



# ADMIRALTY NOTICES TO MARINERS

## Weekly Edition 29

17 July 2025

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

H102A should be used for reporting changes to Port Information.

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

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

The following communication facilities are available:

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

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# I

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

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

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

### **Software required:**

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

### **SEARCHABLE NOTICES TO MARINERS**

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

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

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

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

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

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

### **FURTHER GUIDANCE NOTES**

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

- File content and description
- PC and printer specifications

### **CUSTOMER SERVICE**

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

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

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

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

Tel: +65 6424 4200

# ADMIRALTY NOTICES TO MARINERS

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

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

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

## Planning for the future

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# I

## EXPLANATORY NOTES

### Dating

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

### Section I - Publications List

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

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

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

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

### Section IB - Current Nautical Publications

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

### Section II - Updates to Standard Nautical Charts

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

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

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

### Section III - Navigational Warnings

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

### Section IV - Sailing Directions

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

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

### Section V - Lights

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

## Section VI - Radio Signals

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

## Section VII - Miscellaneous Publications

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

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

## All Tides Publications

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

## Section VIII – ADMIRALTY Digital Services

Information relevant to ADMIRALTY Digital Services.

## Further Guidance

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

## CAUTIONARY NOTES

### Updating

Updating information is published by Weekly Notices to Mariners supplemented by navigational warnings for items of immediate importance. It should be borne in mind that they may be based on reports which cannot always be verified before promulgation, and that it is sometimes necessary to be selective and promulgate only the more important items to avoid overloading users; the remainder being included in revised editions of the charts and publications concerned.

### Laws and Regulations

While, in the interests of the safety of shipping, the UKHO makes every endeavour to include in its publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood:-

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and
- (b) that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.

### Reliance on Charts and Associated Publications

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

### Charts

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

### Satellite-Derived Positions and Chart Accuracy

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

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[29/25]

## ADMIRALTY Charts affected by the Publication List

ADMIRALTY Charts	International Charts	ADMIRALTY Publications
116	INT 12	NP 131
946	INT 13	
1174	INT 20	Erratum
3710	INT 22	
3778	INT 103	NP 203
3780	INT 104	
4012	INT 200	
4013	INT 201	
4020	INT 202	
4022	INT 204	
4103	INT 215	
4104	INT 300	
4200	INT 302	
4201	INT 404	
4202	INT 405	
4204	INT 406	
4215	INT 407	
4216	INT 1477	
4300	INT 9009	
4302		
4404		
4405		
4406		
5612_3		
5621_3		
5621_5		
AUS 293		
AUS 839		
AUS 841		
IN 2001		

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

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### NM WEBSEARCH QR CODE

We are aware that on some paper charts the QR code in the lower left corner which links to NM Websearch is returning an error. If this occurs, you can use the direct URL

<https://www.ukho.gov.uk/nmwebsearch/> or the alternative QR code:



### UKRAINE NAVIGATIONAL INFORMATION

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

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

### BALTIC SEA CHART DATUM 2000 (BSCD2000)

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

This note is to be reviewed in 2026.

### PHOTOGRAPHY

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

[publications.queries@ukho.gov.uk](mailto:publications.queries@ukho.gov.uk)

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Charts published 17 July 2025

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
⊙116 INT 1477	International Chart Series, Netherlands, Approaches to Westerschelde. Ⓐ Vlissingen. Ⓑ Breskens.	1:30,000 1:20,000 1:20,000	9	24
This chart remains affected by Notices 2607(T)/25 and 2914(T)/25.				
⊙946	Indonesia, Ports in Eastern Jawa, Bali, Lombok and Pulau-Pulau Kangean. Ⓐ Jawa, Probolinggo. Ⓑ Bali, Benoa. Ⓒ Bali, Celukanbawang. Ⓓ Bali, Approaches to Benoa. Ⓔ Lombok, Teluk Labuhantereng. Ⓕ Jawa, Tanjung Wangi. Ⓖ Bali, Padang. Ⓗ Java Sea, Pulau-Pulau Kangean, Pagerungan Terminal. Ⓘ Lombok, Approaches to Teluk Labuhantereng.	     1:50,000 1:10,000 1:10,000 1:50,000 1:30,000 1:10,000 1:50,000 1:60,000 1:100,000	60	72
On publication of this New Edition former Notice 1836(P)/25 is cancelled.				
⊙3778	United Arab Emirates, Ar Ruways and Jabal Az Zannah.	1:25,000	40	62
On publication of this New Edition former Notice 2102(P)/25 is cancelled. This chart remains affected by Notices 1064(P)/22, 1166(T)/25, 1952(T)/25 and 2272(T)/25.				
⊙3780	United Arab Emirates, Outer Approaches to Ar Ruways and Jabal Az Zannah.	1:50,000	40	62
On publication of this New Edition former Notice 2102(P)/25 is cancelled. This chart remains affected by Notices 1064(P)/22, 1166(T)/25 and 2272(T)/25.				
⊙4020 INT 20	International Chart Series, South Atlantic Ocean, Western Part.	1:10,000,000	95	16, 136
This chart remains affected by Notice 2874(T)/25.				
⊙4022 INT 22	International Chart Series, South Atlantic Ocean, South America to Africa.	1:10,000,000	35	16, 136
This chart remains affected by Notice 2874(T)/25.				

⊙ 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 17 July 2025 (continued)

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
⊙4103 INT 103	International Chart Series, North Atlantic Ocean, English Channel to the Strait of Gibraltar and the Arquipélago Dos Açores.  This chart is to be deleted from the list of charts affected by Notice 430(P)/23. This chart remains affected by Notices 1387(P)/24, 1198(T)/25 and 1951(T)/25.	1:3,500,000	18	18
⊙4104 INT 104	International Chart Series, North Atlantic Ocean, Lisboa to Freetown.  This chart remains affected by Notices 4968(P)/22, 3269(T)/23, 1198(T)/25 and 1894(T)/25.	1:3,500,000	20	18
⊙4200 INT 200	International Chart Series, South Atlantic Ocean, Río de la Plata to Cabo de Hornos.  This chart remains affected by Notice 1990(P)/25.	1:3,500,000	96	18
⊙4201 INT 201	International Chart Series, South Atlantic Ocean, South East Coast of South America.  This chart remains affected by Notices 3421(P)/23, 649(P)/25, 1990(P)/25 and 2874(T)/25.	1:3,500,000	95	18
⊙4202 INT 202	International Chart Series, South Atlantic Ocean, East Coast of South America.  This chart remains affected by Notices 649(P)/25, 1894(T)/25 and 2874(T)/25.	1:3,500,000	95	18
⊙4204 INT 204	International Chart Series, South Atlantic and Indian Oceans, Walvis Bay to Maputo.	1:3,500,000	35	18
⊙4215 INT 215	International Chart Series, Atlantic Ocean, Recife to Dakar.  This chart remains affected by Notices 4968(P)/22 and 1894(T)/25.	1:3,500,000	20	18
⊙4216 INT 407	International Chart Series, Atlantic Ocean, North East Coast of South America.  This chart remains affected by Notices 5962(T)/19, 761(P)/25, 1894(T)/25 and 2008(P)/25.	1:3,500,000	87	18

⊙ 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

Publication dates of these charts reflect the dates shown on the Australian Government Charts.

<i>Chart</i>	<i>Published</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
⊙AUS293	17/07/2025	Australia - North Coast, Torres Strait, Prince of Wales Channel.  On publication of this New Edition former Notice 2663(P)/25 is cancelled. This chart remains affected by Notice 2057(T)/25.	1:37,500	66	92
⊙AUS839	30/05/2025	Australia - East Coast, Queensland, Cairncross Islets to Arden Island.  On publication of this New Edition former Notice 2663(P)/25 is cancelled. This chart remains affected by Notices 5378(T)/21 and 3984(T)/24.	1:150,000	66	92
⊙AUS841	30/05/2025	Australia - Papua New Guinea, Torres Strait, Kirkcaldie Reef to Boigu Island.  On publication of this New Edition former Notices 2609(P)/25 and 2663(P)/25 are cancelled. This chart remains affected by Notices 1919(P)/21, 5114(T)/21 and 460(P)/22.	1:150,000	66	92

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

### ADMIRALTY CHARTS TO BE PUBLISHED 31 JULY 2025

#### New Editions of ADMIRALTY Charts

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
1174	Spain - North Coast, Approaches to Bilbao. Castro Urdiales.	1:25,000 1:10,000	⊙1174	17	40
3710 INT 9009	International Chart Series, Antarctica, Ross Sea, Cape Hooker to Coulman Island.	1:500,000	⊙3710	100	136
4012 INT 12	International Chart Series, North Atlantic Ocean Southern Part.	1:10,000,000	⊙4012 INT 12	19	16
4013 INT 13	International Chart Series, North Atlantic Ocean Western Part.	1:10,000,000	⊙4013 INT 13	82	16, 134
4300 INT 300	International Chart Series, Mediterranean and Black Seas.	1:4,200,000	⊙4300 INT 300	24	18
4302 INT 302	International Chart Series, Mediterranean Sea Eastern Part.	1:2,250,000	⊙4302 INT 302	24	18
4404 INT 404	International Chart Series, North Atlantic Ocean, Gulf of Maine to Strait of Belle Isle including Gulf of Saint Lawrence.	1:3,500,000	⊙4404 INT 404	82	18
4405 INT 405	International Chart Series, North Atlantic Ocean, Labrador Sea, Strait of Belle Isle to Davis Strait.	1:3,500,000	⊙4405 INT 405	76	18, 134
4406 INT 406	International Chart Series, Canada, Hudson Bay and Strait Baie et Detroit d'Hudson. Continuation.	1:3,500,000 1:3,500,000	⊙4406 INT 406	76	18, 134

#### New Editions of ADMIRALTY Small Craft Charts

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>	<i>NP109A Catalogue page</i>
5612_3	Ⓐ Carlingford Lough to Ardglass. Ⓑ Ardglass and Killough Harbours.	1:100,000 1:15,000	5612_3	27
5621_3	Drogheda to Carlingford Lough.	1:100,000	5621_3	41
5621_5	Dublin to Drogheda Approaches.	1:100,000	5621_5	41

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

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## CHARTS TO BE AVAILABLE 31 JULY 2025

### Reproductions of Indian Government Charts

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
IN2001	India - West Coast, Mumbai Docks.	1:10,000	⊙IN2001	41	58

## ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

### ADMIRALTY Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
116 INT 1477	International Chart Series, Netherlands, Approaches to Westerschelde.	⊙116 INT 1477
946	Indonesia, Ports in Eastern Jawa, Bali, Lombok and Pulau-Pulau Kangean.	⊙946
3778	United Arab Emirates, Ar Ruways and Jabal Az Zannah.	⊙3778
3780	United Arab Emirates, Outer Approaches to Ar Ruways and Jabal Az Zannah.	⊙3780
4020 INT 20	International Chart Series, South Atlantic Ocean, Western Part.	⊙4020 INT 20
4022 INT 22	International Chart Series, South Atlantic Ocean, South America to Africa.	⊙4022 INT 22
4103 INT 103	International Chart Series, North Atlantic Ocean, English Channel to the Strait of Gibraltar and the Arquipélago Dos Açores.	⊙4103 INT 103
4104 INT 104	International Chart Series, North Atlantic Ocean, Lisboa to Freetown.	⊙4104 INT 104
4200 INT 200	International Chart Series, South Atlantic Ocean, Río de la Plata to Cabo de Hornos.	⊙4200 INT 200
4201 INT 201	International Chart Series, South Atlantic Ocean, South East Coast of South America.	⊙4201 INT 201
4202 INT 202	International Chart Series, South Atlantic Ocean, East Coast of South America.	⊙4202 INT 202

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

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## ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

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<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
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4215 INT 215	International Chart Series, Atlantic Ocean, Recife to Dakar.	⊙4215 INT 215
4216 INT 407	International Chart Series, Atlantic Ocean, North East Coast of South America.	⊙4216 INT 407
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AUS839	Australia - East Coast, Queensland, Cairncross Islets to Arden Island.	⊙AUS839
AUS841	Australia - Papua New Guinea, Torres Strait, Kirkcaldie Reef to Boigu Island.	⊙AUS841

## ADMIRALTY DISTRIBUTOR INFORMATION

### NP131 – Catalogue of Admiralty Charts (NP131), 2025 Edition

Amendment to Part 1, Admiralty Authorised Chart Agent/Distributor

Page 3, Sub-Distributor Section

Insert:

Beijing Ruina Zhirong Technology Co. Ltd
SUB DISTRIBUTOR OF: Beijing Situo Ocean Information Technology Co Ltd
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<a href="mailto:shenwei@rnctech.cn">shenwei@rnctech.cn</a>
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⊙ denotes chart available in the ADMIRALTY Raster Chart Service series.

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## ADMIRALTY DISTRIBUTOR INFORMATION

### NP131 – Catalogue of Admiralty Charts (NP131), 2025 Edition

Amendment to Part 1, **Admiralty Authorised Chart Agent/Distributor** (continued)

Page 3, Sub-Distributor Section

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Page 2, Distributor Section

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Unit A3 Chichester Marina Birdham Chichester West Sussex PO20 7EJ
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F: +44 (0)1243 514863
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## ERRATUM

The following ADMIRALTY Publication was omitted from Section I in week 27-25 on page 1.10.

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP203	ADMIRALTY Tide Tables Indian Ocean (Including Tidal Stream Tables) Volume 3, 2026 Edition  ISBN Number: 978-0-70-772-2764	03/07/2025	New Edition.

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

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### 3065\* ENGLAND - East Coast - Depths.

Source: Port of London Authority

#### Chart 2151 (INT 1425) [ *previous update 2777/25* ] ETRS89 DATUM

Insert	depth, 63	(a)	51° 28'·220N., 0° 14'·896E.
Delete	depth, 65 , close N of:	(a)	above
Insert	depth, 64	(b)	51° 28'·170N., 0° 15'·077E.
Delete	depth, 67 , close SW of:	(b)	above

### 3067\* ENGLAND - Bristol Channel - Depths.

Source: British Government Survey

#### Chart 1160 (Panel E, Lundy) [ *previous update 1592/25* ] ETRS89 DATUM

Replace	depth, 36 with depth, 24	51° 09'·87N., 4° 39'·35W.
	depth, 13, with depth, 01	51° 09'·82N., 4° 39'·20W.

#### Chart 5608\_4 (Panel B, Lundy) [ *previous update 1267/25* ] ETRS89 DATUM

Replace	depth, 36 with depth, 24	51° 09'·87N., 4° 39'·35W.
	depth, 13, with depth, 01	51° 09'·82N., 4° 39'·20W.

### 3068 LITHUANIA - Depth.

Source: Lithuanian Notice 5/80/25

#### Chart 2040 (INT 1218) [ *previous update 2454/25* ] WGS84 DATUM

Insert	depth, 34	55° 38'·14N., 20° 49'·88E.
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#### Chart 2288 [ *previous update 2764/25* ] WGS84 DATUM

Insert	depth, 34	55° 38'·1N., 20° 49'·9E.
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### 3078 SWEDEN - West Coast - Coastline. Berth. Quay.

Source: Swedish Notice 1072/19310/25

#### Chart 857 (INT 1317) (Panel B, Göta Älv) [ *previous update 1722/25* ] WGS84 DATUM

Insert	coastline, single firm line, joining:	(a)	57° 41'·454N., 11° 53'·354E.
			57° 41'·458N., 11° 53'·352E.
			57° 41'·462N., 11° 53'·382E.
		(b)	57° 41'·458N., 11° 53'·383E.
Delete	former quay, single firm line, joining:	(a)	above
		(b)	above
	berth number, 562		57° 41'·474N., 11° 53'·351E.

## II

### 3083 ESTONIA - Wreck.

Source: Estonian Notice 5/70/25

**Chart 2059 (INT 1216)** [ *previous update 2906/25* ] WGS84 DATUM

Insert  *Wk* 57° 58'·24N., 22° 33'·99E.

**Chart 2215** [ *previous update 2317/25* ] WGS84 DATUM

Insert  *Wk* 57° 58'·24N., 22° 33'·99E.

**Chart 2226** [ *previous update 2208/25* ] WGS84 DATUM


Insert  *Wk* 57° 58'·24N., 22° 33'·99E.

### 3100 SWEDEN - East Coast - Wreck. Buoyage.

Source: Swedish Notice 1072/19323 and 19335/25

**Chart 2054 (INT 1203)** [ *previous update 1567/25* ] WGS84 DATUM

Insert  56° 20'·49N., 16° 12'·59E.

Replace  with  *Fl R 2s* 57° 15'·76N., 16° 36'·94E.

**Chart 2055 (INT 1204)** [ *previous update 2906/25* ] WGS84 DATUM

Replace  with  *Fl R 2s* 57° 15'·76N., 16° 36'·94E.

**Chart 2842 (INT 1223)** [ *previous update 2620/25* ] WGS84 DATUM

Insert  56° 20'·49N., 16° 12'·59E.

**Chart 2844 (INT 1761)** [ *previous update 2902/25* ] WGS84 DATUM




Replace  with  *Fl R 2s* 57° 15'·76N., 16° 36'·94E.

## II

### 3106 SWEDEN - East Coast - Maritime limit. Legend. Buoyage. Wreck.

Source: Swedish Notices 1072/19336 and 19353/25

#### Chart 847 (INT 1231) (Panel B, Norrköpings Hamn) [ *previous update 136/25* ] WGS84 DATUM

Delete	maritime limit, pecked line, and associated out of position legend, Works in progress (2023), joining:	58° 37'·396N., 16° 14'·576E. 58° 37'·430N., 16° 14'·460E. 58° 37'·444N., 16° 14'·478E. 58° 37'·411N., 16° 14'·590E.
		58° 37'·412N., 16° 14'·582E. 58° 37'·441N., 16° 14'·482E.
	 <i>Fl R 3s</i>	58° 36'·759N., 16° 11'·780E.
		58° 36'·749N., 16° 11'·788E.

#### Chart 847 (INT 1231) (Panel A, Approaches to Norrköping) [ *previous update 136/25* ] WGS84 DATUM

Delete	maritime limit, pecked line, joining:	58° 37'·40N., 16° 14'·58E. 58° 37'·43N., 16° 14'·46E. 58° 37'·44N., 16° 14'·48E. 58° 37'·41N., 16° 14'·59E.
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### 3107 SWEDEN - East Coast - Wreck.

Source: Swedish Notice 1071/19330/25

#### Chart 1009 (INT 1179) [ *previous update 3028/25* ] WGS84 DATUM

Insert	 <i>Wk</i>	65° 13'·75N., 22° 20'·38E.
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#### Chart 2098 (INT 1209) [ *previous update 2820/25* ] WGS84 DATUM

Insert	 <i>Wk</i>	65° 13'·75N., 22° 20'·05E.
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### 3112 SWEDEN - East Coast - NM Block.

Source: Swedish Notice 1072/19317/25

#### Chart 820 (INT 1238) [ *previous update 2924/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	59° 26'·0N., 18° 22'·4E.
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### 3113 SWEDEN - East Coast - NM Block.

Source: Swedish Notice 1072/19341/25

#### Chart 888 (INT 1776) [ *previous update 2979/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	59° 45'·1N., 19° 06'·2E.
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### 3138 POLAND - Legends.

Source: Polish Notice 16/183/25

#### Chart 2677 (INT 1297) [ *previous update 2901/25* ] WGS84 DATUM

Amend	legend W-22 to, Wyspa Jana Zabawy Wróblewskiego, centred on:	53° 47'·60N., 14° 27'·03E.
	legend W-28 to, Wyspa Tadeusza Przygody-Wronowskiego, centred on:	53° 45'·14N., 14° 30'·01E.

### 3153 FINLAND - South Coast - NM Blocks.

Source: Finnish Notice 5/31/25

#### Chart 2211 (INT 12511) [ *previous update 201/24* ] WGS84 DATUM

Insert	the accompanying block, centred on:	60° 04'·9N., 24° 21'·8E.
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#### Chart 3819 (INT 1251) [ *previous update 201/24* ] WGS84 DATUM

Insert	the accompanying block, centred on:	60° 04'·9N., 24° 21'·6E.
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### 3154 DENMARK - Islands - Danger line. Rock.

Source: Danish Chart Correction 15/14/25

#### Chart 903 (INT 1333) [ *previous update 2630/25* ] WGS84 DATUM

Insert	danger line, dotted line, joining:	<p>(a) 55° 47'·17N., 12° 38'·33E.</p> <p>(b) 55° 47'·18N., 12° 38'·69E.</p> <p>(c) 55° 46'·98N., 12° 38'·83E.</p> <p>(d) 55° 46'·97N., 12° 38'·68E.</p> <p>(e) 55° 47'·06N., 12° 38'·32E.</p>
	seabed type, R, within:	(a)-(e) above

#### Chart 2594 (INT 1331) [ *previous update 1824/25* ] WGS84 DATUM

Insert	danger line, dotted line, joining:	<p>(a) 55° 47'·17N., 12° 38'·33E.</p> <p>(b) 55° 47'·18N., 12° 38'·69E.</p> <p>(c) 55° 46'·98N., 12° 38'·83E.</p> <p>(d) 55° 46'·97N., 12° 38'·68E.</p> <p>(e) 55° 47'·06N., 12° 38'·32E.</p>
	seabed type, R, within:	(a)-(e) above

### 3114 NORTH SEA - Norwegian Sector - Buoy.

Source: Norwegian Notice 10/77866/25

#### Chart 1405 (INT 1400) [ *previous update 2969/25* ] WGS84 DATUM

Delete	 Fl Y ODAS	58° 55'·4N., 2° 12'·4E.
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## II

### 3116 BELGIUM - Foul.

Source: Belgian Notice 13/146/25

**Chart BE 11** [ *previous update 2836/25* ] WGS84 DATUM

Insert	#	51° 20'·26N., 2° 35'·20E.
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**Chart BE 102 (INT 1480)** [ *previous update 2836/25* ] WGS84 DATUM

Insert	#	51° 20'·26N., 2° 35'·20E.
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### 3133 BELGIUM - Foul.

Source: Belgian Notice 13/146/25

**Chart 1406** [ *previous update 1717/25* ] WGS84 DATUM

Insert	#	51° 20'·26N., 2° 34'·98E.
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**Chart 2449** [ *previous update 2761/25* ] WGS84 DATUM

Insert	#	51° 20'·26N., 2° 35'·20E.
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**Chart 5605\_11** [ *previous update 2761/25* ] WGS84 DATUM

Insert	#	51° 20'·26N., 2° 35'·20E.
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**Chart 5605\_1 (Panel B, Northern Approaches to Dover Strait)** [ *previous update 1729/25* ] WGS84 DATUM

Insert	#	51° 20'·26N., 2° 34'·99E.
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**Chart 5606\_1** [ *previous update 1717/25* ] WGS84 DATUM

Insert	#	51° 20'·26N., 2° 35'·06E.
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**Chart 5607\_1** [ *previous update 1717/25* ] WGS84 DATUM

Insert	#	51° 20'·26N., 2° 34'·98E.
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### 3152 NORTH SEA - Norwegian Sector - Danger line. Legend.

Source: Norwegian HO

**Chart 292** [ *previous update 2699/25* ] WGS84 DATUM

Insert	circular limit of danger line, radius 2505m (1·35M), dotted line, centred on:	(a) 59° 53'·90N., 2° 16'·03E.
	legend, <i>Obstn</i> , within:	(a) above

**Chart 294** [ *previous update 1854/25* ] WGS84 DATUM

Insert	circular limit of danger line, radius 2505m (1·35M), dotted line, centred on:	(a) 59° 53'·90N., 2° 16'·03E.
	legend, <i>Obstn</i> , within:	(a) above



## II

### 3152 NORTH SEA - Norwegian Sector - Danger line. Legend. (continued)

**Chart 1427 (INT 1401)** [ *previous update 2969/25* ] WGS84 DATUM

Insert	circular limit of danger line, radius 2505m (1·35M), dotted line, centred on: legend, <i>Obstn</i> , within:	(a) 59° 53′·9N., 2° 16′·0E. (a) above
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**Chart 2182C (INT 1041)** [ *previous update 2969/25* ] WGS84 DATUM

Insert	circular limit of danger line, radius 2505m (1·35M), dotted line, centred on: legend, <i>Obstn</i> , within:	(a) 59° 53′·9N., 2° 16′·0E. (a) above
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### 3069 FRANCE - West Coast - Wreck.

Source: French Notice 18/52/25

**Chart 2521 (INT 1801)** [ *previous update 730/25* ] WGS84 DATUM

Replace	 <i>Wk</i> with  <i>Wk</i>	47° 54′·04N., 5° 06′·43W.
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**Chart 2643 (INT 1800)** [ *previous update 1409/25* ] WGS84 DATUM

Replace	 <i>Wk</i> with  <i>Wk</i>	47° 54′·04N., 5° 06′·43W.
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### 3088 PORTUGAL - West Coast - Wreck.

Source: Portuguese Notice 4/164/25

**Chart 3259 (INT 1880)** [ *previous update 5156/24* ] WGS84 DATUM









Insert		38° 28′·316N., 8° 53′·924W.
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## II

### 3126 PORTUGAL - West Coast - Buoyage.

Source: Portuguese Notice 4/165/25

#### Chart 3224 (INT 1882) (Panel A, Sines) [ previous update 4345/24 ] WGS84 DATUM

Delete	 Fl(4)Y.10s2M Conduril 1	37° 55'·046N., 8° 50'·369W.
	 Fl(4)Y.10s2M Conduril 2	37° 54'·918N., 8° 50'·419W.
	 Fl(4)Y.10s2M Conduril 3	37° 54'·958N., 8° 50'·580W.
	 Conduril 4	37° 55'·061N., 8° 50'·648W.
	 Conduril 5	37° 55'·163N., 8° 50'·715W.
	 Conduril 6	37° 55'·266N., 8° 50'·782W.
	 Conduril 7	37° 55'·353N., 8° 50'·570W.
	 Conduril 8	37° 55'·251N., 8° 50'·503W.
	 Conduril 9	37° 55'·148N., 8° 50'·436W.





#### Chart 3224 (INT 1882) [ previous update 4345/24 ] WGS84 DATUM

Delete	 Fl(4)Y	37° 55'·05N., 8° 50'·37W.
		37° 54'·92N., 8° 50'·42W.
		37° 54'·96N., 8° 50'·58W.
	 Y	37° 55'·35N., 8° 50'·57W.
		37° 55'·25N., 8° 50'·50W.
		37° 55'·15N., 8° 50'·44W.
		37° 55'·06N., 8° 50'·65W.
		37° 55'·16N., 8° 50'·72W.
		37° 55'·27N., 8° 50'·78W.

### 3136 SPAIN - South West Coast - Marine Reserves.

Source: Spanish Notice 17/136/25

#### Chart 142 [ previous update 2932/25 ] WGS84 DATUM



Insert	limit of marine reserve,  MR  , joining:	(a) 35° 59'·75N., 5° 35'·08W. 35° 59'·69N., 5° 35'·35W. 36° 00'·71N., 5° 35'·66W.
Delete	former limit of marine reserve,  MR  , joining:	(a) above 35° 59'·69N., 5° 35'·30W. 35° 59'·28N., 5° 35'·69W. 36° 00'·04N., 5° 35'·70W. 36° 00'·71N., 5° 35'·69W.

## II

### 3059 ITALY - West Coast - Buoy. Light-beacon.

Source: Italian Notice 8.14/25

**Chart 908** [ *previous update 2530/25* ] WGS84 DATUM

Insert	 <i>Q(6)+LFl.15s Sec. del Torrione</i>	(a) 40° 46'·50N., 14° 02'·60E.
Delete	 <i>Q(6)+LFl.15s5m5M Sec. del Torrione, close NW of:</i>	(a) above

### 3066 MALTA - Foul.

Source: ENC MT300194

**Chart 194** [ *previous update 2017/25* ] WGS84 DATUM

Insert	circular limit of foul ground area, radius 500m (0·27NM), pecked line, centred on:	35° 54'·49N., 14° 50'·03E.
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**Chart 2123** [ *previous update 2582/25* ] WGS84 DATUM

Insert	#	35° 54'·5N., 14° 50'·0E.
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**Chart 2124** [ *previous update 2582/25* ] WGS84 DATUM




Insert	#	35° 54'·5N., 14° 50'·0E.
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## II

### 3072 ITALY - West Coast - Restricted areas. Buoyage.

Source: Italian Notice 8.1/25

#### Chart 355 (INT 3362) [ previous update 1420/25 ] WGS84 DATUM

Insert	limit of restricted area, entry prohibited, pecked line, joining:	(a)	44° 22'·747N., 8° 55'·451E.
		(b)	44° 23'·004N., 8° 54'·533E.
		(c)	44° 23'·312N., 8° 53'·751E.
		(d)	44° 23'·695N., 8° 53'·206E.
		(e)	44° 24'·041N., 8° 53'·264E.
			44° 24'·085N., 8° 53'·279E.
	 <i>Fl.Y</i>	(b)	above
		(c)	above
		(d)	above
		(e)	above
Delete	former limit of restricted area, entry prohibited, pecked line, joining:	(a)	above
		(f)	44° 22'·946N., 8° 54'·673E.
		(g)	44° 23'·165N., 8° 53'·998E.
			44° 24'·050N., 8° 53'·464E.
	 <i>Fl.Y</i>	(f)	above
		(g)	above
			44° 23'·637N., 8° 53'·713E.
			44° 23'·984N., 8° 53'·504E.
	former limit of restricted area,  , joining:		44° 23'·263N., 8° 53'·875E.
			44° 23'·251N., 8° 53'·947E.

### 3099 ITALY - East Coast - Light-beacons. Buoyage. Light.

Source: Italian Notice 8.23/25

#### Chart 204 [ previous update 2455/25 ] WGS84 DATUM

Insert	 LFl.10s6M	45° 13'·9N., 12° 20'·2E.
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#### Chart 1480 (Panel A, Porto di Chioggia) [ previous update 2306/25 ] WGS84 DATUM

Insert	 LFl.10s7m6M	45° 13'·860N., 12° 20'·210E.
	 <i>Fl.R.3s</i>	45° 13'·635N., 12° 17'·060E.
		45° 12'·958N., 12° 16'·258E.
	★ Fl(2)R.6s	45° 12'·700N., 12° 15'·666E.
	 Fl(2)G.6s	45° 12'·813N., 12° 15'·574E.
	 Fl.G.3s	45° 12'·999N., 12° 16'·194E.
	 Fl(2)G.6s	45° 13'·650N., 12° 16'·332E.
	 Fl(2)R.6s	45° 13'·600N., 12° 16'·488E.

## II

### 3099 ITALY - East Coast - Light-beacons. Buoyage. Light. (continued)

**Chart 1483** [ *previous update 1468/25* ] WGS84 DATUM


Insert  LFl.10s7m6M 45° 13'·86N., 12° 20'·21E.

### 3102 GREECE - Kriti - Buoyage. Wreck. Firing practice area. Legend.

Source: ENC GR4APP18

**Chart 1706** [ *previous update 3856/24* ] WGS84 DATUM

Insert  Fl.Y.2s 35° 28'·63N., 24° 09'·27E.  
35° 28'·28N., 24° 15'·68E.

Replace  PA with  PA 35° 28'·24N., 24° 14'·83E.

Delete limit of firing practice area, radius 970m, pecked line, and associated legend, *AREA TWO (R2)*, centred on: 35° 27'·93N., 24° 11'·72E.

**Chart 3681** [ *previous update 5147/24* ] WGS84 DATUM


Delete limit of firing practice area, radius 970m (0·52M), pecked line, centred on: 35° 27'·93N., 24° 11'·72E.

### 3104 SPAIN - Mediterranean Sea Coast - Buoyage.

Source: Spanish Notice 16/126/25

**Chart 1448** [ *previous update 300/25* ] WGS84 DATUM

Insert  *Q(3)10s* (a) 36° 10'·20N., 5° 25'·63W.

Delete  *Q(3)10s*, close NE of: (a) above

**Chart 1455** [ *previous update 2605/25* ] WGS84 DATUM

Insert  *Q(3)10s3M* 36° 10'·197N., 5° 25'·625W.

Delete  *Q(3)10s3M* 36° 10'·284N., 5° 25'·578W.

### 3105 GREECE - Aegean Sea Coast - Legend. Note.

Source: ENC GR4APP72

**Chart 1086** [ *previous update 1424/25* ] WGS84 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 39° 32'·2N., 25° 05'·7E.

**Chart 1087** [ *previous update 4593/24* ] WGS84 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 39° 32'·2N., 25° 06'·3E.

the accompanying note, *HISTORIC WRECKS*, centred on: 38° 55'·6N., 27° 13'·3E.

## II

### 3155 CROATIA - Alongside depths. Depths.

Source: ENC HR60017B

#### Chart 1996 (Panel C, Bakarski Zaljev) [ previous update 2385/25 ] WGS84 DATUM

Insert	alongside depth, • (109)	(a) 45° 18′·118N., 14° 32′·845E.
Delete	depth, 148, close SW of:	(a) above
Insert	alongside depth, • (136)	(b) 45° 18′·271N., 14° 32′·674E.
Delete	depth, 18, close SW of:	(b) above

### 3143 MAURITANIA - NM Blocks. Light. Obstruction.

Source: French Notice 7/167/25

#### Chart 1132 (INT 1989) [ previous update 647/25 ] WGS84 DATUM

Insert	the accompanying block, centred on:	20° 53′·3N., 17° 02′·7W.
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#### Chart 1133 (INT 1990) (Panel A, Port of Nouadhibou) [ previous update 647/25 ] WGS84 DATUM

Insert	the accompanying block A, centred on:	20° 54′·0N., 17° 03′·0W.
	the accompanying block B, centred on:	20° 52′·8N., 17° 02′·7W.
	the accompanying block C, centred on:	20° 52′·3N., 17° 02′·6W.

#### Chart 1661 (INT 1951) [ previous update 1162/25 ] WGS84 DATUM

Insert	★ Iso.R.3s	18° 35′·3N., 16° 06′·7W.
Delete	 129 Obsts	17° 58′·3N., 16° 06′·0W.

#### Chart 1662 (INT 1952) [ previous update 1162/25 ] WGS84 DATUM

Delete	 129 Obsts	17° 58′·3N., 16° 06′·0W.
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### 3109\* KENYA - Legend.

Source: Kenya Ports Authority

#### Chart 666 (INT 7702) [ previous update 2332/25 ] WGS84 DATUM

Insert	legend, Works in progress (2025), centred on:	4° 02′·862S., 39° 37′·236E.
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### 3060\* SINGAPORE - Buoy.

Source: Maritime and Port Authority of Singapore

#### Chart 4030 [ previous update 1586/25 ] WGS84 DATUM

Insert	 Fl.Y.3s DHI-TVE-ADCP	1° 12′·810N., 103° 39′·077E.
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#### Chart 4031 [ previous update 1586/25 ] WGS84 DATUM

Insert	 Fl.Y.3s DHI-TVE-ADCP	1° 12′·810N., 103° 39′·077E.
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## II

### 3060\* SINGAPORE - Buoy. (continued)

**Chart 4038** [ *previous update 2573/25* ] WGS84 DATUM

Insert  *Fl.Y.3s DHI-TVE-ADCP* 1° 12'·81N., 103° 39'·08E.

**Chart 4039** [ *previous update 2660/25* ] WGS84 DATUM

Insert  *Fl.Y.3s DHI-TVE-ADCP* 1° 12'·81N., 103° 39'·08E.

**Chart 4040** [ *previous update 2660/25* ] WGS84 DATUM

Insert  *Fl.Y.3s DHI-TVE-ADCP* 1° 12'·81N., 103° 39'·08E.

### 3095\* SINGAPORE - Dredged depth.

Source: Maritime and Port Authority of Singapore

**Chart 4034** [ *previous update 1248/25* ] WGS84 DATUM

Amend dredged depth to, *0·2m (2024)*, centred on: 1° 18'·482N., 103° 43'·470E.

### 3108\* SINGAPORE - Wreck.

Source: Maritime and Port Authority of Singapore

*Note:* Former Notice 205(T)/25 is cancelled.


**Chart 4030** [ *previous update 3060/25* ] WGS84 DATUM

Insert  *Wk* 1° 16'·229N., 103° 38'·466E.

**Chart 4033** [ *previous update 1447/25* ] WGS84 DATUM

Insert  *Wk* 1° 16'·229N., 103° 38'·466E.

**Chart 4038** [ *previous update 3060/25* ] WGS84 DATUM

Insert wreck out of position,  *Wk* 1° 16'·23N., 103° 38'·47E.

**Chart 4040** [ *previous update 3060/25* ] WGS84 DATUM

Insert wreck out of position,  *Wk* 1° 16'·23N., 103° 38'·47E.

### 3110\* SINGAPORE - Buoy.

Source: Maritime and Port Authority of Singapore

**Chart 4043** [ *previous update New Edition 05/06/2025* ] WGS84 DATUM

Insert  *Fl.Y.5s MESN-UBN* 1° 24'·74N., 104° 00'·00E.

## II

### 3110\* SINGAPORE - Buoy. (continued)

**Chart 4044** [ *previous update 1555/25* ] WGS84 DATUM

Insert

 *Fl.Y.5s MESN-UBN*

1° 24'·74N., 104° 00'·00E.

### 3117\* SINGAPORE - Dredged depth.

Source: Maritime and Port Authority of Singapore

**Chart 4031** [ *previous update 3060/25* ] WGS84 DATUM

Amend dredged depth to, *14·1m (2024)*, centred on:

1° 15'·111N., 103° 42'·104E.

**Chart 4032** [ *previous update 1524/25* ] WGS84 DATUM

Amend dredged depth to, *14·1m (2024)*, centred on:

1° 15'·111N., 103° 42'·104E.

### 3139 MALACCA STRAIT - Light.

Source: Marine Department, Malaysia Notice 98/25

**Chart 3902** [ *previous update 2068/25* ] WGS84 DATUM

Amend T. Tohor light to, Fl.5s13M

1° 50'·8N., 102° 42'·2E.

**Chart 3947** [ *previous update 2090/25* ] WGS84 DATUM

Amend Tanjung Tohor light to, Fl.5s16m13M


1° 50'·67N., 102° 42'·10E.

### 3142 MALAYSIA - Peninsular Malaysia, West Coast - Buoyage.

Source: Marine Department, Malaysia Notice 42/25

**Chart 1366** [ *previous update 5243/24* ] WGS84 DATUM

Insert

 *Fl.R.4s Rimau 3R*

(a) 5° 17'·23N., 100° 18'·60E.

Delete

 *Fl.R.3s Rimau 3R*, close W of:


(a) above

### 3081 TAIWAN - Wreck.

Source: UKHO

**Chart 3658 (Panel, Taipei Port)** [ *previous update 2790/25* ] WGS84 DATUM

Insert

 *Wk*

25° 09'·87N., 121° 20'·62E.



## II

### 3084 CHINA - East Coast - Wreck.

Source: Chinese Chart 14151

**Chart 2401** [ *previous update 2598/25* ] CGCS 2000 DATUM

Insert



25° 22'·38N., 119° 40'·14E.

### 3092 CHINA - East Coast - Virtual aid to navigation.

Source: UKHO

**Chart 1754** [ *previous update 2361/25* ] WGS84 DATUM

Insert

symbol, Virtual aid to navigation, isolated danger topmark, V-AIS

26° 20'·1N., 120° 56'·1E.

**Chart 1761** [ *previous update 1901/25* ] WGS84 DATUM

Insert

symbol, Virtual aid to navigation, isolated danger topmark, V-AIS

26° 20'·1N., 120° 56'·1E.

**Chart 3236** [ *previous update 305/25* ] WGS84 DATUM

Insert

symbol, Virtual aid to navigation, isolated danger topmark, V-AIS



26° 20'·1N., 120° 56'·1E.

### 3094 CHINA - Bo Hai - Submarine power cables.

Source: Chinese Notice 11/318/25

**Chart 1249** [ *previous update 2450/25* ] CGCS 2000 DATUM

Insert

submarine power cable,  , joining:

40° 04'·0N., 120° 52'·5E.

39° 59'·7N., 120° 48'·2E.

39° 57'·4N., 120° 48'·3E.

**Chart 1252** [ *previous update 2439/25* ] CGCS 2000 DATUM

Insert

submarine power cable,  , joining:

40° 12'·43N., 120° 27'·82E.

40° 11'·83N., 120° 31'·38E.

40° 12'·16N., 120° 45'·44E.

(a) 40° 14'·70N., 121° 01'·31E.

and

(a) above

40° 12'·71N., 120° 56'·98E.

40° 10'·30N., 120° 58'·70E.

39° 59'·72N., 120° 48'·24E.


39° 57'·42N., 120° 48'·26E.

## II


### 3111 CHINA - South Coast - Legends. Restricted areas.

Source: UKHO and Chinese Notice 8/187/25

#### Chart 3890 [previous update 2745/25] CGCS 2000 DATUM

Insert	legend, <i>FORMER MINED AREA (see Note)</i> , centred on:	20° 17'·30N., 110° 56'·64E.
Delete	limit of restricted area,  , joining:	20° 29'·98N., 110° 53'·70E. 20° 29'·98N., 110° 48'·79E. and 20° 19'·32N., 111° 00'·05E. 20° 24'·96N., 111° 00'·06E. legend, <i>FORMER MINED AREA (see Note)</i> , centred on:
		20° 22'·73N., 110° 55'·70E.

#### Chart 3892 [previous update 2745/25] CGCS 2000 DATUM

Insert	legend, <i>FORMER MINED AREA (see Note)</i> , centred on:	20° 17'·3N., 110° 55'·3E.
Delete	limit of restricted area,  , joining:	20° 29'·9N., 110° 53'·7E. 20° 29'·9N., 110° 48'·8E. and 20° 19'·3N., 111° 00'·0E. 20° 25'·2N., 111° 00'·0E. legend, <i>FORMER MINED AREA (see Note)</i> , centred on:
		20° 21'·1N., 110° 55'·6E.

### 3115 CHINA - Yellow Sea Coast - Virtual aid to navigation.

Source: Chinese Notice 7/146/25



#### Chart 3480 [previous update 2707/25] WGS84 DATUM

Insert	symbol, Virtual aid to navigation, isolated danger topmark, V-AIS	31° 59'·7N., 122° 37'·8E.
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### 3118 CHINA - Yellow Sea Coast - Anchorage areas. Legends.

Source: Chinese Notice 11/322/25



#### Chart 1254 [previous update 2535/25] CGCS 2000 DATUM

Insert	limit of anchorage area, pecked line, joining:	(a) 36° 55'·1N., 122° 34'·4E. (b) 36° 50'·8N., 122° 38'·0E. (c) 36° 47'·8N., 122° 32'·8E. (d) 36° 52'·1N., 122° 29'·4E. and (e) 36° 48'·3N., 122° 39'·0E. (f) 36° 38'·5N., 122° 39'·0E. (g) 36° 38'·5N., 122° 35'·3E. (h) 36° 41'·4N., 122° 27'·1E.
	legend,  , No 1 Emergency shelter, within:	(a)-(d) above
	legend,  , No 2 Emergency shelter, within:	(e)-(h) above

## II

### 3118 CHINA - Yellow Sea Coast - Anchorage areas. Legends. (continued)

**Chart 1289** [ *previous update 2535/25* ] CGCS 2000 DATUM

Insert	limit of anchorage area, pecked line, joining:	(a) 36° 55'·05N., 122° 34'·37E. (b) 36° 50'·83N., 122° 38'·03E. (c) 36° 47'·83N., 122° 32'·83E. (d) 36° 52'·12N., 122° 29'·42E. and (e) 36° 48'·35N., 122° 39'·00E. (f) 36° 38'·50N., 122° 39'·00E. (g) 36° 38'·50N., 122° 35'·33E. (h) 36° 41'·35N., 122° 27'·08E.
	legend,  No 1 Emergency shelter, within:	(a)-(d) above
	legend,  No 2 Emergency shelter, within:	(e)-(h) above

### 3121 CHINA - East Coast - Lights.

Source: Chinese Notice 13/407/25

Note: Radar beacon remains unchanged.

**Chart 1143** [ *previous update 2459/25* ] CGCS 2000 DATUM

Amend	light to, 2Iso.4s	30° 33'·88N., 121° 02'·84E.
	light to, Iso.4s	30° 28'·41N., 121° 06'·73E.

**Chart 1665** [ *previous update 523/25* ] CGCS 2000 DATUM

Amend	light to, Iso.4s	30° 33'·88N., 121° 02'·85E. 30° 33'·87N., 121° 02'·83E.
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### 3122 CHINA - South Coast - Wreck.

Source: Chinese Notice 18/583/25

**Chart 103** [ *previous update 2745/25* ] CGCS 2000 DATUM

Insert	 Rep (2025) PA	20° 30'·9N., 112° 21'·5E.
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**Chart 3488 (INT 552)** [ *previous update 3002/25* ] WGS84 DATUM

Insert	 Rep (2025) PA	20° 30'·9N., 112° 21'·5E.
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### 3124 CHINA - East Coast - Wrecks.

Source: Chinese Notice 13/420/25

**Chart 1760** [ *previous update 2813/25* ] WGS84 DATUM

Replace	 Wk with  Wk	24° 09'·4N., 118° 07'·5E.
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## II

**3129 CHINA - South Coast - Buoy. Virtual aids to navigation. NM Block.**  
Source: Chinese Notice 10/262/25

**Chart 1537** [ *previous update New Edition 10/04/2025* ] CGCS 2000 DATUM

Insert	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS No 11	21° 21'·08N., 112° 11'·99E.
	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS No 13	21° 19'·43N., 112° 05'·80E.
	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS No 15	21° 17'·79N., 111° 59'·61E.
	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS No 17	21° 16'·14N., 111° 53'·41E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS No 12	21° 17'·23N., 112° 13'·22E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS No 14	21° 15'·58N., 112° 07'·03E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS No 16	21° 13'·93N., 112° 00'·83E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS No 18	21° 12'·29N., 111° 54'·64E.

**Chart 1555** [ *previous update 2712/25* ] CGCS 2000 DATUM

Insert	symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS	21° 19'·4N., 112° 05'·8E. 21° 17'·8N., 111° 59'·6E. 21° 16'·1N., 111° 53'·4E. 21° 00'·1N., 112° 25'·7E. 20° 56'·8N., 112° 22'·9E.
	symbol, Virtual aid to navigation, port lateral topmark, V-AIS	21° 15'·6N., 112° 07'·0E. 21° 13'·9N., 112° 00'·8E. 21° 12'·3N., 111° 54'·6E.
	 <i>Mo(O)Y.12s</i>	20° 58'·0N., 112° 06'·6E.
	the accompanying block, centred on:	21° 17'·4N., 112° 31'·5E.

**3148 VIETNAM - Depth.**  
Source: ENC VN320061

**Chart 3987** [ *previous update 91/25* ] WGS84 DATUM

Insert	depth, 562	10° 36'·2N., 110° 12'·3E.
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**3061 KOREA - South Coast - NM Block.**  
Source: Korean Chart 2114 and UKHO

**Chart 127** [ *previous update 2711/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	34° 44'·5N., 128° 33'·2E.
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## II

### 3119 KOREA - West Coast - Light. Light-beacon.

Source: Korean Notice 14/132/25

**Chart 3928** [ *previous update 2253/25* ] WGS84 DATUM

Amend	range of light-beacon to, 10M	34° 53'·86N., 126° 07'·06E.
	range of light to, 10M	34° 42'·53N., 126° 11'·51E.

### 3123 KOREA - West Coast - Light.

Source: Korean Notice 15/149/25

**Chart 913 (INT 5254)** [ *previous update 2613/25* ] WGS84 DATUM

Insert	★ Fl.Y.4s15m11M	34° 40'·82N., 125° 11'·63E.
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**Chart 3365 (INT 5252)** [ *previous update 2707/25* ] WGS84 DATUM

Insert	★ Fl.Y.4s15m11M	34° 40'·82N., 125° 11'·63E.
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### 3091 PHILIPPINE ISLANDS - Luzon - Depths.

Source: UKHO

**Chart 3489 (INT 553)** [ *previous update 2890/25* ] WGS84 DATUM

Insert	depth, 12, enclosed by 20m contour	(a) 15° 07'·5N., 117° 52'·4E.
Delete	depth, 428, close E of:	(a) above


**Chart 4411** [ *previous update 2890/25* ] WGS84 DATUM

Insert	depth, 12, enclosed by 20m contour	15° 07'·5N., 117° 52'·4E.
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### 3093 PHILIPPINE ISLANDS - Mindanao - Restricted area. Legend.

Source: Philippine Notice 3/7/25

**Chart 3811** [ *previous update 3086/24* ] WGS84 DATUM

Insert	limit of restricted area,  joining:	(a) 6° 53'·4N., 122° 03'·7E.
		(b) 6° 53'·6N., 122° 02'·7E.
		(c) 6° 53'·5N., 122° 01'·8E.
		(d) 6° 52'·9N., 122° 01'·8E.
		(e) 6° 51'·2N., 122° 03'·2E.
		(f) 6° 51'·0N., 122° 03'·8E.
		(g) 6° 51'·0N., 122° 04'·5E.
		(h) 6° 51'·5N., 122° 05'·1E.
		(i) 6° 51'·9N., 122° 05'·1E.
		(j) 6° 52'·5N., 122° 04'·8E.
		(k) 6° 52'·9N., 122° 04'·0E.

legend, *Great and Little Sta. Cruz Island Protected Landscape and Seascape*, close SE of:

(a)-(k) above

## II

### 3093 PHILIPPINE ISLANDS - Mindanao - Restricted area. Legend. (continued)

**Chart 4418** [ previous update 1741/25 ] WGS84 DATUM

Insert limit of restricted area,  joining:

- (a) 6° 53'·4N., 122° 03'·7E.
- (b) 6° 53'·6N., 122° 02'·7E.
- (c) 6° 53'·5N., 122° 01'·8E.
- (d) 6° 52'·9N., 122° 01'·8E.
- (e) 6° 51'·2N., 122° 03'·2E.
- (f) 6° 51'·0N., 122° 03'·8E.
- (g) 6° 51'·0N., 122° 04'·5E.
- (h) 6° 51'·5N., 122° 05'·1E.
- (i) 6° 51'·9N., 122° 05'·1E.
- (j) 6° 52'·5N., 122° 04'·8E.
- (k) 6° 52'·9N., 122° 04'·0E.

legend, *Great and Little Sta. Cruz Island Protected Landscape and Seascape*, close SE of:

(a)-(k) above

**Chart 4419** [ previous update 1770/25 ] WGS84 DATUM

Insert limit of restricted area,  joining:

- (a) 6° 53'·4N., 122° 03'·7E.
- (b) 6° 53'·6N., 122° 02'·7E.
- (c) 6° 53'·5N., 122° 01'·8E.
- (d) 6° 52'·9N., 122° 01'·8E.
- (e) 6° 51'·2N., 122° 03'·2E.
- (f) 6° 51'·0N., 122° 03'·8E.
- (g) 6° 51'·0N., 122° 04'·5E.
- (h) 6° 51'·5N., 122° 05'·1E.
- (i) 6° 51'·9N., 122° 05'·1E.
- (j) 6° 52'·5N., 122° 04'·8E.
- (k) 6° 52'·9N., 122° 04'·0E.

legend, *Great and Little Sta. Cruz Island Protected Landscape and Seascape*, close SE of:

(a)-(k) above

**Chart 4470** [ previous update 2739/24 ] WGS84 DATUM

Insert limit of restricted area,  joining:

- (a) 6° 53'·41N., 122° 03'·73E.
- (b) 6° 53'·62N., 122° 02'·74E.
- (c) 6° 53'·50N., 122° 01'·80E.
- (d) 6° 52'·90N., 122° 01'·82E.
- (e) 6° 51'·24N., 122° 03'·15E.
- (f) 6° 51'·05N., 122° 03'·77E.
- (g) 6° 51'·03N., 122° 04'·51E.
- (h) 6° 51'·47N., 122° 05'·14E.
- (i) 6° 51'·85N., 122° 05'·15E.
- (j) 6° 52'·54N., 122° 04'·77E.
- (k) 6° 52'·91N., 122° 03'·98E.

legend, *Great and Little Sta. Cruz Island Protected Landscape and Seascape*, close SE of:


(a)-(k) above

## II

### 3096 INDONESIA - Kalimantan - Wreck.

Source: Indonesian Notice 19/173/25


**Chart 2639 (Panel A, Balikpapan)** [ *previous update 492/25* ] WGS84 DATUM

Insert wreck out of position,  *Rep (2025) PA* 1° 14'·82S., 116° 46'·82E.

### 3151 INDONESIA - Kalimantan - Submarine pipelines.

Source: Indonesian Notice 19/169/25

**Chart 2893** [ *previous update 2963/25* ] WGS84 DATUM

Insert submarine pipeline, , joining:

0° 58'·4S., 117° 42'·7E.  
 0° 57'·7S., 117° 42'·9E.  
 0° 57'·3S., 117° 42'·9E.  
 0° 56'·7S., 117° 42'·8E.  
 0° 56'·4S., 117° 42'·6E.  
 and  
 0° 58'·0S., 117° 41'·6E.  
 0° 57'·5S., 117° 41'·6E.  
 0° 57'·0S., 117° 41'·8E.  
 0° 56'·4S., 117° 42'·2E.


### 3085 AUSTRALIA - New South Wales - Obstructions.

Source: Australian Notice 12/473/25

**Chart Aus 807** [ *previous update 2548/25* ] WGS84 DATUM

Insert  *ODAS* (a) 36° 12'·35S., 150° 18'·93E.  
 Delete  *ODAS*, close SE of: (a) above

**Chart Aus 808** [ *previous update 1918/25* ] WGS84 DATUM

Replace  *ODAS* with  *ODAS* 33° 56'·55S., 151° 22'·97E.

**Chart Aus 812** [ *previous update 2549/25* ] WGS84 DATUM

Insert  *ODAS* 30° 18'·64S., 153° 13'·70E.  
 Replace  *ODAS* with  *ODAS* 30° 15'·93S., 153° 23'·76E.  
 30° 16'·50S., 153° 18'·00E.

**Chart 4637 (INT 637)** [ *previous update New Edition 29/05/2025* ] WGS84 DATUM

Insert  *ODAS* 29° 04'·6S., 167° 53'·6E.

## II

### 3062 UNITED STATES OF AMERICA - West Coast - Vertical clearances. Note.

Source: ENC US5CA13M

#### Chart 588 [previous update 4770/23] NAD83 DATUM

Amend	vertical clearance to, 231ft	37° 49'·18N., 122° 28'·77W.
	vertical clearance to, 212ft	37° 49'·08N., 122° 28'·80W.

#### Chart 591 [previous update 1181/25] NAD83 DATUM

Replace	the existing note with the accompanying note, GOLDEN GATE BRIDGE, centred on:	37° 53'·33N., 122° 16'·52W.
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#### Chart 4914 [previous update 1181/25] NAD83 DATUM

Amend	vertical clearance to, 70·5m	37° 49'·09N., 122° 28'·27W.
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### 3159 CANADA - British Columbia - NM Block. Lights. Buoyage. Depth.

Source: Canadian Notices 2/3441-3442/25 and 2/3462/25




#### Chart 4951 [previous update 2126/25] NAD83 DATUM

Delete	 , at light	48° 46'·20N., 123° 18'·81W.
		48° 43'·72N., 123° 25'·83W.

#### Chart 4954 [previous update 2126/25] NAD83 DATUM

Insert	 the accompanying block, centred on:	48° 43'·6N., 123° 21'·5W.
Delete	 , at light	48° 43'·72N., 123° 25'·82W.
		48° 46'·19N., 123° 18'·83W.


#### Chart 4955 [previous update 2126/25] NAD83 DATUM

Insert	depth, 16, and extend 2m contour E to enclose	49° 00'·02N., 123° 33'·48W.
Amend	light to, Q Y 17m	49° 01'·71N., 123° 08'·39W.
Replace	 U51 with  VQ(3)5s UL	48° 50'·58N., 123° 20'·30W.
Delete	 , at light	48° 46'·19N., 123° 18'·82W.

### 3158 PERU - Marine farm.

Source: Peruvian Notice 4/51/25

#### Chart 3092 (Panel A, Puerto Bayóvar) [previous update 2847/25] WGS84 DATUM

Insert	limit of marine farm, pecked line, joining:	(a) 5° 48'·17S., 81° 01'·37W.
		(b) 5° 48'·17S., 81° 00'·89W.
		(c) 5° 48'·36S., 81° 00'·89W.
		(d) 5° 48'·36S., 81° 01'·37W.
	 , within:	(a)-(d) above



## II

### 3125 ANTARCTICA - Lights. Automatic Identification Systems.

Source: Chilean Notice 4/16/25, ENC CL5MA870 and UKHO

#### Chart 226 (INT 9120) (Panel, Neptunes Bellows and Approaches) [ previous update 751/24 ] WGS84 DATUM

Insert	★ Fl.10s100m14M	(a) 62° 59'·526S., 60° 33'·612W.
	sectors at light as follows:	(a) above
	W 290°-186° (256°)	
	Automatic Identification System, AIS, at light	(a) above
Replace	★ Fl.5s10m6M and associated sectors with Automatic Identification System, AIS	62° 59'·755S., 60° 35'·206W.


#### Chart 226 (INT 9120) [ previous update 751/24 ] WGS84 DATUM

Insert	★ Fl.10s100m14M	(a) 62° 59'·53S., 60° 33'·61W.
	sectors at light as follows:	(a) above
	W 290°-186° (256°)	
	Automatic Identification System, AIS, at light	(a) above
Replace	★ Fl.5s10m6M and associated sectors with Automatic Identification System, AIS	62° 59'·76S., 60° 35'·21W.

### 3077 BRAZIL - South Coast - Depths. Obstruction.

Source: Brazilian Notice 8/E 70/25

#### Chart 550 [ previous update 548/25 ] WGS84 DATUM

Insert	depth, 103	(a) 22° 24'·42S., 41° 45'·01W.
Delete	depth, 123, close NW of:	(a) above
Insert	depth, 116	(b) 22° 24'·47S., 41° 45'·20W.
Delete	 Obstrn, close SE of:	(b) above

### 3090 ARGENTINA - Buoyage.

Source: Argentine Notice 5/66/25

#### Chart 1328 (Panel A, Continuation of Río Paraná) [ previous update New Edition 06/03/2025 ] WGS84 DATUM

Insert	 Fl(2+1)R.10s Km 389.9	33° 09'·00S., 60° 27'·73W.
	 Fl(2+1)R.10s Km 381	33° 11'·27S., 60° 22'·50W.

### 3157 BRAZIL - North Coast - NM Blocks.

Source: UKHO

#### Chart 3959 [ previous update New Edition 30/01/2025 ] WGS84 DATUM

Insert	the accompanying block, centred on:	0° 26'·5S., 48° 05'·5W.
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## II

### 3157 BRAZIL - North Coast - NM Blocks. (continued)


**Chart 3962** [ *previous update New Edition 30/01/2025* ] WGS84 DATUM

Insert the accompanying block, centred on: 0° 14'·1S., 48° 26'·4W.

### 3150\* GUYANA - Obstruction.

Source: Maritime Administration Department of Guyana Notice 65/25 and ssv Skandi Nomad

**Chart 517** [ *previous update New Edition 26/06/2025* ] WGS84 DATUM

Insert  ODAS 7° 56'·2N., 57° 06'·9W.

**Chart 572** [ *previous update 1357/25* ] UNDETERMINED DATUM

Insert  ODAS 7° 56'·4N., 57° 06'·9W.

### 3156 WEST INDIES - Leeward Islands - NM Block.

Source: Netherlands Notice 25/167/25

**Chart 2079 (Panel D, Groot Baai)** [ *previous update 4855/23* ] WGS84 DATUM

Insert the accompanying block, centred on 18° 01'·2N., 63° 02'·8W.

### 3160 COLOMBIA - Caribbean Sea Coast - Radar beacon. Single Buoy Mooring.

Source: Colombian Notice 121/25

**Chart 1276 (Panel, Puerto Zúñiga)** [ *previous update 2898/25* ] WGS84 DATUM

Delete symbol, single buoy mooring, *Fl.Y.8s5M* and associated radar beacon, *Racon(C)* 11° 09'·35N., 74° 15'·20W.


**Chart 1276** [ *previous update 2898/25* ] WGS84 DATUM

Delete symbol, single buoy mooring, *Fl.Y.8s5M* and associated radar beacon, *Racon(C)* 11° 09'·35N., 74° 15'·20W.

### 3063 UNITED STATES OF AMERICA - East Coast - Obstructions. Virtual aid to navigation.

Source: ENC's US5BOSDE, US5BOSDD and US3EC10M



**Chart 1227** [ *previous update 2096/25* ] NAD83 DATUM

Insert symbol, Virtual aid to navigation, safe water topmark, V-AIS 42° 22'·54N., 70° 54'·30W.  
 *Obstn PA* 42° 19'·16N., 70° 42'·51W.

## II

### 3063 UNITED STATES OF AMERICA - East Coast - Obstructions. Virtual aid to navigation. (continued)

**Chart 1516** [ *previous update 3396/24* ] NAD83 DATUM

Insert	 <i>Obstn</i>	42° 22'·79N., 70° 59'·78W.
	 <i>Obstn</i>	42° 22'·74N., 70° 59'·83W.
	symbol, Virtual aid to navigation, safe water topmark, V-AIS	42° 22'·53N., 70° 54'·30W.

### 3070 CANADA - Gulf of Saint Lawrence - Light.

Source: Canadian Notice 4/4023/25

**Chart 4765** [ *previous update 2784/25* ] NAD83 DATUM

Amend	light to, Fl R & LFl R	46° 11'·9N., 64° 09'·7W.
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### 3073 CANADA - Saint Lawrence River - Fouls. Depths.

Source: Canadian Notice 4/1226/25

*Note:* Former Notices 2139(T)/24 and 4876(T)/24 are cancelled.

**Chart 4778 (Panel, Port-Cartier)** [ *previous update New Edition 20/02/2025* ] NAD83 DATUM

Insert	#	50° 00' 55·2"N., 66° 46' 06·0"W.
		50° 00' 04·3"N., 66° 48' 38·4"W.
		49° 59' 53·4"N., 66° 48' 45·0"W.

**Chart 4778 (Panel, Baie-Comeau)** [ *previous update New Edition 20/02/2025* ] NAD83 DATUM

Insert	#	49° 14' 42·0"N., 68° 06' 00·0"W.
	depth, 88, and extend 10m contour NE to enclose	49° 13' 03·0"N., 68° 06' 13·8"W.
	depth, 45, and extend 5m contour NE to enclose	49° 13' 02·4"N., 68° 06' 15·4"W.
		49° 13' 00·1"N., 68° 06' 12·1"W.
	depth, 2, and extend 2m contour NE to enclose	49° 12' 59·9"N., 68° 06' 14·1"W.

### 3075 CANADA - Saint Lawrence River - NM Block. Legend.

Source: Canadian Notice 2/1236/25

**Chart 4777 (Panel, Port de Rimouski)** [ *previous update 1159/25* ] NAD83 DATUM

Insert	the accompanying block, centred on:	48° 28' 52"N., 68° 30' 58"W.
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**Chart 4777 (Panel, Rimouski)** [ *previous update 1159/25* ] NAD83 DATUM

Amend	legend to, 4,5m (2024), centred on:	48° 29' 17·7"N., 68° 31' 09·1"W.
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## II

**3120 UNITED STATES OF AMERICA - East Coast - Buoyage.**  
Source: ENC US3NY01M

**Chart 2456** [ *previous update 2769/25* ] NAD83 DATUM

Insert	 <i>Fl.Y.20s 'REVSP3'</i>	41° 07'·70N., 70° 52'·32W.
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**Chart 2492** [ *previous update 2769/25* ] NAD83 DATUM

Insert	 <i>Fl.Y.20s 'REVSP1'</i>	41° 13'·2N., 71° 06'·4W.
	 <i>Fl.Y.20s 'REVSP2'</i>	41° 07'·5N., 71° 15'·2W.
	 <i>Fl.Y.20s 'REVSP3'</i>	41° 07'·7N., 70° 52'·3W.


**Chart 2670** [ *previous update New Edition 12/06/2025* ] WGS84 DATUM

Insert	 <i>Fl.Y.20s 'REVSP1'</i>	41° 13'·2N., 71° 06'·4W.
	 <i>Fl.Y.20s 'REVSP2'</i>	41° 07'·5N., 71° 15'·2W.
	 <i>Fl.Y.20s 'REVSP3'</i>	41° 07'·7N., 70° 52'·3W.

**Chart 2860** [ *previous update 2769/25* ] NAD83 DATUM

Insert	 <i>Fl.Y.20s 'REVSP1'</i>	41° 13'·2N., 71° 06'·4W.
	 <i>Fl.Y.20s 'REVSP2'</i>	41° 07'·5N., 71° 15'·2W.
	 <i>Fl.Y.20s 'REVSP3'</i>	41° 07'·7N., 70° 52'·0W.

**Chart 2890** [ *previous update 2769/25* ] NAD83 DATUM

Insert	 <i>Fl.Y.20s 'REVSP1'</i>	41° 13'·19N., 71° 06'·39W.
	 <i>Fl.Y.20s 'REVSP2'</i>	41° 07'·50N., 71° 15'·16W.
	 <i>Fl.Y.20s 'REVSP3'</i>	41° 07'·70N., 70° 52'·32W.

**3127 UNITED STATES OF AMERICA - East Coast - Buoyage.**  
Source: ENC US2EC02M

**Chart 2801** [ *previous update 5191/24* ] NAD83 DATUM

Insert	 <i>Fl.Y.4s 'WH'</i>	31° 49'·38N., 80° 18'·25W.
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**Chart 2864** [ *previous update 2869/24* ] NAD83 DATUM

Insert	 <i>Fl.Y.4s</i>	32° 23'·1N., 79° 26'·7W.
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## II

### 3127 UNITED STATES OF AMERICA - East Coast - Buoyage. (continued)

Chart 2865 [ previous update 1498/25 ] NAD83 DATUM

Insert	 Fl.Y.4s	32° 23'·1N., 79° 26'·8W.
	 Fl.Y.4s 'WH'	31° 49'·4N., 80° 18'·4W.
Delete	 Fl.Y.4s 'WH'	31° 58'·0N., 80° 04'·0W.

### 3149 UNITED STATES OF AMERICA - East Coast - Buoy.

Source: ENC US5BGRFD

Chart 2486 [ previous update 2399/25 ] NAD83 DATUM

Insert	 Fl.Y.2·5s 'B'	44° 19'·10N., 68° 55'·49W.
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### 3064(T)/25 SWEDEN - East Coast - Wreck. Works.

Source: Swedish Notice 1072/19367(T)/25

1. Decontamination works will be carried out on the wreck Mundogas in position 60° 33'·04N., 19° 07'·93E. from M/V VINA/OVJJ2. The vessel can be contacted on VHF Ch 16.
2. Mariners are requested to maintain a safety distance of at least 0·5M and navigate with caution in the area. (WGS84 DATUM)

Charts affected - 689 (INT 1240) - 2073 - 2082 (INT 1206) - 2252 - 2817

### 3071(T)/25 LATVIA - Buoyage. Automatic Identification Systems.

Source: Latvian Notice 5/85(T)/25

1. The following light-buoys have been established:

<i>Characteristic</i>	<i>Designation</i>	<i>Buoy Type</i>	<i>Position</i>
Fl(5)Y.20s	ODAS	Special	57° 11'·56N., 20° 52'·74E.
Fl(5)Y.20s	ODAS	Special	57° 02'·36N., 20° 47'·78E.
Fl(5)Y.20s	ODAS	Special	57° 06'·80N., 20° 50'·40E.
Fl(5)Y.20s	ODAS	Special	56° 59'·92N., 20° 45'·43E.
Fl(5)Y.20s	ODAS	Special	57° 07'·64N., 20° 44'·07E.
Fl(5)Y.20s	ODAS	Special	57° 03'·94N., 20° 55'·67E.

2. The buoys have associated Automatic Identification Systems (AIS).
3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information. (WGS84 DATUM)

Charts affected - 2048 (INT 1217) - 2059 (INT 1216) - 2288

## II

### **3087(T)/25 FINLAND - South Coast - Fairway.**

Source: Finnish Notice 11/86(T)/25

1. \*The section of fairway joining positions 60° 10'·40N., 25° 00'·55E. and 60° 10'·28N., 25° 00'·35E. is closed to vessel traffic.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
3. \*Former Notice 3140(P)/24 is cancelled.  
\*Indicates new or revised entry.  
(WGS84 DATUM)

**Charts affected - 2218 (INT 1159) - 3818 (INT 1250)**

### **3089(T)/25 DENMARK - East Coast - General information.**

Source: Danish Notice 19/323(T)/25

1. USV testing is being carried out in an area bounded by the following positions:  
  
55° 29'·90N., 9° 36'·06E.  
55° 30'·48N., 9° 36'·22E.  
55° 30'·47N., 9° 37'·27E.  
55° 30'·71N., 9° 37'·49E.  
55° 30'·71N., 9° 37'·81E.  
55° 30'·42N., 9° 38'·26E.  
55° 29'·93N., 9° 38'·24E.
2. The USV's can be contacted on VHF channel 16.
3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(WGS84 DATUM)

**Chart affected - 900 (INT 1376)**

### **3131(P)/25 DENMARK - Islands - Marine farm. Buoyage.**

Source: Danish Notice 22/436(P)/25

1. A marine farm has been established, with its seaward limits marked by special light-buoys in the following positions:  
  
55° 47'·73N., 11° 17'·93E.  
55° 47'·65N., 11° 18'·07E.  
55° 47'·61N., 11° 18'·00E.  
55° 47'·69N., 11° 17'·86E.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(WGS84 DATUM)

**Chart affected - 2589 (INT 1379)**

## II

### 3134(T)/25 DENMARK - East Coast - Depths.

Source: Danish Notice 22/419(T)/25

1. Depths as shoal as 6m exist in an area south of Boels Plade between positions:

56° 37'·03N., 10° 30'·06E.

56° 37'·11N., 10° 27'·75E.

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

**Charts affected - 894 - 2108 (INT 1302)**

### 3098(T)/25 BELGIUM - Restricted area. Buoyage.

Source: Belgian Notice 13/148(T)/25

1. A restricted area, marked by light-buoys, *Fl.Y.5s*, has been established bounded by the following positions:

51° 16'·81N., 4° 13'·88E.

51° 16'·86N., 4° 13'·79E.

51° 17'·34N., 4° 14'·39E.

51° 17'·29N., 4° 14'·48E.

2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(WGS84 DATUM)

**Chart affected - BE 106 (INT 1478)**

### 3132(T)/25 NETHERLANDS - Buoyage.

Source: Netherlands Notice 26/169(T)/25

1. The following buoys have been established:

<i>Designation</i>	<i>Buoy Type</i>	<i>Position</i>
<i>RB 1</i>	Green Spar Buoy	51° 50'·33N., 4° 39'·61E.
<i>RB 3</i>	Green Spar Buoy	51° 50'·27N., 4° 39'·61E.

2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(WGS84 DATUM)

**Chart affected - 209 (INT 1467)**

## II

### 3097(P)/25 SPAIN - West Coast - Depths. Alongside depths.

Source: ENC ES504162

1. Alongside depths within the port of Marín have changed. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
2·7m	42° 23'·872N., 8° 42'·378W.
4·8m	42° 23'·865N., 8° 42'·086W.
12·4m	42° 24'·032N., 8° 41'·947W.
0·6m	42° 23'·680N., 8° 41'·748W.
0·2m	42° 23'·772N., 8° 41'·746W.
7·6m	42° 24'·117N., 8° 41'·670W.
9·6m	42° 24'·150N., 8° 41'·839W.
2·4m	42° 23'·932N., 8° 41'·557W.
8·7m	42° 23'·981N., 8° 41'·880W.

2. Depths less than charted exist within the port of Marín. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
6·2m	42° 23'·814N., 8° 41'·968W.
6·5m	42° 23'·962N., 8° 41'·910W.

3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
4. These changes will be included in the next New Edition of Chart 1733.  
(WGS84 DATUM)

**Chart affected - 1733**

### 3130(T)/25 FRANCE - West Coast - Platform. Restricted area.

Source: French Notice 23/2(T)/25

1. A platform has been established in position 48° 09'·24N., 4° 25'·01W.
2. A restricted area, entry prohibited, has been established bounded by the following positions:

48° 09'·21N., 4° 25'·22W.  
48° 09'·26N., 4° 25'·01W.  
48° 09'·25N., 4° 24'·88W.  
48° 09'·22N., 4° 25'·00W.  
(WGS84 DATUM)

**Chart affected - 2349**

### 3140(T)/25 PORTUGAL - West Coast - Buoy.

Source: Portuguese Notice 5/187(T)/25

1. The ODAS buoy, *Fl(5)Y.20s*, in position 39° 33'·61N., 9° 12'·56W. has been removed.  
(WGS84 DATUM)

**Chart affected - 3635**



## II

### 3141(T)/25 NORTH ATLANTIC OCEAN - Arquipélago dos Açores - Buoy.

Source: Portuguese Notice 5/193(T)/25

1. The ODAS buoy, *Fl(5)Y.20s*, in position  $39^{\circ} 05' \cdot 09\text{N.}$ ,  $27^{\circ} 57' \cdot 34\text{W.}$  is has been removed.  
(WGS84 DATUM)

**Chart affected - 1956**

### 3082(P)/25 ITALY - Sicilia - Submarine cable.

Source: SubCom

1. The Mediterranean Sea section of the IEX submarine fibre optic cable system is being laid between Marseille, Vado Ligure (Italy), Kólpos Mesará (Kíti) and Al Iskandariyah (Alexandria) south-westwards. The completed sections will be updated by Notice to Mariners. The proposed cable route positions in depths of less than 200m are listed below:

$36^{\circ} 52' \cdot 8\text{N.}$ ,  $12^{\circ} 24' \cdot 5\text{E.}$   
 $36^{\circ} 55' \cdot 8\text{N.}$ ,  $12^{\circ} 21' \cdot 9\text{E.}$   
 $37^{\circ} 01' \cdot 4\text{N.}$ ,  $12^{\circ} 18' \cdot 9\text{E.}$   
 $37^{\circ} 10' \cdot 3\text{N.}$ ,  $12^{\circ} 11' \cdot 7\text{E.}$   
 $37^{\circ} 13' \cdot 6\text{N.}$ ,  $12^{\circ} 10' \cdot 5\text{E.}$   
 $37^{\circ} 14' \cdot 7\text{N.}$ ,  $12^{\circ} 08' \cdot 8\text{E.}$   
 $37^{\circ} 20' \cdot 1\text{N.}$ ,  $12^{\circ} 01' \cdot 8\text{E.}$   
 $37^{\circ} 21' \cdot 3\text{N.}$ ,  $12^{\circ} 00' \cdot 1\text{E.}$   
 $37^{\circ} 21' \cdot 7\text{N.}$ ,  $11^{\circ} 59' \cdot 4\text{E.}$   
 $37^{\circ} 22' \cdot 0\text{N.}$ ,  $11^{\circ} 58' \cdot 8\text{E.}$   
 $37^{\circ} 23' \cdot 8\text{N.}$ ,  $11^{\circ} 55' \cdot 3\text{E.}$   
 $37^{\circ} 24' \cdot 2\text{N.}$ ,  $11^{\circ} 54' \cdot 6\text{E.}$   
 $37^{\circ} 24' \cdot 5\text{N.}$ ,  $11^{\circ} 53' \cdot 6\text{E.}$   
 $37^{\circ} 27' \cdot 2\text{N.}$ ,  $11^{\circ} 46' \cdot 5\text{E.}$   
 $37^{\circ} 27' \cdot 7\text{N.}$ ,  $11^{\circ} 45' \cdot 7\text{E.}$   
 $37^{\circ} 28' \cdot 7\text{N.}$ ,  $11^{\circ} 44' \cdot 6\text{E.}$   
 $37^{\circ} 29' \cdot 5\text{N.}$ ,  $11^{\circ} 43' \cdot 9\text{E.}$   
 $37^{\circ} 31' \cdot 0\text{N.}$ ,  $11^{\circ} 43' \cdot 1\text{E.}$   
 $37^{\circ} 31' \cdot 2\text{N.}$ ,  $11^{\circ} 43' \cdot 0\text{E.}$   
 $37^{\circ} 31' \cdot 5\text{N.}$ ,  $11^{\circ} 43' \cdot 0\text{E.}$

2. Mariners are advised to navigate with caution in the area.
3. Charts will be updated when works are complete.  
(WGS84 DATUM)

**Charts affected - 2122 - 2123**

### 3101(T)/25 MOZAMBIQUE - Buoy.

Source: Port of Maputo

1. The red can light-buoy, *Fl.R.4s*, in position  $25^{\circ} 46' \cdot 2\text{S.}$ ,  $32^{\circ} 49' \cdot 7\text{E.}$  is reported off station.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(WGS84 DATUM)

**Chart affected - 644 (INT 7581)**

## II

### 3074(T)/25 INDIA - West Coast - Buoyage.

Source: Indian Notices 16/148(T)/23, 8/66(T)/24, 2/37(T)/25, 10/79(T)/25 and INCOIS

1. Yellow data light-buoys, *Fl(4)15s*, with radar reflectors and mast carrying sensors have been established in the following positions:

<b>Buoy</b>	<b>Position</b>
*AD06	18° 13'·2N., 67° 31'·8E.
AD07	14° 56'·6N., 68° 59'·1E.
*AD08	9° 28'·6N., 68° 51'·2E.
AD09	8° 05'·4N., 73° 16'·4E.
AD10	10° 18'·8N., 72° 35'·4E.
CALVAL	10° 35'·5N., 72° 16'·0E.
CB02	10° 52'·4N., 72° 12'·6E.
TB12	19° 53'·1N., 66° 59'·8E.
STB02	20° 45'·6N., 65° 16'·8E.

2. Mariners are advised to maintain a clearance of 1 nautical mile.
3. The positions of these buoys change frequently. The latest positions are available on the Indian National Centre for Ocean Information Services website at [incois.gov.in/portal/OON.jsp](http://incois.gov.in/portal/OON.jsp)
4. \*Former Notice 2212(T)/25 is cancelled.  
\*Indicates new or revised entry  
(WGS84 DATUM)

**Charts affected - 707 - 709 - 4703 (INT 703) - 4705 (INT 705) - 4706 (INT 706) - 4707 (INT 707) - IN 22 (INT 752) - IN 273 - IN 292 (INT 7021)**

## II

### 3086(P)/25 INDIA - East Coast - Depths. Recommended anchorage. Buoyage.

Source: ENC's IN43040R, IN53016M, IN3317AA and Indian Chart 358

1. Depths less than charted exist in the vicinity of Pāmban Island. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
3·7m	9° 20'·65N., 79° 20'·56E.
9·9m	9° 20'·96N., 79° 24'·56E.
6·9m	9° 20'·76N., 79° 27'·78E.
8·3m	9° 21'·41N., 79° 27'·95E.
8·7m	9° 19'·63N., 79° 28'·51E.
7·4m	9° 18'·99N., 79° 28'·24E.
7·6m	9° 19'·03N., 79° 24'·41E.
7·3m	9° 17'·29N., 79° 28'·76E.
4·2m	9° 14'·65N., 79° 23'·75E.
4·6m	9° 15'·06N., 79° 23'·45E.
5m	9° 11'·09N., 79° 29'·75E.
2·4m	9° 09'·24N., 79° 30'·69E.
2·4m	9° 03'·94N., 79° 30'·67E.
8·1m	9° 02'·42N., 79° 30'·66E.
8·7m	9° 03'·23N., 79° 28'·51E.
2·7m	9° 04'·95N., 79° 28'·36E.
2·3m	9° 07'·35N., 79° 25'·90E.
1·5m	9° 07'·35N., 79° 23'·59E.
1·4m	9° 10'·15N., 79° 23'·45E.
1·5m	9° 10'·79N., 79° 22'·22E.
3·3m	9° 09'·23N., 79° 23'·31E.
5·7m	9° 08'·41N., 79° 21'·01E.
6·9m	9° 08'·56N., 79° 17'·58E.

2. and

<i>Depth</i>	<i>Position</i>
5·4m	9° 09'·90N., 79° 17'·85E.
8·2m	9° 12'·05N., 79° 14'·84E.
4m	9° 10'·48N., 79° 15'·25E.
8·6m	9° 12'·30N., 79° 16'·63E.
7·9m	9° 14'·60N., 79° 30'·15E.
10m	9° 22'·23N., 79° 12'·45E.
4·7m	9° 18'·12N., 79° 12'·03E.
0·2m	9° 15'·55N., 79° 11'·63E.
0·2m	9° 15'·34N., 79° 11'·31E.
9·7m	9° 12'·79N., 79° 13'·89E.
8·1m	9° 12'·12N., 79° 13'·62E.
6·6m	9° 11'·36N., 79° 13'·60E.
1·4m	9° 10'·48N., 79° 14'·87E.
3·6m	9° 10'·48N., 79° 07'·93E.
9·4m	9° 09'·04N., 79° 03'·62E.
10·2m	9° 07'·77N., 79° 14'·43E.
7·6m	9° 09'·94N., 79° 00'·97E.
14·4m	9° 02'·76N., 79° 06'·77E.
14·9m	9° 02'·41N., 79° 12'·50E.
9·8m	9° 40'·76N., 79° 12'·04E.
9·8m	9° 41'·58N., 79° 16'·57E.
9·8m	9° 35'·08N., 79° 16'·07E.
9·1m	9° 29'·38N., 79° 10'·42E.

## II

### 3086(P)/25 INDIA - East Coast - Depths. Recommended anchorage. Buoyage. (continued)

3. and

<i>Depth</i>	<i>Position</i>
* 1·7m	10° 09'·08N., 79° 55'·38E.
* 10m	9° 36'·31N., 79° 18'·13E.
* 7·4m	9° 07'·09N., 79° 16'·47E.

4. A recommended anchorage has been established, centred on position 9° 09'·42N., 79° 09'·35E.

5. The following buoys have been removed:

<i>Buoy Type</i>	<i>Position</i>
Black and white, conical	9° 17'·42N., 79° 12'·58E.
Starboard lateral	9° 17'·11N., 79° 12'·49E.
Safe water	9° 15'·72N., 79° 11'·68E.
Safe water	9° 15'·47N., 79° 12'·22E.
Black and white, spherical	9° 15'·31N., 79° 12'·39E.

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

7. \*Former Notice 1429(P)/24 is cancelled.

\*Indicates new or revised entry.

(INDIAN DATUM)

**Charts affected - 69 - 1584 - 2197 - IN 262 (INT 7365)**

### 3080(P)/25 SINGAPORE - Alongside depths. Berths.

Source: Maritime and Port Authority of Singapore

1. Least alongside depths have changed for the following berths:

<i>Berth</i>	<i>Alongside Depth (Year Surveyed)</i>	<i>Position</i>
OS3	10·1m (2025)	1° 13'·880N., 103° 46'·496E.
OS4	11·0m (2025)	1° 13'·975N., 103° 46'·401E.
OS9	12·7m (2025)	1° 14'·392N., 103° 45'·917E.
OS10	15·3m (2025)	1° 13'·676N., 103° 46'·691E.
OS10B	5·2m (2025)	1° 13'·675N., 103° 46'·647E.
OS11	5·3m (2025)	1° 14'·290N., 103° 45'·570E.

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

(WGS84 DATUM)

**Charts affected - 4032 - 4035**

### 3076(T)/25 GULF OF THAILAND - Wreck.

Source: Marine Department, Malaysia Notice 125/25

1. A wreck has been reported in the following positions:

7° 43'·9N., 102° 59'·4E.

7° 37'·6N., 102° 56'·9E.

7° 19'·9N., 102° 46'·3E.

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

(WGS84 DATUM)

**Charts affected - 2414 - 2426 - 3985 - 4508 (INT 508)**

## II

### **3144(T)/25 JAPAN - Honshū - Buoy.**

Source: Japanese Notice 26/5273(T)/25

1. The No 5 light-buoy, *Fl.G.4s*, in position 35° 31' 13.5"N., 140° 02' 12.7"E. has been removed until further notice.  
(WGS84 DATUM)

**Chart affected - JP 1087**

### **3145(T)/25 JAPAN - Honshū - Dredging area. Works.**

Source: Japanese Notice 26/5274(T)/25

1. Dredging works are taking place, until 31st October 2025, within an area bounded by the following positions:

35° 00' 17"N., 138° 29' 53"E.

35° 00' 07"N., 138° 29' 52"E.

35° 00' 07"N., 138° 30' 01"E.

35° 00' 17"N., 138° 30' 01"E.

(WGS84 DATUM)

**Chart affected - JP 89**

### **3146(T)/25 JAPAN - Seto Naikai - Dredging area. Works.**

Source: Japanese Notice 26/5277(T)/25

1. Dredging works are taking place, until 30th September 2025, within an area bounded by the following positions:

34° 23' .20N., 133° 48' .10E.

34° 22' .97N., 133° 48' .17E.

34° 22' .92N., 133° 47' .87E.

34° 23' .13N., 133° 47' .78E.

(WGS84 DATUM)

**Chart affected - JP 153**

### **3147(T)/25 JAPAN - Seto Naikai - Submarine power cables. Works.**

Source: Japanese Notice 26/5279(T)/25

1. Submarine power cable laying and removal works are taking place, until 30th September 2025, within an area bounded by the coastline and the following positions:

34° 06' .22N., 133° 11' .32E.

34° 06' .00N., 133° 11' .72E.

34° 04' .12N., 133° 12' .48E.

33° 59' .03N., 133° 13' .63E.

33° 57' .08N., 133° 13' .78E.

33° 56' .97N., 133° 13' .22E.

34° 04' .85N., 133° 11' .23E.

34° 06' .20N., 133° 10' .57E.

34° 06' .33N., 133° 10' .87E.

(WGS84 DATUM)

**Chart affected - JP 153**

## II

### 3103(T)/25 PHILIPPINE ISLANDS - Luzon - Buoyage.

Source: NAMRIA NAVPHIL 148/25

1. \*The following special purpose light-buoys, *Fl(4)Y.10s*, are reported destroyed:

15° 50'·6N., 124° 16'·3E.

15° 47'·4N., 124° 15'·9E.

15° 47'·5N., 124° 18'·5E.

2. \*Mariners are advised to navigate with caution in the area.

3. \*Former Notice 3851(T)/24 is cancelled.

\*Indicates new or revised entry

(WGS84 DATUM)

**Chart affected - 4412**

### 3128(T)/25 MALAYSIA - Sarawak - Buoy.

Source: Marine Department, Sarawak Notice 78(T)/25

1. The light-buoy, *Fl.G.4s*, in position 2° 28'·67N., 111° 11'·43E. is reported missing.

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

(WGS84 DATUM)

**Charts affected - 163 - 3835 - 3836**

### 3079(P)/25 AUSTRALIA - Western Australia - Submarine cable. Works.

Source: OMS Group and Australian Notice 12/497(T)/25

1. A submarine cable is being laid between Perth and Sydney, in the vicinity of the lines joining following positions:

31° 56'·2S., 115° 45'·3E.

31° 52'·8S., 115° 41'·5E.

31° 47'·4S., 115° 39'·7E.

31° 47'·4S., 115° 30'·2E.

31° 48'·6S., 115° 24'·8E.

31° 48'·7S., 115° 20'·6E.

2. and

32° 12'·6S., 115° 40'·2E.

32° 12'·4S., 115° 33'·9E.

32° 01'·3S., 115° 21'·7E.

31° 48'·7S., 115° 20'·6E.

## II

### 3079(P)/25 AUSTRALIA - Western Australia - Submarine cable. Works. (continued)

#### 3. and

31° 48'·7S., 115° 20'·6E.  
31° 48'·1S., 115° 11'·4E.  
31° 39'·8S., 114° 50'·2E.  
31° 41'·2S., 114° 39'·8E.  
31° 38'·2S., 114° 27'·4E.  
31° 37'·5S., 114° 07'·6E.  
31° 41'·8S., 113° 59'·8E.  
31° 48'·7S., 113° 54'·8E.  
32° 34'·2S., 113° 44'·8E.  
32° 54'·0S., 113° 48'·2E.  
34° 13'·9S., 113° 49'·1E.  
34° 36'·5S., 113° 54'·7E.  
34° 55'·0S., 114° 05'·9E.  
35° 06'·4S., 114° 20'·8E.  
35° 11'·7S., 114° 32'·6E.  
35° 17'·5S., 114° 37'·9E.  
35° 31'·8S., 114° 40'·2E.  
35° 37'·4S., 114° 44'·9E.  
35° 48'·6S., 115° 17'·2E.  
35° 59'·6S., 117° 30'·0E.

#### 4. and

35° 59'·6S., 117° 30'·0E.  
36° 12'·1S., 120° 22'·9E.  
36° 15'·2S., 121° 26'·8E.  
36° 19'·2S., 121° 56'·7E.  
36° 20'·0S., 123° 40'·8E.  
36° 26'·5S., 125° 06'·3E.  
36° 23'·8S., 125° 36'·3E.  
36° 28'·3S., 126° 07'·4E.  
36° 30'·4S., 126° 58'·7E.  
36° 28'·5S., 127° 36'·2E.  
36° 37'·3S., 130° 19'·8E.  
36° 42'·1S., 133° 26'·4E.  
36° 41'·4S., 134° 31'·4E.  
36° 49'·4S., 135° 18'·7E.

#### 5. and

36° 49'·4S., 135° 18'·7E.  
36° 41'·7S., 135° 15'·9E.  
36° 32'·9S., 135° 19'·2E.  
36° 23'·2S., 135° 26'·7E.  
36° 16'·4S., 135° 34'·5E.  
35° 51'·4S., 135° 52'·5E.  
35° 40'·4S., 136° 03'·4E.  
35° 38'·5S., 136° 07'·5E.  
35° 32'·1S., 136° 45'·5E.  
35° 31'·8S., 137° 11'·9E.  
35° 19'·8S., 137° 56'·4E.  
35° 14'·9S., 138° 06'·8E.  
35° 00'·4S., 138° 22'·2E.  
34° 58'·1S., 138° 26'·1E.  
34° 57'·6S., 138° 30'·1E.

## II

### 3079(P)/25 AUSTRALIA - Western Australia - Submarine cable. Works. (continued)

6. and

36° 49'·4S., 135° 18'·7E.  
37° 26'·8S., 136° 17'·2E.  
38° 31'·8S., 138° 32'·0E.  
39° 21'·8S., 139° 44'·7E.  
39° 55'·9S., 140° 51'·5E.  
39° 56'·7S., 141° 26'·5E.  
39° 53'·6S., 142° 30'·1E.  
39° 51'·1S., 142° 42'·3E.  
39° 22'·2S., 143° 29'·9E.  
38° 43'·6S., 144° 08'·3E.  
38° 27'·7S., 144° 25'·4E.  
38° 26'·9S., 144° 27'·4E.  
38° 26'·8S., 144° 29'·2E.

7. and

38° 20'·4S., 144° 19'·4E.  
38° 21'·0S., 144° 19'·9E.  
38° 21'·2S., 144° 20'·3E.  
38° 21'·9S., 144° 23'·1E.  
38° 22'·0S., 144° 23'·5E.  
38° 24'·7S., 144° 26'·2E.  
38° 26'·9S., 144° 27'·4E.

8. and

38° 20'·4S., 144° 19'·4E.  
38° 21'·0S., 144° 19'·9E.  
38° 21'·2S., 144° 20'·2E.  
38° 21'·8S., 144° 23'·3E.  
38° 22'·0S., 144° 23'·7E.  
38° 23'·1S., 144° 25'·0E.  
38° 25'·0S., 144° 28'·5E.  
38° 25'·7S., 144° 29'·3E.  
38° 26'·8S., 144° 29'·2E.

9. and

38° 26'·8S., 144° 29'·2E.  
38° 28'·0S., 144° 31'·1E.  
38° 43'·0S., 144° 49'·5E.  
39° 00'·1S., 145° 31'·1E.  
39° 00'·3S., 145° 33'·0E.  
39° 17'·0S., 146° 14'·2E.  
39° 18'·9S., 146° 17'·2E.  
39° 33'·4S., 146° 30'·0E.  
39° 36'·1S., 146° 33'·4E.  
39° 36'·5S., 147° 23'·3E.  
39° 32'·4S., 147° 32'·4E.  
39° 25'·0S., 148° 36'·4E.  
39° 20'·3S., 148° 43'·6E.  
39° 18'·5S., 148° 45'·8E.  
39° 17'·0S., 148° 48'·5E.  
39° 15'·6S., 148° 53'·6E.  
39° 14'·9S., 149° 06'·2E.  
39° 15'·8S., 149° 28'·0E.



## II

### 3079(P)/25 AUSTRALIA - Western Australia - Submarine cable. Works. (continued)

10. and

39° 15'·8S., 149° 28'·0E.  
39° 15'·9S., 149° 30'·0E.  
39° 11'·5S., 149° 54'·1E.  
39° 07'·2S., 150° 04'·5E.  
38° 33'·9S., 150° 46'·5E.  
38° 20'·4S., 150° 58'·5E.  
35° 17'·1S., 151° 56'·5E.  
35° 00'·2S., 152° 00'·5E.  
34° 45'·7S., 151° 58'·0E.  
34° 35'·1S., 151° 53'·8E.  
34° 28'·9S., 151° 46'·3E.  
34° 20'·6S., 151° 43'·6E.  
34° 17'·9S., 151° 39'·4E.  
34° 12'·6S., 151° 32'·4E.  
34° 10'·2S., 151° 28'·3E.  
34° 02'·7S., 151° 24'·6E.  
34° 02'·0S., 151° 22'·4E.  
33° 58'·2S., 151° 20'·6E.  
33° 57'·3S., 151° 18'·7E.  
33° 56'·9S., 151° 15'·4E.

11. The associated cable laying operations will begin in June and are estimated to be completed by September 2025.

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

13. Charts will be updated when full details are available upon completion of the submarine cable laying works.

14. Former Notice 3466(P)/24 is cancelled.

(WGS84 DATUM)

**Charts affected - 4601 (INT 601) - 4602 (INT 602) - 4708 (INT 708) - 4709 (INT 709) - 4710 (INT 710) - Aus 143 - Aus 357 - Aus 801 - Aus 802 - Aus 808**

### 3135(P)/25 BRAZIL - North Coast - Depths.

Source: Brazilian Local Navigation Warning I 7682/25

1. Depths less than charted exist within Porto De Belém. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
5·3m	1° 24'·11S., 48° 29'·73W.
6·1m	1° 24'·28S., 48° 29'·85W.
5·2m	1° 24'·57S., 48° 29'·84W.

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

(WGS84 DATUM)

**Chart affected - 331**

## II

### 3137(P)/25 BRAZIL - East Coast - Depth. Drying height.

Source: Brazilian Local Navigation Warning E 7674/25

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

<i>Depth</i>	<i>Position</i>
6m	6° 58'·59S., 34° 50'·38W.
-0·2m	6° 58'·51S., 34° 50'·49W.

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

**Chart affected - 960**

*To accompany Notice to Mariners 3062/25*

*On Chart 591*

GOLDEN GATE BRIDGE

The centre of the span of the Golden Gate Bridge is marked on each side by three white lights vertically in line above a fixed green light. Vertical clearance at the centre is approximately 231 feet; at the north pier 213 feet, and at the south pier 212 feet.

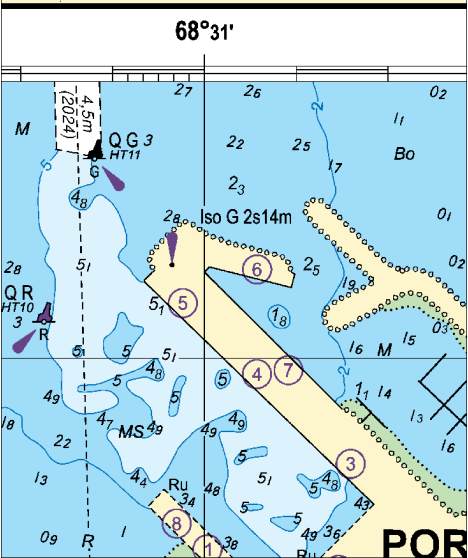
*To accompany Notice to Mariners 3105/25*

*On Chart 1087*

HISTORIC WRECKS  
The sites of historic wrecks are protected from  
unauthorised interference.

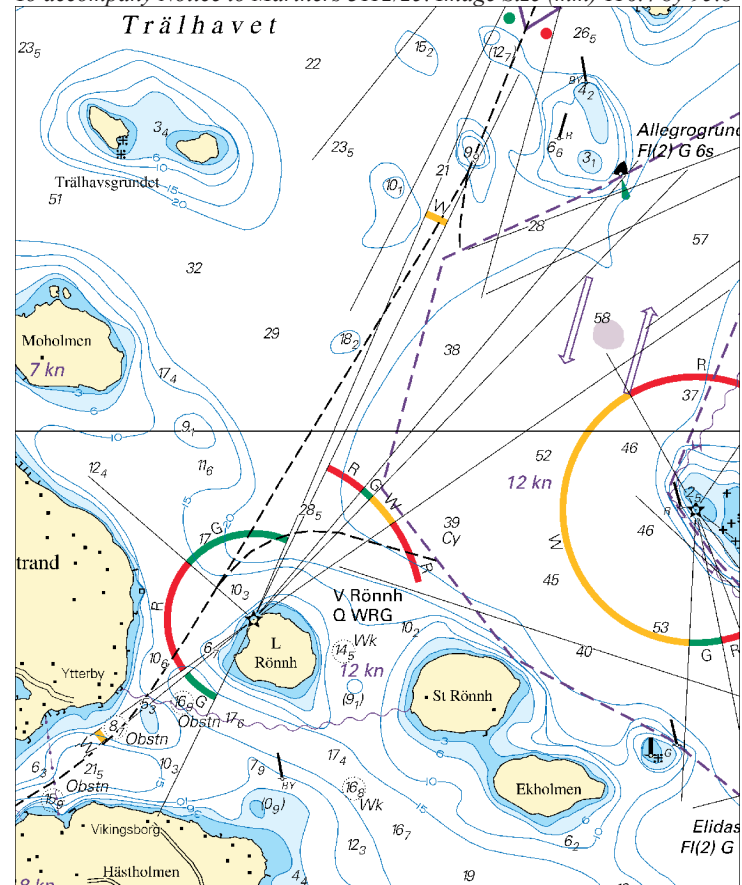
To accompany Notice to Mariners 3061/25. Image Size (mm) 76.6 by 146.1

To accompany Notice to Mariners 3075/25. Image Size (mm) 74.6 by 61.6

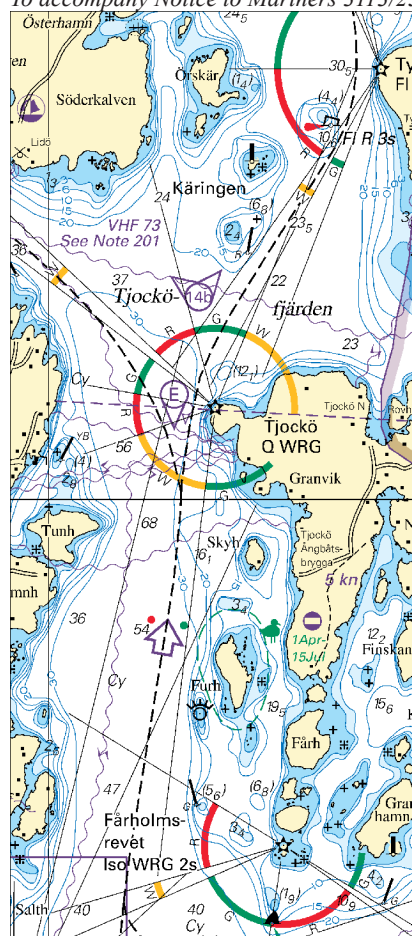


Block for Chart No 4777

To accompany Notice to Mariners 3112/25. Image Size (mm) 116.4 by 95.8

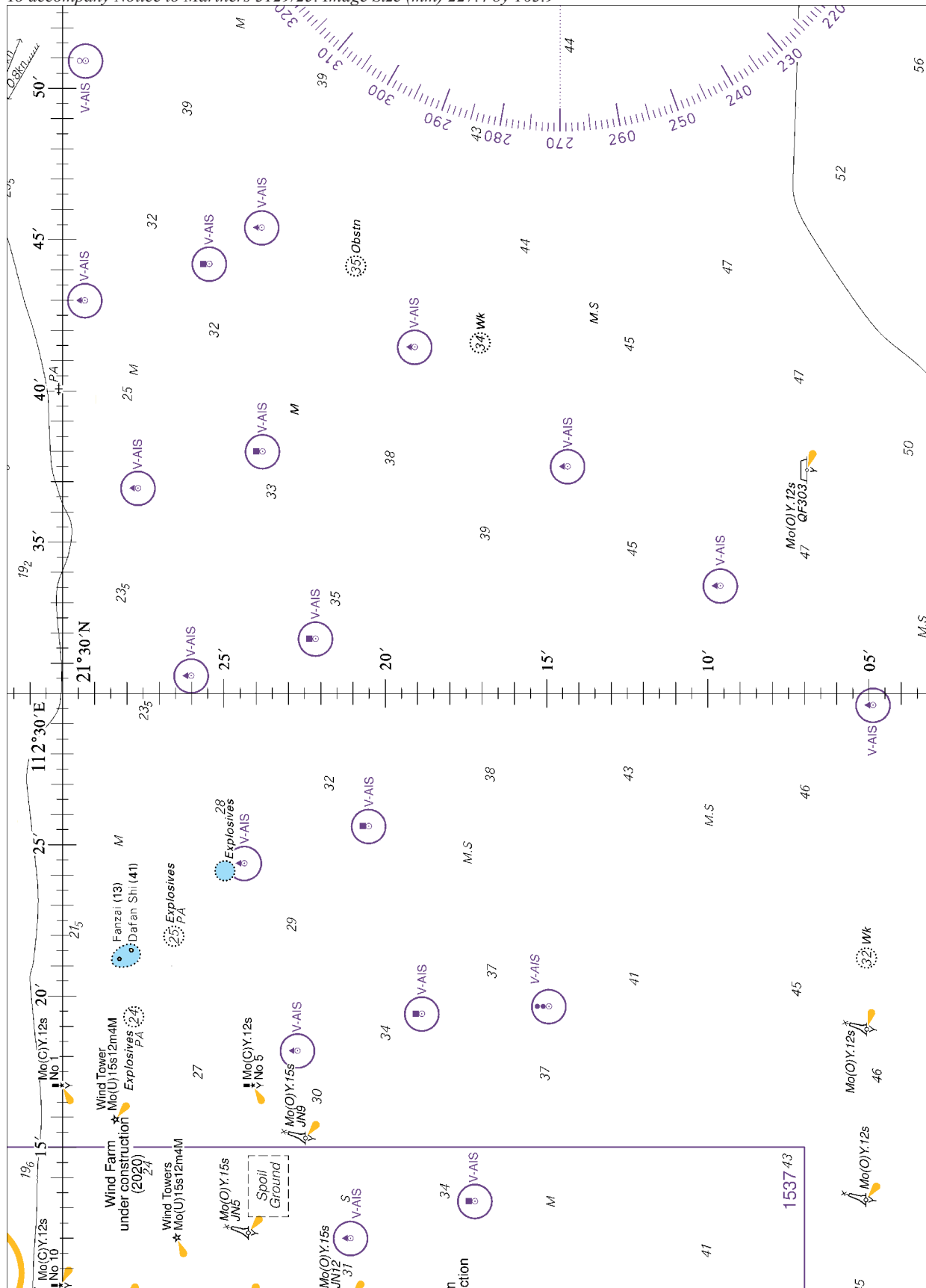


To accompany Notice to Mariners 3113/25. Image Size (mm) 122.8 by 53.3



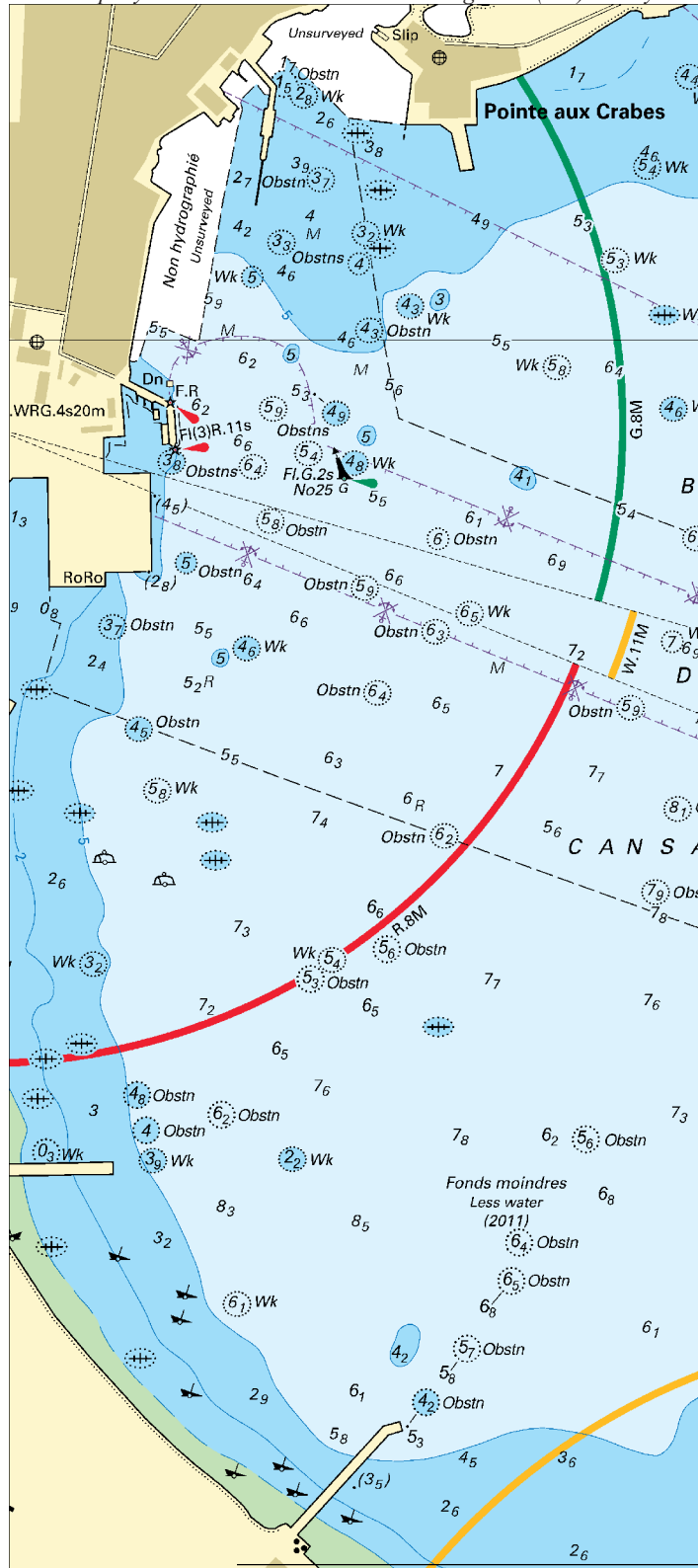
Block for Chart No 888



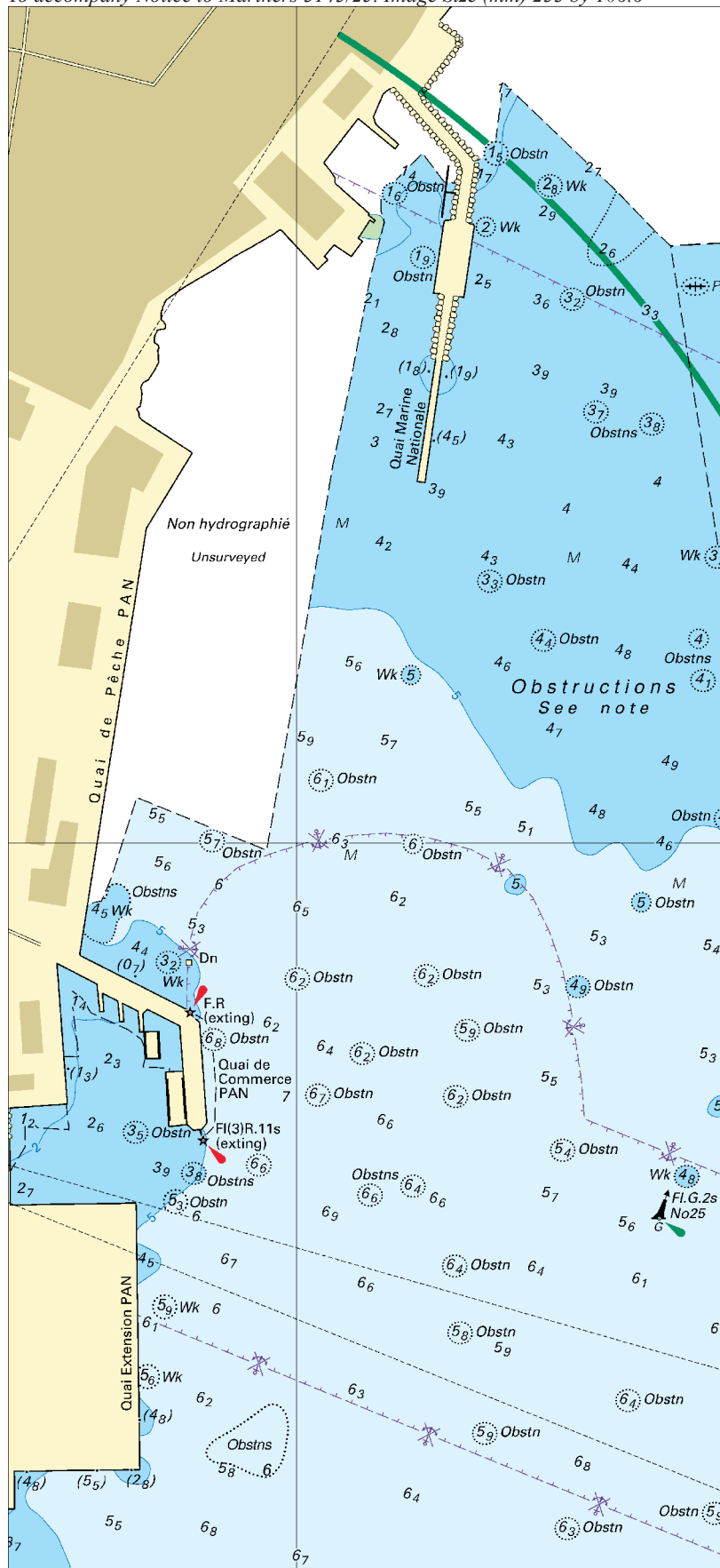


Block for Chart No 1555

To accompany Notice to Mariners 3143/25. Image Size (mm) 210 by 92.7



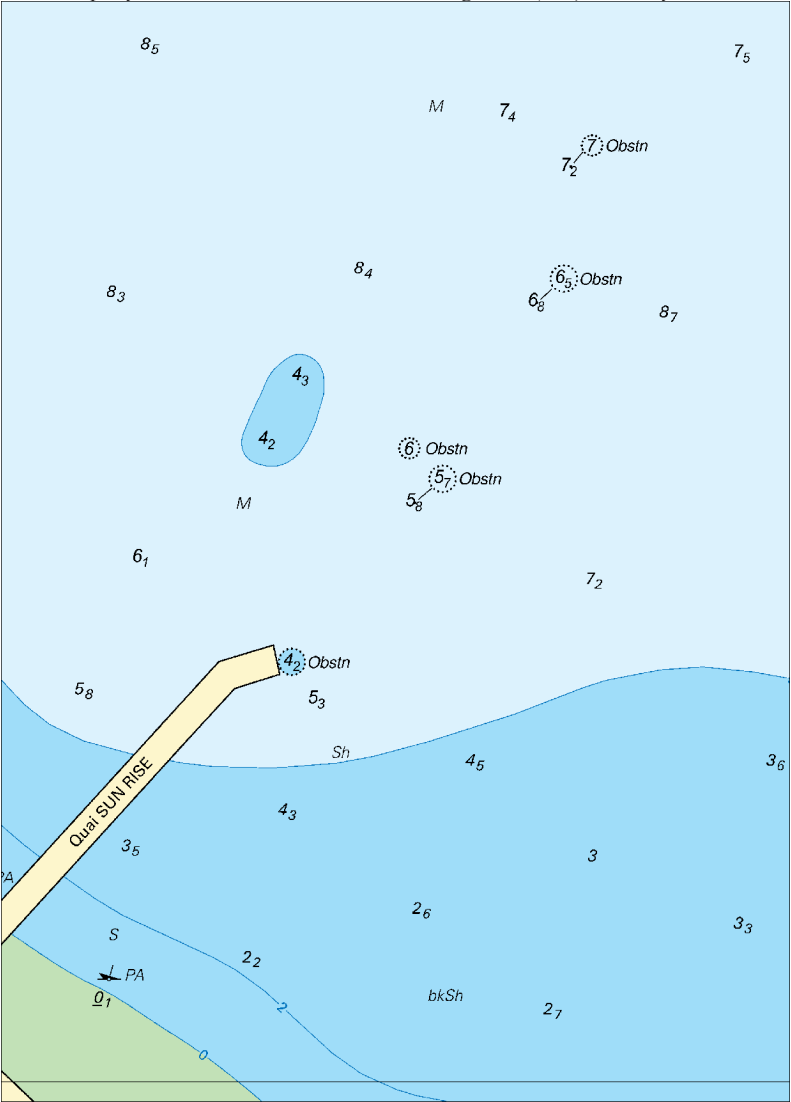
Block for Chart No 1132



Block A for Chart No 1133

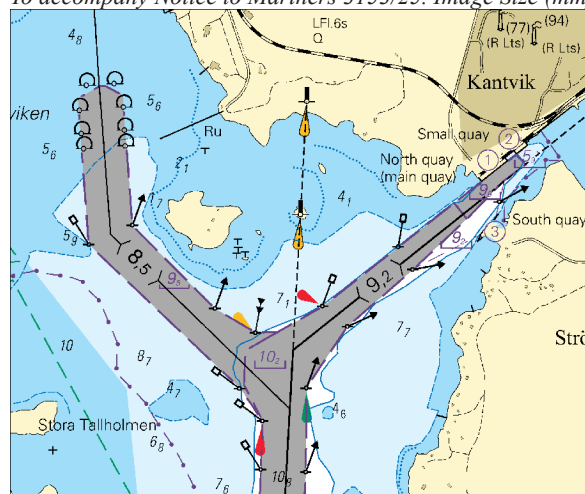
Wk29/25

To accompany Notice to Mariners 3143/25. Image Size (mm) 145.5 by 104.3



Block C for Chart No 1133

To accompany Notice to Mariners 3153/25. Image Size (mm) 64.5 by 76.3



Block for Chart No 2211

*To accompany Notice to Mariners 3153/25. Image Size (mm) 47.4 by 62.1*



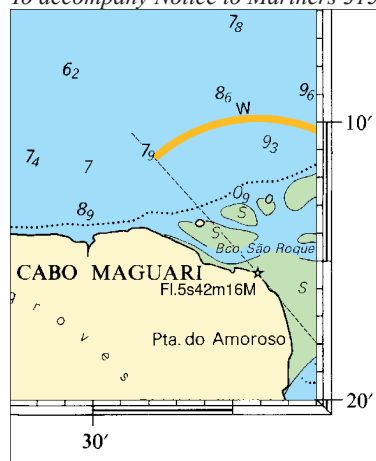
Block for Chart No 3819

Wk29/25



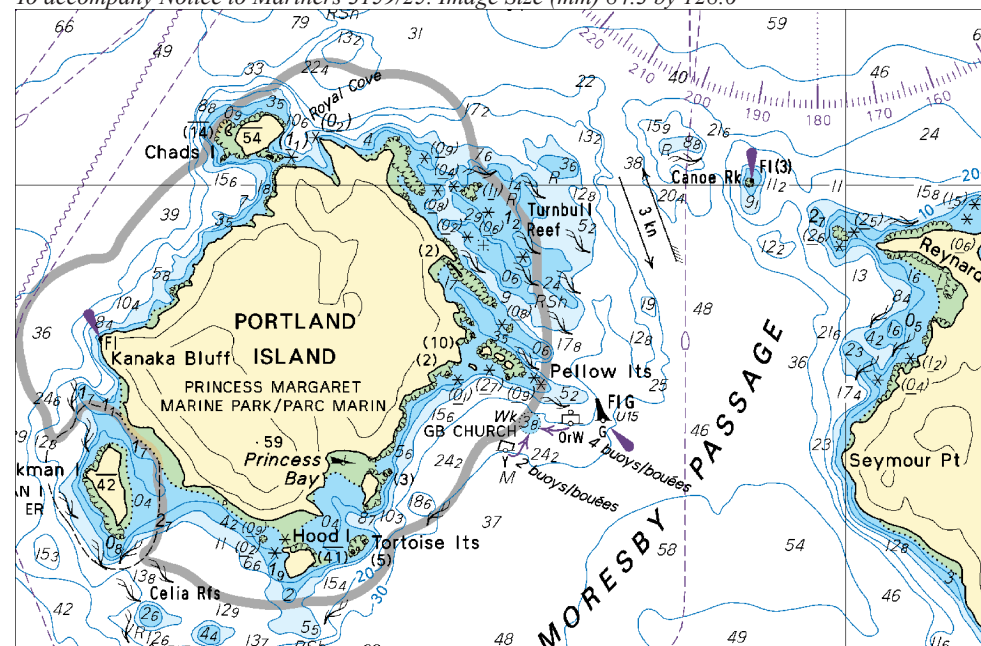
Block for Chart No 3959

To accompany Notice to Mariners 3157/25. Image Size (mm) 60.2 by 48.9



Block for Chart No 3962

To accompany Notice to Mariners 3159/25. Image Size (mm) 84.3 by 128.6



Block for Chart No 4954

### III

#### NAVIGATIONAL WARNINGS

*See The Mariner's Handbook (2023 Edition). Only the most convenient ADMIRALTY Chart is quoted. All warnings issued within the previous 42 days are broadcast via Enhanced Group Call (EGC) and/or NAVTEX.*

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

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

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

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Weekly Edition 29 published on the UKHO website 07 Jul 25.

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Navarea I (NE Atlantic) *Weekly Edition 29*

The following NAVAREA I warnings were in force at 070500 UTC Jul 2025.

2025 series: 119, 133, 143, 153, 155, 157, 159, 161.

Summary of Navarea I warnings issued since Weekly Edition 28:

157 SOUTHERN, SOUTHEASTERN, CENTRAL AND NORTHERN BALTIC, GULF OF FINLAND, GULF OF RIGA AND SEA OF AALAND.

1. GNSS, AIS, RADAR AND DGPS INTERFERENCE OBSERVED WITHIN THE AREA. MARINERS ADVISED TO EXERCISE CAUTION AND BE PREPARED FOR DISRUPTION TO NAVIGATION.
2. BALTIC SEA NAVIGATION WARNING 026/25 REFERS.

158 CANCELLED. CANCEL 68/25.

159 1. NAVAREA I WARNINGS IN FORCE AT 041000 UTC JUL 2025. 2. CANCEL 154/25.

160 CANCELLED.

161 1. RIGLIST. CORRECT AT 070500 UTC JUL 2025.

SOUTHERN NORTH SEA: 51N TO 55N

52-07.7N	003-56.4E	VALARIS 123 ACP P18-A
52-36.8N	003-44.3E	JB-115 ACP HKW-B
53-00.2N	001-50.2E	VALARIS 72
53-17.4N	001-06.6E	HAEVA
53-31.2N	001-48.0E	SEAFOX 4 ACP GALLEON GAS FIELD
53-37.8N	005-08.7E	PROSPECTOR 1 ACP M7-A
53-53.1N	000-26.0E	WELL SAFE PROTECTOR ACP YORK GAS FIELD
54-16.4N	000-59.8E	ERDA ACP GARROW GAS FIELD
54-18.5N	002-25.2E	ENSCO 92
54-19.0N	002-37.0E	SWIFT 10 ACP WINGATE GAS FIELD
54-34.2N	002-17.6E	VALARIS NORWAY ACP CYGNUS GAS FIELD

### III

#### NORTH SEA: 55N TO 60N, EAST OF 5W

55-04.0N	003-57.1E	NOBLE RESOLUTE
55-28.8N	005-06.5E	SHELF DRILLING WINNER ACP DAN OIL FIELD
55-33.5N	005-08.0E	NOBLE REACHER ACP HALFDAN OIL FIELD
56-22.6N	003-16.0E	LINUS ACP ELDFISK OIL FIELD
56-32.9N	003-12.8E	WEST ELARA ACP EKOFISK COMPLEX
56-41.9N	002-20.2E	VALARIS 120 ACP JUDY OIL FIELD
56-42.0N	003-07.1E	NOBLE INTEGRATOR ACP FENRIS JACKET UNDER CONSTRUCTION
56-43.3N	001-18.6E	STENA DON
56-54.0N	002-22.8E	VALARIS 122 ACP 30/02-WHPA
57-01.9N	001-57.3E	VALARIS 121 ACP SHEARWATER OIL FIELD
57-09.1N	001-40.5E	VALARIS 248 (EX GORILLA VI)
57-11.6N	001-54.8E	VALARIS STAVANGER ACP CULZEAN GAS FIELD
57-22.5N	001-59.8E	NOBLE INNOVATOR ACP MUNGO OIL FIELD
57-48.9N	004-32.0E	MAERSK INSPIRER ACP YME OIL FIELD
58-14.9N	000-50.8E	PAUL B LOYD JR
58-18.5N	001-46.4W	SAFE CALEDONIA ACP CAPTAIN OIL FIELD
58-25.1N	001-43.0E	NOBLE LLOYD NOBLE ACP SLEIPNER GAS FIELD
58-50.6N	002-14.9E	NOBLE INVINCIBLE ACP EDVARD GRIEG
59-10.5N	002-22.5E	COSL PIONEER
59-14.5N	002-35.0E	DEEPSEA ABERDEEN
59-20.5N	001-50.0E	DEEPSEA NORDKAPP
59-53.9N	002-16.0E	DEEPSEA STAVANGER

#### NORWEGIAN SEA: 60N TO 65N, EAST OF 5W

NEW	60-30.3N	002-00.8E	ASKEPOTT ACP MARTIN LINGE
	61-08.1N	002-00.9E	ASKELADDEN
	61-15.2N	000-44.2E	NOBLE PATRIOT
	61-20.7N	002-04.3E	COSL PROMOTER
	61-38.1N	002-45.3E	DEEPSEA ATLANTIC
	64-02.0N	006-34.6E	DEEPSEA YANTAI
	64-52.5N	006-26.1E	TRANSOCEAN SPITSBERGEN
	64-56.8N	006-57.0E	TRANSOCEAN NORGE

#### SOUTH AND WEST COASTS OF THE BRITISH ISLES

53-37.9N	003-10.5W	IRISH SEA PIONEER ACP LENNOX OIL/GAS FIELD
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#### NOTES:

- A. RIGS ARE PROTECTED BY A 500 METRE SAFETY ZONE.
- B. ACP - ADJACENT TO CHARTED PLATFORM.
- C. FOR RIGS LOCATED NORTH OF 65N, EAST OF 5W, REFER TO NAVAREA XIX WARNINGS OR VISIT [WWW.NAVAREA-XIX.NO](http://WWW.NAVAREA-XIX.NO)

- 2. CANCEL NAVAREA I 156/25.

## UPDATES TO ADMIRALTY SAILING DIRECTIONS

### NP7 South America Pilot Volume 3 (2022 Edition)

#### Chile - Bahía Concepción - Puerto Lirquén — Arrival information; anchorages

198

Paragraph 6.297 1-2 *Replace by:*

- 1 General anchorages:
    - A1 (36°40'·25S 73°00'·95W);
    - A2 (36°40'·25S 73°02'·20W);
    - A3 (36°41'·10S 73°01'·50W);
    - V (36°41'·84S 73°00'·57W);
    - W (36°41'·74S 72°59'·52W);
  - 2
    - X (36°39'·85S 73°00'·00W);
    - Y (36°39'·12S 73°00'·00W);
    - Z (36°38'·54S 73°00'·00W).
- Vessels awaiting a berth:  
C (36°41'·92S 73°01'·13W).

Chilean Notice 11/69/24

[NP7-No 67-Wk 29/25]

#### Chile - Bahía Concepción - Puerto Lirquén — Arrival information; pilotage

198

Paragraph 6.298 1 lines 3-4 *Replace by:*

The pilot boards in position 36°40'·73S 73°00'·00W.

Chilean Notice 11/69/24

[NP7-No 68-Wk 29/25]

#### Chile - Bahía Algodonales - Puerto Tocopilla — Directions; leading lights

253

Paragraph 8.134 1-2 including heading *Replace by:*

#### Approaches

8.134

- 1 **Muelle Electroandina Anchoring Leading Lights:**
    - Front light (red rectangle, white stripe, on framework tower, 6 m in height) (22°05'·57S 70°12'·33W).
    - Rear light (similar structure, 16 m in height) (22°05'·59S 70°12'·27W) (105 m from front light).
  - 2
    - Front light (green rectangle, white vertical stripe, on framework tower, 16 m in height) (22°05'·56S 70°12'·33W).
    - Rear light (similar structure, 11 m in height) (22°05'·59S 70°12'·28W) (107 m from front light).
- From a position WNW of Punta Algodonales (8.122), the alignments (108° and 115°), respectively, of these lights lead ESE towards the outer anchorages.

### 3 Muelle Electroandina Approach Leading Lights:

Front light (red rectangle, white vertical stripe, on post, 12 m in height) (22°05'·68S 70°12'·86W).

Rear light (similar structure, 32 m in height) (22°05'·72S 70°12'·86W) (82 m from front light).

From a position in the vicinity of the pilot boarding positions (8.131), the alignment (177°) of these lights leads S towards Muelle Electroandina (8.136).

### 4 Useful marks:

Water tower (22°06'·52S 70°11'·86W).

Water tower (22°06'·49S 70°11'·88W).

Water tower (22°06'·45S 70°11'·88W).

Water tower (22°06'·10S 70°11'·89W).

Television tower (22°06'·05S 70°12'·24W).

Water tank (black in colour), three lights at night (22°05'·89S 70°12'·34W).

Chimney, lit (white, red bands) (22°05'·73S 70°12'·88W).

Chilean Notice 9/53/24

[NP7-No 66-Wk 29/25]

#### Chile - Caleta Patche — Arrival information; outer anchorage

256

Paragraph 8.168 2 including existing Section IV Notice Week 51/24 *Replace by:*

- 2 Unberthing in less favourable weather conditions is permitted at the discretion of the Maritime Authority. A vessel in light ship condition should be ballasted so that the propeller is fully submerged.

**Outer anchorages** have been established in the following positions:

A (20°47'·67S 70°11'·75W);

B (20°47'·35S 70°12'·00W);

C (20°47'·90S 70°12'·28W);

D (20°47'·35S 70°12'·44W);

E (20°46'·80S 70°12'·14W);

F (20°46'·95S 70°12'·54W).

Chilean Notice 3/9/25

[NP7-No 69-Wk 29/25]

#### Chile - Caleta Patche — Berth

257

*After Paragraph 8.170 2 Insert:*

- 3 Terminal Marítimo Teck Quebrada Blanca (20°47'·13S 70°11'·47W), a berth for loading copper concentrate. The berth can handle vessels up to 225 m LOA, 32 m beam, 12·4 m draught and a maximum displacement of 71 500 tonnes.

Chilean Notice 3/9/25

[NP7-No 70-Wk 29/25]

## NP11 Arctic Pilot Volume 2 (2018 Edition)

Iceland - South coast - Þorlákshöfn —  
Limiting conditions; controlling depth

94

Paragraph 2.79 *Replace by:*

- 1 **Controlling depth.** The entrance and S part of the harbour have least depths of about 7 m.

**Tidal levels.** Mean spring range is about 2.8 m; mean neap range is about 1.3 m. See information in *ADMIRALTY Tide Tables Volume 2*.

ENC IS500313 (10.001) [NP11-No 54-Wk 29/25]

Iceland - South coast - Þorlákshöfn —  
Arrival information; outer anchorage;  
submarine cable; pilotage

94

Paragraph 2.80 including existing Section IV Notice Week 11/23 *Replace by:*

- 1 **Outer anchorage.** Anchorage may be obtained off Þorlákshöfn, in depths from 11.0 to 15.0 m; good holding ground.  
**Caution.** Care must be taken to avoid a submarine cable laid through the middle of Hafnarvík.
- 2 **Pilotage** is compulsory for all vessels over 60 m in length. The pilot boards in position 63°51'21N 21°18'11W.

ENC IS400033 (7.000) [NP11-No 55-Wk 29/25]

Iceland - South coast - Þorlákshöfn —  
Harbour; general layout; development

94

Paragraph 2.81 including existing Section IV Notice Week 43/23 *Replace by:*

- 1 **General layout.** The harbour is protected by two L-shaped breakwaters extending from the shore in positions 3 and 8 cables, respectively, NW of Hafnarnes Light (63°51'07N 21°21'65W); the S breakwater extends 350 m NNE, then 400 m NE, and the N breakwater extends about 430 m ESE then 250 m S. The entrance faces NE.
- 2 **Development.** Works are in progress (2025) in the vicinity of a berth situated near the S breakwater root.

ENC IS500313 (10.001) [NP11-No 56-Wk 29/25]

Iceland - South coast - Þorlákshöfn —  
Directions; useful marks; pilotage

94

Paragraph 2.82 including existing Section IV Notices Weeks 17/20 and 43/23 *replace by:*

- 1 **Track.** From a position in the vicinity of the pilot boarding place (63°51'21N 21°18'11W) (2.80), the track leads about 1½ miles WNW to a position NE of the S breakwater head, passing NNE of Hafnarnes Light (63°51'07N 21°21'65W) (2.76).
- 2 Thence the track leads SW in the white sector of Þorlákshöfn Light (post) (63°51'45N 21°22'25W), between the breakwaters and into the harbour, passing NW of a shoal patch situated close NW of the S breakwater, marked by a light buoy (port hand).
- 3 **Useful marks:**  
Light (grey, metal mast, 2 m in height) (63°51'61N 21°22'01W) exhibited from the N breakwater head.  
Light (red mast, 3 m in height) (63°51'62N 21°21'59W) exhibited from the S breakwater head.

ENC IS500313 (10.001) [NP11-No 57-Wk 29/25]

Iceland - South coast - Þorlákshöfn —  
Berths; lengths; depths

94

Paragraph 2.83 *Replace by:*

- 1 The largest berths, about 240 m in length, with depths alongside from about 6 to 8 m, are situated on the N and S sides of a jetty (63°51'67N 21°22'27W) extending into the N part of the harbour. Two other berths, with depths between about 5 and 7 m project ESE from the shore.  
A vessel of 6800 dwt has entered the harbour.  
A small craft harbour is situated inside the root of the N breakwater.

ENC IS500313 (10.001) [NP11-No 58-Wk 29/25]

## NP19 Baltic Pilot Volume 2 (2022 Edition)

Latvia - Gulf of Rīga - Skulte —  
Directions; leading lights; caution

400

Paragraph 11.69 3 *Replace by:*

- 3 **Directions.** Leading lights:  
Front light (white metal framework tower, red bands, 8 m in height) (57°19'00N 24°24'34E).  
Rear light (similar structure, 16 m in height) (57°18'98N 24°24'50E) (1 cable from front light).  
From the vicinity of S Light Buoy (safe water) (57°19'20N 24°21'81E), the alignment (098.7°) of these lights leads E into the channel, marked by light buoys (lateral), thence through the harbour entrance to the turning basin.

Paragraph 11.69 4 lines 1-2 *Replace by:*

- 4 **Caution.** Numerous obstructions are situated in the vicinity of the leading line, the chart is the best guide.

Latvian Notices 4/88-98/24 [NP19-No 193-Wk 29/25]

**NP27 Channel Pilot (2023 Edition)****England - South coast - Port of Southampton —  
Arrival information; engine immobilisation****234***After Paragraph 7.193 1 Insert:*

- 2 Mariners must obtain prior permission before taking any action that would render their vessel incapable of movement. All engine immobilisation requests must be submitted no less than 24 hours in advance to Southampton Harbour Authority. For further details refer to the VTS website.

ABP Southampton Notice 83/24

**[NP27-No 49-Wk 29/25]****NP30 China Sea Pilot Volume 1 (2024 Edition)****Cambodia - Sihanoukville —  
Directions; beacons****139***Paragraph 4.240 2-3 Replace by:*

- 2 **Deep passage.** This channel is not recommended at night. From a position about 1 mile S of Kaoh Poah, in the vicinity of a light buoy (safe water) (10°36'·28N 103°28'·89E), the recommended track leads NE, passing:  
Between the shoal bank fronting Kaoh Poah (10°37'·50N 103°29'·00E) and the rocky bank fronting the mainland, thence:  
Under the bridge (4.237), thence:  
Clear of an obstruction (10°37'·72N 103°29'·48E).
- 3 The track then leads N to a position SW of Old Pier (10°38'·59N 103°29'·88E) (4.242).

ENC KH5SHV01 (1.000)

**[NP30-No 128-Wk 29/25]****NP33 Philippine Islands Pilot (2021 Edition)****Philippines - Mindanao -  
Colapsin Point to Davao City —  
General information; traffic separation scheme****190***Paragraph 7.233 Replace by:*

- 1 The route covers the approaches to Davao and transit of the Pakiputan Strait. From a position NE of Colapsin Point (6°37'·88N 125°25'·70E) (7.223), the route leads NNE for 25 miles to a TSS leading through the strait to a position 1½ miles WNW of Bassa Point.

- 2 At the narrowest parts, the lanes of the TSS are about 1 cable wide and are separated by a line through the following positions:

7°01'·00N 125°38'·20E;  
7°06'·62N 125°39'·68E;  
7°07'·73N 125°40'·18E;  
7°10'·27N 125°40'·17E;  
7°12'·30N 125°40'·95E.

The TSS is not IMO adopted, see 1.50.

Philippine Notice 3/21/24

**[NP33-No 89-Wk 29/25]****Philippines - Mindanao -  
Colapsin Point to Davao City —  
Directions; traffic separation scheme****191***Paragraph 7.237 7 lines 4-5 Replace by:*

The track then continues NNE to Davao Pilot boarding position (7°02'·00N 125°39'·00E), and the start of the TSS (7.233).

Philippine Notice 3/21/24

**[NP33-No 90-Wk 29/25]****Philippines - Mindanao - Davao City —  
Limiting conditions; vertical clearance****192***After Paragraph 7.250 1 line 7 Insert:***Vertical clearance****7.250a**

- 1 A bridge, vertical clearance unknown, is under construction (2024) in area centred on 7°06'·08N 125°39'·44E. Works are due to be completed in 2027.

NAMRIA NAVPHIL Notice 210/24

**[NP33-No 88-Wk 29/25]****Philippines - Mindanao - Davao City —  
Directions; traffic separation scheme****193***Paragraph 7.259 including existing Section IV Notice Week 16/21 Replace by:*

- 1 From the start of the TSS (7.233), the track leads NNE, passing:  
ESE of Santa Ana (Davao) Light (7°04'·66N 125°37'·59E) (white metal and GRP tower, 10 m in height). Many dangers lie ENE of the light.  
Thence:  
WNW of Pohun Point (7°03'·95N 125°40'·77E) (7.246), thence:  
ESE of shoals ENE of Santa Ana Light.
- 2 The track then follows the TSS through the Pakiputan Strait (7.248), passing a position W of Linao Point (7°06'·50N 125°39'·83E). Thence the TSS continues NNE to a position NE of Lanang Point (7°07'·36N 125°39'·77E), from where Sasa Light (concrete structure) is exhibited. The TSS then leads N, passing:
- 3 W of two rocks (always awash) (7°08'·19N 125°40'·80E) on the E side of the channel, thence:  
E of a shoal with a depth of 3·3 m (7°09'·05N 125°39'·92E), marked by a light buoy (isolated danger), and:
- 4 W of a shoal (7°08'·98N 125°40'·78E), depth 8·2 m, marked by a light buoy (isolated danger), thence:  
E of Panacan Light (7.258), thence:



- 5 W of Arboles Islet (Sanipaan Shoal or Vanishing Island) (7°09'51N 125°40'93E), the summit of a coral reef with a few mangroves. The islet is covered at HW but the surrounding reef is covered with bright coral sand and shows up well even in depths of 4 to 5 m. The most dangerous shoal in the N part of Pakiputan Strait consists of several drying coral heads, lying 1½ miles S of Arboles Islet and 4 cables W of Samal Island. A submerged rock lies on the edge of the reef 8 cables NW of the islet. A 8-5 m patch lies 1 mile N of the islet. A narrow channel, with depths from 13 to 16 m, lies between Arboles Islet and Samal Island. A buoy (can) is moored 2 cables NE of Arboles Islet.

- 6 The TSS then continues, in a NNE direction, to a position W of Bassa Point (7°11'59N 125°42'35E), at the N end of Samal Island, where the TSS ends. The track then leads into the N part of Davao Gulf.

*(Directions continue for  
Davao Gulf N part at 7.267)*

Philippine Notice 3/21/24 [NP33-No 91-Wk 29/25]

**Philippines - Mindanao - Davao Gulf -  
North part — General information;  
traffic separation scheme**

194

Paragraph 7.265 *Replace by:*

- 1 From a position WNW of Bassa Point (7°11'59N 125°42'35E) the route leads NE for 13½ miles to a position 1½ miles off Hijo River (7°21'63N 125°50'25E).

A TSS, positioned 2 miles NNW of Bassa Point and extending to 4 miles NW of Pangasinan Point (7.288), leads around the N coast of Samal Island.

- 2 The lanes of the TSS are 7 cables wide and a separation zone, 2 cables wide, is positioned between the following positions:

7°13'62N 125°41'97E;  
7°14'55N 125°46'45E;  
7°13'87N 125°47'71E;  
7°10'03N 125°49'63E.

The TSS is not IMO adopted, see 1.50.

Philippine Notice 3/21/24 [NP33-No 92-Wk 29/25]

**Philippines - Mindanao -  
Davao Gulf - North part — Directions;  
traffic separation scheme**

194

Paragraph 7.267 *1 Replace by:*

- 1 From a position NNW of Bassa Point (7°11'59N 125°42'35E) the track leads ENE in the E-bound lane of the TSS for 4 miles. The track then departs the TSS and leads NNE, passing:

Paragraph 7.267 *2 line 1 For SE Read ESE*

Philippine Notice 3/21/24 [NP33-No 93-Wk 29/25]

**Philippines - Mindanao - Davao Gulf -  
East side — General information;  
traffic separation scheme**

196

Paragraph 7.284 *Replace by:*

- 1 From a position WSW of Pangasinan Point (7°07'60N 125°53'11E) the track leads through the NNW leading section of the TSS (7.265). The track then departs the TSS and leads to a position W of Kopia Island (7°16'70N 125°49'90E). Thence, the track leads NNE for 5 miles to a position 1½ miles S of Hijo River (7°21'63N 125°50'25E).

Philippine Notice 3/21/24 [NP33-No 94-Wk 29/25]

**Philippines - Mindanao -  
Davao Gulf - East side — Directions;  
traffic separation scheme**

198

After Paragraph 7.294 *1 line 7 Insert:*

The track then enters the TSS (7.265), passing:

Paragraph 7.294 *3 lines 5-7 Replace by:*

The track then departs the TSS and continues NNW to a position W of Kopia Island (7°16'70N 125°49'90E) (7.297) and then leads NNE, passing:

Philippine Notice 3/21/24 [NP33-No 95-Wk 29/25]

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

**Indonesia - Kalimantan -  
Tanjung Bayur to Tanjung Sangata —  
Traffic regulations; restricted areas**

252

Paragraph 10.181 *1 lines 1-6 Replace by:*

- 1 **Restricted areas** surround the Attaka Oil and Gasfield, Santan Oil Terminal, the W Seno Oil and Gasfield and the Serang Melahin and Kerindingan oil and gasfields. These areas, best seen on the chart, stretch from 8½ miles ENE of Tanjung Panjilatan (0°20'27S 117°29'87E) to 27 miles E of Loktuan (0°10'15N 117°28'85E).

Indonesian Notice 10/100/24

[NP34-No 130-Wk 29/25]

**NP40 Irish Coast Pilot (2023 Edition)**

**Ireland - North-west coast -  
Killala Harbour — Directions;  
dangerous wreck**

327

After Paragraph 12.26 *1 line 7 Insert:*

Clear of a dangerous wreck (54°15'54N 9°08'27W), marked by V-AIS (isolated danger), thence:

Commissioners of Irish Lights Notice 3/25

[NP40-No 29-Wk 29/25]

**NP41 Japan Pilot Volume 1 (2021 Edition)****Japan - Hokkaido - South-west coast -  
Tomakomai Ko — Traffic regulations;  
prohibited anchorage****242**

Paragraph 9.67 <sup>1</sup> including existing Section IV Notice Week 21/22 *Replace by:*

- <sup>1</sup> **Anchoring is prohibited** in Nishi Ko (9.69) as follows:

Within an area (42°36'·35N 141°36'·75E) in Section 3.

Within Sections 1 and 2.

Within an area (42°34'·48N 141°45'·29E) in Section 4.

Japanese Notice 19/219/25 [NP41-No 93-Wk 29/25]

**NP45 Mediterranean Pilot Volume 1  
(2024 Edition)****Italy - South-west coast -  
Capo Suvero to Capo Vaticano —  
Traffic regulations; prohibited entry****385**

*After Paragraph 11.9 <sup>2</sup> Insert:*

**Entry is prohibited** within 250 m of a light buoy (special) (38°41'·29N 15°53'·61E), moored in front of Tropea.

Italian Notice 10/10.13/25 [NP45-No 56-Wk 29/25]

**NP48 Mediterranean Pilot Volume 4  
(2025 Edition)****Greece - Aegean Sea -  
North coast of Nísos Ródos -  
Ródos — General information****236**

Paragraph 7.50 including headings *Replace by:*

**RÓDOS****General information****Position and function****7.50**

- <sup>1</sup> Ródos (36°27'·00N 28°14'·00E) is the main harbour of Nísos Ródos and is situated at its N extremity.

The harbour accommodates large ferries, cargo vessels and cruise ships.

The principal exports are fruit, wine and spirits; the chief imports are cotton and woollen goods, cereals, flour, sugar, tobacco, coffee and vegetables. There is an important tourist trade, and the town contains numerous hotels.

**Topography****7.50a**

- <sup>1</sup> The town of Ródos consists of an old walled city, built in the form of an amphitheatre on high ground rising gently from the coast, surrounded by a modern town.

**Port Authority****7.50b**

- <sup>1</sup> Central Port Authority, Eleftherias Square 1, Mandráki, 85 100 Ródos.  
Website. [www.hcg.gr](http://www.hcg.gr)

UKHO

[NP48-No 2-Wk 29/25]

**Greece - Aegean Sea -  
North coast of Nísos Ródos -  
Ródos — Limiting conditions****236**

Paragraph 7.51 <sup>1</sup> including headings *Replace by:*

**Limiting conditions****Controlling depths****7.51**

- <sup>1</sup> The harbour is prone to silting and the Port Authority should be contacted for the latest information on depths and authorised draughts.

**Tidal levels****7.51a**

- <sup>1</sup> Mean spring range about 0.2 m; mean neap range about 0.1 m. See information in *ADMIRALTY Tide Tables Volume 8*.

**Abnormal water levels****7.51b**

- <sup>1</sup> The range of the tide does not exceed 0.3 m, but the sea level is raised by winds from S and reduced by winds from N.

**Local weather and sea state****7.51c**

- <sup>1</sup> **Local winds.** In summer the etesians (1.84) blow from NW with the regularity of a trade wind. Strong winds from N or NE render entry difficult and sometimes impossible.

Liménas Mandráki should not be approached during strong S winds which create dangerous conditions in the entrance.

UKHO

[NP48-No 3-Wk 29/25]

**Greece - Aegean Sea -  
North coast of Nísos Ródos -  
Ródos — Arrival information****236-237**

Paragraph 7.52 <sup>1</sup> including headings *Replace by:*

**Arrival information****Outer anchorages****7.52**

- <sup>1</sup> Anchorage may be obtained off the port in 20 to 30 m, generally sand.

The anchorage off Ródos is unsafe during N, NE and SE winds. Shelter may be obtained:

During NW winds, in the anchorage (7.48) about 2 miles N of Ákra Voúdi (36°23'·30N 28°14'·80E).

- 2 During SE winds, in Órmos Triánta (36°26'·00N 28°11'·00E) (7.70).

During N winds, in Marmaris Limanı (36°50'·00N 28°16'·00E) (see *Mediterranean Pilot Volume 5*).

- 3 **Caution.** In October 1930 HMS *London* observed that the N-going current had a rate of as much as 1 kn even though the wind was blowing strongly from NW.

### Pilotage

#### 7.52a

- 1 Pilotage is compulsory for all foreign vessels. The pilot boards 1 mile from the harbour entrance. For further information see *ADMIRALTY List of Radio Signals Volume 6(3)*.

### Tugs

#### 7.52b

- 1 Tugs are available and compulsory for foreign and Greek vessels over 1000 gt.

UKHO

[NP48-No 4-Wk 29/25]

### Greece - Aegean Sea - North coast of Nísos Ródos - Ródos — Roadstead

237

Paragraph 7.53 including heading *Replace by*:

### Spare

#### 7.53

UKHO

[NP48-No 5-Wk 29/25]

### Greece - Aegean Sea - North coast of Nísos Ródos - Ródos — Harbour

237

After Paragraph 7.53 *Insert*:

### Harbour

### General layout

#### 7.53a

- 1 The port of Nísos Ródos, consists of outer and inner harbours collectively known as Liménas Ródos. The outer harbour, comprising Liménas Akantiás (7.55) and Liménas Emporikos (7.55a) separated by a central mole, is protected from E by an outer mole.
- 2 The inner harbour, known as Liménas Mandráki (36°26'·94N 28°13'·60E), is the ancient port and now a marina; it is protected from E by an inner mole. Rhodes Marina and Limenískos Kanamáti (Rhodes Boatyard), lie 2 cables and 1 mile S of the root of the outer mole.

### Natural conditions

#### 7.53b

- 1 **Tidal streams** set SE across the entrances to Liménas Emporikos and Liménas Akantiás at a rate of about 1 kn.

**Local weather.** The outer harbour affords good shelter during offshore winds between SW and NW, but it is open N. Although N winds do not cause much sea, it is inadvisable to remain in the harbour during fresh N winds.

- 2 The scirocco (1.84) sends in a heavy sea and renders the harbour unsafe. The central mole is exposed to swell.

Shelter within Liménas Mandráki is excellent; some surge may be experienced during SE gales in winter.

**Climate information.** See 1.98 and 1.107.

UKHO

[NP48-No 6-Wk 29/25]

### Greece - Aegean Sea - North coast of Nísos Ródos - Ródos — Directions

237

Paragraph 7.54 1-5 including headings *Replace by*:

### Directions for entering harbour

### Principal marks

#### 7.54

- 1 **Landmarks:**

Kástro Agíou Nikoláou (36°27'·07N 28°13'·68E), a fort standing at the head of the inner mole from where a light (lantern on masonry tower, 6 m in height) is exhibited.

Three windmills (36°26'·95N 28°13'·68E), standing on the inner mole.

- 2 Ágios Angélos Tower (round tower 27 m in height) (36°26'·77N 28°13'·96E), standing on the central mole.

Clock tower (36°26'·65N 28°13'·42E), standing in the old walled city.

Belfry (36°27'·05N 28°13'·49E).

Cupola (36°27'·17N 28°13'·48E).

### Approach and entry

#### 7.54a

- 1 The chart is sufficient guide to enter the port. **Caution.** When approaching from NW, attention is drawn to Ýfalos Kolóna (36°27'·30N 28°13'·65E), a shallow bank, on which stands an unfinished breakwater, extending N from Ákra Loimokathartíriou (36°27'·18N 28°13'·63E).
- 2 Ýfalos Kolóna is covered by red sectors of Ákra Mýlon Light (7.69) and Ákra Loimokathartíriou Light (metal framework with gallery and metal column) (36°27'·18N 28°13'·63E).

### Useful marks:

Light (metal column on pedestal, 5 m in height) (36°26'·93N 28°14'·23E), exhibited from the head of the outer mole.

- 3 Light (metal framework, red band, 6 m in height) (36°26'·85N 28°13'·92E), exhibited from the head of the central mole.

UKHO

[NP48-No 7-Wk 29/25]

**Greece - Aegean Sea -  
North coast of Nísos Ródos -  
Ródos — Berths**

**237**

Paragraph 7.55 1-7 including headings *Replace by:*

**Basins and berths**

**Liménas Akantiás**

**7.55**

- 1 **Outer mole.** The outer part (36°26'·89N 28°14'·27E) is about 186 m in length; depth alongside range from about 7 to 13 m. A ramp lies at the inner end.

The central part (36°26'·77N 28°14'·31E) used by cruise ships and ferries; consists of a W face, about 286 m in length, with depths from about 7 to 8 m, and a N face, 110 m in length, with two ramps.

- 2 The inner part (36°26'·59N 28°14'·21E) consists of three stepped quays normally used by ferries; Egeo Quay, the largest, is 142 m in length and has depths of about 7 m.

**Central mole.** The E face (36°26'·74N 28°14'·00E) is 375 m in length; depths alongside around 8·5 m.

The NE face (36°26'·84N 28°13'·96E) is 140 m in length with depths of about 6 m.

**Liménas Emporikos**

**7.55a**

- 1 **Central mole.** The W face (36°26'·75N 28°13'·92E) is about 340 m in length; depths alongside from about 6 to 7 m.

UKHO

[NP48-No 8-Wk 29/25]

**Greece - Aegean Sea -  
North coast of Nísos Ródos -  
Ródos — Inner harbour**

**237**

Paragraph 7.56 including heading *Replace by:*

**Spare**

**7.56**

UKHO

[NP48-No 9-Wk 29/25]

**Greece - Aegean Sea -  
North coast of Nísos Ródos -  
Ródos — Port services**

**237-238**

Paragraph 7.57 including headings *Replace by:*

**Port services**

**Repairs**

**7.57**

- 1 Facilities for minor repairs to hull and machinery; divers; patent slip for vessels up to 2·5 m draught.

**Other facilities**

**7.57a**

- 1 SSCC and SSCEC issued; post office; hospital; RoRo facilities.

**Supplies**

**7.57b**

- 1 Fuel of all kinds by road tanker; fresh water at the berths (50 tonnes an hour in outer harbour, 15 tonnes an hour in inner harbour); provisions of all kinds; chandlery.

**Harbour regulations**

**7.57c**

- 1 Local holidays on March 7th and November 14th.

UKHO

[NP48-No 10-Wk 29/25]

**NP49 Mediterranean Pilot Volume 5  
(2025 Edition)**

**Cyprus - South coast -  
Vasilikos — Development**

**193**

*After Paragraph 6.73 3 Insert:*

**Development**

**6.73a**

- 1 **LNG terminal** (34°42'·93N 33°17'·90E). Works are in progress (2024) within an area extending 8 cables S from the shore, marked by light buoys (special).

*Corr. Cyprus Department of Land Surveys 05/04/24*

[NP49-No 6-Wk 29/25]

**NP52 North Coast of Scotland Pilot (2022 Edition)**

**Faroe Islands — General information;  
marine nature reserves**

**244**

Paragraph 7.16 2 lines 4-5 *Replace by:*

Designated Ramsar Sites are Nólsoy (7.148), Skúgvoy (7.65), Mykines (7.102) and Mykineshólmur (7.102).

**Bird sanctuaries.** During the period 15 April to 31 August, it is prohibited, within 500 m of shore, to: navigate in excess of 8 kn; generate unnecessary noise.

Designated bird sanctuaries are located around the islands of Sandoy (7.65) and Suðuroy (7.19).

Faroese Notices 3/37-42/25

[NP52-No 41-Wk 29/25]

**Faroe Islands - Suðuroy —  
General information;  
marine nature reserves**

**248**

*After Paragraph 7.22 1 Insert:*

**Marine nature reserves**

**7.22a**

- 1 The island of Suðuroy is a bird sanctuary, see 7.16 for details.

Faroese Notices 3/37-42/25

[NP52-No 42-Wk 29/25]

**Faroe Islands - Suðuroy —  
General information;  
marine nature reserves**

249

After Paragraph 7.29 *3 Insert:*

**Marine nature reserves**

**7.29a**

- 1* The island of Suðuroy is a bird sanctuary, see 7.16 for details.

Faroeese Notices 3/37-42/25 [NP52-No 43-Wk 29/25]

**Faroe Islands - Sandoy —  
General information;  
marine nature reserves**

255

Paragraph 7.66 *1 Replace by:*

- 1* Restrictions apply to the islands of Skúvoy and Sandoy for the protection of wildlife, see 7.16.

Faroeese Notices 3/37-42/25 [NP52-No 44-Wk 29/25]

**Faroe Islands — Sandoy —  
General information;  
marine nature reserves**

256

After Paragraph 7.75 *1 Insert:*

**Marine nature reserves**

**7.75a**

- 1* The island of Sandoy is a bird sanctuary, see 7.16 for details.

Faroeese Notices 3/37-42/25 [NP52-No 45-Wk 29/25]

**Faroe Islands — Sandoy —  
General information;  
marine nature reserves**

256

After Paragraph 7.85 *1 Insert:*

**Marine nature reserves**

**7.85a**

- 1* The island of Sandoy is a bird sanctuary, see 7.16 for details.

Faroeese Notices 3/37-42/25 [NP52-No 46-Wk 29/25]

**NP62 Pacific Islands Pilot Volume 3  
(2020 Edition)**

**Isla de Pascua (Easter Island) -  
Rada Hánga Roa — Arrival information;  
prohibited anchorage**

87

After Paragraph 3.25 *2 Insert:*

**Arrival information**

**3.25a**

- 1* **Anchoring is prohibited** in an area (27°08'54S 109°26'05W), inshore of the designated anchorages (3.27), between Punta Cook and Punta Roa.

Chilean Notice 4/13/25 [NP62-No 78-Wk 29/25]

**Isla de Pascua (Easter Island) -  
Rada Hánga Roa — Berths; anchorages**

87

Paragraph 3.27 including heading *Replace by:*

**Basins and berths**

**3.27**

- 1* **Anchorage and moorings.** Rada Hánga Roa affords good anchorage during winds from NE through SE to SW. This is the main anchorage in Isla de Pascua in summer time.

Designated anchor positions exist in Rada Hánga Roa as follows:

- A (27°08'23S 109°26'33W);  
B (27°08'55S 109°26'35W);  
*2* C (27°08'77S 109°26'57W);  
D (27°08'95S 109°26'85W);  
E (27°08'57S 109°26'08W);  
F (27°08'52S 109°26'08W);  
G (27°08'53S 109°26'13W);  
H (27°08'53S 109°26'18W);  
I (27°08'57S 109°26'15W).

- 3* Anchorage in a strong SW breeze with a rough sea has been obtained with Punta Cook bearing 055°, distant 6 cables, in 39 m, sand and mud. In 1971, HM Yacht *Britannia* anchored in the bay with Punta Cook bearing 042°.

Chilean Notice 4/13/25 [NP62-No 79-Wk 29/25]

**Isla de Pascua (Easter Island) -  
Caleta Hánga Piko — Anchorage**

89

Paragraph 3.43 *7-10 Replace by:*

- 7* **Anchorage.** See 3.27 for designated anchorages in Rada Hánga Roa.

- 8* **Berth.** On the S side of Caleta Hánga Piko, there is a wharf 80 m in length, at which all loading and discharging of cargo for the island is normally undertaken. (The only alternative wharf is in Caleta Anakena (3.39)). Small boats are permitted to lie alongside the wharf. This is the main landing place for the island.

- 9* **Other facilities:** hospital; lighters; mobile crane; marina.

**Supplies:** water, unsuitable for drinking, in limited quantities; limited provisions.

Chilean Notice 4/13/25 [NP62-No 80-Wk 29/25]

## IV

### NP69 East Coast of the United States Pilot Volume 2 (2021 Edition)

#### North Carolina - Chesapeake Bay entrance to Cape Hatteras - Oregon Inlet — Hazards; light buoys

167

*After Paragraph 7.18 Insert:*

#### **Hazards 7.18a**

- <sup>1</sup> **Research buoys.** Numerous light buoys (special) associated with environmental research and offshore wind development, are moored in positions situated up to 40 miles E and ENE of Oregon Inlet. The buoys are subject to relocation and removal; see the chart for details.

US Notice 20/12200/24

[NP69-No 86-Wk 29/25]

### NP69A East coasts of Central America and Gulf of Mexico Pilot (2020 Edition)

#### United States of America - Gulf of Mexico - Louisiana - Port Fourchon — Hazards and dangers

198

*After Paragraph 8.23 1 line 14 Insert:*

**Hazards and dangers.** Numerous wrecks, obstructions and offshore platforms are situated in the approaches to the port; the chart is the best guide.

US Notice 30/1116/24

[NP69A-No 84-Wk 29/25]

## UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

**NP74, Vol A Edition 2025.** Weekly Edition No. 29, Dated 17 July 2025.

*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>A2622</b>	EAST COAST. TEESSIDE WIND FARM - 09A	54 38.38 N 1 04.06 W	Fl Y 5s	13	5	Wind turbine 78	This Wind Farm consists of 27 Wind turbines, marked by Red Air Obstruction lights <i>bl 1</i>
	--	..	Horn 10s	..	..	..	*

**NP76, Vol C Edition 2025.** Weekly Edition No. 29, Dated 17 July 2025.

*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>C1113</b> DE, 4001, 200300	FLENSBURGER FÖRDE. GELTINGER BUCHT - Kalkgrund (DE)	54 49.48 N 9 53.28 E	Iso WRG 8s	22	W14	Red round tower, 2 R13 white bands, 3 G12 galleries 24	W012°-062°(50°), R062°-084°(22°), W084°-100°(16°), R100°-120°(20°), W120°-131.5°(11.5°), G131.5°-157°(25.5°), W157°-164°(7°), R164°-190°(26°), W190°-252.6°(62.6°), G252.6°-258°(5.4°), W258°-265°(7°), R265°-292°(27°), W292°-308°(16°), R308°-012°(64°). Floodlit. <b>TE 2025</b>
	-- Fog Det Lt	..	..	..	..	..	*
<b>C1512.4</b> DK, , 3373 *	- Vesthavn. W Breakwater. E End	55 40.59 N 11 05.07 E	Fl R 3s	3	2	Pole	..
	*	*	*	*	*	*	*
<b>C1515</b> DK, , 3376 *	- Vesthavn. W Breakwater. W End	55 40.60 N 11 05.01 E	Fl G 3s	3	2	Pole	G180°-300°(120°)
	*	*	*	*	*	*	*
<b>C2659.71</b>	PEENESTROM Remove from list; deleted						
<b>C2659.72</b>	PEENESTROM Remove from list; deleted						
<b>C3805</b>	Status changed: <b>TE 2025</b>						
<b>C6382</b>	EAST COAST. TJOCKÖFJÄRDEN - Tjockö. NW Point	59 45.33 N 19 06.18 E	Q WRG	6	W 9 R 7 G 6	White pedestal, green band	G315°-007°(52°), W007°-070.6°(63.6°), R070.6°-100°(29.4°), G100°-127°(27°), W127°-133°(6°), R133°-165°(32°), G165°-202.6°(37.6°), W202.6°-275°(72.4°). Floodlit
							*

# V

## NP76, Vol C Edition 2025 *continued.*

<b>C6525</b>	- W Rönholm. NW Point	59 25-66 N 18 21-95 E	Q WRG	4	W 5 Lantern on white R 3 masonry hut, red G 2 band	G026°-051°(25°), W051°-054-6°(3-6°), R054-6°-131°(76-4°), G131°-203°(72°), W203°-205-6°(2-6°), R205-6°-220°(14-4°), G220°-224°(4°), W224°-234-5°(10-5°), R234-5°-241°(6-5°) *
<b>C6694-2</b>	- Kalvö Hampetorp. Botten	59 27-02 N 16 04-75 E	Iso WRG 4s	6	W 9 White tower R 7 G 6	G237-7°-260-9°(23-2°), W260-9°-262-2°(1-3°), R262-2°-283-9°(21-7°) *

**NP77, Vol D Edition 2025.** Weekly Edition No. 29, Dated 17 July 2025.  
*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

**D2067-3** Status changed: **Irreg (T) 2025**

**D2067-35** Status changed: **Irreg (T) 2025**

**D2086** WEST COAST. ILHAS BERLENGAS. ILHA BERLENGA  
Status changed: **Reduced range (T) 2025**

<b>D2681-2</b> PT, I, 778-0	- Calheta. Pier. Head	38 35-98 N 28 00-57 W	Fl R 3s	12	10 White tower, red bands 6	<i>fl 1</i>  *
<b>D6141</b> ZA, , Z5885	- <b>Simons Bay.</b> Main E Breakwater. N Spur. Head	34 11-09 S 18 26-26 E	Fl(3)W 7s	13	<b>15</b> White column, red lantern 11	<i>(fl 1, ec 0-5) x 2, fl 1, ec 3.</i> W140°-290°(150°)  *
<b>D6143</b> ZA, , Z5886	- Simons Bay. Outer Basin. Entrance. E Side	34 11-15 S 18 26-25 E	Q R 1s	8	5 White column, red lantern 7	..  *
<b>D6144</b> ZA, , Z5887	- Simons Bay. East Dockyard. Basin Breakwater. N Elbow	34 11-24 S 18 26-44 E	Oc W 4s	17	11 Tower 13	<i>ec 1-5.</i> W055°-315°(260°). Neon  *
<b>D6146</b> ZA, , Z5888	- Simons Bay. East Dockyard. Entrance. E Side	34 11-29 S 18 26-37 E	F R	7	3 Column 7	..  *
<b>D6150</b> ZA, , Z5894	- Simons Bay. East Dockyard. Entrance. W Side	34 11-32 S 18 26-31 E	F G	7	3 Column 7	..  *
<b>D6383</b> ZA, , Z6065	CAPE AGULHAS TO CAPE ST FRANCIS - Knysna. Ldg Lts 006°. Front. Fountain Point	34 04-60 S 23 03-60 E	Fl W 3s	..	.. ..	..  *



# V

## NP77, Vol D Edition 2025 *continued.*

<b>D6383-1</b> ZA, , Z6065-1	- Knysna. Ldg Lts 006°. Rear. 776m from front. Leisure Island	34 04-10 S 23 03-60 E	Q R	19	5 ▽ on red mast, white bands	..	*
<b>D7296-58</b>	JAZĪRAT UMM QAMAR - Jazīrat Umm Qamar	27 21-42 N 33 54-50 E	Fl W 3s	24	15 Red GRP tower, white stripe	<b>TE 2025</b>	
- -	..	..	Racon	..	.. ..	ALRS Vol 2 Station 74320	*

## NP78, Vol E Edition 2025. Weekly Edition No. 29, Dated 17 July 2025.

*Last Updates: Weekly Edition No. 27, dated 03 July 2025.*

<b>E0394-1</b> ES, II, 29120	- Breakwater. Elbow	41 10-66 N 1 31-51 E	Fl(2)R 5s *	6 *	3 Red and white post 3 *	<i>fl 0-5, ec 1, fl 0-5, ec 3.</i> Sync with E0394-15 *
<b>E0394-15</b> ES, II, 29120-1	- Breakwater. Head	41 10-66 N 1 31-53 E	Fl(2)R 5s *	6 *	3 Red and white post 3 *	<i>fl 0-5, ec 1, fl 0-5, ec 3.</i> Sync with E0394-1 *
<b>E0394-2</b> ES, II, 29140	- Breakwater. W Corner	41 10-59 N 1 31-53 E	VQ(6)+LFl W 10s *	9	3 ▽ on black beacon, yellow top 4	W249°-128°(239°) Bearings approximate. Obscured within the Port *
<b>E0394-46</b> ES, II, 29136	- Inner Channel. Inner Mole. W Corner	41 10-67 N 1 31-55 E	Fl(3)G 9s *	3 *	1 Green round column 2 *	<i>(fl 0-5, ec 1) x 2, fl 0-5, ec 5-5</i> *
<b>E0394-5</b> ES, II, 29135	- Inner Channel. Heel. W Corner	41 10-68 N 1 31-54 E	Fl(3)R 9s *	3 *	1 Red round column 2 *	<i>(fl 0-5, ec 1) x 2, fl 0-5, ec 5-5</i> *

## NP79, Vol F Edition 2024. Weekly Edition No. 29, Dated 17 July 2025.

*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>F3153-1</b>	Van Fong Bay. Hon Gom. Mui Ganh Beacon	12 33-81 N 109 25-94 E	Fl(2+1)W 15s	31 *	5 Black and White bands △, Black metal framework tower, white bands 31 *	..
<b>F3232</b>	HAÏPHONG APPROACH - Xuy Nong Chao (Îles Norway). Grande Norway --- ---	20 37-35 N 107 09-55 E .. .. *	Fl(3)W 20s Racon AIS *	110 .. .. *	<b>22</b> Grey tower and dwelling 30 .. .. .. .. *	Obscured in certain sectors by the other Islands of the group ALRS Vol 2 Station 80675 MMSI No 995741996 *

**NP80, Vol G Edition 2024.** Weekly Edition No. 29, Dated 17 July 2025.  
*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>G0792</b>	RÍO PARANÁ DE LAS PALMAS Remove from list; deleted					
<b>G0792-194</b>	RÍO PARANÁ DE LAS PALMAS Remove from list; deleted					
<b>G0792-258</b>	- Puerto Zárate. Zona Muelles. Km 109-5. Muelle Base Naval Zárate	34 04-96 S 59 01-11 W	Fl(3)W 10s	8	.. Red post	..
			*			
<b>G0792-282</b>	RÍO PARANÁ DE LAS PALMAS Remove from list; deleted					

**NP81, Vol H Edition 2024.** Weekly Edition No. 29, Dated 17 July 2025.  
*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>H4100</b> CA, A, 93	Chance Harbour. Entrance. W Side. Reef Point	45 07-11 N 66 20-86 W	LFl W 6s	12	8 Red round tower, white bands 7	fl 2
			*		*	

**NP82, Vol J Edition 2025.** Weekly Edition No. 29, Dated 17 July 2025.  
*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>J2705-5</b> US, III, 2815	- Navy Pier. P (US:N)	32 51-17 N 79 56-63 W	F G	2	3 Pier	..
					*	
<b>J2705-65</b> US, III, 2830	- Navy Pier. M (US:N)	32 51-26 N 79 56-87 W	F G	2	3 Pier	..
		*			*	
<b>J5913-9</b>	EAST COAST Status changed: <b>TE 2025</b>					

**NP83, Vol K Edition 2025.** Weekly Edition No. 29, Dated 17 July 2025.  
*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>K2235-05</b>	- Prince George Bank	38 07-25 S 144 43-46 E	Fl(2)W 10s	..	.. ♂ on black beacon, red band	..
						*
<b>K2235-07</b>	- Prince George Bank	38 06-75 S 144 42-74 E	Q(6)+LFl W 15s	..	.. ♀ on black beacon, yellow top	..
						*

NP83, Vol K Edition 2025 *continued.*

<b>K2235-6</b>	- Prince George Bank. Prince George Shoal	38 06-49 S 144 43-59 E	Fl(2)W 10s	..	..	⊗ on black beacon, red band	..	*
<b>K2418-95</b>	PORT PHILLIP - Point Cook	37 56-82 S 144 46-18 E	VQ(6)+LFl W 10s	..	..	▽ on black beacon, yellow top	..	*
	*	*	*	*	*	*		*
<b>K2444-9</b>	- Hastings Channel. No 19	38 18-75 S 145 12-39 E	Fl G 3s	..	..	Green △ on green beacon	..	*
<b>K3452</b>	MILNE BAY. KAWANASAU (CHINA) STRAIT. NORTH ENTRANCE Remove from list; deleted							
<b>K3494</b>	BISMARCK ARCHIPELAGO. NEW BRITAIN. GAZELLE PENINSULA Remove from list; deleted							

## NP84, Vol L Edition 2025. Weekly Edition No. 29, Dated 17 July 2025.

*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>L0354</b> NO., 266500	Frøysjøen. Olaskjær	61 43-52 N 4 56-88 E	Iso WRG 4s	9 W8-1 Tripod R7-3 10 G7-3	G013°-092-7°(79-7°), W092-7°-104-4°(11-7°), R104-4°-126-8°(22-4°), G126-8°-150-7°(23-9°), W150-7°-163-6°(12-9°), R163-6°-173°(9-4°), G173°-219-7°(46-7°), W219-7°-228-2°(8-5°), R228-2°-326-5°(98-3°), G326-5°-350-7°(24-2°), W350-7°-356-7°(6°), R356-7°-013°(16-3°)			
				*				*

## NP85, Vol M Edition 2024. Weekly Edition No. 29, Dated 17 July 2025.

*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>M4162-62</b> KR, 410, 3420-1 KR, 410, 3420	- Dangjin Power Station Seaberth. Ldg Lts 143°. Front	37 03-72 N 126 30-46 E	F G	29	<b>23</b> White 4-sided metal tower 23	..	
*	*	*	*	*	*	*	*
<b>M4189-8</b> KR, 410, 3239	Daehwasado	36 14-92 N 126 16-97 E	Fl W 10s	103	7 White 4-sided tower 12	..	
*	*	*	*	*	*	*	*
<b>M4206-61</b> KR, 410, 3141-4	- Hawangdeungdo. SW. Research Platform	35 37-26 N 126 02-94 E	Mo(U)W 10s	14	10 ..	..	
*	*	*	*	*	*	*	*

# V

NP85, Vol M Edition 2024 *continued.*

<b>M4207-6</b> KR, 410, 3156	Gyeokpo Hang. S Breakwater	35 37-26 N 126 27-77 E	Fl R 6s	15	11 Red round concrete tower 10 *	..
<b>M4207-65</b> KR, 410, 3157	Gyeokpo Hang. N Breakwater	35 37-30 N 126 27-66 E	Fl G 6s	14	11 White round concrete tower 10 *	..
<b>M4208-18</b> KR, 410, 3147-26	Beopseong Hang. Bridge. C1, C2 --- R1, R2 --- L1, L2 --- P1, P2, P3, P4	35 21-51 N 126 25-97 E .. .. ..	F W F R F G F Y	11 11 11 10	7 .. 7 .. 7 .. 7 ..	.. .. .. ..
<b>M4209-4</b> KR, 410, 3141	Anma Hang. N Breakwater	35 20-90 N 126 00-35 E	Fl G 5s	11	7 White round metal post 10 * * *	..
<b>M4246-51</b> KR, 410, 3013	Hangando	34 19-19 N 126 07-84 E	Fl(2)W 6s	30	8 White 8-sided concrete tower 8 * * *	.. * ..
<b>M4278</b> KR, 410, 3001 KR, 410, 4601-9	CHANG GUNDO - Eoryongdo -- --	34 17-20 N 126 28-41 E .. ..	Fl W 15s Horn 40s AIS	91 .. ..	20 White 8-sided concrete tower 6 .. .. .. .. * * *	.. <i>bl 5.</i> Answers Vessel's signals MMSI No 994403003 *
<b>M4412</b>	Status changed: <b>TE 2025</b>					
<b>M4459-468</b> KR, 410, 1208-5	Banam Hang. A	38 25-23 N 128 28-01 E	Fl(4)Y 8s	26	7 Yellow × on yellow metal post 10 * * *	.. * ..
<b>M4459-469</b> KR, 410, 1208-6	Banam Hang. B	38 25-37 N 128 27-90 E	Fl(4)Y 8s	25	7 Yellow × on yellow metal post 10 * * *	.. * ..
<b>M7200</b> JP, 411, 1116	HEGURA SHIMA - Hegura Shima. Summit	37 51-09 N 136 55-10 E	Fl W 10s	43	18 White round concrete tower 34 *	.. *
<b>M7232-7</b>	Status changed: <b>TE; Fl W 4s 1M (T) 2025</b>					
<b>M7262-1</b>	WAKASA WAN. MAIZURU WAN. MAIZURU KO Remove from list; deleted					
<b>M7262-3</b>	WAKASA WAN. MAIZURU WAN. MAIZURU KO Remove from list; deleted					
<b>M7262-5</b>	WAKASA WAN. MAIZURU WAN. MAIZURU KO Remove from list; deleted					

**NP86, Vol N Edition 2024.** Weekly Edition No. 29, Dated 17 July 2025.  
*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>N4746</b> GR, , 9580 *	- Ródos. Liménas Mandráki. E Mole. Head *	36 27-07 N 28 13-59 E *	F R *	6 *	2 White stone column *	..	*
<b>N4747</b> GR, , 9570 *	- Ródos. Liménas Mandráki. W Mole. Head *	36 27-06 N 28 13-55 E *	F G *	6 *	2 White stone column *	..	*
<b>N4752</b> GR, , 9620	- Ródos. Liménas Akantiás. E Mole. Head	36 26-93 N 28 14-23 E	Fl R 5s	6 *	3 Metal column on pedestal 5 *	fl 0-8	

**NP87, Vol P Edition 2024.** Weekly Edition No. 29, Dated 17 July 2025.  
*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>P3319-9645</b>	Remove from list; renumbered to P3319.966						
<b>P3319-9646</b>	Remove from list; renumbered to P3319.9662						
<b>P3319-9647</b>	Remove from list; renumbered to P3319.9664						
<b>P3319-9647</b> CN, G103, 4884-7926 *	- Guanglin Pier. S *	21 34-56 N 109 35-28 E *	Iso W 4s *	11 *	5 White metal pile, red bands 7 *	..	*
<b>P3319-9648</b>	Remove from list; renumbered to P3319.9666						
<b>P3319-9648</b> CN, G103, 4884-7927 *	- Guanglin Pier. N *	21 34-74 N 109 35-21 E *	Iso W 4s *	11 *	5 White metal pile, green bands 7 *	..	*
<b>P3319-965</b>	TIESHANGANG Remove from list; renumbered to P3319.967						
<b>P3319-966</b> CN, G103, 4884-7922 *	Renumbered; was previously P3319.9645 - Gaoshatou Tan 21 35-38 N 109 35-91 E						
			Fl W 3s	11	5 Red GRP pile, white bands 7	..	
<b>P3319-9662</b> CN, G103, 4884-7921 *	Renumbered; was previously P3319.9646 - Gaoshatou Tan 21 35-09 N 109 36-03 E						
			Fl W 3s	11	5 Red GRP pile, white bands 7	..	
<b>P3319-9664</b> CN, G103, 4884-7923 *	Renumbered; was previously P3319.9647 - Gaoshatou Tan. E Pier 21 35-17 N 109 36-26 E						
			Fl W 3s	9	3 Red GRP pile, white bands 6	..	

NP87, Vol P Edition 2024 *continued.*

<b>P3319-9666</b> CN, G103, 4884-7902	Renumbered; was previously P3319.9648 - Gaoshatou Tan	21 35-03 N 109 36-55 E	Mo(C)Y 12s	5	3 Yellow × on yellow post 5	..	
	*						
<b>P3319-967</b> CN, G103, 4885-1	TIESHANGANG Renumbered; was previously P3319.965 - Laoya Shi	21 41-34 N 109 32-88 E	Fl W 3s	17	3 White 4-sided stone pillar 8	..	
	*						
<b>P3343-28</b> CN, G103, 5023-102	- Dongshuigang. No 2	19 59-08 N 110 04-01 E	Fl R 3s	10	5 White metal post, red band 6	<b>TE 2023</b>	
		*		*	*	*	
<b>P3682-4242</b> CN, G102, 2627-584	- Sanmen Drainage. No 4	29 05-96 N 121 39-41 E	Mo(C)Y 12s	9	4 Yellow × on yellow beacon 4	In sync	
	*	*	*	*	*	*	*
<b>P3682-4243</b> CN, G102, 2627-582	- Sanmen Drainage. No 2	29 05-90 N 121 39-45 E	Mo(C)Y 12s	9	4 Yellow × on yellow beacon 4	In sync	
	*	*	*	*	*	*	*
<b>P3682-4245</b> CN, G102, 2627-581	- Sanmen Drainage. No 1	29 05-86 N 121 39-37 E	Mo(C)Y 12s	9	4 Yellow × on yellow beacon 4	In sync	
	*	*	*	*	*	*	*
<b>P3906-9742</b> CN, G101, 1380-539	- Integrated Harbour. Fuel Pier. E	38 21-50 N 117 50-58 E	Fl R 4s	9	5 White metal post, red bands 6	..	
	*	*	*	*	*	*	*
<b>P3906-9744</b> CN, G101, 1380-54	- Integrated Harbour. Fuel Pier. W	38 21-52 N 117 50-48 E	Fl G 4s	9	5 White metal post, green bands 6	..	
	*	*	*	*	*	*	*
<b>P4609-6</b>	- Shan-wei. Zhongyun. N	22 28-81 N 120 23-92 E	Fl Y 4s	..	2-2 Yellow metal post 4	<i>fl 0-5</i>	
	*	*	*	*	*	*	*
<b>P4609-8</b>	- Shan-wei. Zhongyun. Inner Breakwater	22 28-82 N 120 23-95 E	Fl Y	6	.. Yellow metal post 4	..	
	*	*	*	*	*	*	*

NP88, Vol Q Edition 2025. Weekly Edition No. 29, Dated 17 July 2025.  
*Last Updates: Weekly Edition No. 28, dated 10 July 2025.*

<b>Q1291-27</b> ID, , 4087	- No 9 (ID)	8 44-98 S 115 13-16 E	Fl G 3s	13	8 Green post	<i>fl 0-5</i>	
		*	*				

## VI

### **ONGOING MAINTENANCE PROCESS IN ADMIRALTY RADIO SIGNALS VOLUMES**

In order to guarantee the safety of Mariners at sea, avoid any unsafe and unnecessary duplication/updating of information appearing in different paper and digital ADMIRALTY Radio Signals Volumes, the information will now be centralised into the most relevant ADMIRALTY Radio Signals Volume.

For more information, a reference to the location of any required information will also be added to each ADMIRALTY Radio Signals Volume.

## VI

### UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 29 dated 17 July 2025

The **ADMIRALTY List of Radio Signals diagrams** included in the paper version of the weekly Notice to Mariners (Section VI) are printed in black and white. If required, a colour version of these diagrams can be downloaded from [www.admiralty.co.uk/maritime-safety-information](http://www.admiralty.co.uk/maritime-safety-information). To obtain the colour versions select **View and download NMs** – select **Weekly** – select **Year** – select **Week** – go to **Selected Week Content** – select **File** (for example: NP286(3)–WK01–14–PAGE149\_Week01\_2025.pdf)

#### VOLUME 2, NP282(1), Sixth Edition, 2025

Published Wk 12/25

(Last Updates: Weekly Edition No. 28 dated 10 July 2025)

#### AUTOMATIC IDENTIFICATION SYSTEM (AIS)

**PAGE 194, SWEDEN, above Center point of turn.**

Insert:

Bråtknösen ODAS Lt Buoy	58°46'·14N 17°47'·32E	992651064		Real	
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[Swedish Notice 1073/19293/25 \(RSDRA2025000337940\) 29/25](#)

#### VOLUME 2, NP282(2), Sixth Edition, 2025

Published Wk 12/25

(Last Updates: Weekly Edition No. 28 dated 10 July 2025)

#### RADAR BEACONS

**PAGE 46, KOREA, SOUTH.**

**82543 Jaeundo Jeonnam 1 Offshore Wind Farm Turbine No 6.**

Delete entry

(former update 27/25)

[Korean Notice 25/307/25 \(RSDRA2025000337676\) 29/25](#)

**PAGE 46, KOREA, SOUTH, below 82542 Jaeundo Jeonnam 1 Offshore Wind Farm Turbine No 7.**

Insert:

Jaeundo Jeonnam 1 Offshore Wind Farm Turbine No 6	34°58'·83N 125°58'·75E	3 & 10		10		N		82543
---	------------------------	--------	--	----	--	---	--	-------

(former update 27/25)

[Korean Notice 25/307/25 \(RSDRA2025000337676\) 29/25](#)

#### AUTOMATIC IDENTIFICATION SYSTEM (AIS)

**PAGE 134, CHINA.**

**A02 Scientific Lt Buoy.**

Delete entry

[Hong Kong Notice 13/34/25 \(RSDRA2025000327982\) 29/25](#)

**PAGE 168, CHINA, below Fangcheng Power Plant Lt Buoy No 2.**

Insert:

Fangchenggang Ocean Monitoring Lt Buoy No J2	21°35'·29N 108°34'·80E	994126961	Broadcasts every 3 minutes	Real	
Fangchenggang Ocean Monitoring Lt Buoy No J5	21°36'·79N 108°34'·81E	994126962	Broadcasts every 3 minutes	Real	

(former update 26/25)

[Chinese Notice 24/766/25 \(RSDRA2025000338329\) 29/25](#)



## VI

### PAGE 202, CHINA, below Lianyungang Gang Virtual Mark No 38A.

Insert:

Lianyungang Gang Virtual Mark No 39A	34°44'·42N 119°30'·41E	994126590	Broadcasts every 3 minutes	Virtual	
--------------------------------------	------------------------	-----------	----------------------------	---------	--

(former update 23/25)

Chinese Notice 24/749/25 (RSDRA2025000338329) 29/25

### PAGE 210, CHINA, below Mindongyu 61226 Wreck.

Insert:

Mingyang Yangjiang Qingzhou Offshore Wind Farm Lt Bn No 3	20°54'·80N 111°39'·82E	994126963	Broadcasts every 3 minutes	Real	
Mingyang Yangjiang Qingzhou Offshore Wind Farm Lt Bn No 8	20°51'·89N 111°32'·39E	994126964	Broadcasts every 3 minutes	Real	

Chinese Notice 24/764/25 (RSDRA2025000338329) 29/25

### PAGE 236, CHINA, below Shantou Gang Outer Training Dam Groyne No 2.

Insert:

Shantou Sand Mining Area Virtual Mark No 6	23°03'·73N 116°39'·30E	994136881	Broadcasts every 3 minutes	Virtual	
Shantou Sand Mining Area Virtual Mark No 7	23°03'·72N 116°38'·53E	994136882	Broadcasts every 3 minutes	Virtual	
Shantou Sand Mining Area Virtual Mark No 8	23°04'·47N 116°39'·00E	994136883	Broadcasts every 3 minutes	Virtual	
Shantou Sand Mining Area Virtual Mark No 9	23°05'·07N 116°38'·50E	994136884	Broadcasts every 3 minutes	Virtual	

Chinese Notice 24/762/25 (RSDRA2025000338329) 29/25

### PAGE 260, CHINA, below Xinghua Shuidao Lt Buoy No 1.

Insert:

Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 10	25°25'·71N 119°24'·05E	994131435	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 11	25°24'·96N 119°24'·38E	999412560	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 12	25°24'·24N 119°24'·21E	994131436	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 13	25°23'·51N 119°24'·08E	994131437	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 14	25°23'·01N 119°23'·99E	994131438	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 15	25°23'·47N 119°22'·85E	999412566	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 16	25°23'·85N 119°22'·01E	999412574	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 17	25°24'·23N 119°21'·18E	999412576	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 18	25°26'·05N 119°21'·59E	999412578	Broadcasts every 3 minutes	Real	
Xinghua Wan Phase 2 Offshore Wind Farm Lt Bn No 19	25°26'·18N 119°22'·46E	999412585	Broadcasts every 3 minutes	Real	

Chinese Notice 24/754/25 (RSDRA2025000338329) 29/25

## VI

### PAGE 292, KOREA, SOUTH.

#### Anmado ODAS Lt Buoy.

Delete entry

Korean Notice 25/315/25 (RSDRA2025000337676) 29/25

### PAGE 292, KOREA, SOUTH.

#### Boryeong Hang Wreck 2m.

Delete entry

(former update 12/25)

Korean Notice 25/316/25 (RSDRA2025000337676) 29/25

### PAGE 298, KOREA, SOUTH.

#### Jaeundo Jeonnam 1 Offshore Wind Farm Turbine No 6.

Delete entry and replace by:

Jaeundo Jeonnam 1 Offshore Wind Farm Turbine No 6	34°58'·83N 125°58'·75E	994403145		Real	
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(former update 27/25)

Korean Notice 25/307/25 (RSDRA2025000337676) 29/25

### PAGE 354, UNITED STATES (Atlantic Coast).

#### Pacific Northwest National Laboratory Research Lt Buoy P140.

Delete entry

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**PAGES 161 & 164 to 172, NETHERLANDS, ROTTERDAM, Nieuwe Waterweg.**  
Delete entry and replace by:

**ROTTERDAM, Nieuwe Waterweg****51°54'N 4°19'E****UNCTAD LOCODE: NL RTM**

See diagram (A) WEST COAST OF BELGIUM AND THE NETHERLANDS INDEX OF DIAGRAMS (BELGIUM AND NETHERLANDS section).

See diagram (2) APPROACHES TO NIEUWE WATERWEG VESSEL TRAFFIC SERVICES AND PILOTAGE.

See diagram (3) NIEUWE WATERWEG INCLUDING OUDE MAAS VESSEL TRAFFIC SERVICES.

**Deep Sea Pilots**

For details see ENGLISH CHANNEL AND NORTH SEA, including Skagerrak

**Pilots****DESCRIPTION:**

- (1) The Pilot service for the Rotterdam-Rijnmond area includes Europoort, Rotterdam, Vlaardingen, Schiedam, Maassluis, Dordrecht and Moerdijk.
- (2) The pilotage authority is the Regional Pilots Corporation Rotterdam-Rijnmond, a division of Loodswezen Nederland BV.

**CONTACT DETAILS:****Pilot Ordering**

Fax: +31(0)10 5925767  
Telex: +44 21058 DIRK NL  
E-mail: rotterdam@dirkzwager.com

**Sector Maas Approach**

Call: Maas Approach  
VHF Channel: Ch 01  
Telephone: +31(0)10 2522803

**Sector Pilot Maas**

Call: Pilot Maas  
VHF Channel: Ch 02

**Regional Pilots Corporation Rotterdam-Rijnmond**

Telephone: +31(0)88 9003117  
+31(0)88 9003000  
Fax: +31(0)88 9003119  
E-mail: ldl.rm@loodswezen.nl  
rotterdam-rijnmond@loodswezen.nl  
Website: www.loodswezen.nl

**HOURS:** H24**PROCEDURE:**

- (1) **Pilotage is compulsory** in the Nieuwe Waterweg for the following:
  - (a) Tankers loaded with mineral oil/gas/chemicals in bulk, or empty but not cleaned
  - (b) Vessels bound for petroleum berths
  - (c) Vessels of 75m LOA or above
  - (d) Vessels shifting inside a port area with tug assistance
- (2) **Pilotage may become compulsory** when:
  - (a) Wind speed is 17.2 m/s or over
  - (b) Visibility is less than 700m at any point along the intended route
  - (c) Available manoeuvring space is restricted due to accident or traffic density

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- (3) **Pilotage is not compulsory** for the following:

- (a) Vessels shifting within harbour basins
- (b) Dutch-registered fishing, dredging, Pilot or naval vessels
- (c) Vessels less than 75m LOA
- (d) Small vessels exempt from pilotage
- (e) Vessels exempt from pilotage for the intended route
- (f) Vessels shifting within a port area without tugs

- (4) **Notice of ETA:** Pilots should be ordered through the agent via Portbase as follows:

- (a) LNG carriers and vessels with a draught of 17.4m and over: 12h prior to arrival at the Pilot boarding position, providing the following information:
  - (i) IMO number and flag
  - (ii) Vessel's name and call sign
  - (iii) Date and time
  - (iv) Maximum draught
  - (v) Any defects, damage, deficiencies or limitations
- (b) All vessels over 300 gt: 6h prior to arrival at the Pilot boarding position, providing the following information:
  - (i) IMO number and flag
  - (ii) Vessel's name and call sign
  - (iii) Date and time
  - (iv) Maximum draught
  - (v) Destination and ETA
  - (vi) Any defects, damage, deficiencies or limitations

- (5) Cancellation of Pilots can only be requested by the Master or agent. If cancellation is requested more than 2½h before Pilot on board time, no charges will be made.

- (6) **Pilot boards** in the following positions (The decision on whether the Pilot boards by PV or helicopter is made by the Pilot):

- (a) **For vessels with a draught over 17.40m:** By helicopter, in position 51°59'·00N 3°00'·00E
- (b) **For LNG carriers with a LOA over 180m:** By PV, in position 52°00'·20N 3°34'·98E (abeam E9 Lt buoy (51°59'·80N 3°35'·00E))
- (c) **For vessels with a draught of 17.39m or less and LNG carriers with a LOA of 180m or less:**
  - (i) By PV, in position 51°59'·00N 3°47'·00E (2 n miles WSW of Maas Centre Lt buoy (52°00'·93N 3°48'·80E)). The Pilot will normally board slightly earlier for vessels with a draught over 14.3m or over 375m LOA
  - (ii) By helicopter, for vessels coming from the N: In the southbound lane of Maas North TSS. The exact position will be advised by the VTS
  - (iii) By helicopter, for vessels coming from the W: In the eastbound lane of Maas West Inner/Outer TSS. The exact position will be advised by the VTS
  - (iv) Vessels bound for Stellendam (Goereese Sluis) and SCHEVENINGEN may also embark the Pilot in position 51°59'·00N 3°47'·00E

- (7) **Pilot disembarks** in the following positions:

- (a) **For LNG carriers with a LOA over 180m:** In the vicinity of the MNW3-MW4 Lt buoy (52°04'·74N 3°34'·70E)
- (b) **For vessels with a draught of 17.39m or less and LNG carriers with a LOA of 180m or less:** In the vicinity of the MO Lt buoy (52°01'·10N 3°58'·20E)

**NOTES:**

- (1) Should pilotage by PV be suspended, the following options apply:
  - (a) Pilotage will be provided by helicopter as follows:
    - (i) Day: For vessels over 125m LOA
    - (ii) Night: For vessels over 150m LOA
  - (b) Shore based pilotage (SBP) will take place
  - (c) Vessels will await further instructions (go to anchor or stem current)
- (2) Pilots also provide pilotage for SCHEVENINGEN.

**Pilots Transported by Helicopter****CONTACT DETAILS:**

Call: Pilot Helicopter  
VHF Channel: Ch 09 (Used for ship to helicopter communication if no contact can be made on VHF Ch 01 or 02)  
Fax: +31(0)10 2522687  
E-mail: helpilot@loodswezen.nl

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**Sector Maas Approach**

Call: Maas Approach  
VHF Channel: Ch 01  
Telephone: +31(0)10 2522803

**Sector Pilot Maas**

Call: Pilot Maas  
VHF Channel: Ch 02

**HOURS:** H24

**PROCEDURE:****(1) Inward-bound vessels:**

- Vessels of draught 17-40m and above will be automatically contacted to advise boarding position.
- Vessels of draught less than 17-40m when boarding by PV is suspended: Vessels will be contacted by Maas Approach on VHF Ch 01 if Pilot will be embarked by helicopter.
- Vessels insisting on embarking Pilot by helicopter should order Pilots 12h prior to arrival at the Maas Centre Lt buoy (52°00'·93N 3°48'·78E), stating:
  - Vessel's name
  - Call sign
  - ETA at Maas Centre Lt buoy
  - Is boarding possible via hoisting or landing?

**(2) Outward-bound vessels:**

- Vessels of draught 17-40m and above will be automatically contacted.
- Vessels of draught less than 17-40m when boarding by PV is suspended: Vessels will be automatically contacted.
- Vessels insisting on disembarking Pilot by helicopter should order Pilots 12h prior to departure, stating:
  - Vessel's name
  - Call sign
  - ETD
  - Is boarding possible via hoisting or landing?
- The helicopter will contact the vessel when within VHF range and may request to change to another VHF Ch if required.
- Helicopters may communicate with the vessel on VHF Ch 09.
- Vessels must advise the helicopter Pilot of the following:
  - Position, course and speed (when underway)
  - Actual wind direction and speed over the deck
  - Pitch, roll and condition of deck (spray, wetness etc.)
- The helicopter Pilot will confirm the acceptability of the above conditions or request a possible change in heading and/or speed.
- For Pilot boarding positions, see Pilots section.

**Shore Based Pilotage (SBP)****CONTACT DETAILS:****Sector Pilot Maas**

Call: Pilot Maas  
VHF Channel: Ch 02

**Sector Maas Entrance**

Call: Maas Entrance  
VHF Channel: Ch 03

**PROCEDURE:**

- If pilotage has to be suspended, Shore Based Pilotage can be provided until the vessel is inside the breakwaters, where the Pilot will board.
- Shore Based Pilotage is provided only when:
  - Required and accepted by the vessel's Master
  - Allowed by the Hr Mr or his representative and the Pilot rendering the Shore Based Pilotage considers it possible
- Shore Based Pilotage is only available between the normal Pilot boarding position at Maas Centre Lt buoy (52°00'·93N 3°48'·78E) and the Maas entrance off the Hoek van Holland (51°58'·90N 4°06'·80E).

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**(4) The following vessels are excluded from Shore Based Pilotage:**

- Vessels over 14-30m draught in sea water
  - Vessels requiring a Pilot due to their condition
  - Vessels without sufficient communication
  - Vessels appearing or have not appeared to be fit for Shore Based Pilotage
  - Tankers over 125m LOA
  - Tankers less than 125m LOA loaded with dangerous goods in bulk of IMO Class 2, 3 and 6, unless the cargo is completely mixable with water, i.e. alcohol
  - Vessels with a Master who:
    - Does not speak adequate Dutch or English, or
    - Has not entered the Port of Rotterdam at least 6 times in the last 4 years
  - Vessels suitable for embarking a Pilot by helicopter
  - Departing vessels over 125m LOA or over 9m draught
- (5) Orders will be given by Pilot via Pilot Maas on VHF Ch 02 or Maas Entrance on VHF Ch 03.
- (6) Orders will consist of:
- Gyro course (already corrected for drift)
  - Speed or telegraph setting
  - Additional information if necessary
- (7) Vessels must immediately report to the Pilot as follows:
- On receipt of all orders, repeating all courses, speeds and any other advice required
  - When and how the vessel deviates from advice given by the Pilot
- (8) **Pilot boards** as follows:
- Vessels bound for Europoort: In the vicinity of Maas 5 Lt buoy (51°58'·81N 4°04'·14E)
  - Vessels bound for the Nieuwe Waterweg: In the vicinity of NW7 Lt buoy (51°58'·78N 4°05'·61E)

**Vessel Traffic Service****AREA:**

- The VTS area extends for 38 n miles seawards from the port entrance to 3 n miles from the Van Brienenoord Bridge (51°54'·26N 4°32'·56E) and 4 n miles east of the Spijkenisse Bridge (51°51'·60N 4°20'·50E) across the Oude Maas river, including all adjacent harbour basins.
- The VTS area is operated from Traffic Centre Rotterdam.
- The VTS area is sub-divided into sectors, each having its own dedicated VHF Channel, as follows:

Call	VHF Channel	Area
Maas Approach	01	Outer approaches from the limit of radar coverage to the W boundary of the Precautionary Area
Pilot Maas	02	Maas Precautionary Area
Maasmond/Maas Entrance	03	Entrance channel W of Hoek van Holland
Europoort	66	Calandkanaal (W entrance), Calandkanaal (Lt buoy CA8), Hartelkanaal (Suurhoffbrug)
Rozenburg	65	Nieuwe Waterweg from Lt buoy NW15 and Calandkanaal from Lt buoy CA8 to Rozenburgse Sluis
Hartelhaven	10	Hartelkanaal (Suurhoffbrug) to Lt 25
Maassluis	80	Nieuwe Waterweg from km 1028 to km 1017
Botlek	61	From km 1017 to km 1011 on Nieuwe Maas and up to km 1005 on Oude Maas, including Botlek and adjoining harbours
Oude Maas	62	Oude Maas from km 1005 to km 1000, also Hartelkanaal E of the bend at Geervliet (4°16'·00E)
Eemhaven	63	Nieuwe Maas from km 1011 to km 1007 (Werkhaven) with the adjoining harbours
Waalhaven	60	Nieuwe Maas and adjoining harbours from km 1007 (Werkhaven) to km 1003 (Schiehaven)
Maasbruggen	81	Nieuwe Maas and adjoining harbours from km 1003 (Schiehaven) to km 993 (E limit of VTS area)

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**SERVICES:**

Services provided by the VTS include the following:

- (1) Information Service (INS)
- (2) Traffic Organisation Service (TOS)
- (3) Navigational Assistance Service (NAS)

**CONTACT DETAILS:****Harbour Coordination Centre (HCC)**

VHF Channel: Ch 11 (Traffic issues) 14 (Maritime questions, messages, reports etc) 19 (ETA/ETD, tidal window requests, mooring, emergencies etc)  
 Telephone: +31(0)10 2521000  
 +31(0)10 2522803 (Maas Approach)  
 Fax: +31(0)10 2521600  
 E-mail: hcc@portofrotterdam.com

**Traffic Centre Rotterdam**

VHF Channel: Ch 11 21 22 23 80 81 82 83  
 Telephone: +31(0)10 2522510

**Patrol Vessels**

VHF Channel: Ch 11

**Tugs**

VHF Channel: Ch 06 08

**Intraship**

VHF Channel: Ch 15 17

**Barges**

VHF Channel: Ch 10

**HOURS: H24****PROCEDURE:**

- (1) **Compliance:** Participation in the VTS is **mandatory** for all seagoing vessels.
- (2) Other vessels must maintain a continuous listening watch and only report manoeuvres that deviate from the usual traffic flow.
- (3) The languages to be used when communicating with the VTS are:
  - (a) Sectors Maas Approach, Pilot Maas and Maasmond/Maas Entrance: English, then Dutch (secondary)
  - (b) All other sectors: Dutch, then English (secondary)
  - (c) In the event of communication problems between vessel and shore stations, as well as between vessel stations, in addition to the languages Dutch and English, German may also be used
- (4) All vessels shall maintain a mandatory listening watch on the appropriate VHF Ch while passing through the VTS Areas. Vessels within the port areas of Rotterdam not covered by a VTS sector should maintain a listening watch on VHF Ch 10.

**PRE-ARRIVAL AND PRE-DEPARTURE REPORTS:**

- (1) **Portbase:** Vessels should advise all relevant information via the Portbase system ([www.portbase.com/en/services/](http://www.portbase.com/en/services/)).
- (2) **Notice of ETA:** All vessels 17-40m draught and over and LNG vessels over 180m LOA should advise ETA to the Hr Mr via Portbase 48h before ETA at the Pilot boarding point or on departure of the previous port if the duration of the journey is less than 24h, and when ETA has changed more than 30 mins. The report should include the following information:
  - (a) IMO number and flag
  - (b) Vessel's name and call sign
  - (c) Date and time
  - (d) Port of destination
  - (e) ETA
  - (f) ETD
  - (g) Total persons on board
  - (h) Draught
  - (i) LOA, beam, gt and type of vessel
  - (j) State if a Pilot is on board, or if one has been requested
  - (k) PEC particulars if applicable
  - (l) Name of Pilot, Tug and Linemen service
  - (m) Number of tugs
  - (n) Name of Ship agent and contact person
  - (o) Name of customer
  - (p) Details if a ship has been fumigated with a gaseous fumigant
  - (q) Nature of cargo and harmful and dangerous substances details (if applicable)
  - (r) Details of any defects, damages, deficiencies or limitations

(3) All vessels over 300 gt should advise ETA to the Hr Mr via Portbase 24h before ETA at the Pilot boarding point or on departure of the previous port if the duration of the journey is less than 24h, and when ETA has changed more than 30 mins. The report should include the information listed in PRE-ARRIVAL AND PRE-DEPARTURE REPORTS (2).

(4) **Customs:** All vessels over 300 gt should advise ETA to the Hr Mr via Portbase 24h before ETA at the Pilot boarding point. The report should include the following information:

- (a) IMO number
- (b) Vessel's name, call sign and flag
- (c) Port of destination
- (d) ETA
- (e) ETD
- (f) Total persons on board

(5) **Immigration:** All vessels over 300 gt should advise ETA to the Hr Mr via Portbase 24h before ETA at the Pilot boarding point. The report should include the following information:

- (a) IMO number
- (b) Vessel's name, call sign and flag
- (c) Port of destination
- (d) ETA
- (e) ETD

(6) **Health:** All vessels arriving from foreign ports must provide a Maritime Declaration of Health if applicable and passenger ships always, to the Hr Mr via email ([porthealthauthority@portofrotterdam.com](mailto:porthealthauthority@portofrotterdam.com)) or via fax +31(0)10 2521600 24h before ETA at the Pilot boarding point.

(7) **Dangerous Goods:** All vessels of 300 gt and over with dangerous goods on board should report to the Hr Mr via Portbase as soon as possible after departure from the previous port. The information required in the report can be found on the website: [www.portbase.com/en/services/](http://www.portbase.com/en/services/)

(8) **Waste:** All vessels should provide an Advance Notification Form for waste delivery to port facilities to the Hr Mr via Portbase 24h before ETA at the Pilot boarding point or at the time the ship leaves the previous port if the voyage time is less than 24h.

(9) **Security (SSPI):** All commercial vessels of 500 gt and over and all passenger vessels that are under way to a port or anchorage in the Netherlands as part of an international voyage must provide Ship Security pre-arrival Information to the Hr Mr via Portbase 24h before ETA at the Pilot boarding point or at the time the ship leaves the previous port if the voyage time is less than 24h. The following vessels are not required to report:

- (a) Warships and troop transporting vessels
- (b) Vessels without propulsion
- (c) Wooden vessels with primitive construction
- (d) Fishing vessels

(10) **Shifting:** All vessels of more than 300 gt shifting to another berth should contact the Hr Mr via Portbase 6h prior to ETD from berth or 12h if one makes use of Pilots or tugs or if it is a vessel with more than 17-40m draught or an LNG carrier. The report should include the following information:

- (a) Call reference number
- (b) Vessel's name
- (c) Call sign
- (d) IMO number
- (e) Captain's name
- (f) PEC particulars if applicable
- (g) Particulars (defects, damage)
- (h) Total number of persons on board
- (i) Draught
- (j) Name of Pilot, Tug and Linemen service
- (k) Number of tugs
- (l) Name of Ship agent and contact person
- (m) ETD from present berth
- (n) Name and position of berth

(11) All seagoing vessels carrying out bunkering, under water inspections, spills, collisions, groundings, losing anchors or chain, anchoring in port, ETD if not reported yet via pre departure notification, sunk in collision or in any way out of control or in situation that may endanger the safety of shipping should advise the Harbour Coordination Centre via VHF or telephone prior to commencing operations.

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(12) All Tankers loaded with or not cleaned of dangerous goods, wishing not to berth in a Petroleum haven, non-tankers (seagoing) wishing to enter a Petroleum haven should advise the Harbour Coordination Centre via email prior to commencing operations.

(13) All Seagoing vessels with the intention to clean or wash cargo tanks should advise the Harbour Coordination Centre via Portbase prior to commencing operations.

(14) **Terminal Security:** All seagoing vessels taking stores over land or embarking or disembarking passengers and crew should advise the Port Facility Security Officer before the start of operations, embarkation and disembarkation.

(15) **Notice of ETD:** All vessels over 300 gt should advise ETD prior to departure or shifting, to the Hr Mr via Portbase, 6h prior to ETD or 12h for the following:

- (a) A vessel using Pilots or Tugs
- (b) A vessel with a draught of 17-40m or more
- (c) LNG carriers

(16) The ETD report should include the following information:

- (a) IMO number and flag
- (b) Vessel's name and call sign
- (c) LOA, beam, gt
- (d) Vessel type
- (e) Maximum draught
- (f) Name and position of berth
- (g) ETD
- (h) Total number of persons on board
- (i) Name of vessel's agent and contact person
- (j) Name of customer
- (k) State if a Pilot is on board, or if one has been requested
- (l) PEC particulars if applicable
- (m) Name of Pilot, Tug and Linemen service
- (n) Number of tugs
- (o) Particulars (defects, damage)

(17) Any changes of ETD over 30mins must be reported immediately.

### REPORTING POINTS (APPROACHES TO NIEUWE WATERWEG):

(1) **Vessels inward-bound:** Vessels are required to report the vessel's name, call sign, position, draught, destination and any particulars, when passing:

Position	Call	VHF Ch
(a) W entrance Maas West Outer TSS (51°53'06N 3°08'42E) (b) W entrance Eurogeul (51°58'35N 3°08'13E) (c) NW entrance Maas North West TSS (52°07'28N 3°30'75E) (d) N entrance to Maas North TSS (52°21'01N 3°48'01E) (e) Entering VTS area elsewhere	Maas Approach	01
(a) E exit Maas West Inner TSS (51°57'33N 3°35'47E) (b) SE exit Maas North West TSS (52°05'58N 3°35'67E) (c) S exit Maas North TSS (52°07'14N 3°45'91E)	Pilot Maas	02
On entering Maas Entrance sector (52°00'60N 3°58'03E)	Maas Entrance	03
Calandkanaal (W entrance) (51°58'74N 4°04'75E)	Sector Europoort	66

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Position	Call	VHF Ch
(a) Nieuwe Waterweg (Lt buoy NW15 (51°58'53N 4°06'75E)) (b) Calandkanaal (Lt buoy CA8 (51°58'45N 4°06'34E))	Sector Rozenburg	65
Hartelkanaal (Suurhoffbrug) (51°56'25N 4°06'37E)	Sector Hartelhaven/ Dintelhaven	10
Nieuwe Waterweg (Distance mark 1028 (51°58'00N 4°08'84E))	Sector Maassluis	80
Nieuwe Maas (Distance mark 1017 (51°54'45N 4°16'17E))	Sector Botlek	61
(a) Hartelkanaal (Lt nr 25 (51°51'97N 4°16'01E)) (b) Oude Maas (Distance mark 1005 (51°52'69N 4°19'51E))	Sector Oude Maas	62
Nieuwe Maas (Distance mark 1011 (51°53'95N 4°20'81E))	Sector Eemshaven	63
Nieuwe Maas (Distance mark 1007 (51°54'04N 4°24'23E))	Sector Waalhaven	60
(a) Dordtsche Kil (Lt nr 9 (51°46'39N 4°37'62E)) (b) Oude Maas (Distance mark 999-5 (51°50'65N 4°22'52E))	Sector Heerjansdam	04
Nieuwe Maas (Distance mark 1003 (51°54'07N 4°27'65E))	Sector Maasbruggen	81
Noord (Distance mark 978 (51°50'20N 4°40'27E))	Sector Dordrecht	79

(2) **Vessels outward-bound:** Vessels are required to report the vessel's name, call sign, position, draught, destination and any particulars, when passing:

Position	Call	VHF Ch
(a) Dordtsche Kil (Lt nr 9 (51°46'39N 4°37'62E)) (b) Oude Maas (Uilenhaven) (51°48'21N 4°38'24E)	Sector Heerjansdam	04
(a) Oude Maas (Uilenhaven) (51°48'21N 4°38'24E) (b) Noord (Distance mark 978 (51°50'20N 4°40'27E))	Sector Dordrecht	79
Nieuwe Maas (Distance mark 993 (51°54'30N 4°34'46E))	Sector Maasbruggen	81
Nieuwe Maas (Distance mark 1003 (51°54'07N 4°27'65E))	Sector Waalhaven	60
Nieuwe Maas (Distance mark 1007 (51°54'04N 4°24'23E))	Sector Eemshaven	63

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Position	Call	VHF Ch
Nieuwe Maas (Distance mark 999-5 (51°50'·65N 4°22'·52E))	Sector Heerjansdam	62
(a) Nieuwe Maas (Distance mark 1011 (51°53'·95N 4°20'·81E)) (b) Oude Maas (Distance mark 1005 (51°54'·28N 4°26'·07E))	Sector Botlek	61
Nieuwe Maas (Distance mark 1017 (51°54'·45N 4°16'·17E))	Sector Maasluis	80
Nieuwe Maas (Distance mark 1028 (51°58'·00N 4°08'·84E))	Sector Rozenburg	65
(a) Calandkanaal (Lt buoy CA8 (51°58'·45N 4°06'·34E)) (b) Hartelkanaal (Suurhoffbrug) (51°56'·25N 4°06'·37E)	Sector Europoort	66
Hartelkanaal (Lt nr 25 (51°51'·97N 4°16'·01E))	Sector Hartelhaven/ Dintelhaven	10
Nieuwe Waterweg (Lt buoy NW15 (51°58'·53N 4°06'·75E))	Maas Entrance	03
Leaving W boundary sector Maas Entrance	Pilot Maas	02
(a) E entrance Maas West Inner TSS (b) SE entrance Maas Northwest TSS (c) S entrance Maas North TSS	Maas Approach	01

**REPORTING:**

(1) **On arrival in the VTS area:** All seagoing vessels should report to the appropriate sector VHF Channel when entering the VTS area, stating:

- Vessel's name, call sign, IMO number and flag
- Draught
- Position
- Destination
- Special circumstances
- If Pilotage Exemption Certificate (PEC) held, confirm if circumstances on board are in accordance with the regulations and restrictions laid down in the certificate, Master's name, certificate numbers, and type of cargo
- If entering the VTS area and vessel is ISPS compliant, the current security level
- Any other information deemed necessary

(2) **Communication during transit, and while commencing or completing docking and undocking procedures in the VTS area:** All seagoing vessels, except vessels with a length of 20m or less, should report to the appropriate sector VHF Channel when:

- Crossing sector boundaries
- Departing from the VTS area
- Docking procedures have been completed
- Undocking procedures have commenced
- It is intended to make a particular manoeuvre (crossing the fairway, entering or leaving a harbour basin, or any other manoeuvre that deviates from the usual traffic flow)

(3) The report should contain the following information:

- Vessel's name, call sign, IMO number and flag
- Date and time of report
- Position (in lat and long or by bearing and distance)
- Destination
- Special circumstances

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(4) Vessels should advise the appropriate sector to arrange passing arrangements with other vessels. Alternatively, other vessels may be contacted directly but the appropriate sector must be subsequently advised.

(5) Vessels navigating the Hartelkanaal between sector Oude Maas and sector Europoort, and S of sector Rozenburg should make a broadcast on VHF Ch 10 to exchange information with other vessels.

(6) **Communication prior to commencing undocking procedures or to obtain any information not directly related to traffic in the VTS area:** All seagoing vessels should report to the appropriate sector on VHF Ch 11 just before departure or shifting, or when requesting information not directly related to traffic, stating:

- Vessel's name and call sign
- Draught
- Position
- Special circumstances
- If Pilotage Exemption Certificate (PEC) held, confirm if circumstances on board are in accordance with the regulations and restrictions laid down in the certificate, Master's name, certificate numbers, and type of cargo

(7) If the agent has not reported the vessel's departure to the Hr Mr's office, vessels are obliged to do so on VHF Ch 19 to the HCC. Any requests for tugs (or extra tugs) and boatmen should be included.

(8) Docked vessels are to maintain a continuous listening watch on VHF Ch 19.

(9) In case of emergency or incident, vessels must maintain a continuous listening watch as follows:

- Vessels underway: To the appropriate sector VHF Channel
- Vessels alongside: VHF Ch 19

(10) Vessels navigating bridges and locks should report to the bridge or lock concerned on approach and maintain a listening watch on the appropriate VHF Channel. The VTS should be advised when changing VHF Channel.

(11) **Vessels required to register with IVS-90 (tracking system):** All inland waterway vessels required to register with IVS-90 should report to one of the following IVS-90 posts on VHF Ch 14 before unberthing:

- Erasmusbrug
- Botlek information and tracking system
- Hr Mr's Reporting Centre (HMRC)

(12) All moored vessels must contact the Harbour Co-ordination Centre via VHF Ch 14 if permission is required before carrying out tasks such as:

- Lowering lifeboats
- Diving activities
- Lighting activities with floating cranes
- Bunkering

(13) All moored vessels must contact the Harbour Co-ordination Centre via VHF Ch 11 for:

- Pilot, tugboats and/or linesmen requests
- If the planned voyage cannot be undertaken
- If any incidents occur
- If emergency services are required
- After obtaining permission, before commencing any work/exercises that may affect vessels traffic, the following information is to be reported to Traffic Centre Rotterdam on VHF Ch 11:
  - Vessel's name
  - Berth
  - Details of work/exercises to be carried out (lowering sloops, diving work, work involving sheerlegs etc)

**RADAR SURVEILLANCE:**

Radar Surveillance is provided by Maas Approach on VHF Ch 01.

**INFORMATION BROADCASTS:**

(1) Traffic Centres broadcast information regarding traffic, weather, tides, current, sea conditions, fog, ice etc. on VHF Ch 11.

(2) When gale force winds are expected, weather forecasts are broadcast at H+50 on VHF Ch 19.

(3) Information is also broadcast by the appropriate sector stations on request and may also be obtained through Dirkzwager Maasluis on VHF Ch 12.

(4) Vessels at sea may obtain reports on request to Maas Approach direct on VHF Ch 01 or through Dirkzwager Maassluis.

*continued on next page*

## Maritime Information and Communication Service

### CONTACT DETAILS:

Call: Dirkzwager Maassluis  
VHF Channel: Ch 12  
Telephone: +31(0)10 4144222  
Fax: +31(0)10 5925767  
Telex: +44 26751 DIRK NL (Ship to Shore)  
+44 21058 DIRK NL (Ashore)  
E-mail: dms@dirkzwager.com

**HOURS:** H24

### NOTES:

- (1) Reports arrivals and departures to agents, owners, port authorities, etc.
- (2) Relays messages for the Rotterdam port area.
- (3) Provides berthing information.
- (4) Accepts Port Operations messages.
- (5) Visibility and weather reports for Europoort and North Sea area are available on request.

## Port

### CONTACT DETAILS:

#### Hr Mr's Reporting Centre (HMRC)

Telephone: +31(0)10 2521000  
Fax: +31(0)10 2521400 (Traffic Dept)  
+31(0)10 2521600  
E-mail: cmh@portofrotterdam.com

#### Port Authority

Telephone: +31(0)10 2521010  
Fax: +31(0)10 2521020  
Website: www.portofrotterdam.com

**HOURS:** H24

## Bridges and Locks

### COMMUNICATION DETAILS:

VHF Channels of major bridges and locks in the Nieuwe Waterweg are shown below:

Name	Position	VHF Channel
Calandbrug	51°54'·07N 4°13'·65E	22
Rozenburgsesluis	51°53'·58N 4°13'·73E	22
Hartelsluis	51°52'·01N 4°18'·44E	22
Botlekbrug	51°52'·30N 4°19'·86E	18
Koninginnebrug	51°54'·80N 4°29'·93E	20
Erasmusbrug	51°54'·49N 4°29'·33E	20
Spijkenssbrug	51°51'·60N 4°20'·50E	18
Van Brienoordbrug	51°54'·26N 4°32'·55E	20
Parksluis and bridges over the Delfhavense Schie	51°54'·46N 4°27'·81E	22
Sluis Weurt	51°51'·26N 5°49'·37E	18
Prins Bernhardsluis	51°54'·20N 5°27'·19E	18
Sluis S. Andries	51°47'·87N 5°21'·47E	20
Maassluis (Buitenhaven entrance)	51°55'·08N 4°14'·93E	80
Manderssluis	51°39'·16N 4°22'·69E	20
Harmsenbrug	51°54'·12N 4°12'·69E	22
Alblasserdambrug	51°51'·38N 4°39'·26E	22

**HOURS:** Rozenburgsesluis, Harmsenbrug, Botlekbrug, Spijkenssbrug and Erasmusbrug bridges: H24  
Koninginnebrug bridge: Mon-Fri: 0000-0730 LT, 0900-1630 LT and 1800-2359 LT. Sat and Sun: 24H  
Van Brienoordbrug bridge: On request, 1100 LT, 1400 LT, 1930 LT and 2100-0600 LT  
Alblasserdambrug bridge: HX

*continued on next column*

### PROCEDURE:

- (1) Request to open the bridges should be made to each bridge. A continuous listening watch should be maintained on the appropriate VHF Channel until through each bridge.
- (2) Oude Maas:
  - (a) Permission is required to navigate this river for seagoing vessels of:
    - (i) 175m LOA and over, or 25m BOA or over
    - (ii) Freshwater draught over 8-80m or over (for Dordrecht) or 8-00m or over (for Moerdijk)
  - (b) Permission must be requested from the HCC 24h in advance
- (3) **Notice of ETA:** Vessels must give notice of ETA at the following times:
  - (a) For Harmsenbrug bridge: 4h prior to arrival via +31(0)168 477500 and 2h prior to arrival via VHF Ch 22
  - (b) For Hartelsluis: 2h prior to arrival via VHF Ch 22
  - (c) For Botlekbrug bridge:
    - (i) Upstream: When passing distance mark 1015 (51°54'·00N 4°17'·56E) or 1011 (51°53'·94N 4°20'·82E) and when entering Oude Maas (51°53'·54N 4°19'·22E)
    - (ii) Downstream: When passing O 7 Lt buoy (51°50'·47N 4°23'·53E) and distance mark 1001-8 (51°51'·23N 4°20'·92E)
  - (d) For Spijkenssbrug bridge:
    - (i) Upstream: When passing distance mark 1015 (51°53'·98N 4°17'·66E) or 1011 (51°53'·94N 4°20'·82E) and when entering Oude Maas (51°53'·54N 4°19'·22E)
    - (ii) Downstream: When passing O 7 Lt buoy (51°50'·47N 4°23'·53E) and O 8 Lt buoy (51°50'·80N 4°21'·79E)
  - (e) For Erasmusbrug and Koninginnebrug bridges: 1h prior to arrival via VHF Ch 20
  - (f) For Van Brienoordbrug bridge:
    - (i) Request for opening shall be made 12h prior to arrival via email vc-zwn-brienoordbrug@rws.nl
    - (ii) Special transports shall be requested 8 weeks prior to arrival via email bijzondertransport@rws.nl
    - (iii) Vessels shall contact the bridge on VHF Ch 20

## Tugs

### PROCEDURE:

Tugs are available.

Netherlands HP1 2025 Ed. (RSDRA2025000176611), 29/25

## VOLUME 6, NP286(2), Sixth Edition, 2025

Published Wk 23/25

*(Last Updates: Weekly Edition No. 28 dated 10 July 2025)*

## PAGES 14 to 16, DENMARK, AALBORG, Limfjorden.

Delete entry and replace by:

**AALBORG, Limfjorden**  
UNCTAD LOCODE: DK AAL

**57°03'N 9°56'E**

## Pilots

### NOTE:

For information on compulsory pilotage and Pilot ordering, see GENERAL NOTES.

### CONTACT DETAILS:

#### Harbour Pilots (Limfjord Pilot ApS)

VHF Channel: Ch 16; 12 (only when the PV is manned)  
Telephone: +45 91 528888  
E-mail: 24h@limfjordpilot.dk  
Website: www.limfjordpilot.dk

*continued on next page*



**PROCEDURE:****(1) Pilotage is compulsory for the following:**

- (a) Vessels with a draught of 6m and over shall use a Pilot when navigating between Hals Barre Lt (56°57'28N 10°25'53E) and Aalborg Port
- (b) Vessels with a draught of 3.1m and over shall use a Pilot when passing the deepened channels at Draget, Mejlgrunden and over Løgstør Grunde

**(2) Notice of ETA:** Vessels should advise ETA to Pilots 24h and 6h in advance by email, 3h (Hals 2) and 2h (Hals 3) in advance by telephone, and ½h in advance on VHF Ch 12. VHF only attended when PV is manned, 20-30 mins prior to ETA.

**(3) Pilot boards** in the following positions:

- (a) Hals 1: 56°51'50N 10°46'50E (near No 7 Lt buoy)
- (b) Hals 2: 56°51'90N 10°35'30E (1 n mile NW of Svitrøgen Rende S Lt)
- (c) Hals 3: 56°56'00N 10°29'00E (7 n miles NW of Svitrøgen Rende S Lt)
- (d) Limfjorden E: 57°01'30N 10°08'30E
- (e) Vessels able to pass through the Thyborøn Kanal (56°42'20N 8°14'00E) and Sælhundeolm Løb (56°40'80N 8°13'90E) may also board a Pilot at Thyborøn, Oddesund Bridge and Løgstør. See THYBORØN, ODDESUND, Limfjorden and LØGSTØR, Limfjorden for more information

**Port****CONTACT DETAILS:**

VHF Channel: Ch 16; 12 13  
 Telephone: +45 99 301500  
 +45 99 301520 (Traffic & Operations, H24)  
 Fax: +45 99 301515  
 E-mail: info@portofaalborg.com  
 trafik@portofaalborg.dk  
 Website: www.portofaalborg.dk

**Hr Mr**

VHF Channel: Ch 16  
 Telephone: +45 99 301520 (H24)

**HOURS: H24****PROCEDURE:**

- (1) Hr Mr's permission must be granted before vessels anchor off any quay within the port area.
- (2) Vessels intending to depart, shift berth, carry out manoeuvres within the port or vessels which are delayed must notify the Port Authority 15 mins prior to carrying out the movement, stating the next port of call.
- (3) All vessels must inform the Port Authority immediately after leaving a quay or berth, stating their next port of call.

**Tugs****CONTACT DETAILS:**

Telephone: +45 43 434371  
 +46 31 109733  
 +46 31 109710

**HOURS: H24****NOTE:**

Tug service is provided by A/S Em. Z. Svitzer.

**BRIDGES IN THE AALBORG AND LIMFJORDEN AREA:****Rail Bridge**

**LOCATION:** 57°03'48N 9°54'61E

**CONTACT DETAILS:****Bridge**

VHF Channel: Ch 16; 12 13  
 Telephone: +45 98 125229  
 +45 82 140261  
 E-mail: jlim@bane.dk

**HOURS:** 1 May-30 Sep: 0500-2100 LT  
 1 Oct-30 Apr: 0600-1900 LT

*continued on next column*

**PROCEDURE:****(1) Pilotage through the bridge is compulsory** for vessels over 53m.**(2) Pilot boards** in the following positions:

- (a) Bridge passage from the E: 57°03'12N 9°56'76E (Aalborg E)
- (b) Bridge passage from the W: 57°03'70N 9°53'10E (Aalborg W)

**NOTES:**

(1) Vessels over 30m LOA that wish to open the bridge must contact the bridge watch no later than 30 mins before expected passage. Passage is confirmed no later than 15 mins before sailing. If the bridge is not open 5 mins before the time of passage (point of no return), the vessel must interrupt the planned bridge passage and contact the bridge watch.

(2) Vessels less than 30m LOA that wish to open the bridge can contact the bridge watch, or indicate this by giving the following signal at least 600m from the bridge:

- (a) During the day: International flag N, or in its absence the national flag hoisted at half-mast as well as a long and short blast from whistle or fog horn
- (b) At night: A white light from the bow as well as a long and short blast from the whistle or fog horn

(3) Outside these times, commercial vessels can demand the bridge to be opened if an agreement has been reached, within the following time frames:

- (a) 1 May-30 Sep: 0500-2000 LT
- (b) 1 Oct-30 Apr: 0600-1800 LT

(4) The bridge watch can provide information about passage under given wind speeds.

**Road Bridge**

**LOCATION:** 57°03'27N 9°55'17E

**CONTACT DETAILS:****Bridge**

VHF Channel: Ch 16; 12 13  
 Telephone: +45 98 120035

**HOURS:** 1 May-30 Sep: 0500-2100 LT

1 Oct-30 Apr: 0600-1900 LT

With the exception of the following periods of time:

Mon-Thur: 0640-0710, 0740-0810, 1530-1630 LT  
 Fri: 0640-0710, 0740-0810, 1430-1530 LT

**PROCEDURE:****(1) Pilotage through the bridge is compulsory** for vessels over 53m LOA.**(2) Pilot boards** in the following positions:

- (a) Bridge passage from the E: 57°03'12N 9°56'76E (Aalborg E)
- (b) Bridge passage from the W: 57°03'70N 9°53'10E (Aalborg W)

**NOTES:**

(1) Vessels over 30m LOA that wish to open the bridge must contact the bridge watch no later than 30 mins before expected passage. Passage is confirmed no later than 15 mins before sailing. If the bridge is not open 5 mins before the time of passage (point of no return), the vessel must interrupt the planned bridge passage and contact the bridge watch.

(2) Vessels less than 30m LOA that wish to open the bridge can contact the bridge watch, or indicate this by giving the following signal at least 600m from the bridge:

- (a) During the day: International flag N, or in its absence the national flag hoisted at half-mast as well as a long and short blast from whistle or fog horn
- (b) At night: A white light from the bow as well as a long and short blast from the whistle or fog horn

(3) Outside these times, commercial vessels can demand the bridge to be opened if an agreement has been reached, within the following time frames:

- (a) 1 May-30 Sep: 0500-2015 LT
- (b) 1 Oct-30 Apr: 0600-1815 LT

(4) In special circumstances the bridge watch may, after negotiation with the Pilot, require the use of tugs.

(5) The bridge watch can provide information about passage under given wind speeds.

*continued on next page*

## Kanalen Bridge

**LOCATION:** 57°03'23N 9°54'85E

### CONTACT DETAILS:

Telephone: +45 98 120035

**HOURS:** 1 May-1 Oct: Tue: 0800-1000 LT, Fri: 0800-1000 LT

### NOTE:

Outside the normal bridge opening times, opening can only take place by prior agreement with the bridge authority.

(Former update 23/25)

The Danish Harbour Pilot Update June 2025. (RSDRA2025000324387), 29/25

## PAGE 27, DENMARK, HANSTHOLM HAVN, Pilots, PROCEDURE section.

Delete and replace by:

### PROCEDURE:

- (1) **Pilot ordering:** Vessels must order Pilots 24h before the vessel is expected.
- (2) **Pilot boards** in position 57°08'35N 8°36'10E.

The Danish Harbour Pilot Update May 2025. (RSDRA2025000252700), 29/25

## PAGE 28, DENMARK, HELSINGØR (ELSINORE, Sjælland), Port section.

Delete and replace by:

## Port

### CONTACT DETAILS:

VHF Channel: Ch 16; 12  
Telephone: +45 49 281080  
+45 25 311080 (Port Officer)  
E-mail: nordhavnen@helsingor.dk  
Website: www.helsingor-havne.dk

**HOURS:** 16 Apr-31 Aug: 0600-1800 LT  
1 Sep-15 Apr: 0600-1600 LT  
Weekends during the period 1 Nov-31 Mar: 0630-1230 LT

### PROCEDURE:

- (1) **Notice of ETA:** All vessels must report arrival, departure or delay to the Port Authority 15 mins in advance by telephone or via VHF Ch 16 or 12.
- (2) If a vessel calling at the port does not comply with its permitted time of arrival, it cannot enter port until a new entry permit has been obtained.
- (3) If a vessel does not depart from or delays along the quay at the time specified in its departure permit, a new permit must be obtained.
- (4) When a ferry is fully moored, it must announce this on the specified internal VHF Ch every time before another ferry is permitted to begin its manoeuvre within the area.
- (5) Testing of vessel machinery in the port may only take place after permission has been granted by the Port Office.

### NOTE:

It is recommended that vessels whose Masters are not familiar with the port either take a Pilot, or alternatively contact the port by telephone or on VHF Ch 16 or 12 for information on the current conditions, including ferry traffic, before arrival or departure.

## Tugs

### PROCEDURE:

Tugs are available and can be requested from HELSINGØR (ELSINORE, Sjælland) and KØBENHAVN.

(Former update 23/25)

The Danish Harbour Pilot Update June 2025. (RSDRA2025000316805), 29/25

## PAGES 31 to 33, DENMARK, KØBENHAVN, Sjælland.

Delete entry and replace by:

## KØBENHAVN, Sjælland

UNCTAD LOCODE: DK CPH

55°42'N 12°37'E

## Pilots

### NOTE:

For information on compulsory pilotage and Pilot ordering, see GENERAL NOTES.

### PROCEDURE:

- (1) **Pilotage is compulsory** for the following:
  - (a) Vessels over 80m LOA passing through bridges to the southern part of the port (including Knippelsbro Bridge and Langebro Bridge). Vessels are obliged to use a tug when passing Knippelsbro and Langebro.
  - (b) Vessels bound for or departing from Amagerværket Havn and Prøvestens Havn, unless less than 90m LOA and can be steered by bow propellers and have sufficient engine power.
- (2) **Pilot boards** in the following positions:
  - (a) 55°46'00N 12°42'00E (Middlegrund N)
  - (b) 55°31'00N 12°43'00E (Drogden)
  - (c) 56°07'50N 12°30'00E (Helsingør)
  - (d) 55°31'50N 12°30'00E (Avedøreværket Power Station)

## Port

### CONTACT DETAILS:

#### Copenhagen Malmö Port A/B (Commercial)

Call: Copenhagen Port Control  
VHF Channel: Ch 16; 12  
Telephone: +45 35 461138  
+45 35 461139  
E-mail: portoffice@cmport.com  
Website: www.cmport.com

#### Københavns Havn A/S (Leisure and Commercial)

Telephone: +45 33 769800  
+45 40 423977  
E-mail: info@byoghavn.dk  
Website: www.byoghavn.dk

#### Naval Materiel Command

Telephone: +45 32 664159

**HOURS:** H24

### PROCEDURE:

- (1) Vessels calling at and departing from Copenhagen Port must contact the Port Office via VHF Ch 12 or by telephone to obtain a permit before arrival and departure.
- (2) **Notice of ETA:** Vessels calling at Copenhagen Port should report to Copenhagen Port Control via VHF Ch 12 or by telephone as follows:
  - (a) 1h before entering the Port Area
  - (b) After vessel is moored alongside
  - (c) Before leaving or shifting berth (or warping) in Copenhagen Port
- (3) If a vessel cannot enter or leave at the time originally specified, a new permit must be obtained.
- (4) Vessels may not anchor in Copenhagen Port, apart from in emergencies, without written permission from the Port Authority.
- (5) Vessels may not berth in Copenhagen Port or in port areas without the permission of the Port Authority.

### NOTES:

- (1) For information on reporting for all vessels (including towed vessels) with an air draught exceeding 35m, see SHIP REPORTING SYSTEMS, IN THE SOUND BETWEEN DENMARK AND SWEDEN (SOUNDREP).
- (2) For information on water levels, vessels can contact the Port Office via telephone or on VHF Ch 12 or 16.
- (3) For enquiries about cable protection, counter magnetisation, degassing and control measurement, vessels can contact Naval Material Command.
- (4) Port is operated by Copenhagen Malmö Port A/B.

*continued on next page*

## Tugs

### CONTACT DETAILS:

VHF Channel: Ch 09

HOURS: H24

## Inderhavnsbroen Bridge

LOCATION: 55° 40' 71N 12° 35' 69E

### CONTACT DETAILS:

VHF Channel: Ch 12

HOURS: HX

### PROCEDURE:

- (1) **Pilotage through the bridge is compulsory** for vessels over 80m, except those which regularly visit the port.
- (2) Vessels not propelled by their own power and vessels 100m or over in length, may only pass the bridge with sufficient towage.

## Knippelsbro Bridge

LOCATION: 55° 40' 48N 12° 35' 23E

### CONTACT DETAILS:

VHF Channel: Ch 12

Telephone: +45 33 769800

+45 40 423977

E-mail: [cphport@byoghavn.dk](mailto:cphport@byoghavn.dk)

Website: <https://www.kk.dk/brug-byen/vandet-i-byen/saadan-faar-du-aabnet-en-bro>

HOURS: Mon-Fri: 0530-0630, 0900-1400 and 1800-2200 LT

Sat-Sun and holidays: 0530-2200 LT

Constitution Day (5 June), Christmas Eve and New Year's Eve: 0530-1600

LT (free openings only occur until 1600 LT)

### PROCEDURE:

- (1) **Pilotage through the bridge is compulsory** for vessels of 80m LOA and over.
- (2) Vessels not propelled by their own power and vessels 100m or over in length, may only pass the bridge with sufficient towage.
- (3) Due to morning and evening rush hour traffic, Knippelsbro has curfew hours of 0630-0900 LT and 1400-1800 LT on weekdays. There is no curfew during weekends and public holidays.
- (4) **Notice of ETA:** Vessels must contact the bridge watch at least 10 mins prior to the opening of the bridge via VHF or telephone.
- (5) Monday to Friday:
  - (a) 0530-0630 LT must be ordered before 1400 LT the day before, but no later than Friday/last weekday before weekends/holidays
  - (b) 0900-1400 LT must be ordered no later than 2h before
  - (c) 1800-2200 LT must be ordered the same day before 1400 LT, the bridge opening must be confirmed no later than 3h before crossing
- (6) Saturdays, Sundays and public holidays: 0530-2200 LT order by 1400 LT the previous Friday/weekday before public holidays, bridge opening must be confirmed no later than 3h before crossing.
- (7) Night opening for a fee: 2200-0530 LT must be ordered before 1400 LT on the last weekday before the desired night passage and must be confirmed no later than 3h before passage.

## Bryghusbroen Bridge

### CONTACT DETAILS:

Telephone: +45 33 769800

+45 40 423977

E-mail: [cphport@byoghavn.dk](mailto:cphport@byoghavn.dk)

Website: <https://www.kk.dk/brug-byen/vandet-i-byen/saadan-faar-du-aabnet-en-bro>

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### PROCEDURE:

- (1) **Pilotage through the bridge is compulsory** for vessels of 80m LOA and over.
- (2) Vessels not propelled by their own power and vessels 100m or over in length, may only pass the bridge with sufficient towage.
- (3) Due to morning and evening rush hour traffic, Knippelsbro has curfew hours of 0630-0900 LT and 1400-1800 LT on weekdays. There is no curfew during weekends and public holidays.
- (4) **Notice of ETA:** Vessels must contact the bridge watch at least 10 mins prior to the opening of the bridge via VHF or telephone.
- (5) Monday to Friday:
  - (a) 0530-0630 LT must be ordered before 1400 LT the day before, but no later than Friday/last weekday before weekends/holidays
  - (b) 0900-1400 LT must be ordered no later than 2h before
  - (c) 1800-2200 LT must be ordered the same day before 1400 LT, the bridge opening must be confirmed no later than 3h before crossing
- (6) Saturdays, Sundays and public holidays: 0530-2200 LT order by 1400 LT the previous Friday/weekday before public holidays, bridge opening must be confirmed no later than 3h before crossing.
- (7) Night opening for a fee: 2200-0530 LT must be ordered before 1400 LT on the last weekday before the desired night passage and must be confirmed no later than 3h before passage.

## Lille Langebro Bridge

### CONTACT DETAILS:

VHF Channel: Ch 12

Telephone: +45 40 494146

+45 40 423977

E-mail: [cphport@byoghavn.dk](mailto:cphport@byoghavn.dk)

Website: <https://www.kk.dk/brug-byen/vandet-i-byen/saadan-faar-du-aabnet-en-bro>

### PROCEDURE:

- (1) **Pilotage through the bridge is compulsory** for vessels of 80m LOA and over.
- (2) Vessels not propelled by their own power and vessels 100m or over in length, may only pass the bridge with sufficient towage.
- (3) Due to morning and evening rush hour traffic, Knippelsbro has curfew hours of 0630-0900 LT and 1400-1800 LT on weekdays. There is no curfew during weekends and public holidays.
- (4) **Notice of ETA:** Vessels must contact the bridge watch at least 10 mins prior to the opening of the bridge via VHF or telephone.
- (5) Monday to Friday:
  - (a) 0530-0630 LT must be ordered before 1400 LT the day before, but no later than Friday/last weekday before weekends/holidays
  - (b) 0900-1400 LT must be ordered no later than 2h before
  - (c) 1800-2200 LT must be ordered the same day before 1400 LT, the bridge opening must be confirmed no later than 3h before crossing
- (6) Saturdays, Sundays and public holidays: 0530-2200 LT order by 1400 LT the previous Friday/weekday before public holidays, bridge opening must be confirmed no later than 3h before crossing.
- (7) Night opening for a fee: 2200-0530 LT must be ordered before 1400 LT on the last weekday before the desired night passage and must be confirmed no later than 3h before passage.

## Langebro Bridge

LOCATION: 55° 40' 21N 12° 34' 74E

### CONTACT DETAILS:

VHF Channel: Ch 12

Telephone: +45 40 494146

+45 40 423977

E-mail: [cphport@byoghavn.dk](mailto:cphport@byoghavn.dk)

Website: <https://www.kk.dk/brug-byen/vandet-i-byen/saadan-faar-du-aabnet-en-bro>

HOURS: Mon-Fri: 0530-0630, 0900-1400 and 1800-2200 LT

Sat-Sun and holidays: 0530-2200 LT

Constitution Day (5 June), Christmas Eve and New Year's Eve: 0530-1600

LT (free openings only occur until 1600 LT)

*continued on next page*

**PROCEDURE:**

- (1) **Pilotage through the bridge is compulsory** for vessels of 80m LOA and over.
- (2) Vessels not propelled by their own power and vessels 100m or over in length, may only pass the bridge with sufficient towage.
- (3) Due to morning and evening rush hour traffic, Knippelsbro has curfew hours of 0630-0900 LT and 1400-1800 LT on weekdays. There is no curfew during weekends and public holidays.
- (4) **Notice of ETA:** Vessels must contact the bridge watch at least 10 mins prior to the opening of the bridge via VHF or telephone.
- (5) Monday to Friday:
  - (a) 0530-0630 LT must be ordered before 1400 LT the day before, but no later than Friday/last weekday before weekends/holidays
  - (b) 0900-1400 LT must be ordered no later than 2h before
  - (c) 1800-2200 LT must be ordered the same day before 1400 LT, the bridge opening must be confirmed no later than 3h before crossing
- (6) Saturdays, Sundays and public holidays: 0530-2200 LT order by 1400 LT the previous Friday/weekday before public holidays, bridge opening must be confirmed no later than 3h before crossing.
- (7) Night opening for a fee: 2200-0530 LT must be ordered before 1400 LT on the last weekday before the desired night passage and must be confirmed no later than 3h before passage.

**Bryggebroen Bridge****CONTACT DETAILS:**

VHF Channel: Ch 12  
 Telephone: +45 43 668888  
 +45 40 423977  
 E-mail: cphport@byoghavn.dk  
 Website: <https://www.kk.dk/brug-byen/vandet-i-byen/saadan-faar-du-aabnet-en-bro>

**PROCEDURE:**

- (1) **Pilotage through the bridge is compulsory** for vessels of 80m LOA and over.
- (2) Vessels not propelled by their own power and vessels 100m or over in length, may only pass the bridge with sufficient towage.
- (3) Due to morning and evening rush hour traffic, Knippelsbro has curfew hours of 0630-0900 LT and 1400-1800 LT on weekdays. There is no curfew during weekends and public holidays.
- (4) **Notice of ETA:** Vessels must contact the bridge watch at least 10 mins prior to the opening of the bridge via VHF or telephone.
- (5) Monday to Friday:
  - (a) 0530-0630 LT must be ordered before 1400 LT the day before, but no later than Friday/last weekday before weekends/holidays
  - (b) 0900-1400 LT must be ordered no later than 2h before
  - (c) 1800-2200 LT must be ordered the same day before 1400 LT, the bridge opening must be confirmed no later than 3h before crossing
- (6) Saturdays, Sundays and public holidays: 0530-2200 LT order by 1400 LT the previous Friday/weekday before public holidays, bridge opening must be confirmed no later than 3h before crossing.
- (7) Night opening for a fee: 2200-0530 LT must be ordered before 1400 LT on the last weekday before the desired night passage and must be confirmed no later than 3h before passage.

*The Danish Harbour Pilot Update May 2025 and Municipality of Copenhagen website. (RSDRA2025000252700, RSDRA2025000307219, RSDRA2025000327069 & RSDRA2025000316805), 29/25*

**PAGE 34, DENMARK, KOLDING, below Port section.**

Insert new section:

**Tugs****PROCEDURE:**

Tugs are available.

*The Danish Harbour Pilot Update May 2025. (RSDRA2025000252700), 29/25*

**PAGE 46, DENMARK, RUDKØBING, Langeland.**

Delete entry and replace by:

**RUDKØBING, Langeland**

UNCTAD LOCODE: DK RKB

**54° 56'N 10° 42'E**

**Pilots****NOTE:**

For information on compulsory pilotage and Pilot ordering, see GENERAL NOTES.

**CONTACT DETAILS:**

Telephone: +45 62 526365

**PROCEDURE:**

**Pilotage is recommended** for larger ships with reduced engine power.

**Port****CONTACT DETAILS:****Harbour Office**

VHF Channel: Ch 16; 12  
 Telephone: +45 63 516270  
 E-mail: [langeland.havne@langelandkommune.dk](mailto:langeland.havne@langelandkommune.dk)  
 Website: [www.langelandhavne.dk](http://www.langelandhavne.dk)

**HOURS:** 0800-1200 LT

**Tugs****CONTACT DETAILS:**

Telephone: +45 27 601104

**PROCEDURE:**

Tugs are available.

*The Danish Harbour Pilot Update June 2025. (RSDRA2025000324387), 29/25*

**VOLUME 6, NP286(4), Fifth Edition, 2024**

Published Wk 36/24

*(Last Updates: Weekly Edition No. 28 dated 10 July 2025)*

**PAGES 42 & 43, AUSTRALIA, DARWIN, N.T. entry.**

Delete and replace by:

**DARWIN, N.T.**

UNCTAD LOCODE: AU DRW

**12° 28'S 130° 51'E**

**Pilots**

**HOURS:** H24

**PROCEDURE:**

- (1) **Pilotage is compulsory** for vessels of 35m LOA and over.
- (2) **Pilotage is not compulsory** for vessels exempted by law and for vessels controlled by Masters holding a PEC.
- (3) **Pilot ordering:** Vessels should send ETA (LT) and request for Pilot 24h and 2h before arrival at Pilot boarding position. Pilot requests should be made with the Shipping Scheduler no later than 1400 LT the day prior to requirement.
- (4) **Pilot boards** in the following positions:
  - (a) Outer: 12° 19' 52S 130° 42' 01E
  - (b) Inner: 12° 24' 50S 130° 46' 00E (1 n mile NW of Channel Rock No 6 Lt buoy)

**NOTES:**

- (1) Vessels over 200m LOA or vessels with a maximum draught of 10.7m or over are required to board a Pilot at the Outer Pilot boarding position.
- (2) Vessels with a maximum draught of less than 10.7m and less than 200m LOA may board their Pilot at the Inner Pilot boarding position.

*continued on next page*

## Port

### CONTACT DETAILS:

#### Port Control

Call: Darwin Harbour  
 VHF Channel: Ch 16; 10  
 Telephone: +61(0)8 89190821  
               +61(0)8 89190822  
               +61(0)8 89190870 (Shipping Scheduler)  
 Fax: +61(0)8 89810687  
 E-mail: harbourcontrol@darwinport.gov.au  
        shipping@darwinport.com.au  
        dg.dpc@nt.gov.au (Dangerous cargo)

#### Regional Hr Mr

Telephone: +61(0)8 89993867  
               +61(0)428 181480 (Mobile)

#### Port Authority

Telephone: +61(0)8 89220660  
 Fax: +61(0)8 89220666  
 E-mail: darwinport@darwinport.com.au  
        darwinport.dpa@nt.gov.au  
 Website: <https://darwinport.com.au/>

#### RAN

VHF Channel: Ch 14 69

#### Darwin LNG Wickham Point

VHF Channel: Ch 09

#### Hudson Creek Operations

VHF Channel: Ch 17

#### INPEX LNG Bladin Point

VHF Channel: Ch 19 88

#### Yachts Racing

VHF Channel: Ch 73

#### Darwin MSB

VHF Channel: Ch 74

#### All Ships working

VHF Channel: Ch 72

#### HOURS: H24

Shipping Scheduler: Mon-Fri: 0700-1500 LT

#### PROCEDURE:

- (1) **Notice of ETA:** Vessels requiring a berth and use of port facilities must submit a Notice of Arrival form at least 24h before arrival.
- (2) Agents for vessels carrying dangerous cargo should submit notifications, manifests or adequate information by email to dg.dpc@nt.gov.au in time for necessary berth allocation or special precautions to be organised.
- (3) Vessels carrying liquid or dry bulk cargoes must be accepted by Darwin Port before arrival.
- (4) All vessels operating within the Port of Darwin limits must maintain a continuous listening watch on VHF Ch 10 whilst underway or at anchor.
- (5) Darwin Port Harbour Control must be notified via VHF Ch 10 prior to and on completion of any safety exercises involving the lowering of lifeboats.
- (6) Any technical or electrical anomaly that may adversely affect the operation of the Exhaust Gas Scrubber Unit whilst in Darwin Port should be reported to Harbour Control and/or the vessel's agent.

#### INFORMATION BROADCASTS:

Weather information is broadcast on VHF Ch 16 and may move to VHF Ch 72.

*continued on next column*

## Reporting System

### REPORTING:

- (1) All vessels 20m or over LOA, vessels of any length carrying more than 12 passengers or vessels towing or pushing a tow, where the combined length of the tug and tow is equal to or over than 35m are to participate in the Traffic Organisation Service.
- (2) Other vessels may, and are encouraged to, participate on a voluntary basis and will, when participating, be provided with traffic information.
- (3) Inward-bound vessels should report as follows:
  - (a) 2h notice prior to entering harbour limits
  - (b) Outer reporting point (Position A): 12°18'18S 130°41'06E
  - (c) Inner reporting point (Position B): 12°25'28S 130°46'64E
  - (d) At first line, when anchored or moored
- (4) Outward-bound vessels should report as follows:
  - (a) 2h notice prior to commencing navigation
  - (b) 15 minutes before departure, requesting clearance to proceed
  - (c) At last line
  - (d) Inner reporting point (Position B): 12°25'28S 130°46'64E
  - (e) Outer reporting point (Position A): 12°18'18S 130°41'06E

### Naval Base

**LOCATION:** Larrekeyah Cove (12°27'75S 130°49'30E).

### CONTACT DETAILS:

VHF Channel: Ch 14 69  
 Telephone: +61(0)8 89352000

### HOURS: H24

### Tugs

### CONTACT DETAILS:

VHF Channel: Ch 12 13  
 Telephone: +61(0)1800 424617  
 E-mail: [aucomms@svitzer.com](mailto:aucomms@svitzer.com)  
 Website: [www.svitzer.com](http://www.svitzer.com)

### HOURS: H24

### Locks

### CONTACT DETAILS:

#### Frances Bay Lockmaster

VHF Channel: Ch 06

#### Cullen Bay Lockmaster

VHF Channel: Ch 11

#### Bayview Marina Lockmaster

VHF Channel: Ch 68

#### Tipperary Waters Lockmaster

VHF Channel: Ch 08

### HOURS: H24

[Darwin Port Handbook Nov 2023. \(RSDRA2025000316828\). 29/25](#)

**PAGE 112, AUSTRALIA, WESTERN PORT, Victoria.**

Delete entry.

[UKHO. \(RSDRA2025000328010\). 29/25](#)



**PAGE 285, NEW CALEDONIA (France), GENERAL NOTES section.**

Delete entry and replace by:

**GENERAL NOTES****PILOTAGE**

(1) Pilotage is mandatory in New Caledonia's inland waters, except for vessels which are not stopping through the Grand Passage and between Îles Loyauté.

(2) The pilotage area is divided into five zones:

- (a) **Southern Zone:** from Passe de la Havannah (22°21'60S 167°00'60E) to Passe de Saint Vincent (22°01'60S 165°57'20E)
- (b) **Western Zone:** from Passe de Saint Vincent (22°01'60S 165°57'20E) to Passe de Poum (20°15'10S 163°51'60E)
- (c) **Northern Zone:** from Passe de Poum (20°15'10S 163°51'60E) to Passe de Hienghène (20°36'40S 164°58'40E)
- (d) **Eastern Zone:** from Passe de Hienghène (20°36'40S 164°58'40E) to Passe de Havannah (22°21'60S 167°00'60E)
- (e) **Islands Zone:** Îles Loyauté (20°58'30S 167°15'10E), l'Île des Pins (22°36'70S 167°28'50E), and the islands outside the straight baselines of Grande Terre

(3) Some passages require a Pilot for transit. For details see <https://info.pilotage-maritime.nc/sites-et-limites/>.

(4) For details of Pilot boarding positions for BABOILLAT, NOUMÉA, PRONY and VAVOUTO see individual port entries. For contact details and procedures see NOUMÉA.

**NEW CALEDONIA SHIP REPORTING SYSTEM:**

For details of the New Caledonia Ship Reporting System, see NEW CALEDONIA (France), SHIP REPORTING SYSTEM.

(Former updates 07/25 & 25/25)

Pilotes Maritimes Nouvelle-Calédonie website, (RSDRA2025000316798), 29/25

**PAGES 287 & 288, NEW CALEDONIA (France), NOUMÉA.**

Delete entry and replace by:

**NOUMÉA**

UNCTAD LOCODE: NC NOU

**22°16'S 166°26'E****Pilots****CONTACT DETAILS:**

VHF Channel: Ch 16; 12  
 Telephone: +687 273274  
 Fax: +687 277178  
 E-mail: [mouvement@pilotage-maritime.nc](mailto:mouvement@pilotage-maritime.nc)  
 Website: <https://info.pilotage-maritime.nc/>

**HOURS:** H24**PROCEDURE:**

(1) **Pilotage is compulsory** except for:

- (a) French vessels under 60m LOA
- (b) French vessels between 60m and 80m LOA, registered in New Caledonia
- (c) Vessels assigned to the improvement and maintenance of bodies of water, or to the dredging of access channels and ports. These vessels are only exempt for the duration of their operations
- (d) Foreign pleasure craft under 60m LOA
- (e) French warships
- (f) Foreign warships, when they carry out exercises jointly with the French Navy and when they sail in convoy with one or more French warships. Pilotage remains mandatory upon arrival and departure for these vessels in the inland waters of New Caledonia
- (g) Vessels holding a PEC
- (h) French vessels over 60m LOA which are exclusively engaged in coastal navigation
- (i) Foreign vessels under 60m LOA that are operating in the New Caledonia EEZ

(2) Tankers or barges transporting hydrocarbons, irrespective of their LOA and nationality, and all vessels transporting dangerous substances cannot be exempted from pilotage.

(3) **Notice of ETA:** Vessels bound for Nouméa must advise ETA 72h in advance (48h for all other ports) to the Hr Mr and Pilots, stating the following information:

- (a) ETA at Pilot boarding ground
- (b) Name of intended passage
- (c) LOA
- (d) Draught (forward and aft)
- (e) Damage or mechanical defects (if any)
- (f) Any dangerous cargo

(4) **Notice of ETD:** Vessels must advise the Hr Mr and Pilot Station 6h before intended departure from Nouméa (24h from all other ports).

(5) It is advisable to contact the Pilot station for further information.

(6) **Pilot boards** as follows:

- (a) Passes de Boulari (Vessels bound for Ngo, Prony and l'Île des Pins):
  - (i) 22°31'12S 166°24'94E (Passe Nord/Centrale)
  - (ii) 22°32'16S 166°23'67E (Tankers for Passe Centrale)
- (b) Passe de Poya: 21°27'70S 165°01'06E (Vessels bound for Poya. Pilot boards by helicopter)
- (c) Passe de Muéo (Vessels bound for Népoui):
  - (i) 21°25'00S 164°55'00E (Népoui)
  - (ii) 21°25'52S 164°54'16E (Tankers)
- (d) Passe du Duroc (Vessels bound for KNS Terminal):
  - (i) 21°02'00S 164°34'00E (KNS Terminal)
  - (ii) 21°02'73S 164°33'45E (Tankers)
- (e) Passe de Uitoé: 22°09'95S 166°04'03E (Vessels bound for Tontouta. Pilot boards by helicopter)
- (f) Passes de Dumbéa (Vessels bound for Nouméa):
  - (i) 22°22'95S 166°13'80E (Nouméa)
  - (ii) 22°23'50S 166°13'00E (Tankers)
- (g) Passe de Deverd: 20°44'19S 164°13'84E (Vessels bound for Théoudier)
- (h) Passe de la Gazelle: 20°24'56S 163°55'31E (Vessels bound for Paagoumen. Pilot boards by helicopter)
- (i) Passe de Poum: 20°15'32S 163°52'39E (Vessels bound for Tanlé and Poum. Pilot boards by helicopter)
- (j) Canal de la Havannah (Vessels bound for Prony, Nouméa, l'Île des Pins and Ouinné):
  - (i) 22°20'65S 167°02'90E (Inward-bound vessels)
  - (ii) 22°22'20S 166°58'80E (Outward-bound vessels)
  - (iii) 22°18'81S 167°07'40E (Tankers)
- (k) Passe Sud-Est de Houailou: 21°09'00S 165°44'40E (Vessels bound for Monéo, Poro and Kouaoua. Pilot boards by helicopter)
- (l) Passe de Thio: 21°30'44S 166°19'91E (Vessels bound for Thio, Nakety and Ouinné. Pilot boards by helicopter)
- (m) Passe de Koumac: 20°42'67S 164°13'29E (Vessels bound for Karémbe)
- (n) Lifou Island:
  - (i) 20°49'35S 167°05'60E (Easo)
  - (ii) 20°54'03S 167°17'97E (Chateaubriand Bay)
- (o) Maré Island, Baie de Tadine: 21°33'70S 167°50'60E
- (p) Ouvéa Island: 20°36'30S 166°14'40E

**NOTES:**

(1) Information relating to tanker requirements can be found at <https://info.pilotage-maritime.nc/sites-et-limites/>.

(2) Access hours vary between passes. Details can be found at <https://info.pilotage-maritime.nc/sites-et-limites/>.

**Port****CONTACT DETAILS:****Hr Mr**

VHF Channel: Ch 16; 12  
 Telephone: +687 255005  
 +687 785736  
 Fax: +687 283772  
 E-mail: [capitainerie@noumeaport.nc](mailto:capitainerie@noumeaport.nc)

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## VI

### Port Authority

Telephone: +687 255000  
Fax: +687 275490  
E-mail: [panc@noumeaport.nc](mailto:panc@noumeaport.nc)  
Website: [www.noumeaport.nc](http://www.noumeaport.nc)

### Numbo Bay

VHF Channel: Ch 12 (Tokuyama Operator)

**HOURS:** 0700-1100, 1300-1700 LT

### PROCEDURE:

Before entering or leaving Petite Rade, the Hr Mr must grant clearance to vessels to confirm the passage is clear of traffic.

### NOTE:

Anchorage in Petite Rade is prohibited to commercial vessels, unless the Hr Mr grants special authorisation.

### Tugs

### PROCEDURE:

Tugs are compulsory dependent on the vessel's size, type and if they are fitted with a bow thruster. For further information, see <https://info.pilotage-maritime.nc/sites-et-limites/>.

(Former updates 06/25, 10/25, 11/25, 18/25 & 28/25)

Pilotes Maritimes Nouvelle-Calédonie website, (RSDRA2025000316798), 29/25

### PAGE 288, NEW CALEDONIA (France), PRONY.

Delete entry and replace by:

### PRONY

UNCTAD LOCODE: NC PNY

**22°21'S 166°53'E**

### Pilots

### NOTE:

Pilotage is provided by NOUMÉA.

### CONTACT DETAILS:

VHF Channel: Ch 16; 12  
Telephone: +687 273274  
Fax: +687 277178  
E-mail: [mouvement@pilotage-maritime.nc](mailto:mouvement@pilotage-maritime.nc)  
Website: <https://info.pilotage-maritime.nc/>

**HOURS:** H24

### PROCEDURE:

- (1) **Pilotage is compulsory** and is available H24.
- (2) **Notice of ETA:** Vessels must advise ETA to the Hr Mr and Pilots 48h prior to arrival, stating the following information:
  - (a) ETA at Pilot boarding ground
  - (b) Name of intended passage
  - (c) LOA
  - (d) Draught (forward and aft)
  - (e) Damage or mechanical defects (if any)
  - (f) Any dangerous cargo
- (3) **Notice of ETD:** Vessels must communicate their intentions 24h in advance.
- (4) **Pilot boards** in the following positions:
  - (a) Passes de Boulari:
    - (i) Passe Nord: 22°31'12S 166°24'94E
    - (ii) Tankers: 22°32'16S 166°23'67E
  - (b) Canal de la Havannah:
    - (i) Inward-bound vessels: 22°20'65S 167°02'90E
    - (ii) Outward-bound vessels: 22°22'20S 166°58'80E
    - (iii) Tankers: 22°18'80S 167°07'40E

### NOTE:

Information relating to tanker requirements can be found at <https://info.pilotage-maritime.nc/sites-et-limites/>.

*continued on next column*

### Port

### CONTACT DETAILS:

VHF Channel: Ch 14  
Telephone: +687 238338  
+687 765173 (Mobile)  
E-mail: [valeinconc-admin-log-port@vale.com](mailto:valeinconc-admin-log-port@vale.com)  
[valeinconc-capitaine@vale.com](mailto:valeinconc-capitaine@vale.com)  
[prony-port@valeinco.com](mailto:prony-port@valeinco.com)

**HOURS:** H24

### NOTE:

The port is operated by Vale Nouvelle Calédonie, Nouméa.

### Tugs

### PROCEDURE:

Tugs are compulsory dependent on the vessel's size, type and if they are fitted with a bow thruster. For further information, see <https://info.pilotage-maritime.nc/sites-et-limites/>.

(Former updates 06/25 & 25/25)

Pilotes Maritimes Nouvelle-Calédonie website, (RSDRA2025000316798), 29/25

### PAGE 289, NEW CALEDONIA (France), VAVOUTO.

Delete entry and replace by:

### VAVOUTO

UNCTAD LOCODE: NC VAV

**21°00'S 164°40'E**

### Pilots

### NOTE:

Pilotage is provided by NOUMÉA.

### CONTACT DETAILS:

VHF Channel: Ch 16; 12  
Telephone: +687 273274  
Fax: +687 277178  
E-mail: [mouvement@pilotage-maritime.nc](mailto:mouvement@pilotage-maritime.nc)  
Website: <https://info.pilotage-maritime.nc/>

**HOURS:** H24

### PROCEDURE:

- (1) **Pilotage is compulsory.**
- (2) **Notice of ETA:** Nouméa Pilots require 48h advance notice for all arrivals and departures.
- (3) Forms located on the port website should be completed once Pilot is on board.
- (4) **Pilot boards** in the following positions:
  - (a) 21°02'00S 164°34'00E
  - (b) Tankers: 21°02'73S 164°33'45E
- (5) **Pilot disembarks** at the exit of the pass on a bearing of 048°.

### NOTE:

Information relating to tanker requirements can be found at <https://info.pilotage-maritime.nc/sites-et-limites/>.

### Port

### CONTACT DETAILS:

VHF Channel: Ch 12 17  
Telephone: +687 474025  
+687 762855 (Mobile)  
+687 769540 (Mobile)  
Fax: +687 426739  
E-mail: [portvavouto@koniambonickel.nc](mailto:portvavouto@koniambonickel.nc)

### NOTE:

Access to Vavouto Port is authorised HJ only for tankers carrying hydrocarbons, liquefied gas or harmful liquid substances.

*continued on next page*

**Tugs****CONTACT DETAILS:**

VHF Channel: Ch 12

**PROCEDURE:**

Tugs are compulsory dependent on the vessel's size, type and if they are fitted with a bow thruster. For further information, contact the Pilot or see <https://info.pilotage-maritime.nc/sites-et-limites/>.

(Former updates 06/25 & 25/25)

[Pilotes Maritimes Nouvelle-Calédonie website, \(RSDRA2025000316798\), 29/25](#)

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**VOLUME 6, NP286(5), Fifth Edition, 2024**

Published Wk 43/24

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(Last Updates: Weekly Edition No. 26 dated 26 June 2025)

**PAGE 13, CANADA (Atlantic Coast), GENERAL NOTES, PILOTAGE, PROCEDURE, section (1) (c).**

Delete and replace by:

- (c) NOVA SCOTIA:
  - (i) Cape Breton (Sydney, Bras d'Or and Canso)
  - (ii) Halifax
  - (iii) Pugwash
  - (iv) Sheet Harbour

(Former updates 13/25 & 23/25)

[Canadian Sailing Directions ATL 105 May 2025, \(RSDRA2025000305153\), 29/25](#)

**PAGE 40, CANADA (Atlantic Coast), HALIFAX, Nova Scotia, Pilots PROCEDURE section.**

Delete and replace by:

**PROCEDURE:**

- (1) **Pilotage is compulsory.**
- (2) **Notice of ETA:** Vessels must send ETA 12h and 3h in advance to the Atlantic Pilotage Authority (see GENERAL NOTES).
- (3) **Notice of ETD/Move:** Vessels intending to depart or move within the compulsory pilotage area must report 1½h before ETD to the Atlantic Pilotage Authority (see GENERAL NOTES).
- (4) **Pilot boards** in the following positions:
  - (a) Outer: 44°29'00N 63°28'08W (For Esso tankers over 40 000 dwt only)
  - (b) Inner: 44°30'40N 63°29'50W
- (5) **Pilot disembarks** between Lt buoys H6 and H7.

[Canadian Sailing Directions ATL 105 May 2025, \(RSDRA2025000305153\), 29/25](#)

**PAGE 66, CANADA (Atlantic Coast), SHEET HARBOUR, Nova Scotia, Pilots, PROCEDURE section.**

Delete and replace by:

**PROCEDURE:**

- (1) **Pilotage is compulsory.**
- (2) **Pilot ordering:** Vessels requesting a Pilot must make arrangements through their agent or directly through the Atlantic Pilotage Authority (see GENERAL NOTES).
- (3) **Notice of ETA:** Vessels must report their ETA to the Atlantic Pilotage Authority (see GENERAL NOTES) via any coastal radio station 24h before arriving at the Pilot boarding station.
- (4) **Notice of ETD/Move:** Vessels intending to depart or move within the compulsory pilotage area must report 6h before the ETD to the Atlantic Pilotage Authority (see GENERAL NOTES).
- (5) **Pilot boards** in position 44°30'40N 63°29'50W.

[Canadian Sailing Directions ATL 105 May 2025, \(RSDRA2025000305153\), 29/25](#)

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## **VII**

### **UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS**

**There are no updates to miscellaneous Nautical Publications this week**

<b>UKRAINE NAVIGATIONAL INFORMATION</b>
<p>Owing to insufficient information, it is not always possible to ensure that ADMIRALTY Nautical Publications are completely up-to-date for new dangers or changes to aids to navigation.</p> <p>Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.</p>

## ADMIRALTY DIGITAL SERVICES

### 1. ENC / ECDIS and AVCS

#### a) *ENCs temporarily withdrawn from AVCS*

A list of ENCs that have been temporarily withdrawn from AVCS for safety reasons can be found in the README file and on the AVCS Updates page, accessed from [admiralty.co.uk/avcs](https://admiralty.co.uk/avcs).

#### b) *ENC Readme.txt file*

The README.TXT file located within the ENC\_ROOT folder of AVCS Exchange sets contains important safety related information relating to the use of ENCs in ECDIS. The file is also available on the AVCS Support page, accessed from [admiralty.co.uk/avcs](https://admiralty.co.uk/avcs).

This file should be consulted each week to ensure that all related issues are taken into consideration. The file header indicates the last time that the README file was updated and the date that it was issued.

#### c) *Temporary information in ENCs*

Mariners should take temporary information into account when planning and executing a passage with ENCs and most ENC producers now include temporary information in their ENCs. It is usually compiled as normal ENC updates, sometimes with the start and end dates attributed or described as 'Temporary' in the pick report.

The latest confirmed status of T&P NM information in the ENCs that are available in ADMIRALTY services is shown in the **T&P NMs in ENCs** section at: [admiralty.co.uk/charts/digital-charts/admiralty-vector-chart-service/updates-support](https://admiralty.co.uk/charts/digital-charts/admiralty-vector-chart-service/updates-support). The latest pdf file can be downloaded by clicking: *Download the current status of T&P NMs in ENCs*.

Note that T&P NMs are compiled for paper charts and may not align with any temporary information that is compiled into ENCs.

ADMIRALTY Information Overlay (AIO) includes ADMIRALTY T&P NMs for paper charts where the ENC Producer has not confirmed that they include temporary information in their ENCs.

#### d) **Important notice for users of AVCS and ARCS Online Updating Services (AVCS OUS and ARCS OUS)**

The AVCS Online Updating Service was withdrawn in November 2024.

The ARCS Online Updating Service was withdrawn in July 2019.

### 2. ADMIRALTY Products Supporting Digital Navigation

- i. ADMIRALTY ENC and ECDIS Maintenance Record (NP133C). This publication is designed to hold paper records on ENC and ECDIS maintenance to assist information management and support inspections. Please note that V3.0 is the current edition.
- ii. ADMIRALTY Guide to ENC Symbols Used in ECDIS (NP5012). A companion to the ADMIRALTY Guide to Symbols and Abbreviations Used on Paper Charts, NP5011. The 2nd edition of NP5012 includes the changes highlighted in the new S-52 standards and the new presentation library 4.0.
- iii. ADMIRALTY Guide to the Practical Use of ENCs (NP231). Supports ECDIS training on the interpretation and use of ENC data.
- iv. ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures (NP232). Provides clear guidance for any individual or organisation responsible for the introduction of ECDIS, in particular those involved in the development of detailed ECDIS operating procedures.

### 3. ADMIRALTY Digital Publications (ADP)

#### **ADMIRALTY Sailing Directions: Removal of AIS and Racons**

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

#### **ADP V24 is available on the ADP Weekly Update DVD from 18<sup>th</sup> January 2024**

V23 and V24 are supported by the UKHO and are the only versions that allow users to receive updates as they are made available. Users of older versions of ADP should upgrade to a supported version at their earliest convenience.

#### **ADMIRALTY TotalTide (ATT): German Tidal Stations predicted on LAT**

The TotalTide application computes predictions for all German tidal stations based on Lowest Astronomical Tide (LAT). Mariners using charts which refer to Mean Low Water Springs (MLWS) in German waters, must deduct 0.5m from all predicted tidal heights for these ports before applying them to the depths on those charts to determine the correct predicted depth of water. This advice will also be contained in the 'Notes' tab on the Prediction Windows in TotalTide for each German tidal station.

For information: Please note the UKHO will not be supporting V18 from 1<sup>st</sup> July 2023, and will not be supporting V19 from 1<sup>st</sup> December 2024.

The ADP software and the Data updates can still be downloaded from weekly ADP Update and Software DVDs.

To get access to the ADP Update and Software DVD, please contact your ADMIRALTY Distributor.

For information: Ensure that Activation Key Requests and Update Data Requests for ADP are sent to [ADPMailGateway@ukho.gov.uk](mailto:ADPMailGateway@ukho.gov.uk)

### 4. ADMIRALTY e-Nautical Publications (AENP)

There is currently an e-Reader 1.3 enabling users to read Digital copies of our Sailing Directions paper publications.

A new e-Reader 1.4 was released to the Channel on 01/10/2020. This version 1.4 has got the same functionalities as the current version 1.3 but is more performant and user-friendly. While the current 1.3 version can be used on Windows 7 and 8.1 Operating Systems (OS), the e-Reader 1.4 can only be used on Windows 8.1, 10 and 11 OS, to follow the Microsoft guidelines of withdrawing support for Windows 7 OS.

To enable users to activate this new application, users might need to delete one e-Reader application from their Fleet Manager Licences if the maximum 3 allowed has been reached.

Both the e-Readers 1.3 and 1.4 are supported at the UKHO.

The e-Reader 1.4 software and the Data updates can be downloaded from weekly ADP Update and Software DVDs.

To get access to the AENP Update and Software DVD, please contact your ADMIRALTY Distributor.

## 5. Status of ADMIRALTY Digital Services

Update status table			
	Product	Last issue date/Week	Reissue Date/Week
i.	ADMIRALTY Vector Chart Service (AVCS) Base .zip download	11 July 2024 – 28	n/a
ii.	ADMIRALTY Information Overlay (AIO) Base CD	11 January 2024 – 02	n/a
iii.	ADMIRALTY Raster Chart Service (ARCS) Regional disc 1	16 January 2025 – 03	14 August 2025 - 33
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 2	13 February 2025 – 07	20 November 2025 - 47
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 3	30 January 2025 – 05	23 October 2025 – 43
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 4	03 July 2025 - 27	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 5	01 May 2025 - 18	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 6	20 March 2025 – 12	28 August 2025 – 35
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 7	28 November 2024 – 48	11 September 2025 - 37
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 8	19 June 2025 - 25	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 9	06 March 2025 – 10	4 December 2025 – 49
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 10	15 May 2025 - 20	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 11	12 December 2024 – 50 Small-scale Planning Charts	9 October 2025 – 41

ADMIRALTY Vector Chart Service (AVCS) DVDs and ADMIRALTY Information Overlay (AIO) CDs are issued weekly and contain all base and update data available at the time of issue.

## 6. Supported ADMIRALTY Software Versions

Product	Supported Versions
ADP	V23, V24
ADMIRALTY e-Reader	1.3, 1.4
NavPac and Compact Data	4.2

If you are using an unsupported version, contact your ADMIRALTY Distributor to upgrade to the latest version as soon as possible.

# HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

**H.102A**

(V7.0 Jan 2013)

## Reporting Port Information affecting ADMIRALTY Products

<b>NAME OF PORT</b>			
<b>APPROXIMATE POSITION</b>	Latitude		Longitude
<b>GENERAL REMARKS</b> Principal activities and trade. Latest population figures and date.  Number of ships or tonnage handled per year.  Maximum size of vessel handled.  Copy of Port Handbook <i>(if available)</i> .			
<b>ANCHORAGES</b> Designation, depths, holding ground, shelter afforded.			
<b>PILOTAGE</b> Authority for requests.  Embark position.  Regulations.			
<b>DIRECTIONS</b> Entry and berthing information.  Tidal streams.  Navigational aids.			
<b>TUGS</b> Number available.			
<b>WHARVES</b> Names, numbers or positions & lengths.  Depths alongside.			
<b>CARGO HANDLING</b> Containers, lighters, Ro-Ro etc.			
<b>REPAIRS</b> Hull, machinery and underwater.  Shipyards.  Docking or slipping facilities. <i>(Give size of vessels handled or dimensions)</i>  Divers.			

# HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

**H.102A**

(V7.0 Jan 2013)

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

## NOTES:

1. Form H.I02A lists the information required for ADMIRALTY Sailing Directions and has been designed to help the sender and the recipient. The sections should be used as an aide-memoir, being used or followed closely, whenever appropriate. Where there is insufficient space on the form an additional sheet should be used.
2. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.



# HYDROGRAPHIC NOTE FOR GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY

## CHART POSITIONS

(To accompany Form H.102)

**H.102B**  
(V7.0 Jan 2014)

### NOTES:

1. This form is designed to assist in the reporting of observed differences between WGS84 datum and the geodetic datum of British ADMIRALTY Charts by mariners, including yachtsmen and should be submitted as an accompaniment to Form H.102 (full instructions for the rendering of data are on Form H.102). Where there is insufficient space on the form an additional sheet should be used.

### 2. Objective of GNSS Data Collection

The UK Hydrographic Office would appreciate the reporting of Global Navigation Satellite Systems (GNSS) positions, referenced to WGS84 datum, at identifiable locations or features on British ADMIRALTY Charts. Such observations could be used to calculate positional shifts between WGS84 datum and the geodetic datum for those British ADMIRALTY Charts which it has not yet been possible to compute the appropriate shifts. These would be incorporated in future new editions or new charts and promulgated by Preliminary Notices to Mariners in the interim.

It is unrealistic to expect that a series of reported WGS84 positions relating to a given chart will enable it to be referenced to that datum with the accuracy required for geodetic purposes. Nevertheless, this provides adequate accuracy for general navigation, considering the practical limits to the precision of 0.2mm (probably the best possible under ideal conditions – vessel alongside, good light, sharp dividers etc), this represents 10 metres on the ground at a chart scale of 1:50,000.

It is clear that users prefer to have **some** indication of the magnitude and direction of the positional shift, together with an assessment of its likely accuracy, rather than be informed that a definitive answer cannot be formulated. Consequently, where a WGS84 version has not yet been produced, many charts now carry approximate shifts relating WGS84 datum to the geodetic datum of the chart. Further observations may enable these values to be refined with greater confidence.

### 3. Details required

- It is essential that the chart number, edition date and its correctional state (latest NM) are stated. For ENC's, please state the ENC name and latest update applied.
- Position (to 2 decimal places of a minute) of observation point, using chart graticule or, if ungraduated, relative position by bearing/distance from prominent charted features (navigation lights, trig. points, church spires etc.).
- Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.
- Include GNSS receiver model and aerial type (if known). Also of interest: values of PDOP, HDOP or GDOP displayed (indications of theoretical quality of position fixing depending upon the distribution of satellites overhead) and any other comments.



## HYDROGRAPHIC NOTE – H.102 INSTRUCTIONS (V9.0 Dec 2017)

1. Mariners are requested to notify the United Kingdom Hydrographic Office (UKHO) when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications are seen to be necessary. Mariners can also report any ENC display issues experienced. The Mariner's Handbook (NP100) Chapter 4 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.
2. Accurate position or knowledge of positional error is of great importance. Where latitude and longitude have been used to specifically position the details of a report, a full description of the method used to obtain the position should be given. Where possible the position should be fixed by GPS or Astronomical Observations. A full description of the method, equipment, time, estimated error and datum (where applicable) used should be given. Where the position has been recorded from a smart phone or tablet, this is to be specifically mentioned. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two should be used to provide a redundancy check. Where position is derived from Electronic Position Fixing (e.g. LORAN C) or distances observed by radar, the raw readings of the system in use should be quoted wherever possible. Where position is derived after the event, from other observations and / or Dead Reckoning, the methodology of deriving the position should be included.
3. **Paper Charts:** A cutting from the largest scale chart is often the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.
4. **ENCs:** A screen shot of the largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected ENC should be sent along with details of the ECDIS make, model or age and version in use at the time.
5. When **soundings** are obtained The Mariner's Handbook (NP100) should where possible be consulted. It is important to ensure that full details of the method of collection are included with the report. This should include but not limited to:
  - (a) Make, model and type of echo sounder used.
  - (b) Whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given.
  - (c) Time, date and time zone should be given in order that corrections for the height of the tide may be made where necessary, or a statement made as to what corrections for tide have already been made.
  - (d) Where larger amounts of bathymetric data have been gathered, only those areas where a significant difference to the current chart or ENC should be specifically mentioned on the H102. The full data set may also be sent in, with an additional note added to this effect. If no significant differences are noted, the bathymetric data may still be of use, and sent in accordingly. Where full data sets are included, a note as to the data owner and their willingness for the data to be incorporated into charts and ENCs included.
6. **For Echo Sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use.** Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus, with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:
  - (a) the trace being weaker than normal for the depth recorded;
  - (b) the trace passing through the transmission line;
  - (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.
7. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.
9. Changes to Port Information should be forwarded on Form H.102A and any GPS/Chart Datum observations should be forwarded on Form H.102B together with Form H.102. Where there is insufficient space on the forms additional sheets should be used.
10. Reports on ocean currents, magnetic variations and other marine observations should be made in accordance with The Mariner's Handbook (NP100) Chapter 4 with forms also available at [admiralty.co.uk/MSI](http://admiralty.co.uk/MSI).

*Note.* - An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course; for these purposes, the UKHO may make reproductions of any material supplied. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities or the sender states that they do not want to be named by using the appropriate tick box on the form. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.



## Hydrographic Note – H.102

### Reporting information affecting ADMIRALTY Maritime Products & Services

For emergency information affecting safety of life at sea forward to: [nawarnings@ukho.gov.uk](mailto:nawarnings@ukho.gov.uk)  
Or alternatively contact T: +44 (0)1823 353448 (direct line) +44 (0)7989 398345 (mobile) F: +44 (0)1823 322352  
For new information affecting all ADMIRALTY Charts and Publications forward to: [sdrr@ukho.gov.uk](mailto:sdrr@ukho.gov.uk)  
This form H.102 and instructions are available online: [admiralty.co.uk/msi](http://admiralty.co.uk/msi)

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

