



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 7

16 February 2017

(Published on the ADMIRALTY website 6 February 2017)

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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: admiralty.co.uk/msi
Searchable Notices to Mariners:	Web: www.ukho.gov.uk/nmwebsearch
Urgent navigational information:	e-mail: navwarnings@btconnect.com
	Phone: +44(0)1823 353448
	Fax: +44(0)1823 322352
H102 forms	e-mail: sdr@ukho.gov.uk
(see back pages of this Weekly Edition)	Post: UKHO, Admiralty Way, Taunton, Somerset, TA1 2DN, UK
All other enquiries/information	e-mail: customerservices@ukho.gov.uk
	Phone: +44(0)1823 484444 (24/7)

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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 or the searchable NM Website 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).

SEARCHABLE NOTICES TO MARINERS

Enter the 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 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 Service on:

Tel: +44 (0) 1823 484444 (24/7)

e-mail: customerservices@ukho.gov.uk

ADMIRALTY NOTICES TO MARINERS

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

Plan with ADMIRALTY Maritime & Services, brought to you by the United Kingdom Hydrographic Office.



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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 Hydrographic Publications

Information about Hydrographic 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. Those in force at the end of the year are reprinted in the Annual Summary of ADMIRALTY Notices to Mariners Part 2 (**NP247(2)**). A list of updates in force is published in Section IV of the Weekly Edition quarterly. Updates may be cut out and pasted/changed directly into the book or alternatively it is recommended that updates are kept in a file with the latest list of updates in force on top. The list should then be consulted when using the parent book to see if any changes, affecting the area under consideration, are in force. It is not recommended that changes be stuck in the parent book.

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.

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

All Tides Publications

Nautical Almanac Publications, including Sight Reduction Tables.

Section VIII – ADMIRALTY Digital Products and Services

Information relevant to ADMIRALTY Digital Products and 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 Chart	ADMIRALTY Chart	ADMIRALTY Publication
61	3974	NP 24
343	4030	e-NP 24
436	4031	NP 131
657	4050	
958	4471	
1271	4481	
1389	4494	
1536	8008	
1537	8286	
1618	8287	
1704	8288	
1800	IN 2004	
1801	IN 2045	
1802	IN 3013	
1803	INT 50	
2432	INT 1336	
2444	INT 1462	
2530	INT 1532	
2531	INT 2512	
2581	INT 7211	
2625	INT 7227	
2886	INT 7232	
2887	INT 7239	
2889	INT 7243	
3413	INT 7359	
3632	INT 7360	
3801	INT 7422	
3972		
3973		

NavPac and Compact Data (DP330)

With increased awareness of the vulnerabilities associated with relying on electronic positioning systems to provide the navigator with their location, NavPac and Compact Data is the celestial navigation software produced by Her Majesty's Nautical Almanac Office at UKHO. This can provide a valuable back up and an independent check of position.

A new version of NavPac is available for existing users of NavPac as a free download. Users need to have registered their copy of NavPac 3.4 before they can access the new version. Please note that this is not a new edition. It is an interim release during the lifespan of the current 2016-2020 version (V3.4).

The key features of the new version can be viewed at <http://astro.ukho.gov.uk/nao/navpacfour/features.html>

Version 4.0 is available to download from <http://astro.ukho.gov.uk/nao/navpacfour> Please note that the file is an executable which some firewalls may restrict. Please contact your IT department in the first instance if you are not able to download the software.

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

New ADMIRALTY Charts published 16 February 2017

Chart	Title, limits and other remarks	Scale	Folio	2017 Catalogue page
⊙1536	China - South China Sea, Yangjiang Gang and Approaches. 21° 29'·80 N. — 21° 45'·70 N., 111° 39'·90 E. — 111° 51'·70 E. <i>One of a series of new metric charts providing improved coverage of Yangjiang Gang.</i>	1:30,000	47	76
⊙1537	China - South China Sea, Dafangji to Nanpeng Liedao. 21° 07'·00 N. — 21° 49'·00 N., 111° 07'·00 E. — 112° 15'·00 E. <i>Additional to existing chart cover; provides improved coverage of Dafangji to Nanpeng Liedao.</i>	1:120,000	47	76
⊙2530	United States and Mexico, West Coast, San Diego Bay to Cape Mendocino. 30° 48'·0 N. — 41° 21'·4 N., 125° 31'·1 W. — 117° 00'·0 W. <i>A metric replacement of Chart 2530. (For the convenience of chart users, the number of the cancelled chart has been retained for this new chart.)</i>	1:1,200,000	89	112
⊙2531	United States and Canada - West Coast, Cape Mendocino to Vancouver Island. 40° 10'·0 N. — 48° 57'·7 N., 130° 09'·0 W. — 122° 05'·4 W. <i>A metric replacement of Chart 2531. (For the convenience of chart users, the number of the cancelled chart has been retained for this new chart.)</i>	1:1,000,000	90	108, 110, 112

Reproductions of Indian Government Charts

(Publication dates of these charts reflect the dates shown on the Indian Government Charts)

Chart	Published	Title, limits and other remarks	Scale	Folio	2017 Catalogue page
⊙IN 2004 INT 7359	31/10/15	International Chart Series, India - West Coast, Kochi Harbour. 9° 53'·80N. — 10° 02'·40N., 76° 04'·60E. — 76° 18'·00E. <i>A replacement of Chart 61 providing coverage of Kochi Harbour. (A modified reproduction of INT7359 published by India.)</i>	1:25,000	41	58
⊙IN 2045 INT 7360	30/06/14	International Chart Series, India – West Coast, Port of Kochi. 9° 56'·40N. — 9° 59'·00N., 76° 13'·53E. — 76° 17'·57E. <i>Additional to existing coverage, this chart provides improved coverage of the Port of Kochi. (A modified reproduction of INT7360 published by India.)</i>	1:7,500	41	58

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Reproductions of Indian Government Charts

(Publication dates of these charts reflect the dates shown on the Indian Government Charts)

Chart	Published	Title, limits and other remarks	Scale	Folio	2017 Catalogue page
©IN 3013 INT 7422	15/05/09	International Chart Series, India - East Coast, Hugli River, Haldia to Kukrāhāti Reach. 21° 53'·00N. — 22° 13'·00N., 88° 00'·30E. — 88° 14'·00E.	1:37,500	43	64
<i>Provides improved coverage of the Hugli River. (A modified reproduction of INT7422 published by India.)</i>					

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

New Editions of ADMIRALTY Charts published 16 February 2017

Chart	Title, limits and other remarks	Scale	Folio	2017 Catalogue page
©657 INT 2512	International Chart Series, Angola and Congo (Democratic Republic), River Congo, Ponta da Cafumbila to Matadi. Ⓐ Continuation to Matadi. Ⓑ Boma. Ⓒ Matadi.	1:50,000 1:50,000 1:12,500 1:12,500	34	54
<i>Includes significant safety-related information as follows: changes to recommended route and coastline. (This chart is included in the International Chart Series).</i>				
<i>Note: On publication of this New Edition former Notice 4198(P)/16 is cancelled.</i>				
©1704	Mediterranean Sea, Spain - East Coast, Punta de la Baña to Islas Medas.	1:300,000	25	42
<i>Includes general updating throughout.</i>				
<i>Note: This chart is to be deleted from the list of charts affected by Notice 359(T)/13.</i>				
©1800	Japan, South-West Hokkaidō.	1:500,000	55	84
<i>Includes changes to lights, submarine cables, pipeline and general updating throughout.</i>				

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

I

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

New Editions of ADMIRALTY Charts published 16 February 2017 (continued)

Chart	Title, limits and other remarks	Scale	Folio	2017 Catalogue page
⊙1801	Japan - Russia, Hokkaidō North-West Coast and Gulf of Tartary. <i>Includes changes to lights and general updating throughout.</i> <i>Note:</i> This chart remains affected by Notice 6305(T)/16.	1:500,000	56	84, 86
⊙1802	Sea of Okhotsk, Hokkaidō, North-East Coast. Notsuke Channel. <i>Includes general updating throughout.</i> <i>Note:</i> This chart remains affected by Notice 2427(T)/13.	1:500,000 1:100,000	55	84, 86
⊙1803	North Pacific Ocean, Hokkaidō South-East Coast. Goyomai Channel. <i>Includes changes to lights, submarine cables and general updating throughout.</i> <i>Note:</i> This chart remains affected by Notice 2427(T)/13.	1:500,000 1:50,000	55	84
⊙2432	Korea and Russia, Musu Dan to Mys Nizmennyy. <i>Includes general updating throughout. The horizontal datum of this chart has been transferred to WGS84 Datum.</i> <i>Note:</i> This chart remains affected by Notices 1237(T)/06, 5022(T)/15 and 3546(T)/16.	1:500,000	56	84
⊙4050 INT 50	International Chart Series, North Pacific Ocean, North Eastern Part. Bering Sea. <i>Includes changes to lights, buoyage and depths. Also includes updated lines of equal magnetic variation for 2015. (A modified reproduction of INT50 published by the United States.)</i>	1:10,000,000 1:10,000,000	89	16, 134
⊙4471	Philippine Islands, Mindanao, North West Coast, Lanboyan Point to Initao Point. <i>Includes general updating throughout.</i>	1:150,000	58	76
⊙4481	Philippine Islands, Cuyo East Pass. <i>Includes new submarine cable and general updating throughout.</i>	1:150,000	48	78

⊙ 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 16 February 2017 (continued)

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2017 Catalogue page</i>
⊙4494	Philippine Islands, Mindanao, Davao Gulf. Ⓐ Port of Davao. Ⓑ Pakiputan Strait.	1:150,000 1:10,000 1:20,000	58	76
	<i>Includes changes to depths and lights and general updating throughout.</i>			
	<i>Note:</i> This chart is to be deleted from the list of charts affected by Notice 5402(P)/16.			
8008	Port Approach Guide Bremerhaven. Ⓐ Approaches to Bremerhaven. Ⓑ Bremerhaven. 53° 17' 45 N. — 53° 58' 00 N., 7° 52' 42 E. — 8° 38' 99 E. <i>Includes changes to chart limits, buoyage, bathymetry and port developments.</i>	-	9	141
	<i>Note:</i> On publication of this New Edition former Notices 913(P)/15, 1574(P)/16 and 3620(P)/16 are cancelled.			

ADMIRALTY Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP24 & e-NP24	ADMIRALTY Sailing Directions. Black Sea and Sea of Azov Pilot. Fifth Edition 2017. ISBN Number: 978-0-70-774-3905	16/02/2017	Updated to Week 40/16 (03/10/16). First updates in NM week 07/17. This edition supersedes NP24 (Fourth Edition 2013) which is cancelled. Please note, e-NP24 is already available.

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

I

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 2 MARCH 2017

New ADMIRALTY Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN	Folio
8286	Port Approach Guide Venezia and Chioggia. (A) Venezia. 45° 22'·91 N. — 45° 27'·86 N., 12° 18'·00 E. — 12° 29'·07 E. (B) Chioggia. 45° 12'·00 N. — 45° 14'·70 N., 12° 15'·30 E. — 12° 21'·30 E. <i>A new chart to assist with passage planning in the Ports of Venezia and Chioggia.</i>	-	-	27
8287	Port Approach Guide Marghera, Darsena San Leonardo and Malamocco. (A) Malamocco. 45° 18'·19 N. — 45° 22'·10 N., 12° 14'·35 E. — 12° 23'·77 E. (B) Porto Marghera. 45° 24'·80 N. — 45° 28'·77 N., 12° 12'·64 E. — 12° 19'·20 E. <i>A new chart to assist with passage planning in the Ports of Marghera, Darsena San Leonardo and Malamocco.</i>	-	-	27
8288	Port Approach Guide Approaches to Venezia, Marghera, Malamocco and Chioggia. 45° 02'·30 N. — 45° 29'·35 N., 12° 11'·20 E. — 12° 37'·25 E. <i>A new chart to assist with passage planning in the approaches to the Ports of Venezia, Marghera, Malamocco and Chioggia.</i>	-	-	27

New Editions of ADMIRALTY Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN	Folio
343	China - South Coast, Zhujiang Kou. <i>Includes changes to depths, buoyage and coastline.</i>	1:75,000	343	47
436	Brazil - South Coast, Canal de São Sebastião. <i>Includes significant safety-related information as follows: new marine reserves.</i>	1:40,000	436	95
958 INT 1336	International Chart Series, Baltic Sea - Sweden and Denmark, Bornholmsgat. <i>Includes changes to depths, wrecks, buoyage and submarine cables. (A modified reproduction of INT1336 published by Denmark.)</i>	1:100,000	958 INT 1336	10

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

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ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 2 MARCH 2017

New Editions of ADMIRALTY Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN	Folio
1271	Korea - West Coast, Daesan Hang, Pyeongtaek - Dangjin Hang and Incheon New Port. Ⓐ Daesan Hang. Ⓑ Pyeongtaek - Dangjin Hang. Ⓒ Incheon New Port.	1:25,000 1:30,000 1:50,000	1271	52
<i>Includes significant safety-related information as follows: changes to depths, buoyage, lights and coastline.</i>				
1618	Turkey – West Coast, Çandarlı Körfezi and Approaches. Ⓐ Aliğa. Ⓑ Nemrut Limanı.	1:50,000 1:25,000 1:15,000	1618	29
<i>Includes significant safety-related information as follows: changes to lights, coastline, pilot boarding place, restricted area and routing measure.</i>				
2444 INT 7239	International Chart Series, United Arab Emirates, Qatar and Iran, Eastern Approaches to Jazīrat Dās and Jazīrat Ḥālūl.	1:125,000	2444 INT 7239	40
<i>Includes significant safety related information as follows: addition of an anchoring prohibited area, SPM, restricted area and pipeline.</i>				
2581 INT 1532	International Chart Series, Scotland - North Coast, Southern Approaches to Scapa Flow.	1:26,000	2581 INT 1532	6
<i>Includes significant safety-related information as follows: addition of subsea tidal turbines and their associated cables in Pentland Firth Inner Sound.</i>				
2625	England - South Coast, Approaches to Portsmouth.	1:7,500	2625	1
<i>Includes changes to the maintained channel, lights, beacons, buoyage and submarine cables.</i>				
2886 INT 7243	International Chart Series, Bahrain, Iran, Saudi Arabia, Qatar and United Arab Emirates, Jazīreh-ye Lāvān and Jazīrat Dās to Ra's Tannūrah.	1:350,000	2886 INT 7243	40
<i>Includes significant safety related information as follows: addition of an anchoring prohibited area, SPM, restricted area and pipeline.</i>				

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

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ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 2 MARCH 2017

New Editions of ADMIRALTY Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN	Folio
2887 INT 7232	International Chart Series, United Arab Emirates, Iran and Qatar, Dubai (Dubayy) and Jazīreh-ye Qeshm to Jazīrat Ḥālūl.	1:350,000	2887 INT 7232	40
<i>Includes significant safety related information as follows: addition of an anchoring prohibited area, SPM, restricted area and pipeline.</i>				
2889 INT 7211	International Chart Series, United Arab Emirates, Iran and Qatar, Dubai (Dubayy) to Jabal Az Zannah and Jazīrat Dās.	1:350,000	2889 INT 7211	40
<i>Includes significant safety related information as follows: addition of an anchoring prohibited area, SPM, restricted area and pipeline.</i>				
3413 INT 7227	International Chart Series, Oil and Gas Terminals in Qatar and the United Arab Emirates.		3413 INT 7227	40
	Ⓐ Qatar, Jazīrat Ḥālūl.	1:25,000		
	Ⓑ United Arab Emirates, Fateh.	1:50,000		
	Ⓒ United Arab Emirates, Approaches to Jazīrat Dās.	1:60,000		
	Ⓓ United Arab Emirates, Jazīrat Dās.	1:25,000		
	Ⓔ United Arab Emirates, Mubarraz.	1:50,000		
<i>Includes significant safety related information as follows: new anchoring prohibited area around Jazirat Halul.</i>				
3632 INT 1462	International Chart Series, North Sea, Germany and Netherlands, The Ems, Dukegat to Pogum.	1:25,000	3632 INT 1462	9
	Ⓐ Emden.	1:12,500		
	Ⓑ Dollard (Dollart)	1:50,000		
<i>Includes changes to depths. (A modified reproduction of INT1462 published by Germany.)</i>				
3972	Brazil - East Coast, Rio Doce to Cabo de São Tomé.	1:300,000	3972	95
<i>Includes significant safety-related information as follows: new marine reserves.</i>				
3973	Brazil - East Coast, Ponta Corumbaú to Rio Doce. Arquipélago dos Albrohos	1:300,000 1:30,000	3973	95
<i>Includes significant safety-related information as follows: new marine reserves.</i>				
3974	Brazil - East Coast, Ilhéus to Ponta Corumbaú.	1:300,000	3974	95
<i>Includes new Marine Reserves and general updating throughout.</i>				

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

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ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 2 MARCH 2017

New Editions of ADMIRALTY Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN	Folio
4030	Port of Singapore, West Jurong Anchorages and Temasek Fairway. <i>Includes changes to depths from the latest surveys of Temasek Fairway, West Jurong Channel, Tuas View Extension and Sinki Fairway. This chart is published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore.</i>	1:10,000	4030	45
4031	Port of Singapore, Western Approaches to Jurong Island. <i>Includes changes to depths from the latest surveys of Temasek Fairway, Sinki Fairway and part of Banyan Basin. This chart is published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore.</i>	1:10,000	4031	45

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

ADMIRALTY Charts

Chart to be WITHDRAWN	Main Title	On publication of New Chart/New Edition
61	India – West Coast, Kochi Harbour Note: This chart is to be deleted from the list of charts affected by Notice 5315(T)/15.	⊙IN 2004 INT 7359
657 INT 2512	Angola and Congo (Democratic Republic), River Congo, Ponta di Cafumbila to Matadi.	⊙657 INT 2512
1704	Mediterranean Sea, Spain - East Coast, Punta de la Baña to Islas Medas.	⊙1704
1800	Japan, South-West Hokkaidō.	⊙1800
1801	Japan - Russia, Hokkaidō North-West Coast and Gulf of Tartary.	⊙1801
1802	Sea of Okhotsk, Hokkaidō, North-East Coast.	⊙1802
1803	North Pacific Ocean, Hokkaidō South-East Coast.	⊙1803
2432	Korea and Russia, Musu Dan to Mys Nizmennyy.	⊙2432
2530	United States and Mexico - West Coast, San Diego Bay to Cape Mendocino.	⊙2530

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

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ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

ADMIRALTY Charts (continued)

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
2531	United States and Canada - West Coast, Cape Mendocino to Vancouver Island.	⊙2531
4050 INT 50	International Chart Series, North Pacific Ocean, North Eastern Part.	⊙4050 INT 50
4471	Philippine Islands, Mindanao, North West Coast, Lanboyan Point to Initao Point.	⊙4471
4481	Philippine Islands, Cuyo East Pass.	⊙4481
4494	Philippine Islands, Mindanao, Davao Gulf.	⊙4494
8008	Port Approach Guide Bremerhaven.	8008

ADMIRALTY CHARTS INDEPENDENTLY WITHDRAWN

ADMIRALTY Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	
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3801	Plans in the Philippine Islands.	No Replacement

ADMIRALTY CHART AGENT / DISTRIBUTOR INFORMATION

NP131 - Catalogue of ADMIRALTY Charts (NP131), 2017 Edition

Amendments to Part 1, **ADMIRALTY Authorised Chart Agents / Distributors**

Page 6, Distributors section,

Amend:

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

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702 MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
1125 INT 1064	4005/16	Effective from 09/02/17 on publication of chart 1123. Amend chart reference to read, Adjoining Chart 1123 (POSITIONS - see Note), in S border at longitude 9° 10' 0W. Replace existing note, SATELLITE-DERIVED POSITIONS, with accompanying note, CHART 1123: POSITIONS, centred on 53° 24' 2N., 9° 12' 9W.
2049 INT 1612	5820/16	Effective from 09/02/17 on publication of charts 1121 and 1123. Replace existing note, CHART 1123: POSITIONS, with accompanying note, CHARTS 1121 AND 1123: POSITIONS, centred on 52° 05' 82N., 8° 27' 79W.

704 MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
1719	380/17	Effective from 26/01/17 on publication of Chart 1716 Insert reference, Adjoining Chart 1716, in E border at latitude 24° 38' 30N.
1760	380/17	Effective from 26/01/17 on publication of Chart 1716 Insert magenta limit and chart number, 1716, as follows: North: - East: 119° 50' 0E. South: 24° 35' 0N. West: 118° 38' 4E. Delete magenta limit and chart number, 1736, in position 24° 59' 7N., 118° 55' 2E. Delete magenta limit and chart number, 1737, in position 24° 53' 5N., 118° 49' 6E.
1761	527/17	Effective from 26/01/17 on publication of Chart 1716 Insert magenta limit and chart number, 1716, as follows: North: 25° 17' 0N. East: 119° 50' 0E. South: 24° 35' 0N. West: 118° 38' 4E. Delete magenta limit and chart number, 1736, in position 25° 17' 7N., 118° 55' 2E. Delete magenta limit and chart number, 1737, in position 24° 53' 5N., 118° 49' 6E.

715 MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
1329	4606/16	Effective from 09/02/2017 on publication of Chart 1330 Insert reference, Adjoining Chart 1330, in N border at longitude 60° 38' 45W.

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715 MISCELLANEOUS UPDATES TO CHARTS (continued)

Source: UKHO

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
1982B	2813/16	<p>Effective from 09/02/2017 on publication of Chart 1330 Insert magenta limit and chart number, 1330, as follows:</p> <p>32° 38'·40S., 60° 32'·00W. (E border) 32° 38'·40S., 60° 43'·50W. 32° 34'·00S., 60° 43'·50W. 32° 34'·00S., 60° 48'·00W. 32° 39'·00S., 60° 48'·00W. 32° 39'·00S., 60° 46'·00W. 32° 57'·30S., 60° 46'·00W. 32° 57'·30S., 60° 32'·00W. (E border)</p>

742 MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
4490	5313/16	<p>Effective from 09/02/17 on publication of Chart 3558 Insert magenta limit and chart number, 3558, as follows:</p> <p>13° 49'·15N., 120° 58'·70E. 13° 49'·15N., 121° 06'·00E. 13° 32'·00N., 121° 06'·00E. 13° 32'·00N., 120° 52'·00E. 13° 43'·05N., 120° 52'·00E. 13° 43'·05N., 120° 54'·10E. Delete former magenta limit and chart number, 3558, in position 13° 40'·50N., 121° 04'·20E.</p>

II

686* SCOTLAND - West Coast - Islay - Port Ellen - Harbour limits. Legends.

Source: Caledonian Maritime Assets Limited

Chart 2476 (Panel C, Port Ellen) [*previous update 4538/16*] ETRS89 DATUM

Insert	harbour limit, pecked line, joining:	(a) 55° 37'·215N., 6° 12'·688W. (shore) (b) 55° 37'·283N., 6° 11'·897W. 55° 37'·337N., 6° 11'·770W. (shore) and 55° 37'·339N., 6° 11'·762W. (shore) 55° 37'·355N., 6° 11'·717W. (shore) and 55° 37'·386N., 6° 11'·630W. (shore) 55° 37'·440N., 6° 11'·503W. (shore) and 55° 37'·455N., 6° 11'·470W. (shore) (c) 55° 37'·475N., 6° 11'·410W. (shore) (a)-(b) above (a) above (c) above
Delete	legend, <i>Port Ellen Harbour Limit</i> , along NW side of: former harbour limit, pecked line, and associated legend, <i>CalMac Harbour Limit</i> , joining:	

687* SCOTLAND - Hebrides - Castlebay - NM Block.

Source: Caledonian Maritime Assets Ltd

Chart 2769 (Panel, Castle Bay) [*previous update 344/17*] ETRS89 DATUM

Insert	the accompanying block, centred on:	56° 57'·2N., 7° 29'·4W.
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753* ENGLAND - East Coast - The Binks - Depth.

Source: mv Titan Endeavour

Chart 104 (INT 1566) [*previous update 4286/16*] ETRS89 DATUM

Insert	depth, 0_2 , enclosed by 2m contour	53° 34'·84N., 0° 10'·41E.
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Chart 107 [*previous update 194/17*] ETRS89 DATUM

Insert	depth, 0_2 , enclosed by 2m contour	53° 34'·84N., 0° 10'·41E.
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II

759* ENGLAND - West Coast - Liverpool Bay - Queens Channel W - Buoyage.

Source: CEFAS

Chart 1951 (INT 1642) [previous update 277/17] ETRS89 DATUM

Amend	light-buoy to, <i>Fl(5)Y.20s (2 buoys) PA</i>	53° 31'·98N., 3° 21'·79W.
Delete	grey spherical buoy, <i>Fl(5)Y.20s</i>	53° 32'·00N., 3° 21'·19W.

Chart 1978 [previous update 253/17] ETRS89 DATUM

Amend	light-buoy to, <i>Fl(5)Y.20s (2 buoys) PA</i>	53° 31'·98N., 3° 21'·79W.
Delete	grey spherical buoy, <i>Fl(5)Y.20s</i>	53° 32'·00N., 3° 21'·19W.




Chart 1981 [previous update 5966/16] ETRS89 DATUM

Amend	light-buoy to, <i>Fl(5)Y.20s (2 buoys) PA</i>	53° 31'·98N., 3° 21'·79W.
Delete	grey spherical buoy, <i>Fl(5)Y.20s</i>	53° 32'·00N., 3° 21'·19W.

761* SCOTLAND - East Coast - Moray Firth - Buoyage.

Source: CEFAS

Chart 223 [previous update 1480/16] ETRS89 DATUM

Insert	 <i>Fl(5)Y.20s (2 buoys) PA</i>	(a) 57° 57'·99N., 3° 20'·00W.
Delete	 <i>Fl(5)Y.20s</i>	57° 58'·02N., 3° 19'·74W.
	 <i>Fl(5)Y.20s</i> , close SE of:	(a) above


679 NORWAY - West Coast - Vestfjorden - NM Blocks. Buoy.

Source: Norwegian Notices 23/56463/16 and 23/56465/16

Chart 2321 [previous update 5064/16] WGS84 DATUM

Insert	the accompanying block, centred on:	67° 48'·1N., 14° 30'·9E.
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Chart 2327 [previous update 3984/16] WGS84 DATUM

Insert	the accompanying block, centred on:	67° 46'·8N., 14° 30'·6E.
	 <i>Q(6)+LFl.15s</i>	68° 03'·08N., 13° 39'·72E.

670 BALTIC SEA - Poland - NM Block.

Source: UKHO

Chart 2816 [previous update 99/17] WGS84 DATUM

Insert	the accompanying block, centred on:	54° 10'·1N., 17° 35'·6E.
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683 DENMARK - East Coast - Århus - NM Block.

Source: Danish Chart Correction 49/530/16

Chart 949 (INT 1372) [previous update 44/17] WGS84 DATUM

Insert	the accompanying block, centred on:	56° 08'·9N., 10° 13'·7E.
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II

703 SWEDEN - East Coast - Laus Holmar E to Gotska Sandön E - Submarine cable.

Source: UKHO

Note: Chart 2223 is to be deleted from the list of charts affected by Notice 6330(P)/15

Chart 2223 [previous update 6442/16] WGS84 DATUM

Insert	submarine cable,  , joining:	58° 28'·74N., 20° 10'·17E. (N border)
		58° 27'·23N., 20° 09'·24E.
		58° 25'·92N., 20° 05'·75E.
		58° 21'·96N., 20° 02'·49E.
		58° 17'·27N., 19° 59'·71E.
		57° 55'·33N., 19° 45'·63E.
		57° 54'·28N., 19° 44'·03E.
		57° 49'·86N., 19° 40'·14E.
		57° 42'·26N., 19° 35'·73E.
		57° 39'·30N., 19° 33'·13E.
		57° 31'·44N., 19° 28'·37E.
		57° 29'·07N., 19° 25'·41E.
		57° 15'·98N., 19° 16'·78E. (S border)

711 SWEDEN - West Coast - Saltöfjord - Marine farms.

Source: Swedish Notice 634/11833/17

Chart 853 (INT 1314) [previous update 6190/16] WGS84 DATUM

Insert		58° 17'·88N., 11° 25'·93E.
Delete		58° 18'·08N., 11° 26'·51E.

Chart 869 (INT 1311) [previous update 6190/16] WGS84 DATUM

Insert		58° 17'·88N., 11° 25'·93E.
Delete		58° 18'·05N., 11° 26'·47E.

718 FINLAND - West Coast - Jakobstad (Pietarsaari) NW - Radar beacon.

Source: Finnish Notice 1/11/17

Chart 2252 [previous update 413/17] WGS84 DATUM

Insert	radar beacon, Racon(T), at light	63° 45'·1N., 22° 31'·9E.
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Chart 2300 [previous update 413/17] WGS84 DATUM

Insert	radar beacon, Racon(T), at light	63° 45'·12N., 22° 31'·38E.
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Chart 2301 [previous update 341/17] WGS84 DATUM

Insert	radar beacon, Racon(T), at light	63° 45'·08N., 22° 31'·41E.
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II

722 LATVIA - Approaches to Ventspils - Current meter.

Source: Latvian Notice 1/4/17

Chart 2277 (INT 1163) [*previous update 4343/14*] WGS84 DATUM

Delete



Current meter

57° 24'·62N., 21° 31'·49E.

Chart 2716 [*previous update New Edition 24/12/2015*] WGS84 DATUM

Delete



Current meter

57° 24'·623N., 21° 31'·485E.

723 FINLAND - South Coast - Approaches to Helsinki - Buoyage.

Source: Finnish Notice 1/1/17

Chart 2218 (INT 1159) [*previous update 2279/16*] WGS84 DATUM

Replace

symbol, north cardinal spar buoy with topmark, with



60° 05'·45N., 24° 50'·91E.

Chart 3818 (INT 1250) [*previous update 6431/16*] WGS84 DATUM

Replace

symbol, north cardinal spar buoy with topmark, with



60° 05'·45N., 24° 50'·91E.

745 SWEDEN - East Coast - Kärösön N - Depth.

Source: Swedish Notice 634/11830/17

Chart 810 (INT 1771) [*previous update 181/17*] WGS84 DATUM

Insert

least depth in channel, (66), centred on:

59° 19'·75N., 17° 54'·66E.

746 SWEDEN - East Coast - Strömbäcksfjärden - Beacon.

Source: Swedish Notice 634/11818/17

Chart 934 (INT 1174) [*previous update New Edition 04/08/2016*] WGS84 DATUM

Delete



63° 40'·28N., 20° 14'·28E.

II

762 SWEDEN - East Coast - Kalmar SE - Nya hamnen - Reclamation area. Legend. Swept area. Depths.

Source: Swedish Notice 634/11826/17

Chart 2843 (INT 1224) (Panel A, Kalmar and Approaches) [*previous update 5096/16*] WGS84 DATUM

Insert	limit of reclamation area, pecked line, joining:	56° 39' 460N., 16° 21' 800E. (shore) 56° 39' 432N., 16° 21' 805E. 56° 39' 354N., 16° 21' 912E. (shore)
	legend, Being reclaimed (2017), centred on:	56° 39' 390N., 16° 21' 770E.
Delete	limit of swept area, pecked line, joining:	(a) 56° 39' 450N., 16° 21' 710E. (shore) 56° 39' 387N., 16° 21' 868E.
	3m contour, joining:	(b) 56° 39' 420N., 16° 21' 672E. (shore) (c) 56° 39' 337N., 16° 21' 848E. (shore)
	depth, 4 ₉ , close S of:	(a) above
	depth, 4 ₄ , close E of:	(b) above
	depth, 3 ₃ , close SE of:	(b) above
	depth, 4 ₆ , close NW of:	(c) above
	depth, 3 ₉ , close N of:	(c) above

708 NETHERLANDS - West-Terschelling - Schuitengat - Buoy.

Source: Netherlands Notice 3/49/17

Chart 112 (Panel B, West-Terschelling) [*previous update 5784/16*] WGS84 DATUM

Move	 SG 8, from:	53° 19' 89N., 5° 09' 90E.
	to:	53° 19' 80N., 5° 09' 99E.

728 GERMANY - North Sea Coast - Memmertbalje - Buoyage.

Source: German Notice 2/(21)90/17

Chart 3631 (INT 1461) [*previous update 6425/16*] WGS84 DATUM

Delete	 Fl.Y.5s Current meter	53° 37' 42N., 6° 57' 88E. 53° 37' 07N., 6° 56' 04E.
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II


754 GERMANY - North Sea Coast - Cuxhaven - Buoy.

Source: German Notice 2/(21)44/17

Chart 3619 (INT 1452) (Panel, Cuxhaven) [previous update 467/17] WGS84 DATUM

Move		VQ, from:	53° 51'·530N., 8° 43'·958E.
		to:	53° 51'·490N., 8° 44'·229E.
		VQ, from:	53° 51'·625N., 8° 43'·766E.
		to:	53° 51'·662N., 8° 43'·850E.

Chart 3619 (INT 1452) [previous update 467/17] WGS84 DATUM

Move		VQ, from:	53° 51'·53N., 8° 43'·96E.
		to:	53° 51'·49N., 8° 44'·23E.
		VQ, from:	53° 51'·63N., 8° 43'·77E.
		to:	53° 51'·66N., 8° 43'·85E.

693 SPAIN - North Coast - La Coruña - Buoy. Light.

Source: Spanish Notice 2/13/17

Chart 1110 (INT 1857) [previous update 6614/16] WGS84 DATUM

Insert		FL.Y	43° 21'·903N., 8° 23'·154W.
Move	★	Fl(4)R.11s, from:	43° 21'·798N., 8° 23'·760W.
		to:	43° 21'·787N., 8° 23'·800W.

719 FRANCE - West Coast - Pertuis de Maumusson - Buoy.

Source: French Notice 2/60/17

Chart 3000 [previous update 6547/16] WGS84 DATUM

Insert		45° 48'·26N., 1° 12'·70W.
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681 NORTH ATLANTIC OCEAN - Arquipélago de Cabo Verde - Porto da Praia - NM Block. Light. Note.

Source: Portuguese Chart 66301

Chart 367 (Panel G, Porto da Praia) [previous update 6198/16] UNDETERMINED DATUM

Insert	the accompanying block, centred on:	14° 54'·4N., 23° 30'·5W.
Delete	note, PORT DEVELOPMENTS, centred on:	14° 54'·977N., 23° 29'·698W.

Chart 367 (Panel F, Approaches to Porto da Praia) [previous update 6198/16] UNDETERMINED DATUM

Insert	★ Fl.G.4s10M	14° 54'·27N., 23° 30'·59W.
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II

672 TURKEY - Marmara Denizi - Bandirma - Buoyage.

Source: Turkish Notice 51/276/16

Chart 1006 (Panel E, Bandirma) [*previous update 6610/16*] WGS84 DATUM

Insert



40° 21'·878N., 27° 58'·149E.

40° 21'·819N., 27° 58'·168E.

673 TURKEY - Black Sea Coast - Hisarönü - Light.

Source: Turkish Notice 52/280/16

Chart 1275 [*previous update 6538/16*] WGS84 DATUM

Amend

light to, Fl.Y.8m5M

41° 33'·64N., 32° 00'·74E.

726 SPAIN - Mediterranean Sea Coast - Puerto de Hornos Ibericos SE - Marine Reserve. Note.

Legends.

Source: Spanish Notice 1/8/17 & ENC ES504621

Chart 1515 (Panel E, Carboneras) [*previous update 4661/16*] WGS84 DATUM

Insert

limit of marine reserve, pecked line, joining:

36° 57'·809N., 1° 53'·920W.
(shore)

36° 57'·820N., 1° 52'·679W.

36° 57'·542N., 1° 52'·675W.

36° 57'·025N., 1° 52'·516W.

36° 56'·794N., 1° 52'·510W.

36° 56'·591N., 1° 52'·589W.

36° 55'·917N., 1° 53'·053W.

(S border)

legend, *Marine Reserve* (see Note), centred on:

36° 57'·647N., 1° 53'·221W.

36° 56'·305N., 1° 53'·190W.

Amend

legend to, *Integral Marine Reserve* (see Note), centred on:

36° 56'·559N., 1° 53'·867W.

Replace

the existing note, MARINE RESERVE, with the
accompanying note, INTEGRAL AND MARINE RESERVES,
centred on:

36° 59'·125N., 1° 54'·415W.

733 GREECE - Dhodhekánisos - Skála - Anchorage areas.

Source: Greek Notice 12/230/16

Chart 1531 (Panel A, Approaches to Skála) [*previous update 1260/16*] WGS84 DATUM

Insert

limit of anchorage area, pecked line, joining:

37° 19'·28N., 26° 33'·27E.

37° 19'·43N., 26° 33'·42E.

37° 19'·42N., 26° 33'·83E.

37° 19'·23N., 26° 33'·67E.

and

37° 18'·98N., 26° 33'·80E.

37° 19'·10N., 26° 34'·08E.

37° 19'·08N., 26° 34'·53E.



37° 18'·73N., 26° 34'·38E.

II

750 TURKEY - Black Sea Coast - Ereğli - Anchorage areas. Legends.

Source: ENC TR401131

Chart 1275 (Panel D, Ereğli) [previous update 673/17] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	(a) 41° 13'·97N., 31° 21'·40E. (b) 41° 14'·40N., 31° 21'·40E. (c) 41° 14'·40N., 31° 22'·20E. (d) 41° 13'·90N., 31° 22'·20E.
	legend, No 3  within:	(a)-(d) above
Delete	former limit of anchorage area, pecked line, and associated legend, No 3  Naval, joining:	41° 13'·97N., 31° 21'·38E. 41° 14'·34N., 31° 21'·38E. 41° 14'·34N., 31° 22'·18E. 41° 13'·90N., 31° 22'·18E. 41° 15'·44N., 31° 23'·03E.
	legend, Vessels over 1600 GT, centred on:	

696 KUWAIT - Approaches to Minā' al Aḥmadī - Minā' al Aḥmadī Sea Island Terminal SW - Buoyage.

Source: Kuwaiti Notice 1/17

Chart 1223 (Panel A, Minā' 'Abd Allāh, Minā' Ash Shu'aybah and Minā' al Aḥmadī) [previous update 60/17] WGS84 DATUM



Insert	 Fl.Y.5s M1	29° 06'·60N., 48° 17'·65E.
	 Fl.Y.5s M2	29° 06'·70N., 48° 17'·30E.
Delete	 Fl	29° 06'·50N., 48° 17'·18E.

714* UNITED ARAB EMIRATES - Zirkā Terminal NE - Submarine pipeline. Single Point Mooring. Restricted area. Legends.

Source: ADNOC Petroleum Port Authority

Note: Former Notice 6622(P)/16 is cancelled.

Chart 2444 (INT 7239) [previous update 519/17] WGS84 DATUM

Insert	symbol, floating single point mooring, Mo(U) SARB SPM	(a) 25° 04'·00N., 53° 00'·73E.
	circular limit of restricted area, radius 500m (0·27M),  ,	
	centred on:	(a) above
	legend, Restricted Area (see Note), close W of:	(a) above
	submarine pipeline,  , joining:	(b) 24° 55'·17N., 53° 02'·80E. (existing pipeline)
		(a) above
	legend, Oil (see Note - PIPELINES), along:	(a)-(b) above

II

714* UNITED ARAB EMIRATES - Zirkū Terminal NE - Submarine pipeline. Single Point Mooring. Restricted area. Legends. (continued)

Chart 2837 (INT 7017) [*previous update 519/17*] WGS84 DATUM


Insert	symbol, lighted floating single point mooring	(a) 25° 04'·0N., 53° 00'·7E.
	submarine pipeline,  , joining:	24° 54'·8N., 53° 02'·9E. (existing pipeline) (a) above

Chart 2889 (INT 7211) [*previous update 519/17*] WGS84 DATUM


Insert	symbol, floating single point mooring, <i>Mo(U)</i>	(a) 25° 04'·0N., 53° 00'·7E.
	submarine pipeline,  , joining:	(b) 24° 54'·9N., 53° 02'·9E. (existing pipeline) (a) above (a)-(b) above
	legend, <i>Oil (see Note)</i> , along	

Chart 3178 (INT 7226) [*previous update 4205/16*] WGS84 DATUM





Insert	symbol, floating single point mooring, <i>Mo(U) SARB SPM</i>	(a) 25° 04'·00N., 53° 00'·73E.
	circular limit of restricted area, radius 500m (0·27M),  ,	
	centred on:	(a) above
	legend, <i>Restricted Area (see Note)</i> , close W of:	(a) above
	submarine pipeline,  , joining:	(b) 24° 55'·17N., 53° 02'·80E. (existing pipeline) (a) above (a)-(b) above
	legend, <i>Oil (see Note)</i> , along:	


Chart 3179 (INT 7229) [*previous update 6616/16*] WGS84 DATUM

Insert	symbol, floating single point mooring, <i>Mo(U) SARB SPM</i>	(a) 25° 04'·00N., 53° 00'·73E.
	circular limit of restricted area, radius 500m (0·27M),  ,	
	centred on:	(a) above
	legend, <i>Restricted Area (see Note)</i> , close W of:	(a) above
	submarine pipeline,  , joining:	(b) 24° 55'·17N., 53° 02'·80E. (existing pipeline) (a) above (a)-(b) above
	legend, <i>Oil (see Note)</i> , along:	

674* BURMA - Kyun Tann Shey SW - Rock.

Source: mv Naia

Chart 216 [*previous update 4287/16*] WGS84 DATUM

Insert	 <i>Rep (2017)</i> , with seabed type, <i>R</i>	10° 45'·2N., 98° 13'·2E.
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II

697 INDIAN OCEAN - Comores - Mayotte - Dzaoudzi NE - Buoyage.

Source: French Notice 2/154/17

Chart 2757 (Panel, Dzaoudzi Anchorages) [*previous update New Edition 18/02/2016*] WGS84 DATUM

Insert



12° 45'·815S., 45° 16'·490E.

12° 45'·878S., 45° 16'·420E.

709 INDIAN OCEAN - Seychelles - Port Victoria - Providence Industrial Zone E - Works.

Source: UKHO

Note: Certain Copies Only

Chart 722 (INT 7742) [*previous update 147/17*] WGS84 DATUM

Insert

legend, Being reclaimed (2016), centred on:

4° 39'·600S., 55° 29'·970E.

701 MALAYSIA - Peninsular Malaysia, West Coast - Pulau Pangkor Laut SW - Buoyage.

Source: Malaysian Notice 12/231/16 & ENC MY4C5425

Chart 792 [*previous update 5311/16*] WGS84 DATUM

Replace



Q(6)+LFl.15s Vale Data, with



Q(6)+LFl.15s

4° 10'·00N., 100° 31'·50E.

682 CHINA - East Coast - Yangshan Deep Water Port W - Buoyage. Virtual aids to navigation.

Source: Chinese Notice 1/5/17

Chart 1144 [*previous update New Edition 17/11/2016*] CGCS 2000 DATUM

Replace



Mo(O)Y.15s H56, with, symbol, Virtual aid to

navigation, special mark topmark, V-AIS

30° 38'·28N., 122° 02'·04E.



Mo(O)Y.12s H52, with symbol, Virtual aid to navigation,

special mark topmark, V-AIS

30° 37'·90N., 122° 02'·07E.

Move



Fl.G.4s Y41, from:

30° 39'·11N., 121° 59'·77E.

to:

30° 39'·15N., 121° 59'·59E.



Mo(P)Y.12s No 24, from:

30° 38'·70N., 122° 01'·98E.

to:

30° 38'·76N., 122° 02'·27E.



Mo(O)Y.12s No 1, from:

30° 35'·64N., 122° 07'·03E.

to:

30° 35'·60N., 122° 07'·29E.

Chart 1303 [*previous update 476/17*] CGCS 2000 DATUM

Insert

symbol, Virtual aid to navigation, special mark topmark, V-AIS

30° 38'·28N., 122° 02'·04E.

30° 37'·90N., 122° 02'·07E.

II

685 VIETNAM - Mouths of the Mekong River S - Wreck.

Source: Hydropac 31/17

Chart 2414 [*previous update 443/17*] WGS84 DATUM

Insert



Rep

9° 10′·0N., 106° 45′·0E.

Chart 3482 (INT 550) [*previous update 443/17*] WGS84 DATUM

Insert



Rep

9° 10′·0N., 106° 45′·0E.

Chart 3986 [*previous update 408/17*] WGS84 DATUM

Insert



Rep (2017) PA

9° 10′·0N., 106° 45′·0E.

698* MALAYSIA - Peninsular Malaysia, East Coast - Bunga Orkid Field W - Buoy.

Source: UKHO and Royal Malaysian Navy

Chart 2426 [*previous update 443/17*] WGS84 DATUM

Delete



FL.Y.20s

7° 06′·0N., 103° 33′·0E.

705 CHINA - Yellow Sea Coast - Lianyungang Gang SE - Light-beacons. Automatic Identification Systems.

Source: Chinese Notice 1/3/17

Chart 1253 [*previous update 6613/16*] WGS84 DATUM

Insert



Mo(C)Y.12s10m5M H1

(a) 34° 24′·6N., 120° 09′·6E.



Mo(C)Y.12s10m5M H2

(b) 34° 25′·7N., 120° 10′·9E.



Mo(C)Y.12s10m5M H4

(c) 34° 23′·8N., 120° 13′·8E.



Mo(C)Y.12s10m5M H5

(d) 34° 22′·8N., 120° 12′·5E.

Automatic Identification System, AIS, at light-beacon

(a) above

(b) above

(c) above

(d) above

732 VIETNAM - Quang Ninh - Buoyage. Legend.

Source: VMS-North Notice 240/16

Chart 3889 [*previous update 853/15*] WGS84 DATUM

Insert



Q(9)15s (3 buoys)

20° 59′·32N., 107° 04′·86E.

legend, Buoyed, orientated SW/NE, centred on:

20° 59′·19N., 107° 04′·60E.

II

735 VIETNAM - Hon Mé W and S - Anchorage areas.

Source: VMS-North Notice 233/16

Chart 3989 [previous update 67/17] WGS84 DATUM

Insert	 No 1	19° 22'·6N., 105° 52'·9E.
	 No 2	19° 17'·8N., 105° 56'·5E.

Chart 3990 [previous update 5886/16] WGS84 DATUM

Insert	 No 1	19° 22'·6N., 105° 52'·9E.
	 No 2	19° 17'·8N., 105° 56'·5E.


751 VIETNAM - Vung Chan May NE - Buoy.

Source: VMS-North Notice 2/17

Chart 3884 [previous update 224/17] WGS84 DATUM

Delete	 Fl(2)5s TD	16° 21'·57N., 108° 02'·64E.
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Chart 3988 [previous update 5745/16] WGS84 DATUM

Delete	 Fl(2)5s	16° 21'·6N., 108° 02'·6E.
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758 VIETNAM - Luong Hai Phong - Buoyage.

Source: VMS-North Notice 225/16

Chart 3881 [previous update 324/17] WGS84 DATUM


Insert	 Fl.G.3s P13	20° 46'·91N., 106° 55'·38E.
Move	 Fl.G.3s P15, from:	20° 47'·07N., 106° 55'·30E.
	to:	20° 47'·14N., 106° 55'·23E.
Delete	former P13 light-buoy	20° 46'·36N., 106° 55'·85E.

Chart 3882 [previous update 324/17] WGS84 DATUM

Insert	 Fl.G.3s P13	20° 46'·91N., 106° 55'·38E.
Move	 Fl.G.3s P15, from:	20° 47'·07N., 106° 55'·30E.
	to:	20° 47'·14N., 106° 55'·23E.
Delete	former P13 light-buoy	20° 46'·36N., 106° 55'·85E.

760 VIETNAM - Dao Vinh Thuc NE - Buoy.

Source: VMS-North Notice 243/16

Chart 3992 [previous update 6433/16] CGCS 2000 DATUM

Delete	 Q(3)10s	21° 24'·17N., 108° 01'·78E.
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II

763 VIETNAM - Approaches to Ho Chi Minh City - Dong Nai River - Buoy.

Source: VMS-South Notice 8/17

Chart 1036 [*previous update 535/17*] WGS84 DATUM

Delete	 <i>Fl.R.3s '4'</i>	10° 45'·87N., 106° 48'·22E.
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658 JAPAN - Seto Naikai - Osaka Ku - Section 1 - NM Block. Reclamation area. Coastline.

Source: Japanese Notice 4/65/17

Chart JP 106 [*previous update 6136/16*] WGS84 DATUM

Replace	limit of reclamation area, single pecked line, with coastline, single firm line, joining:	34° 38'·67N., 135° 23'·72E. (shore) 34° 38'·76N., 135° 23'·82E. (shore)
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Chart JP 123 [*previous update 4038/16*] WGS84 DATUM

Insert	the accompanying block, centred on:	34° 38' 42"N., 135° 23' 46"E.
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Chart JP 150A [*previous update 5406/16*] WGS84 DATUM

Replace	limit of reclamation area, single pecked line, with coastline, single firm line, joining:	34° 38'·67N., 135° 23'·72E. (shore) 34° 38'·76N., 135° 23'·82E. (shore)
---------	--	--

Chart JP 1103 [*previous update 5406/16*] WGS84 DATUM

Replace	limit of reclamation area, single pecked line, with coastline, single firm line, joining:	34° 38' 39·9"N., 135° 23' 43·3"E. (shore) 34° 38' 45·7"N., 135° 23' 48·9"E. (shore)
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659 JAPAN - Seto Naikai - Gunchu Ko - NM Block.

Source: Japanese Notice 4/68/17

Chart JP 1102 [*previous update 6000/16*] WGS84 DATUM

Insert	the accompanying block, centred on:	33° 44'·9N., 132° 41'·3E.
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660 JAPAN - Seto Naikai - Shin-Moji-Kita - NM Block.

Source: Japanese Notice 4/69/17

Chart JP 135 [*previous update 5577/16*] WGS84 DATUM

Insert	the accompanying block, centred on:	33° 53' 32"N., 131° 02' 03"E.
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II

661 JAPAN - Seto Naikai - Kobe Ku - Section 6 - Buoy.

Source: Japanese Notice 4/75/17

Chart JP 101A [*previous update New Edition 01/09/2016*] WGS84 DATUM

Move



Iso 4s No 1, from:

to:

34° 37' 46.3"N., 135° 18' 41.3"E.

34° 37' 45.7"N., 135° 18' 32.3"E.

Chart JP 106 [*previous update 658/17*] WGS84 DATUM

Move



Iso 4s No 1, from:

to:

34° 37' 77N., 135° 18' 66E.

34° 37' 76N., 135° 18' 54E.

Chart JP 150A [*previous update 658/17*] WGS84 DATUM

Move



Iso 4s No 1, from:

to:

34° 37' 77N., 135° 18' 66E.

34° 37' 76N., 135° 18' 54E.

Chart JP 1103 [*previous update 658/17*] WGS84 DATUM

Move



Iso 4s No 1, from:

to:

34° 37' 46.1"N., 135° 18' 39.5"E.

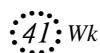
34° 37' 45.7"N., 135° 18' 32.3"E.

662 JAPAN - Seto Naikai - Akashi Kaikyo - Wreck.

Source: Japanese Notice 4/76/17

Chart JP 106 [*previous update 661/17*] WGS84 DATUM

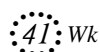
Insert



34° 37' 32N., 135° 01' 75E.

Chart JP 131 [*previous update 1912/16*] WGS84 DATUM

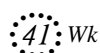
Insert



34° 37' 19.0"N., 135° 01' 45.0"E.

Chart JP 150A [*previous update 661/17*] WGS84 DATUM

Insert



34° 37' 32N., 135° 01' 75E.

663 JAPAN - Seto Naikai - Konpira Iwa E - Fish haven.

Source: Japanese Notice 4/78/17

Chart JP 1101 [*previous update 5999/16*] WGS84 DATUM

Insert



33° 38' 07N., 131° 43' 40E.

Chart JP 1102 [*previous update 659/17*] WGS84 DATUM

Insert



33° 38' 07N., 131° 43' 40E.

II

664 JAPAN - Seto Naikai - Kanmon Ko - Light.

Source: Japanese Notice 4/79/17

Chart JP 127 [*previous update 1286/16*] WGS84 DATUM

Amend range of light to, 6M 33° 52'·39N., 131° 00'·61E.

Chart JP 1101 [*previous update 663/17*] WGS84 DATUM

Amend range of light to, 6M 33° 52'·39N., 131° 00'·61E.

665 JAPAN - Seto Naikai - Nishi-Minatomachi N - Fixed point. Light.

Source: Japanese Notice 4/80/17

Chart JP 135 [*previous update 660/17*] WGS84 DATUM

Delete  33° 54' 29·2"N., 130° 51' 14·3"E.

Chart JP 1263 [*previous update 5577/16*] WGS84 DATUM

Replace  Iso G 6s 9m 5M, with  G Lt 33° 54' 29·2"N., 130° 51' 14·3"E.

694 KOREA - East Coast - Chōjin Dan to Chumunjin Hang - Lights.

Source: Korean Notices 1/6-9/17 and 1/11/17

Chart 882 [*previous update 159/17*] WGS84 DATUM


Amend range of light to, 8M 38° 29'·13N., 128° 26'·47E.
38° 25'·44N., 128° 27'·87E.
38° 17'·66N., 128° 33'·15E.
38° 09'·77N., 128° 36'·67E.
38° 07'·94N., 128° 37'·49E.
37° 52'·00N., 128° 51'·00E.
38° 18'·09N., 128° 33'·11E.

light to, Fl.R.4s11m8M & Fl.G.4s15m8M

716 KOREA - West Coast - Baeksa Sudo E - Buoy.

Source: ENC KR4F2O10

Chart 913 (INT 5254) [*previous update 607/17*] WGS84 DATUM

Insert  ODAS 36° 32'·22N., 126° 17'·88E.

734 KOREA - South Coast - Dumido NW - Buoyage.

Source: Korean Notice 2/41/17

Chart 3391 (INT 5360) [*previous update 6461/16*] WGS84 DATUM

Insert  ODAS 34° 42'·60N., 128° 08'·95E.

Delete  34° 44'·70N., 128° 10'·53E.

II

736 KOREA - East Coast - Tonghae - Buoyage.

Source: Korean Notice 2/40/17

Chart 882 (Panel, Tonghae) [*previous update 694/17*] WGS84 DATUM

Delete	 Fl(4)Y.8s A	(a) 37° 29'·685N., 129° 08'·005E.
	 Fl(4)Y.8s B, close SW of:	(a) above

739 KOREA - South Coast - Yulchon - Buoy.

Source: UKHO

Chart 3390 (INT 5362) (Panel, Yulchon) [*previous update 201/17*] WGS84 DATUM

Amend	designation of light-buoy to, No 66	34° 53'·86N., 127° 36'·98E.
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740 RUSSIA - Pacific Ocean Coast - Zaliv Pos'yeta - Submarine cable.

Source: New Edition of GB Chart 2432 published 16 February 2017.

Chart 3050 [*previous update 5545/16*] WGS84 DATUM

Insert	submarine cable, ~~~, joining:	42° 28'·21N., 131° 16'·30E. (E border) 42° 26'·52N., 131° 12'·70E. (S border)
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671 PHILIPPINE ISLANDS - Palawan - Puerto Princesa - NM Block.

Source: Philippine Chart 4333

Chart 2914 (Panel, Puerto Princesa) [*previous update 752/16*] UNDETERMINED DATUM

Insert	the accompanying block, centred on:	9° 44'·7N., 118° 43'·5E.
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691 INDONESIA - Jawa - Pulau Karangjalu N - Wreck.

Source: Indonesian Notice 2/25/17

Chart 945 [*previous update 402/17*] WGS84 DATUM


Insert		6° 53'·50S., 112° 43'·73E.
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Chart 975 [*previous update 2800/16*] WGS84 DATUM

Insert		6° 53'·50S., 112° 43'·73E.
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Chart 3731 [*previous update 239/17*] WGS84 DATUM

Insert		6° 53'·50S., 112° 43'·73E.
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II

749 INDONESIA - Java Sea - Pulau-Pulau Seribu - Light-beacons.

Source: Indonesian Notice 2/31(P)/17, 3/44(P)/17 and DISHIDROS

Chart 2056 [previous update 644/17] WGS84 DATUM

Insert	 VQ(3)5s5m8M	05° 29'·56S., 106° 34'·95E.
	 Q(6)+LFl.10s5m8M	05° 32'·39S., 106° 34'·94E.

Chart 3729 [previous update 644/17] WGS84 DATUM

Insert	 VQ(3)5s5m8M	05° 29'·56S., 106° 34'·95E.
	 Q(6)+LFl.10s5m8M	05° 32'·39S., 106° 34'·94E.

667 NEW ZEALAND - North Island - Auckland - Waitemata Harbour - Buoy.

Source: New Zealand Notice 2/24/17

Chart NZ 5323 (Panel, Chelsea Wharf) [previous update 2698/15] WGS84 DATUM


Delete	 Fl(2)R.3s	36° 49'·719S., 174° 43'·456E.
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Chart NZ 5323 [previous update 2698/15] WGS84 DATUM



Delete	 Fl(2)R.3s	36° 49'·72S., 174° 43'·46E.
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717 NEW ZEALAND - South Island - Lyttelton Harbour/Whakaraupō - Buoyage. Automatic Identification System.

Source: New Zealand Notice 2/25/17

Note: Former Notice 160(P)/17 is cancelled

Chart NZ 6321 [previous update 3692/16] WGS84 DATUM

Insert	 Fl.Y.6s	43° 36'·88S., 172° 40'·87E.
	 Fl.Y.6s	43° 36'·90S., 172° 42'·03E.
		43° 37'·27S., 172° 43'·19E.
		43° 36'·80S., 172° 44'·90E.
		43° 36'·24S., 172° 45'·26E.
		43° 35'·92S., 172° 47'·78E.
		43° 36'·40S., 172° 48'·92E.
		43° 34'·49S., 172° 49'·20E.
		43° 36'·34S., 172° 50'·86E.
		43° 33'·21S., 172° 51'·03E.
		43° 35'·88S., 172° 53'·43E.
	(a)	43° 34'·37S., 172° 53'·45E.
		43° 37'·17S., 172° 54'·49E.
	Automatic Identification System, AIS, at light-buoy	(a) above

II

738 SOUTH PACIFIC OCEAN - Fiji Islands - Viti Levu SE - Depth.

Source: NGIA

Chart 4602 (INT 602) [*previous update 179/17*] WGS84 DATUM

Delete



21° 23'·3S., 178° 47'·8E.

Chart 4605 (INT 605) [*previous update 179/17*] WGS84 DATUM

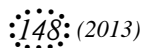
Delete



21° 23'·3S., 178° 47'·8E.

Chart 4638 (INT 638) [*previous update 179/17*] WGS84 DATUM

Delete



21° 23'·3S., 178° 47'·8E.

756 NORTH PACIFIC OCEAN - Hawaiian Islands - Oahu - Maunalua Bay - Wreck.

Source: US Coast Guard District 14 LNM 2/19358/17

Chart 1378 [*previous update 4934/16*] WGS84 DATUM

Insert



21° 15'·93N., 157° 42'·90W.

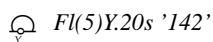
741 UNITED STATES OF AMERICA - West Coast - Approaches to San Francisco - Buoy.

Source: US Coast Guard District 11 LNM 1/18649/17 and UKHO

Note: Certain Copies Only

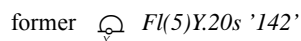
Chart 591 [*previous update 622/17*] NAD83 DATUM

Insert



37° 47'·17N., 122° 38'·07W.

Delete



37° 47'·50N., 122° 36'·41W.

699 MEXICO - Pacific Ocean Coast - Bahía de Topolobampo - Radar beacon.

Source: Mexican Notice 12/394/16

Chart 1017 (Panel A) [*previous update 504/17*] WGS84 DATUM

Replace

radar beacon, *Racon (T)* with radar beacon, *Racon (A)*

25° 31'·1N., 109° 12'·2W.

724* ANTARCTICA - Crystal Sound - Liard Island E - Rock.

Source: my Hanse Explorer

Chart 3570 [*previous update 5591/15*] UNDETERMINED DATUM

Insert



66° 52'·8S., 67° 18'·2W.

Chart 3571 [*previous update 3069/14*] UNDETERMINED DATUM

Insert





66° 52'·8S., 67° 18'·2W.

II

713 ARGENTINA - Laguna de las Tejas SW - Buoyage.

Source: Argentine Notice 1/18/17

Chart 1328 [*previous update 5216/16*] WGS84 DATUM

Insert	 Fl(4)G.16s Km 353	(a) 33° 18'·42S., 60° 11'·43W.
Delete	 Fl(4)G.16s Km 352·8, close SE of:	(a) above

731 ARGENTINA - Mar Del Plata - Light.

Source: Argentine Notice 1/21/17

Chart 531 (Panel B, Approaches to Mar del Plata) [*previous update 5711/16*] UNDETERMINED DATUM

Amend	light to, ★ Fl.10s180ft25M	38° 05'·58S., 57° 32'·66W.
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Chart 556 [*previous update 6278/16*] WGS84 DATUM

Amend	light to, ★ Fl.25M	38° 05'·1S., 57° 32'·8W.
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Chart 557 [*previous update 4624/16*] WGS84 DATUM

Amend	light to, ★ Fl.25M	38° 05'·4S., 57° 32'·8W.
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Chart 3324 [*previous update 6278/16*] WGS84 DATUM

Amend	light to, ★ Fl.10s55m25M	38° 05'·5S., 57° 32'·6W.
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Chart 3329 [*previous update 5711/16*] WGS84 DATUM

Amend	light to, ★ Fl.10s55m25M	38° 05'·5S., 57° 32'·7W.
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737 ARGENTINA - Río Paraná - Boca del Francés E - Light-beacon. Radar beacon. Buoy. Tidal gauges.

Source: Argentine Notice 1/19/17

Chart 1325 [*previous update 5230/16*] WGS84 DATUM

Insert	 Fl(4)R.16s Km 234·8 Tide gauge	(a) 33° 43'·43S., 59° 18'·03W.
	radar beacon, Racon(M), at light-beacon	(a) above
Delete	 Fl(4)R.16s km 234 Tide gauge	33° 43'·35S., 59° 17'·52W.

695 WEST INDIES - Trinidad and Tobago - Gulf of Paria - Brighton N - Spoil ground.

Source: Trinidadian and Tobagan Notice 2/17

Chart 483 [*previous update 4285/16*] WGS84 DATUM

Insert	limit of spoil ground, pecked line, joining:	10° 21'·00N., 61° 38'·00W.
		10° 21'·00N., 61° 37'·00W.
		10° 20'·00N., 61° 37'·00W.
		10° 20'·00N., 61° 38'·00W.

II

743 UNITED STATES OF AMERICA - Gulf of Mexico - Pascagoula Harbor and Ship Island Pass to Gulfport Harbor - Channel depths.

Source: US Coast Guard District 8 LNM 51/11375/16

Chart 3151 [*previous update 5538/16*] NAD83 DATUM

Replace	existing table with the accompanying table, CHANNEL DEPTHS, centred on:	30° 24'·3N., 88° 26'·3W.
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Chart 3841 [*previous update New Edition 14/07/2016*] NAD83 DATUM

Replace	existing table with the accompanying table, CHANNEL DEPTHS, centred on:	30° 21'·9N., 88° 36'·1W.
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752* WEST INDIES - Windward Islands - Barbados - Bridgetown - Carlisle Bay - Wreck.

Source: Mr G Fergusson

Chart 502 (Panel A, Bridgetown Harbour and Approaches) [*previous update 1484/16*] WGS84 DATUM

Insert		13° 05'·125N., 59° 36'·806W.
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764 UNITED STATES OF AMERICA - Gulf of Mexico - Tampa Bay - Cut 'K' Channel - Lights.

Source: US Coast Guard District 7 LNM 2/11416/17

Chart 3848 [*previous update 5081/16*] NAD83 DATUM

Amend	light to, Iso.6s 45ft & 2 Fl.6s5M	27° 50'·74N., 82° 33'·98W.
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675 UNITED STATES OF AMERICA - East Coast - Martha's Vineyard SW - Rocks. Depths.

Source: US Coast Guard District 1 LNM 2/13233/17

Chart 2456 [*previous update 384/17*] NAD83 DATUM

Insert	 with seabed type, R	(a) 41° 19'·51N., 70° 43'·91W.
	 with seabed type, R	41° 19'·43N., 70° 50'·52W.
Delete	depth, 6 ₅ , close NE of:	(a) above

Chart 2890 [*previous update New Edition 19/01/2017*] NAD83 DATUM

Insert	 with seabed type, R	41° 19'·43N., 70° 50'·52W.
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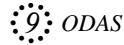
II

677 CANADA - Newfoundland and Labrador - Labrador Sea and the Grand Banks of Newfoundland - Obstructions.

Source: Canadian Notices 12/4001/16, 12/4700/16, 12/4730/16, 12/5001/16 and 12/8048/16

Chart 324 [*previous update 5164/16*] UNDETERMINED DATUM

Insert

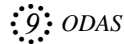


ODAS

55° 13'·7N., 54° 11'·4W.
53° 01'·2N., 53° 27'·6W.
50° 45'·5N., 52° 19'·8W.

Chart 2666 [*previous update 5164/16*] WGS84 DATUM

Insert

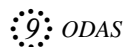


ODAS

44° 11'·6N., 53° 16'·5W.
44° 58'·1N., 48° 44'·0W.

Chart 4404 (INT 404) [*previous update 5164/16*] WGS84 DATUM

Insert

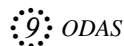


ODAS

53° 01'·2N., 53° 27'·6W.
50° 45'·5N., 52° 19'·8W.
50° 24'·7N., 49° 11'·8W.
44° 11'·6N., 53° 16'·5W.
44° 58'·1N., 48° 44'·0W.

Chart 4405 (INT 405) [*previous update 5164/16*] WGS84 DATUM

Insert



ODAS

57° 14'·9N., 60° 00'·5W.
55° 36'·3N., 57° 44'·9W.
55° 13'·7N., 54° 11'·4W.
53° 01'·2N., 53° 27'·6W.
50° 45'·5N., 52° 19'·8W.

678 UNITED STATES OF AMERICA - East Coast - Baker Range - Channel limits.

Source: US Coast Guard District 5 LNM 2/12311/17

Chart 2603 (Panel 1) [*previous update 5749/16*] NAD83 DATUM

Insert

limit of channel, pecked line, joining:

- (a) 39° 26'·82N., 75° 32'·90W.
(existing limit)
39° 27'·40N., 75° 33'·44W.
- (b) 39° 28'·03N., 75° 33'·61W.
(existing limit)

Delete

former limit of channel, pecked line, joining:

- (a) above
39° 27'·30N., 75° 33'·46W.
39° 27'·43N., 75° 33'·55W.
- (b) above

II

680 UNITED STATES OF AMERICA - East Coast - Narragansett Bay - Buoyage.

Source: US Coast Guard District 1 LNM 1/13223/17

Chart 2730 [*previous update 384/17*] NAD83 DATUM

Insert	symbol, white and orange pillar light-buoy, <i>Fl.4s</i> 'D'	41° 33'·74N., 71° 18'·50W.
	symbol, white and orange pillar light-buoy, <i>Fl.4s</i> 'A'	41° 33'·49N., 71° 18'·65W.

689 UNITED STATES OF AMERICA - East Coast - Delaware River - Mifflin Range - Delaware River - Harbor Range - Schuylkill River - Depths. Buoyage. NM Block.

Source: ENC US5PA12M

Chart 2604 (Panel 1, Delaware River Philadelphia and Camden) [*previous update 4247/16*] NAD83 DATUM


Insert	the accompanying block, centred on:	39° 53'·6N., 75° 12'·0W.
	depth, 37	(a) 39° 51'·353N., 75° 13'·932W.
	depth, 40	(b) 39° 51'·285N., 75° 14'·049W.
Delete	 '12'	39° 55'·381N., 75° 12'·712W.
	depth, 41, close SW of:	(a) above
	depth, 44, close E of:	(b) above

Chart 2604 (Panel 2, Continuation of Delaware River) [*previous update 4247/16*] NAD83 DATUM

Insert	depth, 12	(a) 39° 58'·423N., 75° 05'·205W.
Delete	depth, 17, close NE of:	(a) above
	 '2'	39° 58'·382N., 75° 05'·025W.

Chart 2604 (Panel 3, Continuation of Schuylkill River) [*previous update 4247/16*] NAD83 DATUM




Insert	depth, 14, and extend 18ft contour SE to enclose	(a) 39° 56'·656N., 75° 12'·136W.
Delete	depth, 22, close W of:	(a) above
	 '13'	39° 55'·848N., 75° 12'·612W.
	 '14'	39° 55'·831N., 75° 12'·570W.
	 '12'	39° 55'·382N., 75° 12'·715W.

Chart 2605 (Panel 1) [*previous update 4166/16*] NAD83 DATUM

Insert	depth, 12	(a) 39° 58'·42N., 75° 05'·20W.
Delete	depth, 17, close NE of:	(a) above
	 '2'	39° 58'·38N., 75° 05'·03W.

690 UNITED STATES OF AMERICA - East Coast - Brunswick and Approaches - Channel depths.

Source: US Coast Guard District 7 LNM 50/11506/16

Chart 2810 [*previous update 6541/16*] NAD83 DATUM

Replace	existing table with the accompanying table, CHANNEL DEPTHS, centred on:	31° 03'·1N., 81° 26'·9W.
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II

700 UNITED STATES OF AMERICA - East Coast - New York - Lower Bay and Approaches - Fog signal.

Source: US Notice 1/12401/17

Chart 3204 [*previous update 251/17*] NAD83 DATUM

Delete	fog signal, <i>Bell</i> , at light-buoy	40° 27'·84N., 73° 57'·05W.
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Chart 3459 [*previous update 251/17*] NAD83 DATUM

Delete	fog signal, <i>Bell</i> , at light-buoy	40° 27'·83N., 73° 57'·08W.
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710 UNITED STATES OF AMERICA - East Coast - Arthur Kill, Kill Van Kull and Newark Bay - Channel depths.

Source: US Coast Guard District 1 LNM 4/12327/17

Chart 3457 [*previous update 182/17*] NAD83 DATUM

Replace	existing table with the accompanying table, CHANNEL DEPTHS, centred on:	40° 39'·5N., 74° 12'·4W.
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Chart 3458 [*previous update 619/17*] NAD83 DATUM

Replace	existing table with the accompanying table, CHANNEL DEPTHS, centred on:	40° 32'·8N., 74° 13'·5W.
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755 UNITED STATES OF AMERICA - East Coast - Conanicut Island W - Legend.

Source: US Coast Guard District 1 LNM 3/13223/17



Chart 2730 [*previous update 680/17*] NAD83 DATUM

Amend	legend to, <i>Obstructions</i> , centred on:	41° 31'·66N., 71° 24'·30W.
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757 UNITED STATES OF AMERICA - East Coast - Maryland - Baltimore Harbor - Lights. Buoyage.

Source: US Coast Guard District 5 LNM 2/12281/17

Chart 2850 (Panel, Baltimore Harbor) [*previous update 5916/16*] NAD83 DATUM

Insert	★ Oc.G.25ft	39° 12'·32N., 76° 31'·44W.
Replace	 '8' with  <i>Fl.R.2·5s</i> '8'	39° 12'·38N., 76° 28'·99W.
Delete	★ F.G.38ft	39° 12'·48N., 76° 31'·96W.

II

688(T)/17 SCOTLAND - West Coast - Loch Long - Buoy.

Source: QHM Clyde 04/17

1. An unmarked target practice buoy has been temporarily established at a depth of 25m, in position 56° 00'·472N., 4° 52'·041W.
2. Former Notice 1845(T)/16 is cancelled.
(ETRS89 DATUM)

Charts affected - 1994 (INT 1636) - 2131 - 3746 (INT 1635)

657(P)/17 SWEDEN - East Coast - Värtahamnen - Works. Berths. Depths.

Source: Swedish Notice 633/11811/17

1. The works in Värtabassängen (59° 21'·00N., 18° 06'·70E.) have been completed.
2. The inner part of the basin has been reclaimed and the western limit is now defined by a line joining the following positions:

59° 21'·039N., 18° 06'·611E. (shore)

59° 20'·969N., 18° 06'·602E. (shore)

3. The following berths are now operational:

<i>Berth</i>	<i>Preliminary Depth</i>	<i>Position</i>
510	8m	59° 21'·170N., 18° 06'·670E.
511	11m	59° 21'·160N., 18° 06'·840E.
514	dredged 8·5m	59° 21'·041N., 18° 06'·711E.
514	dredged 7·9m	59° 21'·036N., 18° 06'·844E.
515	dredged 8m	59° 20'·958N., 18° 06'·737E.

4. Mariners are advised to contact the local port authority for the latest information.
5. Charts will be updated when full details are available.
(WGS84 DATUM)

Charts affected - 811 (INT 1239) - 820 (INT 1238)

684(T)/17 POLAND - Mrzeżyno N and Ławica Słupska (Stolpe Bank) N - Buoyage. Tidal gauges.

Source: Polish Notices 1/5(T)/17 and 1/7(T)/17

1. Tidal gauges, marked by yellow can buoys, *FL.Y.1-3s*, have been temporarily established in the following positions:

<i>Position</i>	<i>Remarks</i>
54° 33'·5N., 15° 15'·0E.	<i>IMGW-METEO 1</i>
55° 05'·5N., 16° 28'·0E.	<i>IMGW-METEO 2</i>

2. Former notice 4389(T)/15 is cancelled.
(WGS84 DATUM)

Charts affected - 2014 (INT 1219) - 2018 (INT 1202)

II

721(T)/17 SWEDEN - East Coast - Hudiksvall - Works.

Source: Swedish Notice 634/11825(T)/17

1. Works are taking place in Hudiksvall.
2. During the works, the quays are closed to all vessels between the following positions:

61° 43'·554N., 17° 06'·698E.

61° 43'·329N., 17° 06'·634E.

3. Mariners are advised to contact the local port authority for the latest information.
(WGS84 DATUM)

Chart affected - 922 (INT 1781)

729(T)/17 SWEDEN - East Coast - Finnhällorna - Floodlight.

Source: Swedish Notice 634/11840(T)/17

1. The floodlight is unlit at beacon, Finnhällorna, in position 58° 54'·84N., 17° 59'·00E.
(WGS84 DATUM)

Charts affected - 837 (INT 1232) - 872 (INT 1766)

730(T)/17 SWEDEN - East Coast - Visby - Works.

Source: Swedish Notice 634/11839(T)/17

1. Works are taking place at Visby in the vicinity of position 57° 38'·2N., 18° 17'·1E.
2. Ferry berths No 1 and No 2 are closed.
3. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Chart affected - 798

744(T)/17 SWEDEN - West Coast - Göta Älv - Fairway. Works.

Source: Swedish Notice 634/11821(T)/17

1. Due to Hisingsbron bridge construction works, the fairway at Götaälvbron bridge in the vicinity of position 57° 42'·87N., 11° 58'·02E., will be closed for various periods until the end of March 2017. For further details, see www.sjofartsverket.se/bridges.
(WGS84 DATUM)

Charts affected - 857 (INT 1317) - 8085

II

766(P)/17 POLAND - Gulf of Gdansk, Oilfield B-3 NE, Darlowo NW, Rønne Banke SE, Zatoka Pomorska (Pommersche Bucht) and Ławica Slupska NE - Tidal gauges.

Source: Polish Notices 1/24(T)/16, 1/1(T)/17, 1/3(T)/17, 1/4(T)/17 and 1/6(T)/17

1. Tidal gauges have been established in the following positions:

54° 39'·21N., 19° 09'·05E.

55° 33'·18N., 18° 24'·00E.

54° 36'·00N., 16° 06'·30E.

54° 44'·60N., 15° 07'·64E.

54° 04'·00N., 14° 18'·40E.

* 55° 03'·23N., 17° 15'·95E.

Former Notice 4710(T)/15 is cancelled.

* Indicates new or revised entry.

(WGS84 DATUM)

Charts affected - 2014 (INT 1219) - 2018 (INT 1202) - 2040 (INT 1218) - 2288 - 2679 - 2688 (INT 1288)

727(P)/17 NETHERLANDS - Schaar van de Noord - Buoyage. Depths.

Source: Netherlands Notice 4/59(P)/17

1. Numerous changes to buoyage have taken place within Schaar van de Noord (51° 23'·4N., 4° 11'·7E.)

2. The least depth in the channel is 1·3m.

3. Every vessel must have a minimum under-keel clearance of 0·6m.

4. Mariners are advised to contact the local port authority for the latest information.

5. Charts will be updated when full details are available.

(WGS84 DATUM)

Charts affected - 120 (INT 1479) - 128 (INT 1478)

765(P)/17 NORTH SEA - Belgium to Netherlands - Routeing measures. Area to be avoided. Anchorage area.

Source: International Maritime Organization

1. To improve safety of navigation, reduce the risk of marine environment pollution and the planned development of wind farm sites in the area between traffic separation schemes of West Hinder, North Hinder and Maas West, new and amended IMO adopted routeing measures come into force at 0000 UTC 1 June 2017.

2. **“Off the Netherlands and Belgian coasts between West Hinder, North Hinder and Maas West traffic separation schemes”, new and amended schemes are to be established as follows:**

a. The north-eastern end of the TSS “North Hinder South” will be shortened and the precautionary area “North Hinder Junction” will be extended to join the TSS.

b. A new traffic separation scheme “Off North Hinder” will be established east of TSS “North Hinder South” adjoining the precautionary area “North Hinder Junction”.

c. The eastbound traffic lane of TSS “Maas West Outer” will be amended.

d. A new precautionary area “At Gootebank” will be established north of Deep Water route “In the Approaches to the River Scheldt”.

e. The TSS “At West Hinder” will be shortened and the precautionary area “At West Hinder” will be extended to join the TSS.

f. A new precautionary area “Windfarm Borssele” will be established north-east of the existing precautionary area “In the vicinity of Thornton and Bligh Banks”.

g. A new Area to be Avoided “Windfarm Borssele Pass” will be established through the precautionary area “Windfarm Borssele” for traffic under 45m in length.

II

765(P)/17 NORTH SEA - Belgium to Netherlands - Routeing measures. Area to be avoided.

Anchorage area. (continued)

3. To regulate traffic northbound and southbound east of the precautionary area “Windfarm Borssele”, new routeing measures are to be established as follows:

- a. A new precautionary area “Schouwenbank Junction” will be established. This precautionary area is connected via a two-way route “Schouwenbank NW” to precautionary area “North Hinder Junction”; via a two-way route “Schouwenbank NE” to precautionary area “Maas Junction”; via a two-way route “Westpit” to precautionary area “At Gootebank” and via a two-way route “Schouwenbank SE” to the channel “Oostgat”.
- b. The anchorage area “Schouwenbank” will be adjusted according to the new two-way route “Schouwenbank NE”.

4. Details of all the above changes are shown on the accompanying diagram.

5. In addition to the above changes, radio reporting points, buoyage and anchorages will be amended and repositioned. The details of these changes will be published in the relevant NLHO and UKHO Publications.

6. Details of the routeing measures will be included in New Editions of Charts 110, 1406, 1630, 1872, 1873, 1874, and 2449 to be published in April 2017. These charts will be published with a cautionary note advising mariners that the existing charts, which will be given an “X” prefix, should be retained and used until 0000 UTC 1 June 2017. A New Edition of Chart 8012 will be published in June 2017. Charts 122, 1408, 2182A and 5500 will be updated by Notice to Mariners.

Note: Mariners are advised that this is a significant change to IMO routeing in the West Hinder, North Hinder and Maas West area. Mariners should familiarise themselves with these changes and ensure that they have all necessary chart and publication updates in advance of the implementation date.

Charts affected - 110 (INT 1473) - 122 (INT 1472) - 1406 - 1408 - 1630 (INT 1416) - 1872 - 1873 (INT 1480) - 1874 (INT 1474) - 2182A (INT 1043) - 2449 - 5500 - 8012

676(T)/17 CROATIA - Otok Brač to Umag - Current meters.

Source: Croatian Notices 4/14(T)/13, 4/21(T)/13, 4/24(T)/13 and 6/7(T)/14

1. Current meters, marked by buoys, have been established on the seabed in the following positions:

<i>Designation</i>	<i>Position</i>
S 3-1	43° 30' 28N., 16° 23' 11E.
S 3-2	43° 29' 52N., 16° 23' 11E.
S4	43° 27' 02N., 16° 31' 30E.
S5	43° 20' 35N., 16° 56' 06E.

2. Current meters have been established on the seabed in the following positions:

45° 12' 60N., 13° 27' 30E.
45° 13' 20N., 13° 30' 30E.
45° 13' 80N., 13° 32' 80E.
44° 58' 00N., 13° 38' 30E.

3. Submerged current meters, marked by buoys, have been established in the following approximate positions:

45° 24' 50N., 13° 30' 30E.
45° 24' 80N., 13° 30' 60E.

4. Anchoring and fishing are prohibited within 100m of all of the above positions.

5. Former Notice 3367(T)/14 is cancelled. (WGS84 DATUM)

Charts affected - 201 - 204 - 269 - 1461 - 1574 - 2712

II

725(T)/17 RUSSIA - Black Sea Coast - Novorossiysk - Buoy.

Source: Russian Notice 2/71(T)/17

1. A yellow special purpose light-buoy, Fl.Y.5s has been established in position: 44° 43'·370N., 37° 47'·198E. (WGS84 DATUM)

Chart affected - 3318

706(P)/17 UNITED ARAB EMIRATES - Jabal Az Zannah and Ar Ru'ays - Channels. Buoyage. Pilot boarding place. Anchorage area.

Source: ADNOC - Petroleum Port Authority

1. *The main channels in the approaches to the Ports of Jabal Az Zannah (Jabal Dhanna) and Ar Ru'ays (Ruwais) are shown on the accompanying diagram.
2. *The Ruwais Channel, (previously named Main Channel / Ru'ays (Ruwais) DW route), is fully open for navigation. The channel has been dredged to 14·9m.
3. Buoyage for the Ruwais Channel is as follows:

<i>Designation</i>	<i>Buoy Type</i>	<i>Characteristic</i>	<i>Position</i>
<i>No 1</i>	North Cardinal	<i>VQ</i>	24° 24'·39N., 52° 36'·45E.
<i>No 2</i>	Port-hand	<i>Fl(2)R.5s</i>	24° 24'·48N., 52° 37'·19E.
<i>No 3</i>	Starboard-hand	<i>Fl.G.5s</i>	24° 23'·87N., 52° 37'·30E.
<i>No 4</i>	Port-hand	<i>Fl.R.5s</i>	24° 24'·11N., 52° 37'·74E.
<i>No 5</i>	Starboard-hand	<i>Fl.G.10s</i>	24° 23'·12N., 52° 38'·41E.
<i>No 6</i>	Port-hand	<i>Fl.R.10s</i>	24° 23'·44N., 52° 38'·75E.
<i>No 7</i>	Starboard-hand	<i>Fl.G.5s</i>	24° 22'·61N., 52° 39'·00E.
<i>No 8</i>	Port-hand	<i>Fl.R.5s</i>	24° 22'·89N., 52° 39'·31E.
<i>No 9</i>	Starboard-hand	<i>Fl(2)G.10s</i>	24° 21'·74N., 52° 40'·26E.
<i>No 10</i>	Port-hand	<i>Fl(2)R.10s</i>	24° 21'·85N., 52° 40'·38E.
<i>No 11</i>	Starboard-hand	<i>Fl(2)G.5s</i>	24° 21'·06N., 52° 40'·99E.
<i>No 12</i>	Port-hand	<i>Fl(2)R.5s</i>	24° 21'·16N., 52° 41'·13E.
<i>No 13</i>	Starboard-hand	<i>Fl.G.5s</i>	24° 20'·59N., 52° 41'·49E.
<i>No 14</i>	Special (channel separation mark)	<i>Q.Y</i>	24° 20'·56N., 52° 41'·76E.
<i>No 15</i>	Starboard-hand	<i>Q.G</i>	24° 19'·99N., 52° 41'·80E.
<i>No 16</i>	West Cardinal	<i>Q(9)10s</i>	24° 20'·00N., 52° 42'·31E.
<i>No 17</i>	Starboard-hand	<i>Fl.G.10s</i>	24° 19'·10N., 52° 41'·41E.
<i>No 18</i>	Port-hand	<i>Fl.R.10s</i>	24° 18'·81N., 52° 41'·88E.
<i>No 19</i>	Starboard-hand	<i>Q.G</i>	24° 17'·85N., 52° 40'·64E.
<i>No 20</i>	Port-hand	<i>Q.R</i>	24° 17'·87N., 52° 41'·54E.

4. The YAS Channel, (previously named Stewart Channel), is fully open for navigation. The channel has been dredged to 15m. Buoyage for YAS Channel is as follows:

<i>Designation</i>	<i>Buoy Type</i>	<i>Characteristic</i>	<i>Position</i>
<i>Yas-1</i>	Starboard-hand	<i>Q.G</i>	24° 21'·78N., 52° 39'·61E.
<i>Yas-2</i>	Port-hand	<i>Q.R</i>	24° 21'·84N., 52° 39'·77E.
<i>Yas-2A</i>	Port-hand	<i>Fl(3)R.5s</i>	24° 21'·36N., 52° 40'·03E.
<i>Yas-3</i>	Starboard-hand	<i>Fl.G.5s</i>	24° 20'·80N., 52° 40'·12E.
<i>Yas-4</i>	Port-hand	<i>Fl.R.5s</i>	24° 20'·87N., 52° 40'·30E.
<i>Yas-4A</i>	Port-hand	<i>Oc.R.10s</i>	24° 20'·33N., 52° 40'·40E.
<i>Yas-5</i>	Starboard-hand	<i>Fl(2)G.10s</i>	24° 19'·76N., 52° 40'·31E.
<i>Yas-6</i>	Port-hand	<i>Fl(2)R.10s</i>	24° 19'·78N., 52° 40'·50E.
<i>N.Yas</i>	Special	<i>Q.Y</i>	24° 22'·56N., 52° 39'·35E.
<i>S.Yas</i>	Special	<i>Fl.Y.5s</i>	24° 18'·30N., 52° 40'·94E.

II

706(P)/17 UNITED ARAB EMIRATES - Jabal Az Zannah and Ar Ru'ays - Channels. Buoyage. Pilot boarding place. Anchorage area. (continued)

5. The following buoys have been removed from YAS Channel:

<i>Designation</i>	<i>Buoy Type</i>	<i>Characteristic</i>	<i>Position</i>
<i>N.E.Yas</i>	East Cardinal	<i>Q(3)10s</i>	24° 22'·10N., 52° 39'·41E.
<i>Stewart</i>	Starboard-hand	<i>Fl.G.6s</i>	24° 20'·77N., 52° 40'·14E.
<i>E.Yas</i>	Starboard-hand	<i>Fl.G.3s</i>	24° 19'·32N., 52° 40'·39E.

6. The new channel between the positions given below is named the East Ghasha Channel. This channel is open for navigation and dredged to 12m.

24° 23'·87N., 52° 41'·45E.

24° 19'·98N., 52° 42'·12E.

7. *Ruweis Channel between Buoy *No14* and Buoy *N.Yas* is for the navigation of outbound traffic only.

8. Buoyage along the East Ghasha Channel has been established as follows:

<i>Designation</i>	<i>Buoy Type</i>	<i>Characteristic</i>	<i>Position</i>
<i>EG 3</i>	Starboard-hand	<i>Fl.G.5s</i>	24° 26'·46N., 52° 41'·45E.
<i>EG 4</i>	Port-hand	<i>Fl.R.10s</i>	24° 27'·30N., 52° 41'·66E.
<i>EG 5</i>	Starboard-hand	<i>Fl(2)G.5s</i>	24° 24'·72N., 52° 41'·39E.
<i>EG 6</i>	Port-hand	<i>Fl(2)R.5s</i>	24° 24'·64N., 52° 41'·57E.
<i>EG 7</i>	Starboard-hand	<i>Q.G</i>	24° 23'·98N., 52° 41'·36E.
<i>EG 8</i>	West Cardinal	<i>Q(9)10s</i>	24° 23'·98N., 52° 41'·54E.
<i>E. Ghasha Patch</i>	East Cardinal	<i>Q(3)10s</i>	24° 23'·00N., 52° 41'·14E.

9. A pilot boarding point, East Ghasha, has been established in position 24° 26'·00N., 52° 42'·42E.

10. An anchorage area with radius 1·5 nautical miles has been established, centred on 24° 28'·51N., 52° 38'·23E.

11. The N Channel safe water light-buoy, *Iso.10s*, in position 24° 30'·07N., 52° 41'·65E. has moved to position 24° 29'·54N., 52° 41'·59E.

12. The Yabr, Relief Route and North Channels are fully open for navigation.

13. Vessels using the ports of Jabal Az Zannah and Ar Ru'ays are to maintain listening watch on Channels 9/21. All movements are to be coordinated with the VTS.

14. Mariners are advised to proceed at a safe speed and navigate with caution in this area.

15. Charts will be updated when works are complete.

16. *Former Notice 459(P)/17 is cancelled.

*Indicates new or revised entry.

(WGS84 DATUM)

Charts affected - 2889 (INT 7211) - 3179 (INT 7229) - 3780 (INT 7230) - 3951 (INT 7241) - 8221

692(P)/17 CHINA - East Coast - Yangshan Deep Water Port W - Virtual aids to navigation.

Source: Chinese Notice 1/5/17

1.

<i>Update</i>	<i>Feature</i>	<i>Position</i>
Insert	symbol, Virtual aid to navigation, special mark topmark, V-AIS	30° 38'·28N., 122° 02'·04E. 30° 37'·90N., 122° 02'·07E.

Chart affected - 8215

II

707(P)/17 CHINA - South Coast - Hong Kong - Hong Kong International Airport - Works.

Source: Hong Kong Hydrographic Office and Hong Kong Marine Department

1. Works associated with the construction of a third runway at Hong Kong International Airport will be taking place within an area bounded by the following positions:

22° 18'·108N., 113° 52'·765E.

22° 19'·371N., 113° 52'·294E.

22° 20'·575N., 113° 56'·023E.

22° 19'·334N., 113° 56'·487E.

2. Yellow marker buoys fitted with yellow flashing lights and radar reflectors will be laid to mark the boundary of the works area.
3. The works will be carried out by a flotilla of vessels including drilling barges, derrick lighters, flat top barges, jack-up platforms and survey boats at various stages. Some tugboats, guard boats and self-propelled delivery barges will provide assistance. The number and type of vessels engaged in the works will change from time to time to suit operational requirements.
4. Vessels navigating in the vicinity should proceed with caution.
5. Charts will be updated when full details are available.
(WGS84 DATUM)

Charts affected - 4123 - 4129

712(T)/17 TAIWAN STRAIT - Mai-Liao NW - Buoy.

Source: Taiwanese Notice 198/16

1. An observation light-buoy, *AL.RY.8s*, has been deployed, until December 2018, in position 24° 03'·38N., 120° 08'·02E.
(WGS84 DATUM)

Charts affected - 2409 - 3231

747(T)/17 CHINA - South Coast - Soko Islands E - Scientific instruments.

Source: Hong Kong Marine Department Notice 169/16

1. For a period of approximately 13 months, acoustic monitors, at a height of 3m above the seabed, will be temporarily established in the following positions:

22° 09'·851N., 113° 57'·148E.

22° 09'·187N., 113° 57'·199E.

22° 09'·170N., 113° 56'·739E.

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

Charts affected - 341 - 4129

II

666(T)/17 JAPAN - Honshū - Ishinomaki Ko - Works.

Source: Japanese Notice 4/5049(T)/17

1. Groyne works are taking place, until 25 April 2017, within an area bounded by the following positions:

38° 24' 51.0"N., 141° 15' 23.7"E. (shore)
38° 24' 47.0"N., 141° 15' 24.2"E.
38° 24' 45.6"N., 141° 15' 04.8"E.
38° 24' 48.2"N., 141° 14' 59.0"E.
38° 24' 49.5"N., 141° 14' 58.4"E.
38° 24' 50.8"N., 141° 15' 03.1"E. (shore)

(WGS84 DATUM)

Chart affected - JP 1100

668(T)/17 JAPAN - Honshū - Tokyo Ku - Section 2 - Depths.

Source: Japanese Notice 4/5052(T)/17

1. A depth of 0.3m exists in position 35° 39' 38.8"N., 139° 47' 04.7"E.
2. Depths of 0.5m to 1m less than charted exist on and in the vicinity of a line joining the following positions:

35° 39' 18.9"N., 139° 46' 02.1"E.
35° 39' 20.5"N., 139° 46' 04.5"E.

3. Depths of 0.5m to 1.5m less than charted exist on and in the vicinity of a line joining the following positions:

35° 39' 13.7"N., 139° 46' 00.7"E.
35° 39' 03.3"N., 139° 46' 01.4"E.

4. Depths of 0.5m to 1m less than charted exist on and in the vicinity of a line joining the following positions:

35° 39' 01.8"N., 139° 46' 06.8"E.
35° 39' 07.9"N., 139° 46' 15.9"E.

5. Depths of 0.5m to 1.5m less than charted exist on and in the vicinity of a line joining the following positions:

35° 38' 51.7"N., 139° 46' 13.8"E.
35° 38' 47.2"N., 139° 46' 18.5"E.

(WGS84 DATUM)

Chart affected - JP 1065

669(T)/17 JAPAN - Seto Naikai - Ube Ko - Depths.

Source: Japanese Notice 4/5053(T)/17

1. Depths less than charted exist in the following positions:

<i>Depth</i>	<i>Position</i>
8.9m	33° 54' 16.2"N., 131° 12' 49.1"E.
9.1m	33° 54' 12.2"N., 131° 12' 59.9"E.
10.6m	33° 54' 08.9"N., 131° 12' 49.6"E.
10.5m	33° 54' 07.5"N., 131° 12' 56.1"E.

(WGS84 DATUM)

Charts affected - JP 127 - JP 128 - JP 1101

II

748(T)/17 KOREA - South Coast - Gwangyang Man W - Buoyage.

Source: Korean Notices 46/903(T)/16 and 1/35(T)/17

1. Lateral light-buoys have been temporarily moved to the following positions:

<i>Designation</i>	<i>Characteristic</i>	<i>Former Position</i>	<i>New Position</i>
<i>No 61</i>	<i>Fl.G.4s</i>	34° 53'·05N., 127° 37'·68E.	34° 52'·94N., 127° 37'·78E.
<i>No 62</i>	<i>Fl.R.4s</i>	34° 53'·17N., 127° 37'·77E.	34° 53'·06N., 127° 37'·86E.
<i>No 63</i>	<i>Fl.G.4s</i>	34° 53'·49N., 127° 37'·16E.	34° 53'·45N., 127° 37'·15E.
<i>No 64</i>	<i>Fl.R.4s</i>	34° 53'·56N., 127° 37'·27E.	34° 53'·32N., 127° 37'·60E.
<i>*No 66</i>	<i>Fl.R.4s</i>	34° 53'·86N., 127° 36'·98E.	34° 53'·82N., 127° 37'·09E.

*Indicates new or revised entry

2. Former Notice 6439(T)/16 is cancelled.
(WGS84 DATUM)

Chart affected - 3390 (INT 5362)

720(P)/17 MEXICO - Pacific Ocean Coast - Approaches to Ensenada - Works.

Source: Mexican Notice 1/399(P)/17

1. Works are taking place to extend Ensenada W groyne, 400m, in a SSW direction in the vicinity of position 31° 50'·63N., 116° 37'·53W.
2. The light-beacon at the head of the groyne will be extinguished and a green buoy, *Fl.G.5s*, will mark the progress of the works.
3. Mariners should navigate with caution in the area.
4. Chart 1938 will be updated when works are complete.
(WGS84 DATUM)

Chart affected - 1938

To accompany Notice to Mariners 690/17

On Chart 2810

CHANNEL DEPTHS (see Note)								
BRUNSWICK HARBOR								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2016								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ST SIMONS RANGE	34.0	H36.0	36.0	31.0	7-16	500	9.7	38
PLANTATION CREEK RANGE (A)	35.5	38.5	42.0	40.5	7-16	400	1.8	36
JEKYLL ISLAND RANGE (B)	38.5	38.0	37.5	37.0	8-16	400	1.9	36
CEDAR HAMMOCK RANGE (C)	34.5	35.5	34.0	31.5	8-16	400	1.4	36
BRUNSWICK POINT CUT RANGE	35.0	36.5	36.0	36.5	8-16	400	2.4	36
TURTLE RIVER LOWER RANGE	37.0	37.0	37.0	35.0	8-16	400	1.8	36
BLYTHE ISLAND RANGE	29.5	29.0	27.5	26.0	8-16	300	1.5	30
TURTLE RIVER UPPER RANGE	26.5	28.5	28.5	26.0	8-16	300	2.7	30
EAST RIVER (D)								
ENTRANCE TO SECOND AVE (E)	33.5	33.5	33.0	33.5	8-16	400	1.2	37-41
SECOND AVE TO MAYOR'S POINT	J32.5	33.5	34.0	33.0	8-16	400	1.0	36
SOUTH BRUNSWICK RIVER (F & G)	34.5	36.5	36.5	35.5	8-16	400	1.3	36
<p>A. THE WIDENER AT INTERSECTION OF PLANTATION CREEK RANGE AND JEKYLL ISLAND RANGE LEAST DEPTHS WERE 46.0 FEET, LOCATED 100 FEET INSIDE THE CHANNEL LIMIT, AND 52.0 FEET, LOCATED 400 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE.</p> <p>B. THE WIDENER AT INTERSECTION OF JEKYLL ISLAND RANGE AND CEDAR HAMMOCK RANGE LEAST DEPTH WAS 36.0 FEET, LOCATED 75 FEET INSIDE THE CHANNEL LIMIT FROM THE RIGHT SIDE.</p> <p>C. THE WIDENER AT INTERSECTION OF CEDAR HAMMOCK RANGE AND BRUNSWICK POINT CUT RANGE LEAST DEPTH WAS 34.0 FEET, LOCATED 50 FEET INSIDE THE CHANNEL LIMIT FROM THE RIGHT SIDE.</p> <p>D. THE EAST RIVER TURNING BASIN LEAST DEPTHS WERE 31.5 FEET 100 FEET FROM BACKSIDE, 32.5 FEET 400 FEET FROM BACKSIDE AND 32.5 FEET 600 FEET FROM BACKSIDE.</p> <p>E. THE EAST RIVER ENTRANCE TO SECOND AVE WIDENER LEAST DEPTHS WERE 26.0 FEET LOCATED 50 FEET INSIDE THE CHANNEL LIMIT AND 33.0 FEET LOCATED 150 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE, AND 41.5 FEET LOCATED 50 FEET INSIDE THE CHANNEL LIMIT FROM THE RIGHT SIDE.</p> <p>F. THE SOUTH BRUNSWICK RIVER TURNING BASIN LEAST DEPTHS WERE 40.5 FEET FROM THE LEFT SIDE AND 38.5 FEET FROM THE RIGHT SIDE.</p> <p>G. THE SOUTH BRUNSWICK RIVER GPA DOCK LEAST DEPTHS WERE 38.0 FEET ALONG THE DOCK AND 35.0 FEET ON THE RIGHT SIDE.</p> <p>H. EXCEPT FOR A 35 FEET OBSTRUCTION LOCATED BY A NOS SURVEY OF JUL 2006 AT 31°04' 15.5" N; 081°16' 57.4" W.</p> <p>J. EXCEPT FOR A DANGEROUS WRECK LOCATED IN APPROXIMATE POSITION 31°08' 49.8" N; 081°29' 59.3" W.</p> <p>NOTE - FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 50 FEET INSIDE THE CHANNEL LIMITS. (EXCEPT FOR THE EAST RIVER TURNING BASIN)</p> <p>NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION</p>								

To accompany Notice to Mariners 702/2017

On Chart 1125

CHART 1123: POSITIONS
To agree with adjoining chart 1123 which is referred to ETRS89 Datum, positions read from chart 1125 must be adjusted by 0-02 minutes NORTHWARD and 0-03 minutes WESTWARD.

To accompany Notice to Mariners 702/2017

On Chart 2049

CHARTS 1121 AND 1123: POSITIONS
To agree with the smaller scale charts 1121
and 1123 which are referred to ETRS89
Datum, positions read from chart 2049 must
be adjusted by 0-03 minutes NORTHWARD
and 0-05 minutes WESTWARD.

To accompany Notice to Mariners 710/17

On Chart 3457

CHANNEL DEPTHS (see Note)								
ARTHUR KILL, KILL VAN KULL AND NEWARK BAY TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2016 AND SURVEYS TO SEP 2016								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ARTHUR KILL (A)								
FRESH KILLS REACH	33.5	35.0	35.0	32.6	12-15,1,2-16	500	1.65	35
TREMLEY POINT REACH	32.6	36.8	35.8	31.7	12-15,1,2-16	500	0.85	35
PRALLS ISLAND REACH	31.3	33.9	36.1	27.1	12-15,1,2-16	500	1.13	35
GULFPORT REACH	33.0	36.0	36.4	29.8	12-15,1,2-16	500-600	1.03	35
ARTHUR KILL (B)								
ELIZABETHPORT REACH	51.3	50.2	52.0	50.2	12-15,1,2-16	705-500	0.92	50
NORTH OF SHOOTERS ISLAND REACH	50.7	51.4	50.8	50.3	12-15,1,2-16	1105-515	1.07	50
SOUTH OF SHOOTERS ISLAND REACH	C9.1	C11.8	C16.4	C5.3	11-15	400	0.94	30
KILL VAN KULL (A):								
BERGEN PT. WEST REACH	51.8	52.0	51.9	51.8	3-15	800-1710	1.09	50
BERGEN PT. EAST REACH	50.9	51.8	50.9	50.3	3-15	800-895	0.96	50
CONSTABLE HOOK REACH	51.6	52.1	52.2	51.9	3-15	2000-800	2.52	50
NEWARK BAY:								
SOUTH REACH	49.7	50.3	51.0	47.7	2,3-16	1000-2360	1.28	50
MIDDLE REACH (SOUTH)	46.0	45.8	46.3	45.6	2,3-16	1655-810	0.87	50
MIDDLE REACH (NORTH)	37.0	38.5	32.8	26.3	2,3-16	800-565	0.53	40
NORTH REACH	20.3	21.7	18.6	6.5	2,3-16	500-1030	1.37	35
PORT ELIZABETH:								
SOUTH REACH EAST	50.2	49.9	49.6	49.6	9-16	515-500	0.26	50
SOUTH REACH WEST	44.8	44.5	44.9	44.7	9-16	500-100	0.17	45
BRANCH REACH	47.2	49.0	49.3	47.7	9-16	750-500	1.27	50
PORT NEWARK:								
BRANCH REACH	20.1	32.4	33.6	23.9	2,3-16	1785-400	0.40	40
INSHORE REACH	31.9	30.7	30.2	29.7	2,3-16	400	1.06	40
PIERHEAD REACH	39.2	39.9	39.9	39.4	2,3-16	300-750	0.65	40
PASSAIC RIVER:								
KEARNY PT REACH	13.8	13.7	13.7	9.5	11,12-13;2,3-14	300	1.00	30
HACKENSACK RIVER:								
DROYERS REACH	26.7	23.4	23.8	17.8	10-15	300-500	1.55	D32
A. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER BAY.								
B. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER BAY.								
C. NUMEROUS WRECKS AND OBSTRUCTIONS WITH MINIMUM DEPTH TO 4 FEET WITHIN CHANNEL LIMITS.								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 710/17

On Chart 3458

CHANNEL DEPTHS (see Note)								
RARITAN BAY, ARTHUR KILL AND RARITAN RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2016 AND SURVEYS TO SEP 2016								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
RARITAN BAY EAST REACH	31.9	38.4	38.2	33.2	5-16	600-800	4.0	35
RARITAN BAY WEST REACH	31.4	39.8	39.9	30.7	5-16	600	2.4	35
SEGUINE POINT BEND	32.1	40.9	41.2	34.8	5-16	600-1000	1.2	35
RED BANK REACH	33.1	40.5	40.7	34.2	3,4-15	600	1.2	35
WARD POINT BEND (EAST)	28.0	39.3	36.0	26.5	3,4-15	600-800	1.1	35
WARD POINT BEND (WEST)	32.5	34.5	33.2	31.8	3,4-15	600-800	1.3	35
OUTERBRIDGE REACH	34.3	34.8	35.8	32.2	12-15; 1,2-16	600-840	1.6	35
PORT SOCONY REACH	32.9	35.0	34.9	32.4	12-15; 1,2-16	600-800	0.87	35
PORT READING REACH	31.7	34.5	34.0	22.3	12-15; 1,2-16	500-850	1.8	35
FRESH KILLS REACH	33.5	35.0	35.0	32.6	12-15; 1,2-16	500	1.65	35
RARITAN RIVER CUTOFF (A)	19.2	20.1	19.4	16.3	3-16	600-1740	1.0	20
WARD POINT SECONDARY CHANNEL	18.7	18.7	18.6	18.6	4-16	400	0.8	30
GREAT BEDS REACH (B)	13.1	17.2	17.2	17.9	12-13;1,2-14	300	0.76	25
SOUTH AMBOY REACH (B)	14.8	17.2	17.2	14.6	12-13;1,2-14	300	1.2	25
A. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM RARITAN RIVER								
B. THE CORPS. OF ENGINEERS REPORTS MIDDLE HALF OF CHANNEL.								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 743/17

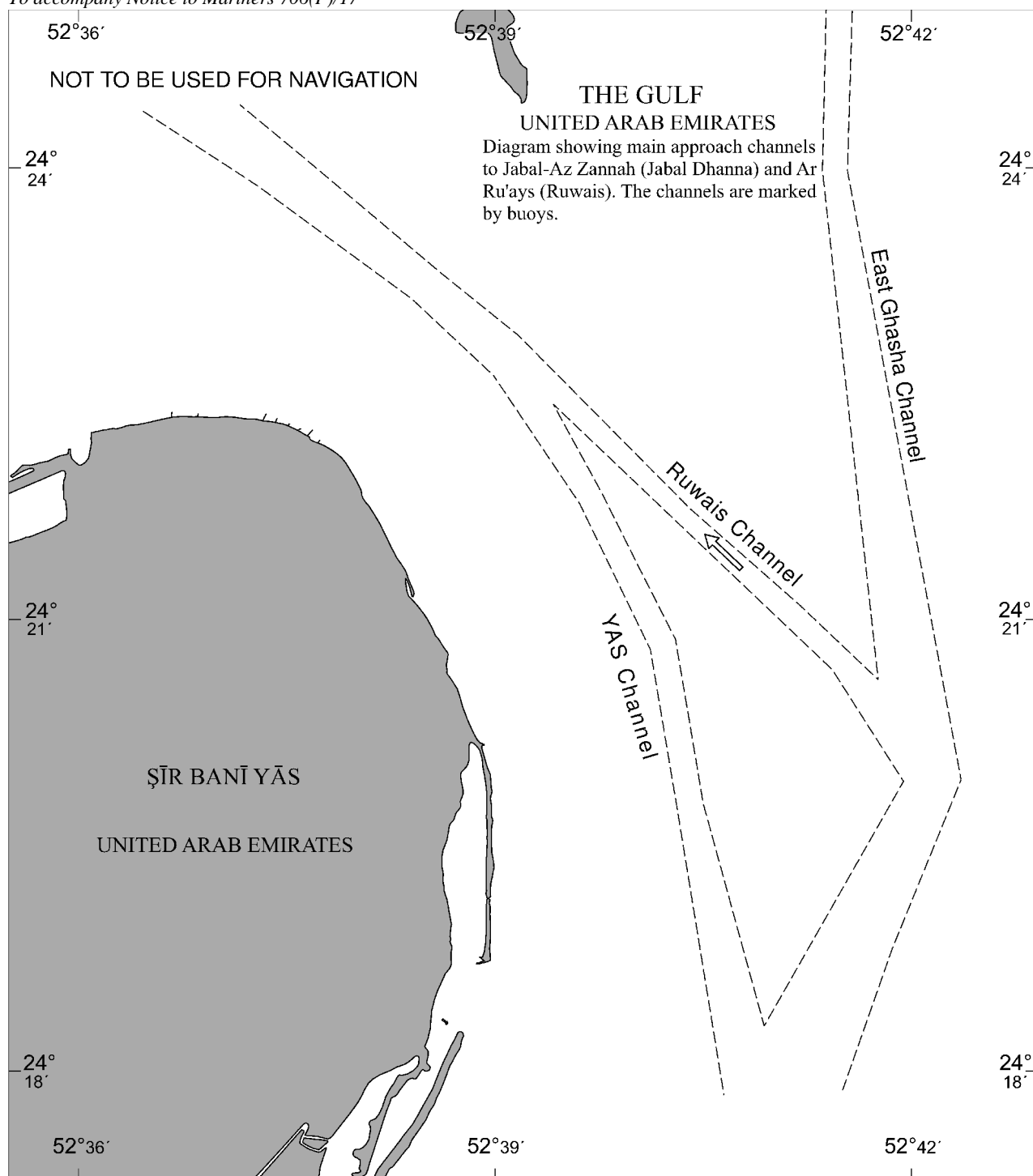
On Chart 3151

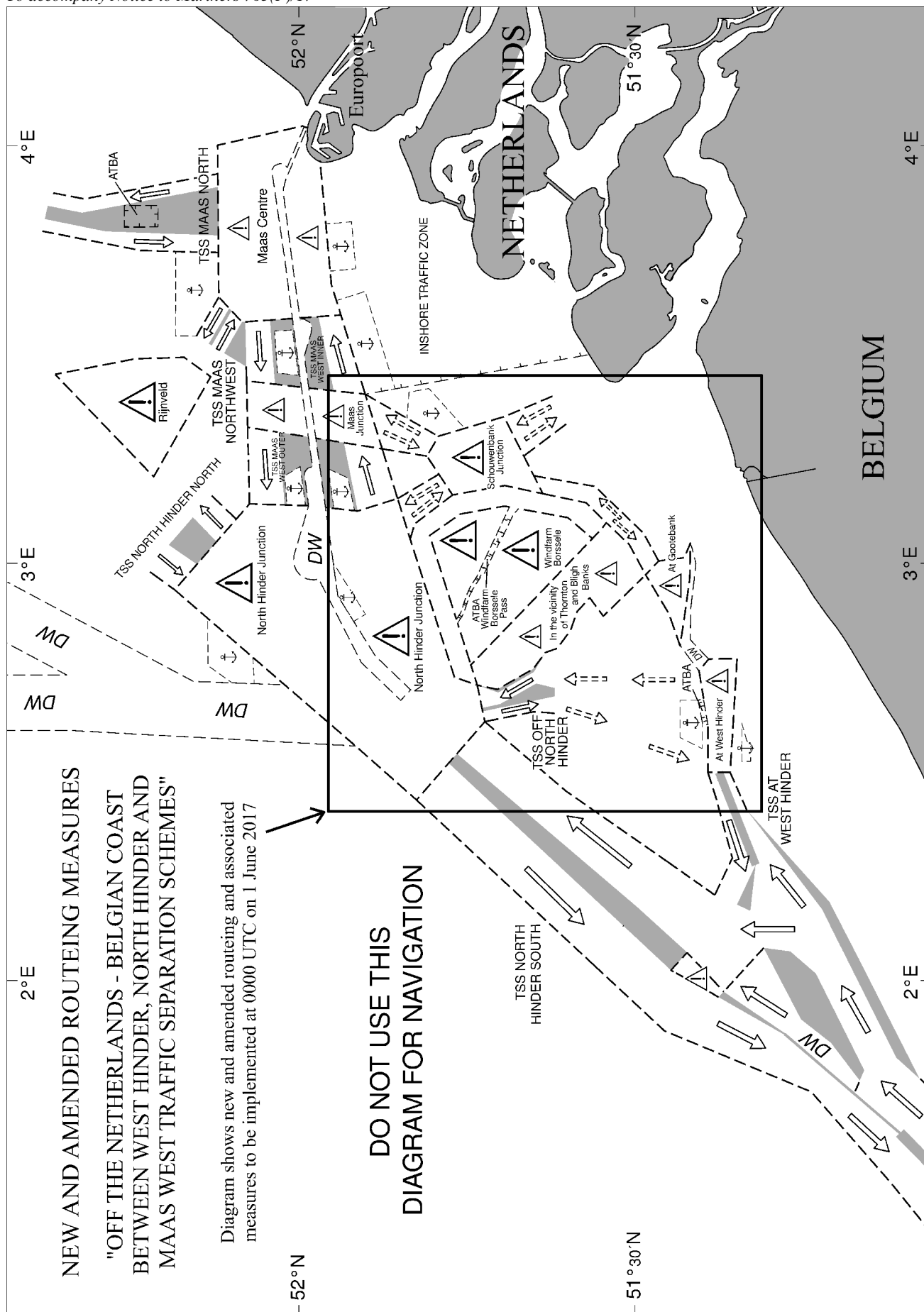
CHANNEL DEPTHS (see Note)							
PASCAGOULA BAR CHANNEL, SHIP ISLAND PASS AND GULFPORT HARBOR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2016							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
PASCAGOULA PASCAGOULA BAR CHANNEL	43.9	44.0	35.9	5-16	450	6.28	44
GULFPORT GULFPORT BAR CHANNEL (A)	35.7	35.3	34.6	3-16	400	10.04	38
GULFPORT SOUND CHANNEL (A)	28.1	30.8	28.9	3-16	300	10.63	36
ANCHORAGE BASIN (B)	30.4	30.6	32.0	5-16	1110-1220	0.93	32-36
A. SHOALING EXISTS IN BEND WIDENING AREA.							
B. SHOALING TO 27.4 FT EXISTS WITHIN 50 FEET OF FAR NORTH END OF PROJECT.							
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

To accompany Notice to Mariners 743/17

On Chart 3841

CHANNEL DEPTHS (see Note)							
HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2016 AND SURVEYS TO SEP 2016							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
PASCAGOULA BAR CHANNEL	43.9	44.0	35.9	5-16	450	6.28	44.0
HORN ISLAND PASS	40.8	44.0	42.6	5-16	600	1.4	44.0
PASCAGOULA LOWER SOUND	38.4A	42.0	40.6B	5-16	350	4.3	42.0
PASCAGOULA UPPER SOUND	32.3	34.4	32.0	7-16	350	4.63	38.0
PASCAGOULA RIVER	36.3C	38.0D	36.8E	8-16	350F	2.021	38.0
BAYOU CASOTTE	39.2	42.0G	35.6	9-16	350	4.57	42.0
A. SHOALING TO 38.3 IN BEND WIDENING AREA. B. SHOALING TO 39.3 IN BEND WIDENING AREA. C. SHOALING TO 21.8 FT WITHIN 200 FT AT CSX RAILROAD BRIDGE. D. SHOALING TO 23.0 FT WITHIN 200 FT AT CSX RAILROAD BRIDGE. E. SHOALING TO 23.7 FT WITHIN 200 FT AT CSX RAILROAD BRIDGE. F. PASCAGOULA RIVER PROJECT WIDTH VARIES AT SOUTH END OF TERMINAL C TO CSX RAILROAD. G. SHOALING TO 39.8 FT AT FAR NORTH END OF PROJECT. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							



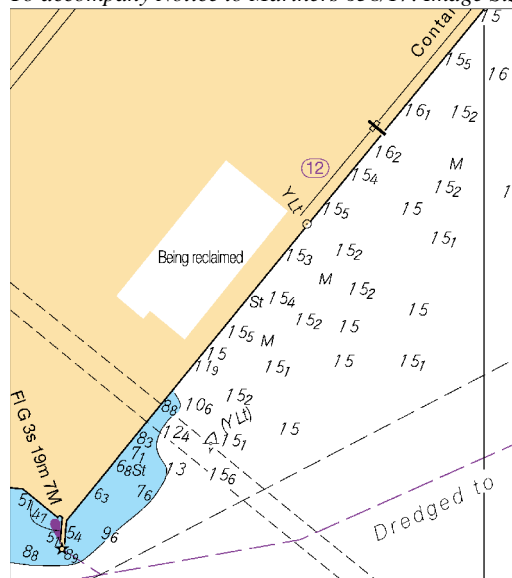


To accompany Notice to Mariners 726/17

On Chart 1515

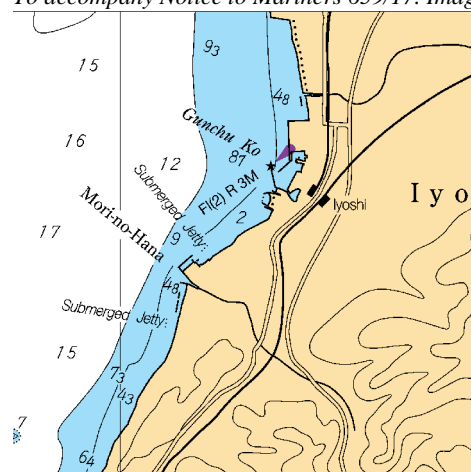
INTEGRAL AND MARINE RESERVES
Entry and activity in the Integral Marine Reserve and Marine Reserve are affected by numerous restrictions and prohibitions. For further details, see Admiralty Sailing Directions.

To accompany Notice to Mariners 658/17. Image Size (mm) 75.5 by 66.6



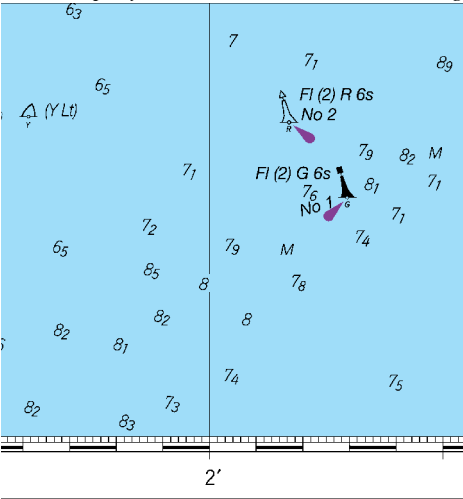
Block for Chart No JP123

To accompany Notice to Mariners 659/17. Image Size (mm) 61 by 61





Block for Chart No JP1102

To accompany Notice to Mariners 660/17. Image Size (mm) 65.4 by 61.1



To accompany Notice to Mariners 670/17. Image Size (mm) 50.3 by 197.1

		2288 GDAŃSK 
<p>Charts 2150, 2360 and 2369 have been withdrawn and replaced by GB Charts 2014 (INT1219), 2015 (INT1201), 2018 (INT1202) and 2040 (INT1218). The limits of these charts will be updated by a New Edition of 2816 to be published 23 March 2017.</p>		
P	O	L
		A

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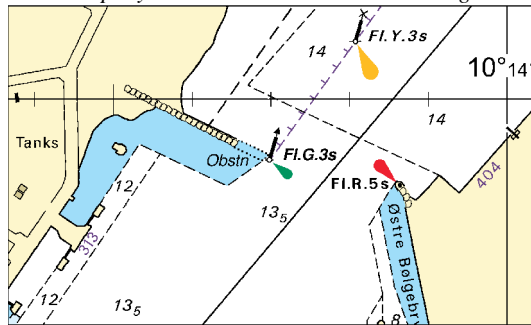
Wk07/17

[illegible]

Wk07/17

Wk07/17

To accompany Notice to Mariners 683/17. Image Size (mm) 42.3 by 69.8



Block for Chart No 949

To accompany Notice to Mariners 687/17. Image Size (mm) 49.7 by 72.4



Block for Chart No 2769

This map shows the proposed fixed bridge at Girard Point, Alaska. The bridge is labeled "Fixed Bridge (400' 135)". The map includes various navigational aids and landmarks, such as "Girard Point Terminal", "Obstn", "Pile", "Oc.G. 4s64ft", and "FLG 25s". The map also shows the "R" (Range) and "Li" (Light) markers. The map is divided into numbered sections (1-6) and includes a scale bar.

Wk07/17

III

NAVIGATIONAL WARNINGS

See *The Mariner's Handbook (2015 Edition)*. It is recommended that the warnings reprinted below should be kept in a file or book, followed by subsequent weekly reprints. Only the most convenient ADMIRALTY Chart is quoted. All warnings issued within the previous 42 days are broadcast via SafetyNET 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. 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@btconnect.com

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.

Weekly Edition 7, 16 February 2017 (published on the UKHO website 6 February 2017).

Navarea I (NE Atlantic) Weekly Edition 7

The following NAVAREA I warnings were in force at 060500 UTC Feb 17.

2016 series: 214

2017 series: 009 011 012 013

011 ENGLAND, NORTH EAST COAST. Blyth Offshore Windfarm. GB Chart 156.

1. New light-buoys established marking the limits of the Blyth Offshore Windfarm development area as follows:

(A) *Blyth D NE*, North cardinal, *VQ* in 55-09.2N 001-24.3W.

(B) *Blyth D NW*, North cardinal, *Q* in 55-09.2N 001-25.3W.

(C) *Blyth D E*, East cardinal, *VQ (3) 5s* in 55-07.9N 001-23.4W.

(D) *Blyth D W*, West cardinal, *Q (9) 15s* in 55-07.9N 001-24.7W.

(E) *Blyth D SE*, South cardinal, *VQ (6) + LFL 10s* in 55-06.5N 001-23.1W.

(F) *Blyth D SW*, South cardinal, *Q (6) + LFL 15s* in 55-06.5N 001-24.1W.

2. Cancel 008/17.

012 Navarea I Warnings in force at 031000 UTC Feb 17. 2. Cancel 007/17.

013 1. RIGLIST. Correct at 060500 UTC Feb 17.

Southern North Sea: 51N to 55N

52-05.4N 003-58.6E Paragon Prospector 1

53-03.2N 002-11.3E Seafox 4 ACP Leman Gas Field

53-14.0N 003-14.5E 590021

53-14.9N 002-17.8E Ensco 92 ACP Europa EZ

53-15.3N 000-52.0E Atlantic Amsterdam ACP Race Bank Wind Farm

53-23.6N 004-12.1E Ensco 72 ACP L10-C Placid Field

53-32.0N 002-15.3E GMS Endurance 6101 ACP Viking Gas Field

54-03.3N 001-02.1E Rowan Gorilla 7 ACP Ravenspurn North Gas Field

54-04.4N 000-54.9E Seafox 2 ACP ST3 Ravenspurn North Gas Field

54-36.0N 002-11.8E Ensco 80 ACP Cygnus B WHP

54-36.0N 002-11.8E Seafox 7 ACP Cygnus B WHP

54-51.2N 004-41.8E Ensco 101 ACP F3-B

III

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

55-28.7N	005-06.5E	Ensco 71 ACP Dan Oil Field
55-34.7N	004-45.6E	Maersk Resilient ACP Gorm Oil Field
55-38.4N	004-53.1E	Noble Sam Turner ACP Tyra Gas Field
55-43.3N	004-48.0E	Maersk Guardian ACP Tyra Gas Field
55-46.1N	004-38.9E	Seafox 5 ACP Roar Gas Field
55-52.9N	004-14.0E	Ensco 121 alongside platform under construction
56-22.6N	003-15.5E	Maersk Innovator ACP Eldfisk Oil Field
56-41.8N	002-20.3E	COSL Rival ACP Judy Oil Field
56-48.4N	000-42.3E	Ensco 100
57-00.8N	001-50.4E	GSF Galaxy 1 ACP Elgin Gas Field
57-00.8N	001-50.5E	Prospector 5 ACP Elgin Gas Field
57-01.9N	001-57.3E	Noble Hans Deul ACP Shearwater Oil Field
57-11.7N	001-54.8E	Maersk Highlander ACP u/c Pierce Oil Field Westward
57-27.0N	001-23.2E	Noble Regina Allen ACP Montrose Oil Field
58-02.0N	000-43.7E	Sedco 712
58-18.1N	001-42.4W	Blackford Dolphin
58-34.3N	001-41.8E	Maersk Integrator ACP Gina Krog under construction
58-50.6N	002-14.9E	Rowan Viking ACP Edvard Grieg under construction
58-55.3N	002-11.8E	Maersk Interceptor ACP Ivar Aasen under construction
58-55.5N	002-24.5E	Deepsea Atlantic
59-09.9N	001-37.9E	Wilphoenix
59-20.3N	001-36.4E	Ocean Valiant
59-29.7N	001-57.9E	Transocean Arctic
59-32.0N	001-24.4E	Ocean Patriot
59-35.4N	001-03.4E	Noble Lloyd Noble ACP under construction Mariner Oil Field
59-53.9N	001-16.9E	Transocean Leader

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

	60-03.7N	001-59.2E	Rowan Gorilla 5
	60-15.6N	003-32.8W	Transocean Spitsbergen
	60-20.0N	004-06.0W	Deepsea Aberdeen
	60-30.3N	002-00.8E	Maersk Intrepid ACP Martin Linge
	60-41.9N	002-55.9E	Safe Scandinavia ACP Oseberg Oil Field
	60-44.2N	002-29.9W	Floatel Victory ACP u/c Clair Ridge Oil Field
	60-49.8N	003-34.2E	Songa Equinox
	60-52.5N	003-29.6E	COSL Promoter
	61-02.3N	002-20.3E	West Elara ACP Kvitebjorn Gas Field
NEW	61-08.0N	003-32.0E	Scarabeo 5
	61-16.6N	002-07.1E	Bideford Dolphin
	61-40.1N	001-22.2E	Paul B Loyd Jr

South and West Coasts of the British Isles.

53-37.9N	003-10.6W	Irish Sea Pioneer ACP Hamilton Gas Field
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NOTES:

- A. Rigs are protected by a 500 metre safety zone.
- B. ACP - Adjacent to Charted Platform; u/c - under construction
- C. For Rigs located North of 65N, East of 5W, refer to Navarea XIX Warnings or visit www.navarea-xix.no

- 2. Cancel 010/17.

UPDATES TO ADMIRALTY SAILING DIRECTIONS

NP7A South America Pilot Volume 4 (2016 Edition)

Venezuela – Naiguatá — Directions; light

177

Paragraph 6.6 2 lines 1–2 *Replace by:*

- 2 Naiguatá Light (metal post on building, 55 m in height) (10°37'·14N 66°44'·70W).

178

Paragraph 6.9 1 lines 4–15 *Replace by:*

N of Punta Naiguatá (10°37'·48N 66°44'·50W), which is low and indefinite. A small harbour is situated on the W side of the point; a light (6.6) is exhibited from a building 4 cables SSW of the point. Other marks for identifying Punta Naiguatá are a sandy beach E of the point behind which there are some reddish cliffs and, at night, the lights of Naiguatá which stands above the cliffs. Thence:

Servicio de Hidrografia Y Navegacion (SHN)
(SDD 2017000 009652) [07/17]

Venezuela – Golfo de Venezuela – Punta Macolla to Canal de Maracaibo — Directions; platforms

236

Paragraph 8.22 Existing Section IV Notice Week 30/16 1 lines 3–4 *Replace by:*

Clear of three platforms (11°57'·62N 70°32'·25W), thence:

UKHO
(SDD 2016000 282531) [07/17]

NP20 Baltic Pilot Volume 3 (2016 Edition)

Russia – Sankt Peterburg – Outer Approaches — General information; traffic regulations

128

Paragraph 3.215 1 lines 8–10 *Replace by:*

...buoys No 11 and 12 as far as buoy No 23 in the Sankt Peterburgskiy Morskoy Kanal of 6 kn.

BA2395 [07/17]

Sweden – Skelleftehamn – Gåsören to Sörfjärden — Directions

464

Paragraph 11.59 2 lines 6–8 *Replace by:*

...on to a recommended track of 318° towards the S side of Rönnskär.

Paragraph 11.59 3 lines 1–4 *Replace by:*

- 3 Thence, when entering the green sector of Kopparudden Light (062°), the track leads WNW to pass through the narrow strait keeping NNE of the buoy (port hand) (64°39'·68N 21°16'·27E) marking the shoals NNE of Nörd-Olsgrundet. Keep Örviken Rear...

Swedish Notice 634/11818/16
(SDD 2017000 014655)

[07/17]

NP27 Channel Pilot (2017 Edition)

United Kingdom – Teignmouth and approaches — General information; limiting conditions; arrival information; harbour; directions for entering harbour; berths

167

Paragraph 5.88 1 line 4 *Replace by:*

...salt, aggregate and blast furnace slag, and exporting ball...

Paragraph 5.88 2 lines 3–4 *Replace by:*

...Harbour Office, 2nd Floor ABP Port Office, Quay Road, Teignmouth, Devon, TQ14 8TS.

Paragraph 5.89 1 lines 4–5 *Replace by:*

Local weather and sea state. In E and SE gales and out-going tides the harbour may be inaccessible.

Paragraph 5.90 1 lines 1–3 *Replace by:*

- 1 **Outer anchorages.** For ships up to 120 m LOA about 1 mile E or SE of The Ness, silt over clay, good holding. Anchorage is also possible for small craft, in settled weather and with...

Paragraph 5.91 1–5 *Replace by:*

- 1 **General layout.** The entrance to River Teign lies between The Ness (50°32'·27N 3°29'·76W) and The Point, 2½ cables NW. A low tongue of loose sand, which is subject to constant change, extends SW from The Point and is marked near its SW extremity by a light beacon. An unlit beacon marks the end of a masonry groyne situated on The Point. Spratt Sand, which dries and whose shape is liable to constant change, extends up to 4 cables E of The Point.
- 2 Pole Sand, which occasionally dries, extends 1½ cables E from The Ness and joins East Pole Sand, which also occasionally dries, and lies about 2½ cables E of The Ness. Shoal water extends E from East Pole Sand.

- 3 The Bar (50°32'·38N 3°29'·48W) would normally lie between East Pole Sand and the SE edge of Spratt Sand but is not allowed to form owing to daily bed levelling by the Harbour Authority. The depth in the vicinity of the bar is constantly monitored by the pilots and Harbour Authority.

Teignmouth Harbour, fronts the W side of the town within the river entrance; it contains working berths at Eastern Quay and Western Quay. The berths are owned by Associated British Ports (ABP) Holdings Plc.

- 4 **Approach channels.** Sand tends to build up on The Point as a result of NE and E gales until it extends S beyond the light beacon. The sand is subsequently eroded by the strong out-going tidal streams and/or NW winds and is deposited on the sandbanks described above. The position of the best channel is between Pole Sand to the S and East Pole Sand to the N, marked clearly by light buoys. Light buoys (lateral) marking the channel are repositioned occasionally to mark subtle changes to the position of the sandbanks. Buoys (special) are also moored in the channels through the area where The Bar might form; they are for the guidance of the pilots and have no navigational significance. See information on the chart.

- 5 **Entrance channel.** The channel into the river is approximately ½ cable wide between the drying sandbanks on each side and tends to be deepest on the S side abreast the training wall. Shaldon Pool, with depths of up to 8 m, lies SW of The Point, thence the channel turns sharply N and is bordered on its W side by The Salty, a hard bank of gravel and sand. The Salty is marked on its E side by buoys. The channel, which is confined to the E and N sides of the Salty and estuary, is clearly marked and lit; see information on the chart. From The Point as far as Teignmouth and Shaldon Bridge (which spans the river 4 cables W), the channel has depths from 1 to 3 m.

168

Paragraph 5.93 1 line 5 *Replace by:*

...advised by the Harbour Master on a 24 hour number 07796 178456.

Paragraph 5.93 2 lines 1-3 *Replace by:*

- 2 **Positioning marks.** The alignment (334°) of the following lights on the S end of The Den were originally used to keep vessels approaching from the S clear of the rocks off the Ness but now have no navigational purpose, unless the Pole and East Pole sands reduce to nothing when the lights will fulfil their original function:

169

Paragraph 5.94 2 line 7 *Replace by:*

...vessels to take the ground at all berths, which are classified as Not Afloat but Safely Aground (NABSA) berths.

Paragraph 5.95 1 lines 2-4 *Replace by:*

Other facilities: nearest hospital in Newton Abbot; SSCC and SSCEC are issued at Teignmouth, for further details see 1.75.

Teignmouth Harbour Authority

[07/17]

NP30 China Sea Pilot Volume 1 (2016 Edition)

China - Hong Kong - Black Point to Kau Yi Chau — Regulations; Marine Park

302

After Paragraph 8.242 3 line 7 *Insert:*

The Brothers Marine Park (22°19'·73N 113°58'·98E); marked by light buoys (special), extending from The Brothers (8.247) to Lantau Island. No power driven vessel shall exceed speeds of 10 kn. Except for Sham Shui Kok anchorages No 1 (8.262) and No 2 (8.263), no vessel shall moor or anchor within the park without the permission of the Country and Marine Parks Authority.

China C2 (HK) Notice 01/02/2017
(SDD 2017000 014768)

[07/17]

NP32 China Sea Pilot Volume 3 (2015 Edition)

China – Dalian Xingang, Dayao Wan and Approaches — Basins and berths

366

Paragraph 9.224 1-3 *Replace by:*

1 Dalian Xingang:

Crude Oil Terminal (38°57'·83N 121°54'·51E); maximum size 300 000 dwt, LOA 510 m, draught 25.4 m.

LNG berth (38°57'·38N 121°53'·21E); length including dolphins 435 m, minimum depth 14.5 m.

2 Mineral Terminal (38°56'·96N 121°52'·58E). Two jetties with about 400 m in length, depths from 18.6 to 25.8 m.

Nianyuwan Gangqu (38°58'·40N 121°54'·00E) has four oil wharves with berths on each side, handling crude oil and POL. Maximum size 175 000 dwt, LOA 421 m, draught 17.5 m at No 1 Crude Oil Jetty. On W the side of the area there are a number of T-shaped jetties with depths less than 10 m, with a boat wharf to the S.

3 Dayao Wan:

Multi-purpose Wharf (38°59'·88N 121°53'·67E). Four berths, mainly used for grain and general cargo; maximum draught 12.1 m.

Dalian Container Terminal (39°00'·00N 121°53'·16E). Seven berths; maximum depth 14.1 m.

4 Dalian Port Container Terminal (39°00'·74N 121°52'·09E). Six berths; maximum depth 17.8 m.

Motor Vehicles Wharf (39°01'·90N 121°50'·57E). Three berths; 640 m in length, minimum depth 11.0 m.

(SDD 2017000 009314)

[07/17]

NP37 West Coasts of England and Wales Pilot (2014 Edition)

Manchester Ship Canal — Limiting conditions; maximum draught

270

Paragraph 8.114 3-4 *Replace by:*

3 Maximum size of vessel handled:

Between Eastham Locks and Ince Oil Berth (53°17'·17N 2°50'·71W):

<i>Length</i>	<i>Beam</i>	<i>FW Draught</i>	<i>Mast height</i>
170·7 m	21·9 m	8·4 m	No limit

Between Ince and Runcorn Lay-by (53°20'·67N 2°43'·96W):

<i>Length</i>	<i>Beam</i>	<i>FW Draught</i>	<i>Mast height</i>
161·5 m	19·4 m	8·0 m	No limit

4 Between Runcorn Lay-by and Mode Wheel Locks (53°28'·42N 2°18'·32W):

<i>Length</i>	<i>Beam</i>	<i>FW Draught</i>	<i>Mast height</i>
161·5 m	19·4 m	5·90 m	21·3 m

Between Mode Wheel Locks and Salford Quays Marina (No. 6 Dock):

<i>Length</i>	<i>Beam</i>	<i>FW Draught</i>	<i>Mast height</i>
161·5 m	19·4 m	2·90 m	21·3 m

There are numerous exceptions to these maximum draughts at various berths, and Mariners should always obtain the latest information from Manchester Port Operations (8.124).

Peel Ports Notice 7/17
(SDD 2017000 014788)

[07/17]

Port of Manchester — Queen Elizabeth II Dock — Harbour; depths

272

Paragraph 8.131 2 lines 1-6 including Existing Section IV Notice Wk 17/16 *Replace by:*

2 There are oil berths, the numbers of which are shown on the chart, on each of the four sides of the dock with lengths varying from 221 to 274 m.

Vessels of approximately 40 000 dwt, having a length of up to 208·7 m, beam 28·3 m and draught of 8·5 m at No 1 and No 2 berths, 8·6 m at No 3 berth and 8·0 m at No 4 berth, can be accommodated.

273

Paragraph 8.133 1 line 5 *Replace by:*

...vessels with a beam of up to 20·7 m and a maximum draught of 8·3 m.

274

Paragraph 8.136 1 lines 4-6 *Replace by:*

...Stanlow Oil Docks. The pier has a length of 40 m and can handle vessels of up to 110 m in length and 7·0 m in draught.

Paragraph 8.138 1 line 5 *For 6·4 m Read 7·0 m*

Paragraph 8.138 2 lines 2-4 *Replace by:*

...is capable of accommodating vessels with a maximum draught of 7·60 m.

Peel Ports Notice 7/17
(SDD 2017000 014788)

[07/17]

NP38 West Coast of India Pilot (2016 Edition)

India — Tuticorin — Arrival information; anchorage; pilotage

158

Paragraph 4.149 1 lines 13-14 *For 8°43'·40N 78°15'·16E Read 8°40'·36N 78°17'·08E*

159

Paragraph 4.150 1 lines 4-6 *Replace by:*

The pilot boarding positions are 8°43'·50N 78°16'·50E for vessels drawing 9 m or more and 8°43'·60N 78°15'·93E for all other vessels.

Indian Chart 2075
(SDD 2016000 307719)

[07/17]

NP40 Irish Coast Pilot (2016 Edition)

Northern Ireland — North Coast — Portrush — Skerries Sound — Directions; beacon

423

Paragraph 13.129 6 lines 1-2 *Replace by:*

6 From a position 5 cables N of the outfall, marked by a light buoy (special) (55°12'·34N 6°41'·83W), the track leads E, passing:

Radio Navigation Warning 008/17
(SDD 2017000 009511)

[07/17]

NP42B Japan Pilot Volume 3 (2016 Edition)

Osaka Wan - Kobe Ku - East Passage — Directions; buoyage

401

Paragraph 13.40 1 lines 1-8 *Replace by:*

1 From the vicinity of Kobe Offing Light Buoy No 2 (34°35'·65N 135°14'·33E) the track leads NE for about 4 miles to the vicinity of No 1 Light Buoy (safe water) (34°37'·76N 135°18'·54E); the track then leads N through a channel marked by buoys (lateral) and between breakwater heads into the outer part of Section 3.

Japanese Notice 4/75/17
(SDD 2017000 014404)

[07/17]

**Osaka Wan – Amagasaki–Nishinomiya–Ashiya
Ku — Directions; buoyage**

403

Paragraph 13.67 *1* line 2 *For* 34°35'·66N 135°14'·33E
Read 34°35'·65N 135°14'·33E

Paragraph 13.67 *1* line 4 *For* 34°37'·77N 135°18'·69E
Read 34°37'·76N 135°18'·54E

Japanese Notice 4/75/17
(SDD 2017000 014404) [07/17]

**NP43 South and East Coasts of Korea, East
Coast of Siberia and Sea of Okhotsk Pilot
(2014 Edition)**

**South Korea – Habaeko to Hongdo —
Directions; light**

114

Paragraph 3.13 *1* including existing Section IV Notice Wk
20/15 *Replace by:*

- 1 Major lights:**
Yeondo Light (34°24'·70N 127°48'·03E) (2.129).
Somaemuldo Light (white round concrete tower,
13 m in height) (34°37'·18N 128°32'·88E).
Hongdo Light (white round concrete tower, 8 m in
height) (34°32'·22N 128°43'·97E).

Paragraph 3.16 *5* existing Section IV Notice Wk 20/15
Delete

Korean Chart 2113
(SDD 2016000 308085) [07/17]

**South Korea – Gadeok Sudo —
General information; pilotage**

145

Paragraph 3.229 *1* *Replace by:*

- 1** For vessels requiring a pilot for the approaches to
Jinhae Hang, Masan Hang and Jinhae Man, the pilot
boards at the No 1 pilot boarding position (35°02'·75N
128°44'·57E).
For Busan New Port pilots board in position
34°58'·00N 128°49'·25E.

BA1065 [07/17]

**South Korea – Gadeok Sudo to
Masan Hang including Jinhae Hang —
General information; pilotage**

148

Paragraph 3.245 *1* line 2 *For* 35°02'·40N 128°45'·70E
Read 35°02'·75N 128°44'·57E

BA1065 [07/17]

**South Korea – Masan Hang and Approaches —
Arrival information; pilotage**

150

Paragraph 3.269 *1* line 3 *For* 35°02'·40N 128°45'·70E
Read 35°02'·75N 128°44'·57E

BA1065 [07/17]

**South Korea – Gohyeon Hang —
Arrival information; pilotage**

155

Paragraph 3.297 *1* line 7 *For* 35°02'·40N 128°45'·70E
Read 35°02'·75N 128°44'·57E

BA1065 [07/17]

**NP44 Malacca Strait and West Coast of Sumatera
Pilot (2015 Edition)**

Singapore — Outer anchorages

207

Paragraph 8.18 *3* lines 1–2 *Delete*

After Paragraph 8.18 *2* line 8 *Insert:*

Anchorage regulations

8.18a

- 1 Restrictions.** Some anchorages have height or
area restrictions which are reflected in the text. Any
vessel at anchor is required to keep engines in a
state of readiness for immediate use in the case of
emergency.

Vessels under active employment or repair must
have their full operational crew onboard. In other
cases, at least half the number of officers, engineers
and crew must be onboard at all times. Alternatively
minimum manning levels may be adjusted in
accordance with the Port Authority guidance, based on
the size and type of vessel.

- 2** Some anchorages have height or area restrictions
which are reflected in the text. Additional regulations
are in force; for full details contact the Maritime and
Port Authority of Singapore.

Singapore Port Marine Circular No.2/2017
(SDD 2017000 009681) [07/17]

**NP46 Mediterranean Pilot Volume 2
(2016 Edition)**

**France – Étang de Berre —
General information; depths**

82

Paragraph 2.191 *1* *Replace by:*

- 1 Depths.** The channel leading from Canal de
Caronte (2.178) into Étang de Berre has a least
charted depth of 6·7 m. The lagoon has depths of 5·0
to 9·0 m over much of its area and shoals rapidly
within 3 cables of the shore.

Passe de Marignane, the narrow channel which leads from Étang de Berre to Étang de Vaine, has a least depth of 2.2 m. Étang de Vaine has depths of less than 5.0 m. Canal de Marseille au Rhône is dredged to 3.0 m.

Paragraph 2.191 2 lines 1–3 *Replace by:*

- 2 **Maximum permitted draught** within Étang de Berre...

French Chart 6907
(SDD 2016000 302981)

[07/17]

NP51 New Zealand Pilot (2015 Edition)

South Island – East Coast – Lyttelton Harbour — AIS

320

After Paragraph 10.58 3 line 9 *Insert:*

Other aids to navigation

10.58a

- 1 **AIS:**

Light buoy (special) (43°34'38S 172°53'45E).

For details see *Admiralty List of Radio Signals Volume 2*.

New Zealand Notice 02/25/2017
(SDD 2017000 015214)

[07/17]

NP58A Norway Pilot Volume 3A (2015 Edition)

Melsteinen – Helgelandflesa — Directions; racon

96

After Paragraph 3.232 2 line 2 *Insert:*

Other aids to navigation

3.232a

- 1 **Racon:**

Helgelandflesa Light (tower, 7 m in height)
(65°13'00N 11°53'19E).

For details see *Admiralty List of Radio Signals Volume 2*.

99

Paragraph 3.251 heading *Replace by:*

Directions

Other aids to navigation

3.250a

- 1 **Racon:**

Helgelandflesa Light (tower, 7 m in height)
(65°13'00N 11°53'19E).

For details see *Admiralty List of Radio Signals Volume 2*.

Norway coastal Administration corresp. 18/01/2017
(SDD 2017000 014026)

[07/17]

NP64 Red Sea and Gulf of Aden Pilot (2015 Edition)

Saudi Arabia – Jeddah — Limiting conditions; directions for entering harbour

242

Paragraph 9.211 1 lines 4–6 *Replace by:*

...commercial port of Jeddah; they are swept to 16 m. A maximum draught of...

244

Paragraph 9.224 6 line 6 *For S part of the E Read S part of the W*

Paragraph 9.224 6 line 7 *For (9.232) Read (9.231)*

246

Paragraph 9.231 1 line 2 *Replace by:*

...channel, swept to 16 m, leads about 1 mile E, passing:

Paragraph 9.231 2–3 *Replace by:*

- 2 N of a dangerous wreck (21°27'61N 39°07'07E), marked close NW by No 15 Light Buoy (starboard hand), thence:

S of Shi'b Jahān (21°28'51N 39°07'19E), a partially drying reef which extends about 8 cables in a N/S direction, marked by Shi'b Jahān Light (9.224). 'A' Light Buoy (port hand) (21°28'20N 39°07'14E), marks the S extremity of the reef and the W extremity of the entrance to the channel leading to Red Sea Gateway Terminal.

*(Directions continue at 9.232
and for the commercial port at 9.233)*

Paragraph 9.232 2 lines 1–5 *Replace by:*

- 2 SE of Shi'b Jahān (9.231) and Shi'b Jahān Light (21°28'51N 39°07'19E) (9.224), standing on the S part of the W side of Shi'b Jahān, thence:

(SDD 2016000 303825)

[07/17]

NP67 West Coasts of Spain and Portugal Pilot (2014 Edition)

Spain – Río Guadiana to Ría de Huelva — Directions; AIS

189

Paragraph 6.82 including heading *Replace by:*

Other aids to navigation

6.82

- 1 **Racon:**

Dique de Juan Carlos I (37°06'49N 6°49'94W)
(6.99).

AIS:

SBM (37°04'79N 6°55'59W) (6.105).

Dique de Juan Carlos I — as above.

Puerto de Huelva W Cardinal Light Buoy
(37°05'53N 6°49'10W).

Picacho Light — as above.

For details see *Admiralty List of Radio Signals Volume 2*.

Spanish Notice 03/22/17
(SDD 2017000 015304)

[07/17]

IV

Spain – Puerto de Huelva — Directions for entering harbour; AIS

191

After Paragraph 6.99 *Insert*:

Other aids to navigation

6.99a

- 1 **Racon:**
Dique de Juan Carlos I (37°06′.49N 6°49′.94W)
(6.99).
- AIS:**
Puerto de Huelva W Cardinal Light Buoy
(37°05′.53N 6°49′.10W).
Dique de Juan Carlos I — as above.
Picacho Light — as above.
For details see *Admiralty List of Radio Signals*
Volume 2.

Spanish Notice 03/22/17
(SDD 2017000 015304)

[07/17]

NP72 Southern Barents Sea and Beloye More Pilot (2014 Edition)

Barents Sea - Beloye More Northern Part — Konushinskiy light

108

Paragraph 4.12 2 line 5–7 *Replace by*:
...in places.

112

Paragraph 4.42 2 lines 1–4 *Replace by*:

- 2 Morzhovskiy Lighthouse (66°43′.44N 42°28′.34E)
(4.80).

115

Paragraph 4.64 2 lines 1–3 *Replace by*:

- 2 Gorodetskiy Light — as above.

Paragraph 4.69 3 line 4 *Delete*

Russian Notice 03/164/17
(SDD 2017000 014977)

[07/17]

UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

NP74, Vol A Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.
Last Updates: Weekly Edition No. 6, dated 09 February 2017.

A4249	- RoRo Terminal	55 37.60 N 6 11.45 W *	2 F R(ver)	9	3 Metal post	1m apart	
A5241.4	WEST COAST. CARDIGAN BAY. TREMADOG BAY Remove from list; deleted						
A5241.7	WEST COAST. CARDIGAN BAY. TREMADOG BAY Remove from list; deleted						
A7780-933 DK, , 118C	HALFDAN OILFIELD - Dogger Tail End. Eastward. DUC-HB-C (DK) - - - -	55 32.33 N 5 02.00 E ..	Lit Racon	.. ..	.. Platform		ALRS Vol 2 Station 55677 *

NP75, Vol B Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.
Last Updates: Weekly Edition No. 5, dated 02 February 2017.

B1809 DK, , 73	- Esbjerg Havn. Østhavn. E Side	55 26.92 N 8 28.55 E	F G	8	4.3 Green post		*
B2379.5 NO, , 020169	- Lågøygrunnen V	59 43.94 N 10 33.75 E	Iso G 4s	7	1.5 Post 15	Floodlit	*
B2381 NO, , 020545	- Fagerstrand. Mole. Head	59 43.88 N 10 35.29 E	F R *	5	0.8 Post 4		*

NP76, Vol C Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.
Last Updates: Weekly Edition No. 6, dated 09 February 2017.

C1680-1 DK, , 5014A	- S Ldg Lts 032.9°. Rear. 322m from front	54 57.12 N 10 42.23 E	Iso W 4s	20	6.5 Red ▽, white stripe, on grey framework tower 18		*
C1804 DK, , 5486B	SMAALANDSFARVANDET. STORSTRØM. MASNEDØ ISLAND - E of railway bridge. Ldg Lts 294.6°. Front	54 59.69 N 11 53.41 E	F G	8	4 Post 1	Not shown when channel is blocked by ice. Traffic Signals. Navigational opening on bridge is marked by lights. TE 2017 *	

V

NP76, Vol C Edition 2016/17 *continued.*

C1804-1 DK, , 5486A	- E of railway bridge. Ldg Lts 294·6°. Rear. 60m from front	54 59·70 N 11 53·36 E	F G	12	4 Mast 7	TE 2017	*
C1876 DK, , 2521	- Hornbæk Havn. Breakwater. Head	56 05·77 N 12 27·51 E	Fl G 3s	7	4 Green mast 3	<i>fl 0-75</i>	*
C2915 PL, 521, 547	Mielno. Jamno Lake. Breakwater. SW End	54 17·06 N 16 07·75 E	Q(9)W 15s	6	1 . .	TE 2017	*
C2916 PL, 521, 548	Mielno. Jamno Lake. Breakwater. NE End	54 17·14 N 16 07·84 E	Q(3)W 10s	6	1 . .	TE 2017	*
C3580-2 LV, , 060	Skulte. S Mole	57 18·99 N 24 23·98 E	Fl G 3s	8	1 Green round column 5	<i>fl 0-5.</i> Ra refl. TE 2017	*
C4214 FI, , 7339	- Kallan	63 45·09 N 22 31·37 E	Q(2)WRG 6s	25	W10 Red tower, white band 19	<i>fl 0-35, ec 0-65, fl 0-35, ec 4-65.</i> W047°-160°(113°), R160°-209°(49°), G342°-047°(65°). Pilot Station ALRS Vol 2 Station 60500	*
*	- -	. .	Racon	. .	. . . .		*
C5862	VÄSTRA KVARKEN. HOLMÖN ISLAND Remove from list; deleted						
C5862-1	VÄSTRA KVARKEN. HOLMÖN ISLAND Remove from list; deleted						
C7201	Remove from list; renumbered to C7201.5						
C7201-1	Remove from list; renumbered to C7201.6						
C7201-5 *	- Tomtbod. Ldg Lts 346°. Front	57 11·31 N 18 31·98 E	F W	10	. . Mast	Fishing. Occas	*
C7201-6 *	- Tomtbod. Ldg Lts 346°. Rear. 40m from front	57 11·31 N 18 31·98 E	F W	13	. . Mast	Fishing. Occas	*
C7210	- Hoburg	56 55·30 N 18 09·06 E	Fl W 5s	58	27 White tower, black top 22	Obscured near the coast by the high cliffs at Hoburg. Fl W 5s 12M (T) 2017	*
C7266	- Högby	57 08·79 N 17 02·83 E	LFl(2)W 12s	22	12 White framework tower 23	<i>fl 2, ec 2, fl 2, ec 6.</i> W192·4°-039·5°(207·1°). Shown 24 hours 1/11 to 31/3	*
C7267	EAST COAST. ÖLAND ISLAND Remove from list; deleted, C7267.05 correct version						

V

NP78, Vol E Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.
Last Updates: Weekly Edition No. 6, dated 09 February 2017.

E2419 IT, , 4057	- S Breakwater. Head	44 29-70 N 12 18-84 E	Fl(2)R 6s	10	8	Red column on pedestal 8	<i>fl 1, ec 1, fl 1, ec 3</i>
*	*	*	*	*	*	*	*
E2421 IT, , 4059	- S Mole. Head	44 29-60 N 12 17-51 E	Fl R 4s	7	8	Red column on pedestal 6	<i>fl 1-5</i>
*	*	*	*	*	*	*	*
E2428 IT, , 4064	Porto Garibaldi. N Mole. Head	44 40-61 N 12 14-98 E	Fl G 5s	9	8	Green column on pedestal 7	<i>fl 1</i>
*	*	*	*	*	*	*	*
E6682 DZ, , 1427	- Traversée du Large. Epi Ibn Badis	35 42-80 N 0 38-46 W	Fl G 3s *	9	6	Black round column 7	<i>fl 1.</i> G213°-123°(270°)

NP79, Vol F Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.
Last Updates: Weekly Edition No. 6, dated 09 February 2017.

F2047-8	Teluk Tolitoli (ID)	1 02-25 N 120 48-55 E	Fl W 5s	12	5		
*	*	*	*	*	*	*	*

NP80, Vol G Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.
Last Updates: Weekly Edition No. 6, dated 09 February 2017.

G0792:332	- Paraná Inferior. Km 234-8. Tide Gauge	33 43-43 S 59 18-03 W	Fl(4)R 16s	..	..	Red △ on red beacon	
*	----	..	Racon	..	..	ALRS Vol 2 Station 93185	*
G0913 AR, H212, 1024	PUERTO DE MAR DEL PLATA - Punta Mogotes	38 05-50 S 57 32-70 W	Fl W 10s	54	25	White conical tower, red bands and dwelling 35	<i>fl 1, ec 9.</i> W216°-026°(170°)
	-- Emergency light	..	Fl W 19s *	..	15	..	<i>fl 1-5</i> *
G5747:37 CA, P, 665-7	QUEEN CHARLOTTE SOUND. NORTHERN INSIDE CHANNELS. LEWIS PASSAGE - Gil Island. NW	53 17-25 N 129 16-05 W	Q R 1s	7	5	White square tower, red band	
*	*	*	*	*	*	*	*
G5747:395 CA, P, 739-5	QUEEN CHARLOTTE SOUND. NORTHERN INSIDE CHANNELS. PRINCIPE CHANNEL - Windy Point	53 17-49 N 129 48-18 W	Fl G 4s	9	5	White square framework tower, green band at top	
*	*	*	*	*	*	*	*

V

NP80, Vol G Edition 2016/17 continued.

G5747-7 CA, P, 737-5	- Banks Island. N	53 34-18 N 130 14-79 W	Fl G 4s	7	5 White square framework tower, green band at top	
*	*	*	*	*	*	*

NP81, Vol H Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.

Last Updates: Weekly Edition No. 6, dated 09 February 2017.

H0543-8 CA, N, 442-5	- Newman Sound. Headquarters Wharf	48 33-72 N 53 57-75 W	Fl G 4s	. .	2 Mast 3	Seasonal
					*	*
H1062-1 CA, A, 1028-2	West Point. Wharf	46 37-07 N 64 22-29 W	Fl G 4s	7	4 Red □, white band, green square in centre, on square framework tower 5	<i>fl 1.</i> Seasonal
			*		*	*
H1402 CA, A, 1151	- Richibucto Town. Ldg Lts 227°27'. Front	46 40-81 N 64 51-75 W	Q W 1s	15	13 Red daymark, white stripe, on square framework tower 12	Seasonal
			*		*	
H1402-1 CA, A, 1152	- Richibucto Town. Ldg Lts 227°29'. Rear. 287m from front	46 40-71 N 64 51-92 W	Iso G 4s	23	11 Red daymark, white stripe, on square framework tower 19	Vis on rangeline only. Seasonal
	*		*		*	
H1479-1 CA, A, 1202-6	- Oak Point. Ldg Lts 024°08'. Rear. 0-715M from front	47 07-47 N 65 16-07 W	Iso W 4s	17	10 Red ▽, black stripe, on triangular framework tower 7	Vis on rangeline only
					*	
H1494 CA, A, 1209-7	- Leggett Shoal. Ldg Lts 043°27'. Front	47 04-71 N 65 23-94 W	Q R	14	6 Red daymark, black stripe, on pipe swing pole 6	Vis on rangeline only
					*	*
H1496 CA, A, 1212-5	- Millbank. Ldg Lts 252°26'. Front	47 03-36 N 65 27-57 W	Q R	16	8 Red ▽, black stripe, on triangular framework tower 6	Vis on rangeline only
			*		*	
H3796-3 CA, A, 315-3	- Wood Harbour. Angels Island	43 32-20 N 65 44-61 W	LFl W 6s	4	1 Red, □ white band, on round mast 5	<i>fl 2</i>
					*	*
H4090-9 CA, A, 126	- Oak Point. Wharf	45 31-16 N 66 04-60 W	Fl G 4s	3	5 Pipe swing pole 3	
				*	*	*

V

NP82, Vol J Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.

Last Updates: Weekly Edition No. 6, dated 09 February 2017.

J1277 US, II, 1970	- Nantuxent Point	39 16-64 N 75 14-67 W *	Fl W 4s	5	5 Red and white chequered ◇ on pile *	
J1312-1 US, II, 3010	- Christina River. Entrance Ldg Lts 293°. Rear. 260m from front	39 43-42 N 75 32-11 W *	Iso G 6s	12	. . Framework tower	Vis 1-5° each side of rangeline. Shown 24 hours *
J4845 CU, P2101, 85	Puerto del Mariel. Ensenada de Laza. Ldg Lts 270°. Front	23 00-80 N 82 46-67 W * - - - - *	Q W AIS	10 ..	2 White metal tower, yellow top 6 * .. *	MMSI No 993231027 *
J4845-1 CU, P2101, 86	Puerto del Mariel. Ensenada de Laza. Ldg Lts 270°. Rear. 230m from front	23 00-80 N 82 46-80 W * - - - - *	Iso W 3s AIS	17 ..	2 White metal tower, yellow top 5 * .. *	MMSI No 993231028 *
J5016 CU, P2101, 596	Puerto Baracoa. Pta Rama. SW Side	20 21-12 N 74 29-95 W *	Fl Y 6s *	23 *	10 White GRP tower 17	*
J5021-2 CU, P2101, 604	Puerto de Baitiquirí. No 2	20 01-50 N 74 51-20 W	Fl R 4s	4	2 Red △ on red GRP post	*
J5022-5 CU, P2101, 606-00	Puerto Escondido	19 54-28 N 75 03-47 W *	Fl W 5s	20	6 White metal post	*
J5022-6 CU, P2101, 606-01	Puerto Escondido. No 1	19 54-40 N 75 03-40 W	Fl G 3s	4	2 Green □ on green GRP post	*
GOLFO DE BATABANO. CAYO DEL ROSARIO						
J5125-01 CU, P2101, 1016-01	- Canalizo La Estopa. No 24	21 37-73 N 81 48-59 W	Fl R 2s	3	2 Red △ on red GRP tower on pile	*
J5128-6 CU, P2101, 1014-59	- Canal de Cayo Largo. No 10	21 36-80 N 81 34-90 W	Fl R 4s	4	3 Red △ on red GRP tower on pile	*
J5128-7 CU, P2101, 1014-60	- Canal de Cayo Largo. No 11	21 36-90 N 81 34-80 W	Fl G 5s	4	3 Green □ on green GRP tower on pile	*
TORTOLA. ROAD HARBOUR						
J5635-3	- Cruise Ship Dock. SE Dolphin (GB)	18 25-23 N 64 36-63 W * *	Fl W 4s	..	.. Beacon	*
GOLFO DE VENEZUELA. PENÍNSULA DE PARAGUANÁ. BAHÍA BOCA DE LAS PIEDRAS						
J6300-4 VE, , V1008	- Punto Fijo. Recalada BNFA	11 41-87 N 70 12-70 W *	Fl(2)W 10s	40	11 Orange 6-sided GRP tower, white band 10	

V

NP82, Vol J Edition 2016/17 continued.

J6461-85 VE, , V3023	Naiguata. Club Puerto Azul	10 37-14 N 66 44-70 W	Fl W 11s	55	20 Black metal post on tower block 55	<i>fl 1</i>
		*			*	

NP83, Vol K Edition 2017/18. Weekly Edition No. 7, Dated 16 February 2017. Last Updates: Weekly Edition No. 6, dated 09 February 2017.

K1043-04 *	- Pulau Rengit (ID) *	5 29-56 S 106 34-95 E *	VQ(3)W 5s *	5 *	8 ∇ on black beacon, yellow band *	
K1043-055 ID, , 1698-2	- Sebaru Kecil Island (ID) *	5 30-71 S 106 32-51 E *	Q(3)W 5s	7	8 ∇ on black beacon, yellow band	<i>(fl 0-5, ec 0-5) x 2, fl 0-5, ec 2-5</i>
K1043-058 *	- Gosonglaga Br Island (ID) *	5 32-39 S 106 34-94 E *	Q(6)+LFl W 10s *	5 *	8 ∇ on black beacon, yellow top *	
K1043-059 ID, , 1698-5	- Semut Kecil Island (ID)	5 34-08 S 106 33-79 E *	Q(9)W 10s	7	8 ∇ on yellow beacon, black band	<i>(fl 0-2, ec 0-3) x 8, fl 0-2, ec 5-8</i>
K1043-068 ID, , 1698-8	- Putri Island (ID)	5 35-68 S 106 33-99 E *	Fl(3)W 10s	7	8 White pipe beacon	<i>(fl 0-5, ec 1-5) x 2, fl 0-5, ec 5-5</i>
K1043-076 ID, , 2415-3	- Pulau Kongsu Harapan (ID)	5 38-71 S 106 34-67 E *	Q W	7	8 ∇ on yellow beacon, black top	
K1057 ID, , 2414	- Pulau Kelapa (ID)	5 39-54 S 106 34-32 E *	Fl G 5s	6	6 Green \triangle on green beacon	<i>fl 1</i>
K1057-5 ID, , 2415	- Pulau Kelapa (ID)	5 39-63 S 106 34-40 E *	Fl G 3s	6	6 Green \triangle on green beacon	<i>fl 0-5</i>
K4733 FJ, F201, 4733	VITI LEVU. EAST COAST - Cakau Momo. W Side	17 38-74 S 179 16-02 E	Fl W 2s	10	9 White concrete tower, red top 10 *	<i>fl 0-3. Ra refl</i> *

NP85, Vol M Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017. Last Updates: Weekly Edition No. 6, dated 09 February 2017.

M4207-965 Remove from list; deleted

M4207-966 Remove from list; deleted

V

NP85, Vol M Edition 2016/17 *continued.*

M4207-967 Remove from list; deleted

M4207-968 Remove from list; deleted

M4256-22 KR, 410, 2668-15	Hangyeong. No B	33 21-32 N 126 10-21 E	Mo(U)Y 8s	15	8 Yellow × on yellow post 2	*	*
	*		*				
M4256-23 KR, 410, 2668-16	Hangyeong. No C	33 21-41 N 126 10-35 E	Mo(U)Y 8s	15	8 Yellow × on yellow post 2	*	*
	*		*				
M4256-24 KR, 410, 2668-17	Hangyeong. No D	33 21-50 N 126 10-49 E	Mo(U)Y 8s	15	8 Yellow × on yellow post 2	*	*
	*		*				
M4256-25 KR, 410, 2668-18	Hangyeong. No E	33 21-61 N 126 10-61 E	Mo(U)Y 8s	15	8 Yellow × on yellow post 2	*	*
	*		*				
M4256-26 KR, 410, 2668-19	Hangyeong. No F	33 21-67 N 126 10-77 E	Mo(U)Y 8s	15	8 Yellow × on yellow post 2	*	*
	*		*				
M4256-27 KR, 410, 2668-20	Hangyeong. No G	33 21-76 N 126 10-92 E	Mo(U)Y 8s	15	8 Yellow × on yellow post 2	*	*
	*		*				
M4374-055 KR, 410, 2001-25 *	- Breakwater. Head	35 08-12 N 129 07-29 E	Fl G 4s	9	8 White metal post 3	*	*
	*	*	*	*			
M4374-103 KR, 410, 2001-25 *	- Breakwater. Head	35 08-12 N 129 07-29 E	Fl G 4s	9	8 White post 3	*	*
	*	*	*	*			
M4460-2 KR, 410, 1202-1	Jeodo. Ldg Lts 270°. Front	38 34-16 N 128 23-52 E	F G	29	5 White round metal column 24	TE 2017	*
M4460-21 KR, 410, 1202-2	Jeodo. Ldg Lts 270°. Rear. 605m from front	38 34-16 N 128 23-11 E	F G	48	5 White round metal column 39	TE 2017	*
M6001-5 JP, 411, 2885-5	- Uragami Ko	33 34-51 N 135 56-15 E	Iso WR 6s	55	5 White tower 9	R001°-031°(30°), W031°-001°(330°)	
					*		
M7806 RU, 2401, 2190	ZALIV ANIVA - Mys Anastasii	46 01-66 N 142 10-77 E	LFl W 6s	49	8 White 8-sided stone tower, red band 11	<i>fl 2</i>	*

V

NP85, Vol M Edition 2016/17 continued.

M8067 RU, 2401, 3155	- Opasnyy	52 41.59 N 158 35.81 E	Fl W 6s	176	13	Red ☐, white bands on metal framework tower 10	<i>fl 1.</i> W142°-022°(240°). TE 2017
							*

NP86, Vol N Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017. Last Updates: Weekly Edition No. 6, dated 09 February 2017.

N5072-1 UA, 201, 173 RU, 2217, 173	- Ldg Lts 288.5°. Rear. 720m from front	46 19.61 N 30 38.51 E	Dir Q WRG 1s	72	11	White lantern, white ☐, black stripe, on black 4-sided metal framework tower 29	<i>fl 0.5.</i> Q R289°-290.5°(1.5°). Q W288°-289°(1°). Q G286.5°-288°(1.5°)
	-----	..	F R	..	..	..	Strip light
*	*	*	*	*	*	*	*
N5876-33 CY, , FS 10 *	Akrotiri Fishing Harbour. Breakwater. Head	34 35.21 N 32 56.18 E	Fl(2)R 6s	6	3	White stone tower 4	
	*	*	*	*	*	*	*
N5876-35 CY, , FS 09 *	Akrotiri Fishing Harbour. Pier	34 35.22 N 32 56.21 E	Fl(2)G 6s	5	3	White stone tower 4	
	*	*	*	*	*	*	*
N5881-3 CY, , FS 24	VASILIKOS - Zygi Fishing Harbour. Breakwater	34 43.62 N 33 20.46 E	Fl(2)G 8s	11	3	White concrete tower	
			*	*	*	*	
N5881-31 CY, , FS 23	VASILIKOS - Zygi Fishing Harbour. Main Breakwater. Head	34 43.60 N 33 20.51 E	Fl(2)R 8s	11	3	White concrete tower	
			*	*	*	*	
N5882-5 CY, , FS 22	LARNACA - Fishing Harbour. E Breakwater	34 54.03 N 33 38.42 E	Fl(2)R 6s	6	3	White stone tower 4	
			*	*	*	*	
N5882-6 CY, , FS 21	- Fishing Harbour. W Breakwater	34 54.01 N 33 38.39 E	Fl(2)G 6s	6	3	White stone tower 4	
			*	*	*	*	
N5885 CY, , FS 20 *	Dekeleia Fishing Harbour. Breakwater. Head	34 58.88 N 33 44.25 E	Fl(2)G 8s	6	3	White stone tower 4	
	*	*	*	*	*	*	*
N5885-5 CY, , FS 18 *	Ormiteia Fishing Harbour. Breakwater. Head	34 58.75 N 33 46.16 E	Fl(2)R 8s	6	3	White stone tower 4	
	*	*	*	*	*	*	*
N5885-6 CY, , FS 19 *	Ormiteia Fishing Harbour	34 58.75 N 33 46.21 E	Fl(2)G 8s	5	3	White stone tower 4	
	*	*	*	*	*	*	*
N5887 CY, , FS 08 *	Xylofagou Fishing Harbour. Main Breakwater. Head	34 58.07 N 33 49.08 E	Fl(2)G 8s	6	3	White stone tower 4	
	*	*	*	*	*	*	*

NP86, Vol N Edition 2016/17 *continued.*

N5887-4 CY, , FS 06	Liopetri Fishing Harbour. Breakwater. Head	34 58-20 N 33 54-12 E	Fl(2)R 8s	6	3 Grey concrete column 4		
*	*	*	*	*	*	*	*
N5887-5 CY, , FS 07	Liopetri Fishing Harbour	34 58-27 N 33 54-17 E	Fl(2)G 8s	4	3 Grey concrete column 4		
*	*	*	*	*	*	*	*
N5887-7 CY, , FS 05	Ayia Napa Fishing Harbour. N Breakwater. Head	34 58-89 N 34 00-25 E	Fl(2)G 8s	8	3 White concrete tower 6		
*	*	*	*	*	*	*	*
N5888-7 CY, , FS 02	Paralimni Fishing Harbour. W Breakwater. Head	35 02-32 N 34 02-22 E	Fl(2)G 6s	7	3 White stone tower 4		
*	*	*	*	*	*	*	*
N5888-8 CY, , FS 03	Paralimni Fishing Harbour. E Breakwater. Head	35 02-34 N 34 02-24 E	Fl(2)R 6s	7	3 White stone tower 4		
*	*	*	*	*	*	*	*
N5889 CY, , FS 01	Ayia Triada Fishing Harbour. Main Breakwater. Head	35 03-08 N 34 01-41 E	Fl(2)R 6s	6	3 White stone tower 4		
*	*	*	*	*	*	*	*
N5907-1 CY, , FS 16	Pyrgos Fishing Harbour. Main Breakwater. Head	35 11-38 N 32 40-48 E	Fl(2)G 8s	6	3 White and green metal column 6		
*	*	*	*	*	*	*	*
N5907-2 CY, , FS 15	Pyrgos Fishing Harbour. Breakwater. Head	35 11-40 N 32 40-31 E	Fl(2)R 8s	6	3 White stone tower 4		
*	*	*	*	*	*	*	*
N5907-3 CY, , FS 13	Pomos Fishing Harbour. Main Breakwater. Head	35 10-49 N 32 33-37 E	Fl(2)G 8s	7	3 White stone tower 4		
*	*	*	*	*	*	*	*
N5907-4 CY, , FS 14	Pomos Fishing Harbour. Breakwater. Head	35 10-49 N 32 33-33 E	Fl(2)R 8s	7	3 White stone tower 4		
*	*	*	*	*	*	*	*
N5907-926 CY, , FS 17	Agios Georgios Fishing Harbour. Breakwater. Head	34 54-27 N 32 19-08 E	Fl(2)G 8s	7	3 White stone tower 4		
		*	*	*	*	*	

NP87, Vol P Edition 2016/17. Weekly Edition No. 7, Dated 16 February 2017.
Last Updates: Weekly Edition No. 6, dated 09 February 2017.

P3466-2 CN, G103, 4378-1581	- Fuzhou Bridge. No 1	22 44-03 N 113 36-47 E	Fl(2)R 6s	.	.	Red □ on red pile 5	Destroyed (T) 2017
		*					*
P3666-8 CN, G102, 2690-1	- Yanmo Yu	28 06-83 N 121 24-42 E	Fl(3)W 10s	32	7 White round tower 12		<i>(fl 0-5, ec 1) x 2, fl 0-5, ec 6-5</i>
				*	*	*	

V

NP87, Vol P Edition 2016/17 continued.

P3682-243 CN, G102, 2629	- Longdong Jiao	29 03-41 N 121 39-98 E	Fl W 4s	5	7 Black round concrete tower 10		
*	*	*	*	*	*	*	*
P3682-444 CN, G102, 2627-534	- Liyang Gang, Daqiao. L4	29 11-46 N 121 37-17 E	Mo(C)Y 12s	9	3 Yellow x on yellow post 3		
*	*	*	*	*	*	*	*
P3682-446 CN, G102, 2627-533	- Liyang Gang, Daqiao. L3	29 11-47 N 121 37-20 E	Mo(C)Y 12s	9	3 Yellow x on yellow post 3		
*	*	*	*	*	*	*	*
P3797-71 CN, G102, 2054-1	- Binhai N. No H1	34 24-62 N 120 09-59 E	Mo(C)Y 12s	10	5 Yellow x on yellow metal post 2		
*	---	..	AIS	..	..	MMSI No 999412156	*
	*	*	*	*	*		
P3797-715 CN, G102, 2054-11	- Binhai N. No H2	34 25-67 N 120 10-92 E	Mo(C)Y 12s	10	5 Yellow x on yellow metal post 2		
*	---	..	AIS	..	..	MMSI No 999412157	*
	*	*	*	*	*		
P3797-72 CN, G102, 2054-15	- Binhai N. No H6	34 23-68 N 120 11-08 E	Mo(C)Y 12s	10	5 Yellow x on yellow metal post 2		
*	*	*	*	*	*		*
P3797-73 CN, G102, 2054-14	- Binhai N. No H5	34 22-76 N 120 12-50 E	Mo(C)Y 12s	10	5 Yellow x on yellow metal post 2		
*	---	..	AIS	..	..	MMSI No 999412159	*
	*	*	*	*	*		
P3797-735 CN, G102, 2054-13	- Binhai N. No H4	34 23-81 N 120 13-84 E	Mo(C)Y 12s	10	5 Yellow x on yellow metal post 2		
*	---	..	AIS	..	..	MMSI No 999412158	*
	*	*	*	*	*		
P3797-74 CN, G102, 2054-12	- Binhai N. No H3	34 24-73 N 120 12-42 E	Mo(C)Y 12s	10	5 Yellow x on yellow metal post 2		
*	*	*	*	*	*		*
P3803-45 CN, G102, 2027-1548	- Liandao Jidi W	34 45-61 N 119 26-49 E	Fl(2)W 6s	13	3 White metal column, red bands 10		
*	*	*	*	*	*		*

VI

UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 7 dated 16 February 2017

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. 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_2017.pdf)

VOLUME 1, NP281(1), 2016/17

Published Wk 42/16

(Last Updates: Weekly Edition No. 51 dated 22 December 2016)

MARITIME RADIO STATIONS

PAGE 43, ANGOLA.

MRCC ANGOLA/LUANDA (D3E), Headings and Contacts table.

Delete and replace by:

MRCC ANGOLA					
8°48'·08S 13°15'·49E				OBS	Diagram page 44
Telephone: +244 923439336					
			Email:	sarmar.angola_c@hotmail.com mamueiro_s@hotmail.com	
NOTE(S): Station accepts Ships' Weather Reports addressed OBS METEO LUANDA.					

Angolan MPA correspondence (RSDRA2016000232222 & RSDRA2017000015589) 7/17

VOLUME 1, NP281(2), 2016/17

Published Wk 46/16

(Last Updates: Weekly Edition No. 51 dated 22 December 2016)

MARITIME RADIO STATIONS

PAGE 210, MALAYSIA (Sabah), below KOTA KINABALU.

Insert:

KOTA KINABALU MRSC (9MHE7)					
5°59'·00N 116°05'·00E		MMSI 005330055		DSC VHF	
				Diagrams pages 211 and 213	
Telephone: +60 8 8270165			Fax: +60 8 8270105		
Call: MRSC KOTA KINABALU			Email: mrsc_kotakinabalu@gmail.com		
NOTE(S): The Malaysian Maritime Enforcement Agency (MMEA) is responsible for coordinating Search and Rescue operations. Additional radio watchkeeping on international distress frequencies, including DSC VHF and MF, are maintained by a network of remote stations under the control of Penang Radio (9MG). The areas covered include the Malaysian Peninsula, Sabah and Sarawak.					

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		4357 (Ch 401)	4065	
		4366 (Ch 404)	4074	
		6435	6435	

Malaysian Annual NM 2017 (RSDRA2017000015464) 7/17

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PAGE 210, MALAYSIA (Sarawak), below KUCHING.

Insert:

KUCHING MRSC (9MHE8)					
1°35'00N 110°11'00E		MMSI 005330075	DSC VHF		Diagrams pages 211 and 213
Telephone: +60 8 2367943 +60 8 2432544			Fax: +60 8 2364941 +60 8 2432554		
Call: LIMA KUCHING Telex: +84 70933 (LAUT MA)			Email: mrsc_kuc@jls.gov.my		
NOTE(S): 1. Kuching MRSC is based at Muara Tebas, Sarawak. 2. The Malaysian Maritime Enforcement Agency (MMEA) is responsible for coordinating Search and Rescue operations. Additional radio watchkeeping on international distress frequencies, including DSC VHF and MF, are maintained by a network of remote stations under the control of Penang Radio (9MG). The areas covered include the Malaysian Peninsula, Sabah and Sarawak.					

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		4357 (Ch 401)	4065	
		4366 (Ch 404)	4074	
		6435	6435	

Malaysian Annual NM 2017 (RSDRA2017000015464) 7/17

PAGE 212, MALAYSIA, PENINSULAR, below GUNUNG LEDANG.

Insert:

JOHOR BAHRU MRSC (9MHE6)					
1°28'00N 103°45'00E	MMSI 005330035	DSC VHF			Diagrams pages 211 and 213
Telephone: +60 7 2219231 (Operations Room)			Fax: +60 7 2224739 (Operations Room) +60 7 2279285 (Operations Room)		
Call: WISEL			Email: pusupmarwilsel@govuc.gov.my		
NOTE(S): The Malaysian Maritime Enforcement Agency (MMEA) is responsible for coordinating Search and Rescue operations. Additional radio watchkeeping on international distress frequencies, including DSC VHF and MF, are maintained by a network of remote stations under the control of Penang Radio (9MG). The areas covered include the Malaysian Peninsula, Sabah and Sarawak.					

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		6435	6435	

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PAGE 214, MALAYSIA, PENINSULAR, below KUANTAN.

Insert:

KUANTAN MRSC (9MHE9)					
3°58'18N 103°25'98E		MMSI 005330045	DSC VHF		Diagrams pages 211 and 213
Telephone: +60 9 5734066 (Operations Room) +60 9 5735587 (Operations Room) +60 9 5717368 (General Communications)			Fax: +60 9 5738476 +60 9 5734177		
Call: WILTIM			Email: pusupwiltim@yahoo.com		
NOTE(S): 1. Kuantan MRSC is based in Kuantan, the State Capital of Pahang. 2. The Malaysian Maritime Enforcement Agency (MMEA) is responsible for coordinating Search and Rescue operations. Additional radio watchkeeping on international distress frequencies, including DSC VHF and MF, are maintained by a network of remote stations under the control of Penang Radio (9MG). The areas covered include the Malaysian Peninsula, Sabah and Sarawak.					

Continued Overleaf

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		4357 (Ch 401)	4065	
		4366 (Ch 404)	4074	
		6435	6435	

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PAGE 214, MALAYSIA, PENINSULAR, below KUANTAN MRSC.

Insert:

LANGKAWI MRSC (9MHE5)					
6°20'05N 99°43'57E		MMSI 005330025		DSC VHF	
				Diagrams pages 211 and 213	
Telephone: +60 4 9665307 +60 4 9609814			Fax: +60 4 9669543		
Call: WILUTA			Email: opsroomwiluta.mmea@1govuc.gov.my		
NOTE(S): The Malaysian Maritime Enforcement Agency (MMEA) is responsible for coordinating Search and Rescue operations. Additional radio watchkeeping on international distress frequencies, including DSC VHF and MF, are maintained by a network of remote stations under the control of Penang Radio (9MG). The areas covered include the Malaysian Peninsula, Sabah and Sarawak.					

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		6435	6435	

Malaysian Annual NM 2017 (RSDRA2017000015464) 7/17

PAGE 215, MALAYSIA, PENINSULAR.

PUTRAJAYA MRCC.

Delete entry and replace by:

PUTRAJAYA MRCC (9MHF2)					
2°59'00N 101°40'00E		MMSI 005330108	DSC VHF		Diagrams pages 211 and 213
Telephone: +60 3 89413140			Fax: +60 3 89413129		
Call: LIMA KELANG			Email: mrccputrajaya@mmea.gov.my (MRCC Putrajaya & MRSC Johor Bahru)		
NOTE(S): 1. The Malaysian Maritime Enforcement Agency (MMEA) is responsible for coordinating Search and Rescue operations. Additional radio watchkeeping on international distress frequencies, including DSC VHF and MF, are maintained by a network of remote stations under the control of Penang Radio (9MG). 2. The areas covered include the Malaysian Peninsula, Sabah and Sarawak.					

VHF

		Ch 16	H24
--	--	-------	-----

RT (MF)

	Position	Transmits	Receives	Hours of Watch
		2182 ¹	2182	
		3023 ¹	3023	

¹ Used solely for Search and Rescue

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		4077 ¹	4077	
		5680 ¹	5680	
		8124	8124	H24

¹ Used solely for Search and Rescue

Malaysian Annual NM 2017 (RSDRA2017000015464) 7/17

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VOLUME 2, NP282, 2016/17

Published Wk 12/16

(Last Updates: Weekly Edition No. 6 dated 09 February 2017)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 188, CUBA, below Dársena West Lt Buoy.

Insert:

Ensenada de la Aguada Front Lt Bn	23°01'22N 82°45'63W	993231032		Real	
Ensenada de la Aguada Rear Lt Bn	23°01'26N 82°45'67W	993231033		Real	

(former update 39/16)

Cuban Hydrographic Office (RSDRA2017000014021) 7/17

VOLUME 3, NP283(1), 2016/17

Published Wk 51/16

(Last Updates: Weekly Edition No. 5 dated 02 February 2017)

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

PAGE 65, ANGOLA.

LUANDA.

Delete entry

Angolan MPA correspondence (RSDRA2016000232222 & RSDRA2017000015589) 7/17

PAGE 126, GREENLAND.

KALAALLIT NUNAATA RADIO (KNR), below Weather Bulletins table.

Insert:

Navigational Warnings	
1700 LT ¹	Local Navigation Warnings, in Greenlandic and Danish.
¹ One broadcast is made at a variable point between 1700 and 1800 LT on all frequencies.	

(former update 4/17)

KNR and Telepost correspondence (RSDRA2017000001699 & RSDRA2017000022750) 7/17

VOLUME 3, NP283(2), 2016/17

Published Wk 9/16

(Last Updates: Weekly Edition No. 4 dated 26 January 2017)

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

PAGE 166, GREENLAND.

KALAALLIT NUNAATA RADIO (KNR), below Weather Bulletins table.

Insert:

Navigational Warnings	
1700 LT ¹	Local Navigation Warnings, in Greenlandic and Danish.
¹ One broadcast is made at a variable point between 1700 and 1800 LT on all frequencies.	

(former update 4/17)

KNR and Telepost correspondence (RSDRA2017000001699 & RSDRA2017000022750) 7/17

VI

VOLUME 5, NP285, 2016/17

Published Wk 25/16
(Last Updates: Weekly Edition No. 52 dated 29 December 2016)

VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1

**Pages 116 & 117, NAVAREA I,
ICELAND.**
Delete entry

IMO GMDSS Master Plan 2016 7/17

MF DSC, LIST OF COAST STATIONS FOR SEA AREA A2

**PAGE 145, NAVAREA I,
ICELAND.**
Delete entry and replace by:

REYKJAVÍK (COAST GUARD RADIO)	002510100	64°05'00N 21°50'00W	216	Operational (MRCC Reykjavík)
Remotely controlled stations:-				
Hornafjörður		64°15'00N 15°13'00W	194	Operational (MRCC Reykjavík)
Ísafjörður		66°05'00N 23°02'00W	227	Operational (MRCC Reykjavík)
Neskaupstaður		65°09'00N 13°42'00W	194	Operational (MRCC Reykjavík)
Siglufjörður		66°11'00N 18°57'00W	216	Operational (MRCC Reykjavík)
Vestmannaeyjar		63°26'00N 20°16'00W	194	Operational (MRCC Reykjavík)

IMO GMDSS Master Plan 2016 7/17

DSC, LIMITS OF SEA AREA DIAGRAM

PAGE 163, Diagram NORTH ATLANTIC - EAST, Digital Selective Calling (DSC), Limits of Sea Areas.
Delete diagram and replace by new diagram on page 6.6

IMO GMDSS Master Plan 2016 7/17

DISTRESS, SEARCH AND RESCUE

**PAGE 375, NAVAREA VII,
ANGOLA.**
Delete entry and replace by:

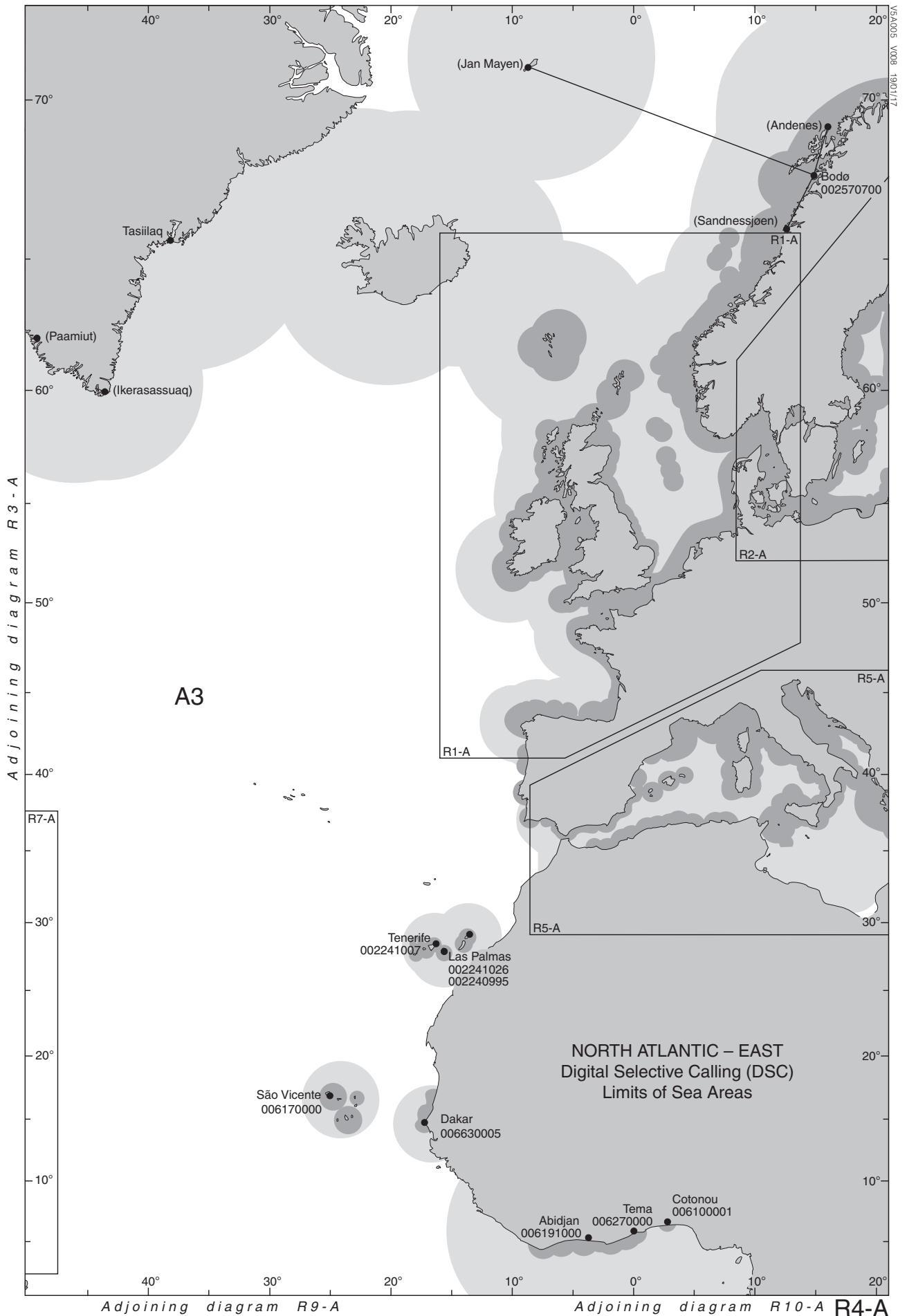
ANGOLA

See diagram R10

National SAR Agency: Departamento de Seguranca Maritima Address: Av. Rainha Girga 74-4th Floor, Luanda, Angola Telephone: +244 2 22394478 +244 2 22396478 Fax: +244 2 22339848 Telex: +991 3352			
MRCC ANGOLA maintains a continuous listening watch on 2182 and 4125 kHz and VHF Ch 16 for distress calls.			
	Telephone +244	Fax +244	Others/Ship Earth Stations (SES)
MRCC ANGOLA	923439336		email: sarmar.angola_c@hotmail.com mamueiro_s@hotmail.com

Angolan MPA Correspondence (RSDRA2016000232222 & RSDRA2017000015589) 7/17

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VOLUME 6, PART 1, NP 286(1), 2016/17

Published Wk 16/16

(Last Updates: Weekly Edition No. 3 dated 19 January 2017)

PAGES 212 & 213, SPAIN (North Coast), MARIN.

Delete entry and replace by:

MARIN

UNCTAD LOCODE: ES MAR

42°24'N 8°42'W**Pilots****CONTACT DETAILS:**

Call: Marin Pilots
 VHF Channel: Ch 12 16
 Telephone: +34 608881730 (Mobile)
 Fax: +34 986 891518
 E-mail: marinpilot@telefonica.net

HOURS: When a vessel is expected**PROCEDURE:**

- (1) **Pilotage is compulsory** for vessels of 500 gt or more except for the following:
- (a) Warships
 - (b) Auxiliary Naval vessels
 - (c) Port Authority vessels
- (2) **Notice of ETA:** Vessels should contact Pilots 1h prior to arrival at the Pilot boarding position on VHF Ch 12.
- (3) **Pilot boards** in the following positions:
- (a) 42°23'30N 8°44'70W
 - (b) 42°19'74N 8°53'82W (Voluntary)

Port**CONTACT DETAILS:**

Call: Marin Traffic
 VHF Channel: Ch 10 16
 Telephone: +34 986 222230
 +34 630 347746

Port Authority

Telephone: +34 986 855200
 Fax: +34 986 840193
 E-mail: sac@apmarin.com
 Website: www.apmarin.com

HOURS: When a vessel is expected**PROCEDURE:**

- (1) **Inward-bound vessels:**
- (a) **Notice of ETA:** All vessels entering the Ria de Pontevedra should establish initial contact with Marin Traffic on VHF Ch 10 or 16 as follows:
 - (i) NW channel: Only vessels under 20m LOA or vessels equal to or greater than 20m LOA with permissions granted by the Hr Mr are to use this channel. Vessels are to report to Marin Traffic before proceeding through the channel
 - (ii) SW channel: Vessels using the this channel are to report in on passing the Reporting Point in position 42°17'83N 8°56'91W
 - (b) Prior to arrival, vessels should advise Marin Traffic of the following information:
 - (i) Vessel's name
 - (ii) Call sign
 - (iii) Nationality or flag
 - (iv) IMO number
 - (v) Port of origin
 - (vi) Destination
 - (vii) Type of Vessel
 - (viii) Cargo on board and quantity
 - (ix) Number of crew and/or passengers
 - (x) Dangerous goods on board with IMO/UN codes
 - (xi) LOA

continued on next column

- (xii) Position
- (xiii) gt
- (xiv) Maximum draught
- (xv) Operations to be carried out in port
- (xvi) Operational defects which could affect the navigability and/or manoeuvrability of the Vessel
- (xvii) Chart coverage carried of the area
- (xviii) Any other specific information required by the Port Authority or Hr Mr (for certain types of vessel)

(2) Outward-bound vessels:

- (a) Vessels preparing to depart anchorages or following the disembarkation of the Pilot should report to Marin Traffic via VHF Ch 10 or 16 with the following information:
 - (i) Number of crew and/or passengers
 - (ii) Cargo
 - (iii) Destination
- (b) Vessels should again report to Marin Traffic on VHF Ch 10 on passing the Reporting Point in position 42°17'83N 8°56'91W

Marin Port Correspondence, (RSDRA2017000015192), 7/17**PAGE 358, UNITED KINGDOM, MEDWAY, Vessel Traffic Service, SERVICES, below section (2).**

Insert:

NOTE:

From the 25th January 2017 until further notice Medway VTS will be without primary radar coverage in Short Reach, Gillingham Reach and Pinup Reach. CCTV will also be temporarily interrupted in this area during the upgrade period. Medway VTS will continue to operate a traffic organisation service from seaward port limits to Folly Point. A VTS information service will be maintained by Medway VTS W of Folly Point.

(Former update 47/16)Peelports Notice 8/17, (RSDRA2017000017502), 7/17

VOLUME 6, PART 7, NP 286(7), 2017

Published Wk 4/17

(Last Updates: Weekly Edition No. 6 dated 9 February 2017)

PAGE 32, BRAZIL, AÇU, Vessel Traffic Service, REPORTING POINTS.

Delete and replace by:

REPORTING POINTS:

Reporting points have been established as follows:

- (1) 21°50'14S 40°49'95W (D)
- (2) 21°47'19S 40°55'43W (E)
- (3) 21°49'39S 40°55'52W (F)

(Former update 5/17)Açu Port VTS Guide, (RSDRA2017000019017), 7/17**PAGE 32, BRAZIL, AÇU, Vessel Traffic Service, REPORTING, section (2).**

Delete lines 1 & 2 and replace by:

- (2) **Position Report:** Vessels should report on VHF Ch 10 when passing the limits of the VTS area (A, B, C), stating:

(Former update 5/17)Açu Port VTS Guide, (RSDRA2017000019017), 7/17

VI

PAGE 33, BRAZIL, AÇU, diagram AÇU VESSEL TRAFFIC SERVICE.

Delete and replace by diagram AÇU VESSEL TRAFFIC SERVICE on page 6.9

(Former update 5/17)

Açu Port VTS Guide, (RSDRA2017000019017), 7/17

PAGE 34, BRAZIL, AÇU, Vessel Traffic Service, REPORTING, section (9).

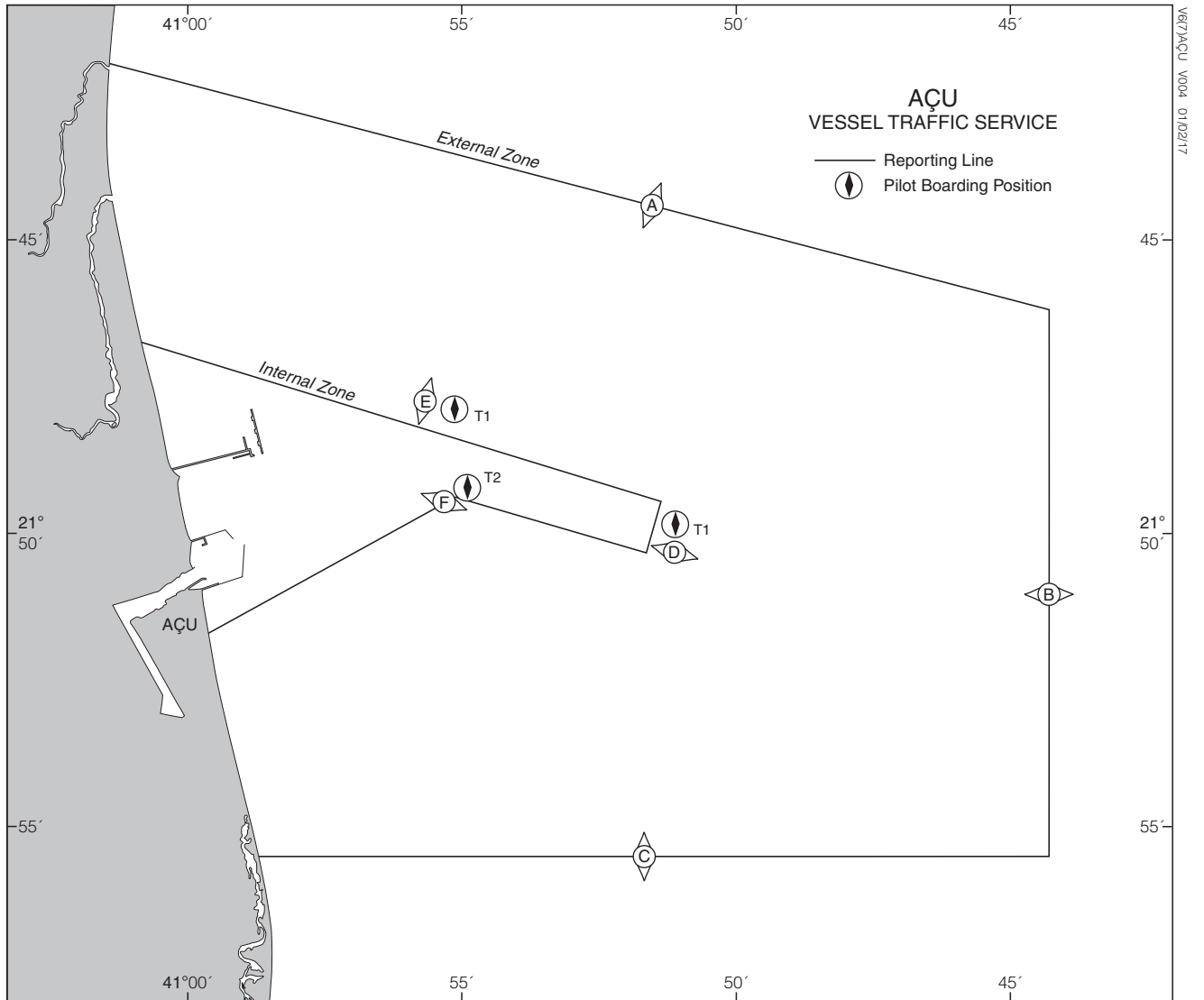
Delete lines 1 & 2 and replace by:

(9) **Outbound Report:** Vessels should report on VHF Ch 10 when passing the limits of the VTS area (A, B, C), stating:

(Former update 05/17)

Açu Port VTS Guide, (RSDRA2017000019017), 7/17

VI



VII

UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS

There are no updates to miscellaneous Nautical Publications this week

ADMIRALTY DIGITAL PRODUCTS AND SERVICES

1. ENC / ECDIS and AVCS

a) *Safety Notice*

DISPLAY ANOMALIES IN SOME ECDIS

A number of ECDIS operating anomalies have been identified, including the discovery that some models of some ECDIS equipment might not, under certain circumstances, display all navigationally significant features or activate appropriate alarms. Due to the complex nature of ECDIS, and in particular because it involves a mix of hardware, software and data, it is possible that further anomalies may exist.

The document identified below contains comprehensive explanations of the types of anomalies which might be encountered, along with advice and guidance on remedial action.

All mariners are advised to obtain the following document direct from the IMO web site:

The International Maritime Organization (IMO) Circular MSC.1/Circ.1503 and MSC.1/Circ.1503/Corr.1 available at - <http://www.imo.org/OURWORK/CIRCULARS/Pages/Home.aspx> (registration required).

All mariners are also strongly encouraged to use the IHO check dataset which is designed to highlight those ECDIS that are unable to display the IMO approved chart features and those that may show the anomalous display and alarm behaviour. A copy of the IHO check dataset is included as part of the Admiralty Vector Chart Service product to help the mariner.

b) *ENCs temporarily withdrawn from AVCS*

To review a cumulative list of ENCs temporarily withdrawn from AVCS, please visit the 'Updates tab at: admiralty.co.uk/digital-services/digital-charts/admiralty-vector-chart-service

C1515379 Waglan Island to Xiaoputai Dao withdrawn in week 51/15 due to navigationally significant differences in the depiction of the Dongan Channel and Lantau Channel traffic separation scheme (TSS) and that published in Hong Kong Department Notice 97/2015, Hong Kong NM 33/2015 and Chinese NM Week 32/2015. Full chart coverage of the area is available from other ENCs in AVCS and ADMIRALTY paper charts.

c) *ENC Readme.txt file*

The README.TXT file located within the ENC_ROOT folder on the latest ENC Base and Update discs contains important safety related information relating to the use of ENCs in ECDIS.

This file is updated on a regular basis and should be consulted to ensure that all related issues are taken into consideration.

The latest updates to the README file are:

Week 37/16.

15/09/16 RECOMMENDED TRACK IN CONGO RIVER AFFECTING GB400657.001

The full text of the latest README.TXT file is available at: admiralty.co.uk/AdmiraltyDownloadMedia/AVCS/README.txt

d) *T&P Notices to Mariners in ENCs*

The use of temporary & preliminary Notices to Mariners (T&P NM) information is considered an essential part of keeping navigational charts up to date.

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 in the INFO folder on the service media and at: admiralty.co.uk/ENC-TP-NMs

ADMIRALTY Products Supporting Digital Navigation

- i. ADMIRALTY ENC Maintenance Record, NP133C (V1.1). This publication is designed to hold paper records on ENC and ECDIS maintenance to assist information management and support inspections. Completed example templates are now available in V1.1. If you already own a copy of this publication please contact your ADMIRALTY Chart Agent for a copy of the templates. Please note that both V1.0 and V1.1 are current editions.
- ii. ADMIRALTY Guide to ENC Symbols Used in ECDIS, NP5012 (2nd Edition). 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. (2nd Edition) Supports ECDIS training on the interpretation and use of ENC data.
- iv. ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures, NP232 (2nd Edition). 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.
- v. ADMIRALTY Port Approach Guides. Information from a range of official ADMIRALTY charts and publications on one chart, helping bridge crews to plan for particular approaches and to support Master Pilot Exchange. Expanding coverage of some of the world's most complex approaches, including Antwerp, Rotterdam and the Panama Canal. More information is available at admiralty.co.uk/port-approach-guides

2. ADMIRALTY Digital Publications

ADMIRALTY Digital Publications (ADP) are computer-based versions of the UKHO's market-leading paper-based nautical reference guides – ADMIRALTY Nautical Publications. They contain the same information as their paper equivalents, and are widely accepted as meeting SOLAS carriage requirements. Information on which flag States have accepted ADP as meeting SOLAS carriage requirements is available at admiralty.co.uk/flag-state-approval

Availability of ADP V17

ADP V17 is now available. The software is available on the standalone software disk and on the ADP Weekly Update DVD.

For Windows 7 and later, the ADP V17 DVD will automatically uninstall the previous edition and install the new edition without losing your area subscriptions or downloaded updates. After installing the new version, the first update should be applied using the latest ADP Update DVD to minimise the update download size. This should be supplied by your ADMIRALTY Chart Agent.

Windows XP is no longer supported by Microsoft. Therefore UKHO may not be able to fully support software running on Windows XP. The latest version of ADP that will run on Windows XP and Vista is V16. Users of these operating systems should use the standalone software disk only to update the TotalTide data to 2017. Full instructions are in the readme.txt file on the ADP V17 software disk.

From 1 January 2017 UKHO only supports ADP V16.0 onwards. Users of older versions of the software should upgrade as soon as possible.

If you experience any problems receiving or installing the software upgrade, please contact your ADMIRALTY Chart Agent in the first instance.

For information:

Please ensure that Activation Key Requests and Update Data Requests for ADP are sent to ADPMailGateway@ukho.gov.uk.

ADMIRALTY TotalTide

German Tidal Stations predicted on LAT

The TotalTide application in ADMIRALTY Digital Publications (ADP) 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 in order 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 of the above German tidal stations.

3. ADMIRALTY e-Nautical Publications (e-NPs)

ADMIRALTY e-NPs are digital versions of ADMIRALTY Nautical Publications. They allow users to apply NM updates faster and with greater accuracy. The following e-NPs are currently available:

- All 75 Sailing Directions
- The Mariners Handbook
- The Nautical Almanac
- Ocean Passages for the World
- Annual Summary of Notices to Mariners Part 1
- Annual Summary of Notices to Mariners Part 2
- ADMIRALTY Guide to the Practical Use of ENC's
- Cumulative list of ADMIRALTY Notice to Mariners January
- Cumulative list of ADMIRALTY Notice to Mariners June
- How to Keep Your ADMIRALTY Products Up-to-Date
- IALA Maritime Buoyage System
- ADMIRALTY Guide to ECDIS implementation, Policy and Procedures.
- Symbols and Abbreviations Used on Admiralty Paper Charts
- ADMIRALTY Guide to ENC Symbols used in ECDIS

Availability of e-NP v4.2

e-NP v4.2 is available on the quarterly ADMIRALTY gateway DVD from week 36/16.

A new version of the ADMIRALTY e-NP Reader (v4.2) has been released. Benefits for vessels upgrading to v4.2 include:

- Improved registration process
- Ability to purchase and renew e-NPs from within the application
- Geographic bookshelf and catalogue screens
- Improved reader view
- Data downloads resume after loss of connection, reducing transmission sizes
- Integration with other ADMIRALTY digital products

The UKHO only supports e-NP v1.2 onwards. Users of older versions of the software must upgrade as soon as possible.

4. ADMIRALTY e-Navigator Planning Station

Availability of e-Navigator Planning Station v4.2

e-Navigator Planning Station v4.2 is available on the quarterly ADMIRALTY gateway DVD from week 36/16.

A new version of ADMIRALTY e-Navigator Planning Station (v4.2) has been released. Benefits for vessels upgrading to v4.2 include:

- Improved registration process
- Makes it easier to stay compliant
- Reduces errors
- Makes everyday tasks more efficient, such as updating your ECDIS
- View your digital products all on one geographic display

ADMIRALTY e-Navigator Planning Station provides vessels with the ability to plan voyages, order products, download chart data and view digital charts and publications from their back of bridge computer. e-Navigator Planning Station is available free of charge from your ADMIRALTY Chart Agent.

The UKHO only supports e-Navigator Planning Station v3.3 onwards. Users of older versions of the software must upgrade as soon as possible.

5. ADMIRALTY Passage Planner

Availability of Passage Planner v4.2

ADMIRALTY Passage Planner v4.2 is available on the quarterly ADMIRALTY gateway DVD from week 36/16.

- Time saving over manual alternatives
- Minimises data-entry errors and re-work
- Squat calculations approved by industry authority, Dr C B Barrass
- Promotes consistency across fleet vessels

6. Status of Digital Products

Update status table			
	Product	Last issue date/Week	Reissue Date/Week
i.	ADMIRALTY Vector Chart Service (AVCS) and ECDIS Base CD	2 February 2017 - 5	6 April 2017 - 14
ii.	ADMIRALTY Information Overlay (AIO) CD which contains both the base data and the latest updates	2 February 2017 - 5	
iii.	ADMIRALTY Raster Chart Service (ARCS) Regional disc 1	19 January 2017 - 3	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 2	29 September 2016 – 39	27 April 2017 - 17
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 3	16 February 2017 - 7	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 4	1 December 2016 - 48	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 5	17 November 2016 - 46	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 6	3 November 2016 - 44	30 March 2017 - 13
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 7	15 September 2016 - 37	18 May 2017 - 20
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 8	15 September 2016 - 37	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 9	25 August 2016 - 34	16 March 2017 - 11
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 10	15 September 2016 - 37	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 11	20 October 2016 – 42 Small-scale Planning Charts	

7. Supported ADMIRALTY Software Versions

Product	Supported Versions
ADP	16.0, 17.0
eNP Reader	1.2, 1.3, 4.1, 4.2
e-Navigator Planning Station	3.3, 3.4, 4.1, 4.2
Passage Planner	4.1, 4.2
NavPac and Compact Data	3.4, 4.0

If you are using an older version which is not supported, you should contact your Chart Agent 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

NAME OF PORT			
APPROXIMATE POSITION	Latitude		Longitude
GENERAL REMARKS 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>).			
ANCHORAGES Designation, depths, holding ground, shelter afforded.			
PILOTAGE Authority for requests. Embark position. Regulations.			
DIRECTIONS Entry and berthing information. Tidal streams. Navigational aids.			
TUGS Number available.			
WHARVES Names, numbers or positions & lengths. Depths alongside.			
CARGO HANDLING Containers, lighters, Ro-Ro etc.			
REPAIRS 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)

RESCUE AND DISTRESS Salvage, Lifeboat, Coastguard, etc.	
SUPPLIES Fuel. (with type, quantities and methods of delivery) Fresh water. (with method of delivery and rate of supply) Provisions.	
SERVICES Medical. Ship Sanitation. Garbage and slops. Ship chandlery, tank cleaning, compass adjustment, hull painting.	
COMMUNICATIONS Nearest airport or airfield. Port radio and information service. (with frequencies and hours of operating)	
PORT AUTHORITY Designation, address, telephone, e-mail address and website.	
VIEWS Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc.	
ADDITIONAL DETAILS	

NOTES:

- 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.
- 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 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

- a. 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.
- b. 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.).
- c. Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.
- d. 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.

INSTRUCTIONS

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 in order 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:
 1. Make, model and type of echo sounder used.
 2. 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.
 3. 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.
 4. 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 www.ukho.gov.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
(V8.0 Oct 2014)

Reporting information affecting Admiralty Products

For new information affecting Admiralty Charts and Publications forward to sdr@ukho.gov.uk
To report issues related to ENCs or their display forward to customerservices@ukho.gov.uk
This form H.102 and instructions are available online at www.ukho.gov.uk/msi

Date			Ref. Number		
Name of ship or sender					
IMO number if applicable					
Address					
E-mail/Tel/Fax of sender					
General Locality					
Subject					
Position (see <i>Instruction 2</i>)	Latitude			Longitude	
	GPS		Datum	Accuracy	
Admiralty Charts affected				Edition	
Latest Weekly Edition of Notice to Mariners held					
Replacement copy of Chart No (see <i>Instruction 3</i>)	IS / IS NOT required				
ENCs affected					
Latest update disk applied	Week:				
Make, model and or age of ECDIS if applicable					
Publications affected (NP/DP number, Edition No.)					
Date of latest supplement/update, page & Light List No. etc					
Details of anomaly / observation:					
Name of observer/reporter					
H.102A Submitted Yes/No			H.102B Submitted Yes/No		
Tick box if not willing to be named as source of this information			<input type="checkbox"/>		

Alternatively use our new H Note App located here:
www.admiralty.co.uk/apps/h-note

