch
		2182	2182	H24

### RT (HF)

	Position	Transmits	Receives	Hours of Watch
Ho Chi Minh (HF aerial)	10°23'68N 107°08'70E	4125	4125	H24
		6215	6215	
		6510 (Ch 604)	6209	
		7903	7903	H24
		7993	7993	
		8104	8104	
		8291	8291	H24
		8294	8294	
		8812 (Ch 832)	8288	
		11456	11456	

Continued on next page

## VI

## VIETNAM

## HO CHI MINH (XVS) (Continued)

	Position	Transmits	Receives	Hours of Watch
Ho Chi Minh (HF aerial)	10°23′68N 107°08′70E	12290	12290	H24
		12353	12353	
		<b>12359<sup>1</sup></b>	12359	H24
		13077 ( <i>Ch 1201</i> )	12230	
		13083 ( <i>Ch 1203</i> )	12236	
		13158 ( <i>Ch 1228</i> )	12311	
		13164 ( <i>Ch 1230</i> )	12317	
		13416	13416	
		16420	16420	H24
		18834	18834	
<sup>1</sup> TRAFFIC LISTS: 0833 1833				

ITU MARS database (RSDRA2023000039855) 10/23

## PAGE 407, VIETNAM.

## HON LA.

Delete entry and replace by:

HON LA					
Control Centre: 17°57'·65N 106°29'·87E	MMSI 005741080	DSC VHF			Diagram page 402
VHF					
		Ch 16		H24	

ITU MARS database (RSDRA2023000039855) 10/23

## PAGE 410, VIETNAM.

## PHU QUOC.

Delete entry and replace by:

PHU QUOC					
Control Centre: 10°01'·48N 104°00'·87E	MMSI 005743110	DSC VHF			Diagram page 401
VHF					
		Ch 16		H24	

ITU MARS database (RSDRA2023000039855) 10/23

## VOLUME 2, NP282(1), Third Edition, 2022

Published Wk 12/22

(Last Updates: Weekly Edition No. 9 dated 02 March 2023)

## AUTOMATIC IDENTIFICATION SYSTEM (AIS)

## PAGE 214, UNITED KINGDOM.

## Morgan Offshore Windfarm Metocean Buoy No 1.

Delete entry

(former update 15/22)

MarineSpace Notice 15v18/23 (RSDRA2023000036384) 10/23

# VI

## VOLUME 2, NP282(2), Third Edition, 2022

Published Wk 12/22

(Last Updates: Weekly Edition No. 9 dated 02 March 2023)

### AUTOMATIC IDENTIFICATION SYSTEM (AIS)

#### PAGE 100, ANTARCTICA, below Artigas Base.

Insert:

Bahía Edgell Bn	62°14'·82S 58°58'·73W	997251165	Broadcasts every 3 minutes	Real	
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(former update 41/22)

Chilean Notice 2/16/23 (RSDRA2023000039353) 10/23

#### PAGE 100, ANTARCTICA, below Cabo Sorle.

Insert:

Caleta Ardley Bn	62°12'·65S 58°56'·88W	997251164	Broadcasts every 3 minutes	Real	
Caleta Marian Bn	62°13'·60S 58°47'·30W	997251168	Broadcasts every 3 minutes	Real	

Chilean Notice 2/16/23 (RSDRA2023000039353) 10/23

#### PAGE 100, ANTARCTICA, below Islote Barrios Bn.

Insert:

Islote Becerra Bn	62°12'·25S 58°56'·84W	997251163	Broadcasts every 3 minutes	Real	
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Chilean Notice 2/16/23 (RSDRA2023000039353) 10/23

#### PAGE 100, ANTARCTICA, below Punta Bascopé.

Insert:

Punta Durán Bn	62°11'·88S 58°56'·35W	997251162	Broadcasts every 3 minutes	Real	
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Chilean Notice 2/16/23 (RSDRA2023000039353) 10/23

#### PAGE 102, ANTARCTICA, below Stranger Point.

Insert:

Villa Las Estrellas Bn	62°12'·05S 58°57'·61W	997251167	Broadcasts every 3 minutes	Real	
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Chilean Notice 2/16/23 (RSDRA2023000039353) 10/23

#### PAGE 122, CHILE, below Banco Orange Lt.

Insert:

Blue Boat 3 Lt Buoy	43°18'·57S 73°38'·71W	997251200	Broadcasts every 3 minutes	Real	
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Chilean Notice 2/15/23 (RSDRA2023000039353) 10/23

#### PAGE 126, CHILE, below Puerto Progreso Lt Bn.

Insert:

Puerto San Antonio Common Point	33°35'·20S 71°37'·26W	997256077	Broadcasts every 3 minutes	Virtual	
Puerto San Antonio Entrance Channel Mark No 0C	33°35'·04S 71°37'·10W	997256076	Broadcasts every 3 minutes	Virtual	
Puerto San Antonio Entrance Channel Mark No 1C	33°35'·03S 71°37'·31W	997256075	Broadcasts every 3 minutes	Virtual	
Puerto San Antonio Entrance Channel Mark No 2C	33°35'·03S 71°37'·43W	997256074	Broadcasts every 3 minutes	Virtual	

Continued on next page

## VI

<b>Puerto San Antonio Entrance Channel Mark No 3C</b>	33°35′.01S 71°37′.79W	997256073	Broadcasts every 3 minutes	Virtual	
<b>Puerto San Antonio Entrance Channel Mark No 4C</b>	33°35′.01S 71°37′.91W	997256072	Broadcasts every 3 minutes	Virtual	
<b>Puerto San Antonio Entrance Channel Mark No 5C</b>	33°35′.01S 71°38′.02W	997256071	Broadcasts every 3 minutes	Virtual	
<b>Puerto San Antonio Entrance Channel Mark No 6C</b>	33°35′.00S 71°38′.14W	997256070	Broadcasts every 3 minutes	Virtual	
<b>Puerto San Antonio Entrance Channel Mark No 7C</b>	33°35′.00S 71°38′.26W	997256069	Broadcasts every 3 minutes	Virtual	
<b>Puerto San Antonio Terminal Espigon</b>	33°35′.32S 71°37′.14W	997256078	Broadcasts every 3 minutes	Virtual	
<b>Puerto San Antonio Terminal Molo Sur</b>	33°35′.35S 71°37′.21W	997256079	Broadcasts every 3 minutes	Virtual	

[Chilean Notice 2/14/23 \(RSDRA2023000039353\) 10/23](#)

### **PAGE 126, CHILE, below Punta Boca Bn.**

Insert:

<b>Punta Caldera Lt</b>	27°03′.07S 70°51′.10W	997251082	Broadcasts every 3 minutes	Real	
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[Chilean Notice 2/10/23 \(RSDRA2023000039353\) 10/23](#)

### **PAGE 126, CHILE, below Punta Kirke Sur Lt.**

Insert:

<b>Punta Lengua de Vaca Lt</b>	30°14′.81S 71°37′.85W	997251085	Broadcasts every 3 minutes	Real	
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[Chilean Notice 2/12/23 \(RSDRA2023000039353\) 10/23](#)

### **PAGE 128, CHILE, below Punta Tetras Lt.**

Insert:

<b>Punta Topocalma Lt</b>	34°08′.02S 72°00′.16W	997251087	Broadcasts every 3 minutes	Real	
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[Chilean Notice 2/13/23 \(RSDRA2023000039353\) 10/23](#)

### **PAGE 132, CHINA, below Binhai Beiqt Lt Buoy No H18.**

Insert:

<b>Binhai Breakwater Lt Bn No 1</b>	34°17′.62N 120°17′.67E	994122353	Broadcasts every 3 minutes	Real	
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[Chinese Notice 6/111/23 \(RSDRA2023000045278\) 10/23](#)

### **PAGE 140, CHINA.**

#### **CX 8 Wreck.**

Delete entry

[Chinese Notice 6/115/23 \(RSDRA2023000045278\) 10/23](#)

### **PAGE 158, CHINA.**

#### **Huajia Power Lt Buoy No 1.**

Delete entry and replace by:

<b>Huajia Power Lt Buoy No 1</b>	30°33′.46N 121°30′.32E	999412300	Broadcasts every 3 minutes	Real	
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[Chinese Notice 6/116/23 \(RSDRA2023000045278\) 10/23](#)



## VI

**PAGE 158, CHINA.**  
**Huajia Power Lt Buoy No 4.**  
Delete entry and replace by:

Huajia Power Lt Buoy No 4	30°39'44N 121°29'78E	994121411	Broadcasts every 3 minutes	Real	
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[Chinese Notice 6/116/23 \(RSDRA2023000045278\)](#) 10/23

**PAGE 158, CHINA.**  
**Huajia Power Lt Buoy No 5.**  
Delete entry

[Chinese Notice 6/116/23 \(RSDRA2023000045278\)](#) 10/23

**PAGE 158, CHINA.**  
**Huajia Power Lt Buoy No 6.**  
Delete entry

[Chinese Notice 6/116/23 \(RSDRA2023000045278\)](#) 10/23

**PAGE 158, CHINA.**  
**Huajiadian Lt Buoy No 9.**  
Delete entry

[Chinese Notice 6/116/23 \(RSDRA2023000045278\)](#) 10/23

**PAGE 164, CHINA, below Jingtang Gangqu No 408.**  
Insert:

Jingu Jiang Lt Buoy No J3D	21°42'27N 108°38'04E	994121618	Broadcasts every 3 minutes	Real	
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[Chinese Notice 6/119/23 \(RSDRA2023000045278\)](#) 10/23

**PAGE 168, CHINA.**  
**Lianyungang Gang, Xuwei Gangqu No D105.**  
Delete entry

[Chinese Bulletin 6/23 \(RSDRA2023000045278\)](#) 10/23

**PAGE 168, CHINA.**  
**Lianyungang Gang, Xuwei Gangqu No D117.**  
Delete entry

[Chinese Bulletin 6/23 \(RSDRA2023000045278\)](#) 10/23

**PAGE 168, CHINA.**  
**Lianyungang Gang, Xuwei Gangqu No D118.**  
Delete entry

[Chinese Notice 6/107/23 \(RSDRA2023000045278\)](#) 10/23

**PAGE 168, CHINA, below LJJ Isolated Danger.**  
Insert:

Longkou Gangqu Front Ldg Lt	37°38'64N 120°19'16E	994121101	Broadcasts every 3 minutes	Real	
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[Chinese Notice 5/90/23 \(RSDRA2023000039271\)](#) 10/23

**PAGE 168, CHINA, below Longkou Gangqu Lt Buoy No 119.**  
Insert:

Longkou Gangqu Rear Ldg Lt	37°38'67N 120°19'83E	994121102	Broadcasts every 3 minutes	Real	
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(former update 35/22)

[Chinese Notice 5/90/23 \(RSDRA2023000039271\)](#) 10/23

# VI

## PAGE 178, CHINA, below Qiandi Lt Buoy No 1.

Insert:

Qidong H3 Offshore Wind Farm Lt Bn No 1	32°04'·13N 122°14'·88E	994121372	Broadcasts every 3 minutes	Real	
Qidong H3 Offshore Wind Farm Lt Bn No 2	32°02'·96N 122°15'·31E	994121373	Broadcasts every 3 minutes	Real	
Qidong H3 Offshore Wind Farm Lt Bn No 7	32°06'·62N 122°06'·19E	994121374	Broadcasts every 3 minutes	Real	
Qidong H3 Offshore Wind Farm Lt Bn No 8	32°07'·46N 122°06'·56E	994121375	Broadcasts every 3 minutes	Real	

Chinese Notice 6/114/23 (RSDRA2023000045278) 10/23

## PAGE 178, CHINA.

### Qidong H3 Wind Power Lt Buoy T1.

Delete entry

Chinese Notice 6/114/23 (RSDRA2023000045278) 10/23

## PAGE 178, CHINA.

### Qidong H3 Wind Power Lt Buoy T6.

Delete entry

Chinese Notice 6/114/23 (RSDRA2023000045278) 10/23

## PAGE 210, CHINA, below Yangzhiqu Marine Farm No 6.

Insert:

Yantai Gang East Route No 1	37°40'·00N 122°06'·60E	994126108	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 2	37°41'·60N 121°59'·70E	994126109	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 3	37°39'·71N 121°59'·85E	994126110	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 4	37°41'·33N 121°53'·12E	994126111	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 5	37°39'·42N 121°53'·31E	994126112	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 6	37°41'·06N 121°46'·55E	994126113	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 7	37°39'·12N 121°46'·74E	994126114	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 8	37°40'·78N 121°39'·97E	994126115	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 9	37°38'·81N 121°40'·17E	994126116	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 10	37°40'·50N 121°33'·40E	994126117	Broadcasts every 3 minutes	Virtual	
Yantai Gang East Route No 11	37°38'·50N 121°33'·60E	994126118	Broadcasts every 3 minutes	Virtual	

Chinese Notice 5/91/23 (RSDRA2023000039271) 10/23

## PAGE 210, CHINA, below Yantai Gang Wreck.

Insert:

Yantai Gang Zhifuwan Gangqu Sanqi Hangdao Front Ldg Lt	37°34'·99N 121°22'·31E	994121118	Broadcasts every 3 minutes	Real	
Yantai Gang Zhifuwan Gangqu Sanqi Hangdao Rear Ldg Lt	37°35'·00N 121°22'·19E	994121119	Broadcasts every 3 minutes	Real	

Chinese Notice 5/92/23 (RSDRA2023000039271) 10/23

## PAGE 278, UNITED STATES (Atlantic Coast), below North Shoal.

Insert:

Ocean Tech Research Lt Buoy TGS-MA	40°43'·97N 70°44'·48W	993663051		Real	
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United States Coast Guard Bulletin 7/23 (RSDRA2023000045812) 10/23

**VOLUME 6, NP286(1), Third Edition, 2022**

Published Wk 20/22

*(Last Updates: Weekly Edition No. 09 dated 02 March 2023)***PAGE 294, UNITED KINGDOM, FORTH PORTS Ltd, Pilots, AREA, section (2) (c).**

Delete and replace by:

(c) That part of the Forth (including Leith Docks) which lies to the W of a line drawn due W from a position 56°02'30N 3°06'10W to meridian 3°07'30W, then true S to latitude 56°01'60N, then true E to meridian 3°06'10W and then due S to the S shore of the Forth and bounded to the N and W by the limits of the area described in section (a):

- (i) Vessels of 45m LOA and over
- (ii) Dredgers and other craft of 85m LOA and over whilst engaged in dredging activities or involved in civil engineering operations or anti-pollution activities within the Forth. Vessels less than 85m LOA employed on such contracts shall, at the commencement of the contract satisfactorily undertake and appropriate assessment with a Pilot on board.

*(Former updates 24/22, 42/22 & 50/22)**Forth Ports Notice 09/23, (RSDRA2023000042955), 10/23***PAGE 337, UNITED KINGDOM, LEITH, Tugs, PROCEDURE section.**

Delete and replace by:

**PROCEDURE:****Tugs are compulsory** for the following vessels arriving and departing from Leith:

- (1) All vessels of 60m LOA and over.
- (2) Vessels of any LOA with declared defects.
- (3) Offshore vessels up to 100m LOA will be assessed on a case-by-case basis.

*Forth Ports Notice 10/23, (RSDRA2023000042982), 10/23***VOLUME 6, NP286(2), Third Edition, 2022**

Published Wk 24/22

*(Last Updates: Weekly Edition No. 09 dated 02 March 2023)***PAGE 53, DENMARK, THORSMINDE (TORSMINDE), Port, CONTACT DETAILS & HOURS sections.**

Delete and replace by:

**CONTACT DETAILS:**

VHF Channel: Ch 16; 13  
 Telephone: +45 97 497044  
 E-mail: thorsmindehavn@thorsmindehavn.dk  
 Website: www.thorsmindehavn.dk

**Hr Mr**

Telephone: +45 97 497244  
 E-mail: snk@thorsmindehavn.dk

**HOURS:** Mon-Thurs: 0700-1500 LT, Fri: 0700-1200 LT*Danish Bulletin 05/23, (RSDRA2023000039457), 10/23***PAGE 146, GERMANY, EMS, Pilots, CONTACT DETAILS, Office, E-mail section.**

Delete and replace by:

E-mail: office@emspilots.de

*Emden Pilot Station correspondence, (RSDRA2023000039559), 10/23***VOLUME 6, NP286(6), Fourth Edition, 2023**

Published Wk 03/23

*(Last Updates: Weekly Edition No. 09 dated 02 March 2023)***PAGE 198, JAPAN, ISE WAN, including Mikawa Wan, Honshu, Pilots section.**

Delete and replace by:

**Pilots****CONTACT DETAILS:****Ise-Mikawa Wan Pilots**

Call: Irago Pilot  
 VHF Channel: Ch 16; 68  
 Telephone: +81(0)569 230713  
 Fax: +81(0)569 228835  
 E-mail: user@isemikawapilot.jp  
 Website: www.isemikawapilot.jp

**HOURS:** H24**PROCEDURE:**

- (1) **Pilotage is compulsory** and is available H24, for all vessels in Irago Suido Traffic Route and for all vessels of 10 000 gt or over operating NW of a line bearing 050° from Ijika Lt (34°26'65N 136°55'41E) to the coast of Atsumi Hanto.
- (2) Pilotage is strongly recommended for all foreign vessels passing through Morozaki Narrows (Morozaki Suido) at night and all vessels unfamiliar with Morozaki Narrows.
- (3) **Notice of ETA:** Vessels inward-bound should send ETA at the Pilot boarding position, 24h and 6h in advance with immediate notification of any change. The message should include the following information:
  - (a) Vessel's name
  - (b) gt
  - (c) Deepest draught
  - (d) LOA
  - (e) ETA or ETD
  - (f) Last port of call and destination
  - (g) Berthing schedule
  - (h) Nature of cargo (dangerous cargo)
  - (i) Other information: Quarantine, defects to vessel, navigational equipment etc.
- (4) Vessels should contact the PV 3h in advance advising ETA at No 1 Buoy.
- (5) Vessels outward-bound should send request for Pilots 12h and 6h in advance of ETD.
- (6) **Pilot boards** as follows:
  - (a) Vessels with a draught of 14m and over: In a circle of radius 3.5 n miles centred on 34°24'80N 136°59'92E (3.5 n miles E of Yoroi Saki Lt)
  - (b) LNG tankers exceeding 70 000gt: In a circle of radius 1 n mile centred on 34°25'00N 137°03'62E (6 n miles S of Ise Wan No 1 Lt buoy)
  - (c) Vessels with a draught of less than 14m:
    - (i) Vessels approaching from the W or S: In a circle of radius 1.5 n miles centred on 34°28'50N 137°03'62E (2.5 n miles S of Ise Wan No 1 Lt buoy)
    - (ii) Vessels approaching from the east: In a circle of radius 1.5 n miles centred on 34°31'00N 137°06'72E (2.5 n miles E of Ise Wan No 1 Lt buoy)
  - (d) Ise Wan Sea Berth: 4 n miles S of Ise Wan Sea-Berth

*continued on next page*

## VI

### NOTE:

Pilotage is provided by Ise-Mikawa Wan Pilots Association, who serve the following ports:

- (1) ATSUMI, Honshu
- (2) GAMAGORI, Honshu
- (3) KINUURA KO, Honshu
- (4) MATSUSAKA, Honshu
- (5) NAGOYA, Honshu
- (6) TOBA, Honshu
- (7) TOYOHASHI, Honshu
- (8) TSU KO and IGURAZU KO, Honshu
- (9) YOKKAICHI, Honshu

Japan Coast Guard Publication 301/21 Supplement 1/21. (RSDRA2022000048995), 10/23

### PAGE 228, JAPAN, MIKAWA WAN, Honshu.

Delete entry and replace by:

#### MIKAWA WAN, Honshu

**34°43'N 137°06'E**

See diagram ISE WAN and MIKAWA WAN PILOTAGE AND VESSEL TRAFFIC SERVICE (ISE WAN, including Mikawa Wan, Honshu section).

#### Pilots

For details see ISE WAN, including Mikawa Wan, Honshu.

#### Vessel Traffic Service

For details see ISE WAN, including Mikawa Wan, Honshu.

#### Port

##### CONTACT DETAILS:

Call: Mikawawan Port Radio  
Mikawawan Port Radio No.2  
VHF Channel: Ch 16; 11 12  
Telephone: +81(0)532 347850

##### Hr Mr

Telephone: +81(0)532 340118

##### Port Authority

Telephone: +81(0)533 695381  
Fax: +81(0)533 695369  
E-mail: mikawa-komu@pref.aichi.lg.jp  
Website: www.pref.aichi.jp/kensetsu-somu/mikawa-komu

HOURS: H24

Japan Coast Guard Publication 301/21 Supplement 1/21. (RSDRA2022000048995), 10/23

### PAGE 233, JAPAN, NAGOYA, Honshu, Pilots, CONTACT DETAILS, E-mail section.

Delete and replace by:

E-mail: user@isemikawapilot.jp

Japan Coast Guard Publication 301/21 & Supplement 1/21.  
(RSDRA2022000061889 & RSDRA2022000048995), 10/23

### PAGE 233, JAPAN, NAGOYA, Honshu, Pilots, PROCEDURE, section (5) (b).

Delete and replace by:

- (b) Large vessels: Approximately 2 n miles SE of Ise Wan Sea-Berth (34°54'·20N 136°46'·02E)

Japan Coast Guard Publication 301/21 & Supplement 1/21.  
(RSDRA2022000061889 & RSDRA2022000048995), 10/23

### PAGE 235, JAPAN, NAGOYA, Honshu, Port section.

Delete and replace by:

#### Port

##### CONTACT DETAILS:

Call: Nagoya Port Radio  
Nagoya Port Radio No.2  
VHF Channel: Ch 16; 12 20  
Telephone: +81(0)52 3980512

##### Hr Mr

Call: Nagoya Coast Guard Radio  
VHF Channel: Ch 16; 12  
Telephone: +81(0)52 6611615

##### Port Authority

Telephone: +81(0)52 6614111  
+81(0)52 6547840  
Fax: +81(0)52 6547990  
+81(0)52 6547995  
E-mail: info@port-of-nagoya.jp  
Website: www.port-of-nagoya.jp/english/index.htm

##### Nagoya Port Terminal Corporation

Telephone: +81(0)52 3981033  
Fax: +81(0)52 3981081  
E-mail: npnc@npnc.or.jp  
Website: www.nptc.co.jp

HOURS: H24

#### Tugs

##### PROCEDURE:

Tugs are available.

Japan Coast Guard Publication 301/21 & Supplement 1/21.  
(RSDRA2022000061889 & RSDRA2022000048995), 10/23

### PAGE 259, JAPAN, SUSAKI KO, Shikoku.

Delete entry and replace by:

#### SUSAKI KO, Shikoku

**33°23'N 133°17'E**

UNCTAD LOCODE: JP SUZ

#### Pilots

##### CONTACT DETAILS:

Telephone: +81(0)88 9423131

##### PROCEDURE:

- (1) Pilotage is not compulsory but is advisable.
- (2) Pilot boards in position 33°19'·56N 133°18'·38E.

##### NOTE:

Provides pilotage for UWAJIMA, Shikoku.

#### Port

##### CONTACT DETAILS:

##### Port

Telephone: +81(0)88 8231111  
Fax: +81(0)88 8252537

##### PROCEDURE:

**Notice of ETA:** Vessels should send ETA on departure from last port, 10 days, 4 days, 48h and 24h prior to arrival.

*continued on next page*

**Tugs****PROCEDURE:**

Tugs are available.

Japan Coast Guard Publication 301/21, (RSDRA2022000061889), 10/23

**PAGE 260, JAPAN, TAGONOURA, Honshu.**

Delete entry and replace by:

**TAGONOURA, Honshu**

UNCTAD LOCODE: JP TGO

**35°08'N 138°42'E**

**Pilots****CONTACT DETAILS:**

Telephone: +81(0)545 330734

Fax: +81(0)545 321260

**PROCEDURE:**

- (1) **Pilotage is not compulsory.**
- (2) In rough weather, availability of pilotage should be checked in advance via the agent or Tagonoura Port Radio.
- (3) **Pilot boards** in the following positions:
  - (a) 35°06'·20N 138°41'·00E (about 2 n miles SSW of the W Breakwater Lt)
  - (b) In bad weather inside the breakwater

**NOTE:**

Also provides pilotage for NUMAZU, Honshu.

**Port****CONTACT DETAILS:**

Call: Tagonoura Port Radio

VHF Channel: Ch 16; 11 12

Telephone: +81(0)545 330577

**Hr Mr**

Telephone: +81(0)545 310118

**Port Authority**

Telephone: +81(0)545 330496

Fax: +81(0)545 331009

E-mail: tago-kanri@pref.shizuoka.lg.jp

Website: doboku.pref.shizuoka.jp/desaki3/tagonoura/index.htm

**HOURS:** H24

**Tugs****PROCEDURE:**

Tugs are available.

Japan Coast Guard Publication 301/21, (RSDRA2022000061889), 10/23

**PAGE 273, JAPAN, YOKKAICHI.**

Delete entry and replace by:

**YOKKAICHI, Honshu**

UNCTAD LOCODE: JP YKK

**34°58'N 136°39'E**

See diagram ISE WAN and MIKAWA WAN PILOTAGE (ISE WAN, including Mikawa Wan, Honshu section).

See diagram ISE WAN VESSEL TRAFFIC SERVICE (ISE WAN, including Mikawa Wan, Honshu, section).

*continued on next column*

**Pilots****CONTACT DETAILS:****Ise-Mikawa Wan Pilots (Yokkaichi Office)**

Telephone: +81(0)59 3526818

Fax: +81(0)59 3525739

Website: www.isemikawapilot.jp

**HOURS:** H24

**PROCEDURE:**

- (1) **Pilotage is compulsory:** Irago/Mikawa and harbour pilotage is compulsory for vessels over 10 000 gt.
- (2) Pilots are not available after 2100 LT for vessels entering the port.
- (3) **Pilot boards** in the following positions:
  - (a) 34°56'·10N 136°43'·36E
  - (b) Large vessels: Approximately 2 n miles SE of Ise Wan Sea Berth
  - (c) Yokkaichi Sea Berth: 34°52'·78N 136°43'·17E (Approximately 3 n miles SSW of Yokkaichi Sea Berth)

**Vessel Traffic Service**

For details see ISE WAN, including Mikawa Wan, Honshu.

**Port****CONTACT DETAILS:**

Call: Yokkaichi Port Radio

VHF Channel: Ch 16; 11 12

Telephone: +81(0)59 3667042

**Hr Mr**

Call: Nagoya Coast Guard Radio

VHF Channel: Ch 16; 12

Telephone: +81(0)59 3570118

**Port Authority**

Telephone: +81(0)59 3667022

Fax: +81(0)59 3667025

E-mail: shinko@yokkaichi-port.or.jp

Website: www.yokkaichi-port.or.jp

**HOURS:** H24

**PROCEDURE:**

- (1) **Notice of ETA:** Vessels of 3000 gt and over, intending to enter through No 1 Fairway or to leave through No 1 or No 2 Fairways should send ETA at entrance to No 1 Fairway (inward-bound) or ETD from berth (outward-bound) to the Hr Mr by noon of the day before navigating in the Fairway.
- (2) Any subsequent amendments should be notified immediately.
- (3) Vessels should call 3h, 1h and ½h before arrival (prior arrangements through the agent).

Japan Coast Guard Publication 301/21 & Supplement 1/21.  
(RSDRA2022000061889 & RSDRA2022000048995), 10/23

**PAGE 275, JAPAN, YOKOSUKA, Honshu.**

Delete entry and replace by:

**YOKOSUKA, Honshu**

UNCTAD LOCODE: JP YOS

**35°18'N 139°40'E**

See diagram TOKYO WAN PILOTAGE (TOKYO WAN, Honshu section).

See diagram TOKYO WAN VESSEL TRAFFIC SERVICE (TOKYO WAN, Honshu section).

**Pilots**

For details see TOKYO WAN, Honshu.

*continued on next page*

**CONTACT DETAILS:****Tokyo Bay Pilots Association**

Telephone: +81(0)456 503183  
 Fax: +81(0)456 621260  
 Website: www.tokyobay-pilot.jp

**PROCEDURE:**

- (1) **Pilotage is compulsory** for vessels over 300 gt.
- (2) **Pilot ordering:** For requesting Pilots see TOKYO WAN, Honshu.
- (3) **Pilot boards** in the following positions:
  - (a) Uraga Suido: 35°10'·50N 139°46'·70E (2·2 n miles S of Uraga Suido Centre Lt buoy)
  - (b) Kurihama Ko: 35°13'·20N 139°44'·30E
  - (c) Yokosuka Ko: 35°18'·91N 139°42'·31E

**NOTE:**

Pilotage is provided by the Yokosuka District Pilot Association.

**Vessel Traffic Service**

For details see TOKYO WAN, Honshu.

**Port****CONTACT DETAILS:****Port**

Call: Yokosuka Port Radio  
 VHF Channel: Ch 16; 11 12 14 18 20 22  
 Telephone: +81(0)468 410369

**Hr Mr**

Call: Yokohama Coast Guard Radio  
 VHF Channel: Ch 16; 12  
 Telephone: +81(0)468 618374  
 +81(0)468 620118

**Port Authority**

Telephone: +81(0)468 228436  
 Fax: +81(0)468 263210  
 E-mail: pg-ph@city.yokosuka.kanagawa.jp  
 Website: www.city.yokosuka.kanagawa.jp/6610/minato/index.html

**HOURS:** H24

**PROCEDURE:**

All vessels should maintain a continuous listening watch on VHF Ch 16.

**Tugs****CONTACT DETAILS:**

VHF Channel: Ch 16

**HOURS:** 2100-1100

Japan Coast Guard Publication 301/21 & Supplement 1/21.  
 (RSDRA2022000061889 & RSDRA2022000048995), 10/23

**VOLUME 6, NP286(8), Third Edition, 2022**

Published Wk 13/22

*(Last Updates: Weekly Edition No. 04 dated 26 January 2023)*

**PAGE 60, IRAN, BANDAR-E PĀRS (ASALŪYEH).**

Delete entry and replace by:

**BANDAR-E PĀRS (ASALŪYEH)**

UNCTAD LOCODE: IR BAH

**27°32'N 52°33'E**

*continued on next column*

**Pilots****CONTACT DETAILS:****Harbour Pilots**

VHF Channel: Ch 16; 13

**SPM Pilots**

VHF Channel: Ch 77

**PROCEDURE:**

- (1) Navigation is not permitted within a radius of 2 n miles of the SPMs without a Pilot embarked.
- (2) **Pilot boards** in the following positions:
  - (a) LNG Jetty: 27°45'·30N 52°06'·30E
  - (b) Siraf Pars Port: 27°39'·90N 52°12'·80E
  - (c) Siraf SPM: 27°37'·90N 52°20'·50E
  - (d) Sarooj Jetty: 27°43'·80N 52°09'·10E
  - (e) Farasakoo Port: 27°34'·80N 52°29'·80E
  - (f) Pars Port Complex: 27°30'·00N 52°32'·00E
  - (g) SPM: 27°32'·00N 52°28'·00E

**Port****CONTACT DETAILS:**

Call: Port Control  
 VHF Channel: Ch 16; 13  
 Telephone: +98(0)77 31377682  
 +98(0)90 46117041 (Mobile)  
 Fax: +98(0)77 31377681  
 E-mail: asalcontrol@gmail.com

**PROCEDURE:**

- (1) **Notice of ETA:** Inward-bound vessels should send their initial ETA to Port Control 4h in advance. A further ETA should be confirmed 2h prior to arrival via VHF Ch 13.
- (2) **Notice of ETD:** Outward-bound vessels should send their initial ETD to Port Control 4h in advance. A further ETD should be confirmed 2h prior to departure via VHF Ch 13.
- (3) Vessels shall monitor VHF Ch 13 during pilotage operations and at all times while on the jetty.
- (4) The following information is required:
  - (a) Vessel's name
  - (b) IMO number
  - (c) LOA
  - (d) Maximum draught
  - (e) Last/next port
- (5) Vessels must apply for traffic clearance from Port Control 15 mins prior to commencing any manoeuvre listed below:
  - (a) Sea trial
  - (b) Submarine cable/pipe operation
  - (c) Dredging operation
  - (d) Any other manoeuvre that may be detrimental to safe navigation
- (6) All vessels at the Asaluyeh anchorage defined area must keep at least a 1 n mile CPA from any vessel at anchor.

**Tugs****PROCEDURE:**

Tugs are available.

Iranian Ports & Maritime Organisation correspondence.  
 (RSDRA2023000029894 & RSDRA2023000040338), 10/23

**PAGES 61 & 62, IRAN, BANDAR TĀHERĪ.**

Delete entry and replace by:

**BANDAR TĀHERĪ****27°39'N 52°20'E****Pilots****CONTACT DETAILS:**

VHF Channel: Ch 16; 13

**HOURS:** H24**PROCEDURE:**

- (1) Navigation is not permitted within a radius of 2 n miles of the SPM without a Pilot embarked.
- (2) **Pilot boards** in the following positions:
- (a) Siraf Pars Port: 27°39'·90N 52°12'·80E
  - (b) Siraf SPM: 27°37'·90N 52°20'·50E

**Terminal****CONTACT DETAILS:**

Call: Port Control  
 VHF Channel: Ch 16; 13  
 Telephone: +98(0)77 31377682  
               +98(0)90 46117041 (Mobile)  
 Fax: +98(0)77 31377681  
 E-mail: asalcontrol@gmail.com

**HOURS:** H24**PROCEDURE:**

- (1) **Notice of ETA:** Inward-bound vessels should send their initial ETA to Port Control 4h in advance. A further ETA should be confirmed 2h prior to arrival via VHF Ch 13.
- (2) **Notice of ETD:** Outward-bound vessels should send their initial ETD to Port Control 4h in advance. A further ETD should be confirmed 2h prior to departure via VHF Ch 13.
- (3) Vessels shall monitor VHF Ch 13 during pilotage operations and at all times while on the jetty.
- (4) The following information is required:
- (a) Vessel's name
  - (b) IMO number
  - (c) LOA
  - (d) Maximum draught
  - (e) Last/next port
- (5) Vessels must apply for traffic clearance from Port Control 15 mins prior to commencing any manoeuvre listed below:
- (a) Sea trial
  - (b) Submarine cable/pipe operation
  - (c) Dredging operation
  - (d) Any other manoeuvre that may be detrimental to safe navigation
- (6) All vessels at the Asaluyeh anchorage defined area must keep at least a 1 n mile CPA from any vessel at anchor.

**NOTE:**

The terminal is operated by the National Iranian Gas Company (NIGC).

*Iranian Ports & Maritime Organisation correspondence.*  
 (RSDRA2023000029894 & RSDRA2023000040338), 10/23

**PAGE 223, UNITED ARAB EMIRATES, RAK MARITIME CITY, Pilots, PROCEDURE, section (3).**

Delete and replace by:

- (3) **Pilot boards** in position 25°58'·55N 56°01'·73E.

ENC GB53404A, (RSDRA2022000318735), 10/23

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## **VII**

### **UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS**

**There are no updates to miscellaneous Nautical Publications this week**

<b>UKRAINE NAVIGATIONAL INFORMATION</b>
<p>Owing to insufficient information, it is not always possible to ensure that ADMIRALTY Nautical Publications are completely up-to-date for new dangers or changes to aids to navigation.</p> <p>Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.</p>



## ADMIRALTY DIGITAL SERVICES

### 1. ENC / ECDIS and AVCS

#### a) *ENCs temporarily withdrawn from AVCS*

A list of ENCs that have been temporarily withdrawn from AVCS for safety reasons can be found in the README file and on the AVCS Updates page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

#### b) *ENC Readme.txt file*

The README.TXT file located within the ENC\_ROOT folder of AVCS Exchange sets contains important safety related information relating to the use of ENCs in ECDIS. The file is also available on the AVCS Support page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

This file should be consulted each week to ensure that all related issues are taken into consideration. The file header indicates the last time that the README file was updated and the date that it was issued.

#### c) *Temporary information in ENCs*

Mariners should take temporary information into account when planning and executing a passage with ENCs and most ENC producers now include temporary information in their ENCs. It is usually compiled as normal ENC updates, sometimes with the start and end dates attributed or described as 'Temporary' in the pick report.

The latest confirmed status of T&P NM information in the ENCs that are available in ADMIRALTY services is shown in the ENC-T&P-NM-Status.pdf file at: [admiralty.co.uk/ENC-TP-NMs](http://admiralty.co.uk/ENC-TP-NMs). Note that T&P NMs are compiled for paper charts and may not align with any temporary information that is compiled into ENCs.

ADMIRALTY Information Overlay (AIO) includes ADMIRALTY T&P NMs for paper charts where the ENC Producer has not confirmed that they include temporary information in their ENCs.

Further guidance can be found in the AIO User Guide on the AVCS Support page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

#### d) **Important notice for users of AVCS and ARCS Online Updating Services (AVCS OUS and ARCS OUS)**

The email service for AVCS OUS was withdrawn at the end of February 2019 due to technology infrastructure changes at UKHO.

The ARCS Online Updating Service was withdrawn in July 2019.

### 2. ADMIRALTY Products Supporting Digital Navigation

- i. ADMIRALTY ENC and ECDIS Maintenance Record (NP133C). This publication is designed to hold paper records on ENC and ECDIS maintenance to assist information management and support inspections. Please note that V2.0 is the current edition.
- ii. ADMIRALTY Guide to ENC Symbols Used in ECDIS (NP5012). A companion to the ADMIRALTY Guide to Symbols and Abbreviations Used on Paper Charts, NP5011. The 2nd edition of NP5012 includes the changes highlighted in the new S-52 standards and the new presentation library 4.0.
- iii. ADMIRALTY Guide to the Practical Use of ENCs (NP231). Supports ECDIS training on the interpretation and use of ENC data.
- iv. ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures (NP232). Provides clear guidance for any individual or organisation responsible for the introduction of ECDIS, in particular those involved in the development of detailed ECDIS operating procedures.

### 3. ADMIRALTY Digital Publications (ADP)

#### **ADMIRALTY Sailing Directions: Removal of AIS and Racons**

In 2018, the UKHO began the process of removing AIS and Racon information from ADMIRALTY Sailing Directions, as this is held in greater detail within ADMIRALTY Radio Signals publications. During this transition, AIS and Racon information will be removed from new editions of each Sailing Direction volume, and AIS and Racon information present in existing Sailing Direction volumes will no longer be updated. For accurate, up-to-date information on AIS and Racons, refer to ADMIRALTY Radio Signals publications.

#### **ADP V23 is available on the ADP Weekly Update DVD.**

ADP V23 will be released on 15<sup>th</sup> December 2022. ADP V18 (until July 2023), V19 and V23 are supported by the UKHO and are the only versions that allow users to receive tidal updates as they are made available. Users of older versions of ADP should upgrade to a supported version at their earliest convenience.

#### **ADMIRALTY TotalTide (ATT): German Tidal Stations predicted on LAT**

The TotalTide application computes predictions for all German tidal stations based on Lowest Astronomical Tide (LAT). Mariners using charts which refer to Mean Low Water Springs (MLWS) in German waters, must deduct 0.5m from all predicted tidal heights for these ports before applying them to the depths on those charts to determine the correct predicted depth of water. This advice will also be contained in the 'Notes' tab on the Prediction Windows in TotalTide for each German tidal station.

For information: Please note the UKHO will not be supporting V18 from July 2023.

The ADP software and the Data updates can still be downloaded from weekly ADP Update and Software DVDs.

To get access to the ADP Update and Software DVD, please contact your ADMIRALTY Distributor.

For information: Ensure that Activation Key Requests and Update Data Requests for ADP are sent to [ADPMailGateway@ukho.gov.uk](mailto:ADPMailGateway@ukho.gov.uk)

### 4. ADMIRALTY e-Nautical Publications (AENP)

There is currently an e-Reader 1.3 enabling users to read Digital copies of our Sailing Directions paper publications.

A new e-Reader 1.4 was released to the Channel on 01/10/2020. This version 1.4 has got the same functionalities as the current version 1.3 but is more performant and user-friendly. While the current 1.3 version can be used on Windows 7 and 8.1 Operating Systems (OS), the e-Reader 1.4 can only be used on Windows 8.1 and 10 OS, to follow the Microsoft guidelines of withdrawing support for Windows 7 OS.

To enable users to activate this new application, users might need to delete one e-Reader application from their Fleet Manager Licences if the maximum 3 allowed has been reached.

Both the e-Readers 1.3 and 1.4 are supported at the UKHO.

The e-Reader 1.4 software and the Data updates can be downloaded from weekly ADP Update and Software DVDs.

To get access to the AENP Update and Software DVD, please contact your ADMIRALTY Distributor.

## 5. Status of ADMIRALTY Digital Services

Update status table			
	Product	Last issue date/Week	Reissue Date/Week
i.	ADMIRALTY Vector Chart Service (AVCS) Base .zip download	01 December 2022 - 48	
ii.	ADMIRALTY Information Overlay (AIO) Base CD	31 March 2022 - 13	
iii.	ADMIRALTY Raster Chart Service (ARCS) Regional disc 1	03 November 2022 - 44	11 May 2023 - 19
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 2	16 February 2023 - 07	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 3	15 December 2022 - 50	25 May 2023 - 21
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 4	24 November 2022 - 47	06 July 2023 - 27
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 5	08 September 2022 - 36	06 April 2023 - 14
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 6	19 January 2023 - 03	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 7	26 May 2022 - 21	23 March 2023 - 12
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 8	02 March 2023 - 09	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 9	28 July 2022 - 30	22 June 2023 - 25
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 10	02 February 2023 - 05	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 11	06 October 2022 - 40 Small-scale Planning Charts	

ADMIRALTY Vector Chart Service (AVCS) DVDs and ADMIRALTY Information Overlay (AIO) CDs are issued weekly and contain all base and update data available at the time of issue.

## 6. Supported ADMIRALTY Software Versions

Product	Supported Versions
ADP	V18, V19, V23
ADMIRALTY e-Reader	1.3, 1.4
NavPac and Compact Data	4.2

If you are using an unsupported version, contact your Chart Distributor to upgrade to the latest version as soon as possible.

# HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

## H.102A

(V7.0 Jan 2013)

### Reporting Port Information affecting ADMIRALTY Products

<b>NAME OF PORT</b>			
<b>APPROXIMATE POSITION</b>	Latitude		Longitude
<b>GENERAL REMARKS</b> Principal activities and trade. Latest population figures and date.  Number of ships or tonnage handled per year.  Maximum size of vessel handled.  Copy of Port Handbook <i>(if available)</i> .			
<b>ANCHORAGES</b> Designation, depths, holding ground, shelter afforded.			
<b>PILOTAGE</b> Authority for requests.  Embark position.  Regulations.			
<b>DIRECTIONS</b> Entry and berthing information.  Tidal streams.  Navigational aids.			
<b>TUGS</b> Number available.			
<b>WHARVES</b> Names, numbers or positions & lengths.  Depths alongside.			
<b>CARGO HANDLING</b> Containers, lighters, Ro-Ro etc.			
<b>REPAIRS</b> Hull, machinery and underwater.  Shipyards.  Docking or slipping facilities. <i>(Give size of vessels handled or dimensions)</i>  Divers.			

# HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

**H.102A**

(V7.0 Jan 2013)

<b>RESCUE AND DISTRESS</b> Salvage, Lifeboat, Coastguard, etc.	
<b>SUPPLIES</b> Fuel. (with type, quantities and methods of delivery)  Fresh water. (with method of delivery and rate of supply)  Provisions.	
<b>SERVICES</b> Medical.  Ship Sanitation.  Garbage and slops.  Ship chandlery, tank cleaning, compass adjustment, hull painting.	
<b>COMMUNICATIONS</b> Nearest airport or airfield.  Port radio and information service. (with frequencies and hours of operating)	
<b>PORT AUTHORITY</b> Designation, address, telephone, e-mail address and website.	
<b>VIEWS</b> Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc.	
<b>ADDITIONAL DETAILS</b>	

## NOTES:

1. Form H.I02A lists the information required for ADMIRALTY Sailing Directions and has been designed to help the sender and the recipient. The sections should be used as an aide-memoir, being used or followed closely, whenever appropriate. Where there is insufficient space on the form an additional sheet should be used.
2. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

## HYDROGRAPHIC NOTE FOR GNSS OBSERVATIONS AGAINST CORRESPONDING CHART POSITIONS

**H.102B**  
(V7.0 Jan 2014)

[illegible]

# HYDROGRAPHIC NOTE FOR GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY

## CHART POSITIONS

(To accompany Form H.102)

**H.102B**  
(V7.0 Jan 2014)

### NOTES:

1. This form is designed to assist in the reporting of observed differences between WGS84 datum and the geodetic datum of British ADMIRALTY Charts by mariners, including yachtsmen and should be submitted as an accompaniment to Form H.102 (full instructions for the rendering of data are on Form H.102). Where there is insufficient space on the form an additional sheet should be used.

### 2. Objective of GNSS Data Collection

The UK Hydrographic Office would appreciate the reporting of Global Navigation Satellite Systems (GNSS) positions, referenced to WGS84 datum, at identifiable locations or features on British ADMIRALTY Charts. Such observations could be used to calculate positional shifts between WGS84 datum and the geodetic datum for those British ADMIRALTY Charts which it has not yet been possible to compute the appropriate shifts. These would be incorporated in future new editions or new charts and promulgated by Preliminary Notices to Mariners in the interim.

It is unrealistic to expect that a series of reported WGS84 positions relating to a given chart will enable it to be referenced to that datum with the accuracy required for geodetic purposes. Nevertheless, this provides adequate accuracy for general navigation, considering the practical limits to the precision of 0.2mm (probably the best possible under ideal conditions – vessel alongside, good light, sharp dividers etc), this represents 10 metres on the ground at a chart scale of 1:50,000.

It is clear that users prefer to have **some** indication of the magnitude and direction of the positional shift, together with an assessment of its likely accuracy, rather than be informed that a definitive answer cannot be formulated. Consequently, where a WGS84 version has not yet been produced, many charts now carry approximate shifts relating WGS84 datum to the geodetic datum of the chart. Further observations may enable these values to be refined with greater confidence.

### 3. Details required

- It is essential that the chart number, edition date and its correctional state (latest NM) are stated. For ENC's, please state the ENC name and latest update applied.
- Position (to 2 decimal places of a minute) of observation point, using chart graticule or, if ungraduated, relative position by bearing/distance from prominent charted features (navigation lights, trig. points, church spires etc.).
- Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.
- Include GNSS receiver model and aerial type (if known). Also of interest: values of PDOP, HDOP or GDOP displayed (indications of theoretical quality of position fixing depending upon the distribution of satellites overhead) and any other comments.

## HYDROGRAPHIC NOTE – H.102 INSTRUCTIONS (V9.0 Dec 2017)

1. Mariners are requested to notify the United Kingdom Hydrographic Office (UKHO) when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications are seen to be necessary. Mariners can also report any ENC display issues experienced. The Mariner's Handbook (NP100) Chapter 4 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.
2. Accurate position or knowledge of positional error is of great importance. Where latitude and longitude have been used to specifically position the details of a report, a full description of the method used to obtain the position should be given. Where possible the position should be fixed by GPS or Astronomical Observations. A full description of the method, equipment, time, estimated error and datum (where applicable) used should be given. Where the position has been recorded from a smart phone or tablet, this is to be specifically mentioned. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two should be used to provide a redundancy check. Where position is derived from Electronic Position Fixing (e.g. LORAN C) or distances observed by radar, the raw readings of the system in use should be quoted wherever possible. Where position is derived after the event, from other observations and / or Dead Reckoning, the methodology of deriving the position should be included.
3. **Paper Charts:** A cutting from the largest scale chart is often the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.
4. **ENCs:** A screen shot of the largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected ENC should be sent along with details of the ECDIS make, model or age and version in use at the time.
5. When **soundings** are obtained The Mariner's Handbook (NP100) should where possible be consulted. It is important to ensure that full details of the method of collection are included with the report. This should include but not limited to:
  - (a) Make, model and type of echo sounder used.
  - (b) Whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given.
  - (c) Time, date and time zone should be given in order that corrections for the height of the tide may be made where necessary, or a statement made as to what corrections for tide have already been made.
  - (d) Where larger amounts of bathymetric data have been gathered, only those areas where a significant difference to the current chart or ENC should be specifically mentioned on the H102. The full data set may also be sent in, with an additional note added to this effect. If no significant differences are noted, the bathymetric data may still be of use, and sent in accordingly. Where full data sets are included, a note as to the data owner and their willingness for the data to be incorporated into charts and ENCs included.
6. **For Echo Sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use.** Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus, with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:
  - (a) the trace being weaker than normal for the depth recorded;
  - (b) the trace passing through the transmission line;
  - (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.
7. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.
9. Changes to Port Information should be forwarded on Form H.102A and any GPS/Chart Datum observations should be forwarded on Form H.102B together with Form H.102. Where there is insufficient space on the forms additional sheets should be used.
10. Reports on ocean currents, magnetic variations and other marine observations should be made in accordance with The Mariner's Handbook (NP100) Chapter 4 with forms also available at [admiralty.co.uk/MSI](http://admiralty.co.uk/MSI).

*Note.* - An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course; for these purposes, the UKHO may make reproductions of any material supplied. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities or the sender states that they do not want to be named by using the appropriate tick box on the form. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.





## Hydrographic Note – H.102

### Reporting information affecting ADMIRALTY Maritime Products & Services

For emergency information affecting safety of life at sea forward to: [navwarnings@ukho.gov.uk](mailto:navwarnings@ukho.gov.uk)  
Or alternatively contact T: +44 (0)1823 353448 (direct line) +44 (0)7989 398345 (mobile) F: +44 (0)1823 322352  
For new information affecting all ADMIRALTY Charts and Publications forward to: [hdr@ukho.gov.uk](mailto:hdr@ukho.gov.uk)  
This form H.102 and instructions are available online: [admiralty.co.uk/msi](http://admiralty.co.uk/msi)

Date			Ref. number		
Name of ship or sender			IMO number		
Address and general locality					
E-mail / Tel / Fax of sender					
Subject					
Position (see <i>Instruction 2</i> )	Latitude			Longitude	
	GPS		Datum		Accuracy
ADMIRALTY Charts affected				Edition	
Latest Weekly Edition of Notices to Mariners (NMs) held					
Replacement copy of chart number (see <i>Instruction 3</i> )	<b>IS / IS NOT</b> required				
ENCs affected					
Latest update disk applied	Week:				
Make, model and or age of ECDIS if applicable					
Publications affected (e-NP / DP number, edition number)					
Date of latest supplement/update, page & Light List number etc.					
Details of anomaly / observation:					
Name of observer / reporter					
H.102A submitted	Yes <input type="checkbox"/>	No <input type="checkbox"/>	H.102B submitted	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Tick box if not willing to be named as source of this information <input type="checkbox"/>					

