



# ADMIRALTY NOTICES TO MARINERS

## Weekly Edition 31

31 July 2025

(Published on the ADMIRALTY website 21 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="http://admiralty.co.uk/msi">admiralty.co.uk/msi</a>
Searchable Notices to Mariners:	Web: <a href="http://www.ukho.gov.uk/nmwebsearch">www.ukho.gov.uk/nmwebsearch</a>
Urgent navigational information:	e-mail: <a href="mailto:navwarnings@ukho.gov.uk">navwarnings@ukho.gov.uk</a> Phone: +44(0)1823 353448 +44(0)7989 398345 Fax: +44(0)1823 322352
H102 forms (see back pages of this Weekly Edition)	e-mail: <a href="mailto:sdr@ukho.gov.uk">sdr@ukho.gov.uk</a> Post: UKHO, Admiralty Way, Taunton, Somerset, TA1 2DN, UK
All other enquiries/information	e-mail: <a href="mailto:customerservices@ukho.gov.uk">customerservices@ukho.gov.uk</a> Phone: +44(0)1823 484444 (24/7)

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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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TA1 2DN, United Kingdom  
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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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[31/25]

## ADMIRALTY Charts affected by the Publication List

ADMIRALTY Charts	International Charts	ADMIRALTY Publications
800	INT 12	NP 204
956	INT 13	
1174	INT 300	
1456	INT 302	
1563	INT 404	
1854	INT 405	
2531	INT 406	
2614	INT 810	
3325	INT 811	
3440	INT 813	
3710	INT 814	
3898	INT 1156	
4012	INT 1158	
4013	INT 1195	
4030	INT 1242	
4031	INT 1773	
4033	INT 2922	
4300	INT 3670	
4302	INT 9009	
4404		
4405		
4406		
4811		
4810		
4813		
4814		
4920		
4923		
4975		
4976		
4977		
4978		
5612_3		
5617_2		
5617_3		
5617_4		
5621_3		
5621_5		
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 ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions ADMIRALTY Charts published 31 July 2025

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
©1174	Spain - North Coast, Approaches to Bilbao. Castro Urdiales.	1:25,000 1:10,000	17	40
©3710 INT 9009	International Chart Series, Antarctica, Ross Sea, Cape Hooker to Coulman Island.	1:500,000	100	136
©4012 INT 12	International Chart Series, North Atlantic Ocean, Southern Part.  This chart remains affected by Notices 5962(T)/19, 430(T)/22 and 1561(T)/25.	1:10,000,000	19	16
©4013 INT 13	International Chart Series, North Atlantic Ocean, Western Part.  This chart remains affected by Notices 5962(T)/19, 430(T)/22, 1561(T)/25 and 2748(T)/25.	1:10,000,000	82	16, 134
©4300 INT 300	International Chart Series, Mediterranean and Black Seas.	1:4,200,000	24	18
©4302 INT 302	International Chart Series, Mediterranean Sea, Eastern Part.	1:2,250,000	24	18
©4404 INT 404	International Chart Series, North Atlantic Ocean, Gulf of Maine to Strait of Belle Isle including Gulf of Saint Lawrence.  This chart remains affected by Notices 1387(P)/24 and 2748(T)/25.	1:3,500,000	82	18
©4405 INT 405	International Chart Series, North Atlantic Ocean, Labrador Sea, Strait of Belle Isle to Davis Strait.	1:3,500,000	76	18, 134
©4406 INT 406	International Chart Series, Canada, Hudson Bay and Strait Baie et Déroit d'Hudson. Continuation.	1:3,500,000 1:3,500,000	76	18, 134

#### New Editions ADMIRALTY Small Craft Charts published 31 July 2025

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>NP109A Catalogue page</i>
5612_3	Ⓐ Carlingford Lough to Ardglass. Ⓑ Ardglass and Killough Harbours.	1:100,000 1:15,000	27
	This chart remains affected by Notice 3249(P)/25.		
5621_3	Drogheda to Carlingford Lough.	1:100,000	41
5621_5	Dublin to Drogheda Approaches.	1:100,000	41

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



# I

## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS ADMIRALTY CHARTS AND PUBLICATIONS

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

<i>Chart</i>	<i>Published</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
©IN2001	15/01/2025	India - West Coast, Mumbai Docks.	1:10,000	41	58

#### ADMIRALTY Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP204	ADMIRALTY Tide Tables South Pacific Ocean (Including Tidal Stream Tables) Volume 4, 2026 Edition  ISBN: 978-0-70-772-2771	31/07/2025	New Edition.

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

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## ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

### ADMIRALTY CHARTS TO BE PUBLISHED 14 AUGUST 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>
1854	Mediterranean Sea, Spain - South Coast, Motril and Adra. Ⓐ Motril. Ⓑ Adra.	1:7,500 1:10,000	⊙1854	25	42
2531	United States and Canada, West Coast, Cape Mendocino to Vancouver Island.	1:1,000,000	⊙2531	90	108, 110, 112
3325 INT 2922	International Chart Series, Africa - West Coast, Estuaire du Gabon. Ⓐ Port d'Owendo. Ⓑ Port de Libreville.	1:40,000 1:15,000 1:15,000	⊙3325 INT 2922	34	54
4030	Port of Singapore, West Jurong Anchorages and Temasek Fairway.	1:10,000	⊙4030	45	68
4031	Port of Singapore, Western Approaches to Jurong Island.	1:10,000	⊙4031	45	68
4033	Port of Singapore, Tuas Bay, West Jurong Channel and Pesek Basin.	1:10,000	⊙4033	45	68
4810 INT 810	International Chart Series, North Pacific Ocean, West Coast of North America, Dixon Entrance to Unimak Pass.	1:3,500,00	⊙4810 INT 810	92	18
4811 INT 811	International Chart Series, Pacific Ocean, Central America, Mexico to Ecuador.	1:3,500,00	⊙4811 INT 811	88	18, 104
4813 INT 813	International Chart Series, North Pacific Ocean, Bering Sea, Southern Part.	1:3,500,00	⊙4813 INT 813	56	18
4814 INT 814	International Chart Series, North Pacific Ocean, Bering Sea, Northern Part.	1:3,500,000	⊙4814 INT 814	92	18, 134
4920	Canada - United States - West Coast, British Columbia / Colombie-Britannique, Juan de Fuca Strait to à Dixon Entrance.	1:1,250,000	⊙4920	90	108, 110
4923	Canada - British Columbia / Colombie-Britannique, Queen Charlotte Sound.	1:365,100	⊙4923	91	108, 110
4975	United States, Alaska - South East Coast, Dixon Entrance to Cape Saint Elias.	1:969,756	⊙4975	92	108
4976	United States, Alaska - South Coast, Cape Saint Elias to Shumagin Islands.	1:969,761	⊙4976	92	108
4977	United States, Alaska, Alaska Peninsula and Aleutian Islands to Seguam Pass.	1:1,023,188	⊙4977	92	108
4978	United States, Alaska - Aleutian Islands, Amukta Pass to Attu Island.	1:1,126,321	⊙4978	92	86, 108

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

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## ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

### ADMIRALTY CHARTS TO BE PUBLISHED 14 AUGUST 2025

#### 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>
5617_2	River Tay Entrance to Montrose.	1:75,000	5617_2	37
5617_3	Gourdon to Stonehaven.	1:75,000	5617_3	37
5617_4	Aberdeen to Bay of Cruden.	1:75,000	5617_4	37

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### 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>
1174	Spain - North Coast, Approaches to Bilbao. Castro Urdiales.	⊙1174
3710 INT 9009	International Chart Series, Antarctica, Ross Sea, Cape Hooker to Coulman Island.	⊙3710 INT 9009
4012 INT 12	International Chart Series, North Atlantic Ocean, Southern Part.	⊙4012 INT 12
4013 INT 13	International Chart Series, North Atlantic Ocean, Western Part.	⊙4013 INT 13
4300 INT 300	International Chart Series, Mediterranean and Black Seas.	⊙4300 INT 300
4302 INT 302	International Chart Series, Mediterranean Sea, Eastern Part.	⊙4302 INT 302
4404 INT 404	International Chart Series, North Atlantic Ocean, Gulf of Maine to Strait of Belle Isle including Gulf of Saint Lawrence.	⊙4404 INT 404
4405 INT 405	International Chart Series, North Atlantic Ocean, Labrador Sea, Strait of Belle Isle to Davis Strait.	⊙4405 INT 405
4406 INT 406	International Chart Series, Canada, Hudson Bay and Strait Baie et Détroit d'Hudson. Continuation.	⊙4406 INT 406

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

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## 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>
5612_3	Ⓐ Carlingford Lough to Ardglass. Ⓑ Ardglass and Killough Harbours.	5612_3
5621_3	Drogheda to Carlingford Lough.	5621_3
5621_5	Dublin to Drogheda Approaches.	5621_5
IN2001	India - West Coast, Mumbai Docks.	ⒸIN2001

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## ADMIRALTY CHARTS INDEPENDENTLY WITHDRAWN

### ADMIRALTY Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>Date of withdrawal</i>
Ⓒ800 INT 1773	International Chart Series, Sweden – East Coast, Mälaren – Western Part, Köping and Approaches.  This chart is to be deleted from the list of charts affected by Notice 3420(T)/24.	31 <sup>st</sup> July 2025
Ⓒ956 INT 1242	International Chart Series, Sweden – East Coast, Gävle and Approaches.	31 <sup>st</sup> July 2025
Ⓒ1456	Cameroun, Port de Douala and Approaches.  On withdrawal of this chart former Notices 4291(T)/22 and 2558(P)/25 are cancelled.	31 <sup>st</sup> July 2025
Ⓒ1563 INT 3670	International Chart Series, Lebanon, Beyrouth (Beirut) and Approaches.  On withdrawal of this chart former Notice 3688(P)/23 is cancelled. This chart is to be deleted from the list of charts affected by Notice 2841(P)/23.	31 <sup>st</sup> July 2025
Ⓒ2614 INT 1156	International Chart Series, Finland – Southwest Coast, Saaristomeri, Maarianhamina (Mariehamn).  On withdrawal of this chart former Notice 2562(P)/25 is cancelled.	31 <sup>st</sup> July 2025

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

# I

## ADMIRALTY CHARTS INDEPENDENTLY WITHDRAWN

### ADMIRALTY Charts (continued)

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>Date of withdrawal</i>
©3440 INT 1158	International Chart Series, Finland – Southwest Coast, Saaristomeri, Turku and Approaches.	31 <sup>st</sup> July 2025
	On withdrawal of this chart former Notice 2345(P)/25 is cancelled. This chart is to be deleted from the list of charts affected by Notice 1019(T)/25.	
©3898 INT 1195	International Chart Series, Finland – Gulf of Finland, Saaristomeri, Lemland	31 <sup>st</sup> July 2025
	On withdrawal of this chart former Notice 2562(P)/25 is cancelled.	

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

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### 3308 MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
891 INT 1241	1935/24	<b>Effective from 31/07/2025</b> Insert accompanying note, USE OF LARGER SCALE CHARTS, centred on 60° 36'·39N., 17° 32'·85E. Amend chart number to read, SE5342, in the following positions: 60° 48'·18N., 17° 28'·30E. 60° 40'·55N., 17° 10'·23E.

### 3314 MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
1387 INT 2810	3288/25	<b>Effective from 31/07/2025</b> Replace existing note, CHARTS 1321 (PLAN D), 1386 AND 1456: POSITIONS, with the accompanying note, CHARTS 1321 (PLAN D) AND 1386: POSITIONS, centred on 4° 34'·3N., 9° 39'·8E. Delete magenta limit and chart reference, 1456 (see Note – POSITIONS), in position 3° 42'·3N., 9° 02'·8E.

### 3299 MISCELLANEOUS UPDATES TO CHARTS


Source: UKHO

<i>Chart</i>	<i>Previous Update</i>	<i>Details</i>
2633	69/24	<b>Effective from 31/07/2025</b> Delete magenta limit and chart number, 1563, in position 34° 02'·1N., 35° 26'·2E.
2634	New Edition 08/05/2025	<b>Effective from 31/07/2025</b> Delete magenta limit and chart number, 1563, in position 33° 53'·2N., 35° 35'·0E.


### 3256\* SCOTLAND - East Coast - Light-beacon.

Source: Northern Lighthouse Board

**Chart 736 (INT 1546)** [ *previous update 2778/25* ] ETRS89 DATUM

Move  Fl.G.5s3m7M Saint Davids, from: 56° 01'·362N., 3° 22'·292W.  
to: 56° 01'·378N., 3° 22'·284W.

**Chart 5615\_15** [ *previous update 3585/24* ] ETRS89 DATUM

Move  Fl.G.5s3m7M Saint Davids, from: 56° 01'·362N., 3° 22'·292W.  
to: 56° 01'·378N., 3° 22'·284W.

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### 3263\* ENGLAND - Isles of Scilly - Depths.

Source: Saint Mary's Harbour

#### Chart 34 [ *previous update 2461/25* ] ETRS89 DATUM

Insert	depth, 5, enclosed by 5m contour	(a)	49° 55'·34N., 6° 19'·38W.
Delete	depth, 58, close W of:	(a)	above
Insert	depth, 32	(b)	49° 55'·09N., 6° 19'·46W.
Delete	depth, 38, close SW of:	(b)	above

#### Chart 883 [ *previous update 1974/25* ] ETRS89 DATUM

Insert	depth, 5, enclosed by 5m contour	49° 55'·341N., 6° 19'·380W.	
	depth, 32	(a)	49° 55'·091N., 6° 19'·456W.
Delete	depth, 38, close SW of:	(a)	above

#### Chart 5603\_10 [ *previous update 1974/25* ] ETRS89 DATUM

Insert	depth, 32	(a)	49° 55'·091N., 6° 19'·456W.
	depth, 38, close SW of:	(a)	above

#### Chart 5603\_11 [ *previous update 1974/25* ] ETRS89 DATUM

Insert	depth, 5, enclosed by 5m contour	49° 55'·341N., 6° 19'·380W.	
	depth, 32	(a)	49° 55'·091N., 6° 19'·456W.
Delete	depth, 38, close SW of:	(a)	above

#### Chart 5603\_8 [ *previous update 1974/25* ] ETRS89 DATUM

Insert	depth, 5, enclosed by 5m contour	(a)	49° 55'·34N., 6° 19'·38W.
Delete	depth, 58, close W of:	(a)	above
Insert	depth, 32	(b)	49° 55'·09N., 6° 19'·46W.
Delete	depth, 38, close SW of:	(b)	above

#### Chart 5603\_9 [ *previous update 2461/25* ] ETRS89 DATUM

Insert	depth, 32	(a)	49° 55'·34N., 6° 19'·38W.
Delete	depth, 38, close SW of:	(a)	above
Insert	depth, 5, enclosed by 5m contour	(b)	49° 55'·09N., 6° 19'·46W.
Delete	depth, 58, close W of:	(b)	above

### 3265\* ENGLAND - East Coast - Depths.

Source: ABP Humber

#### Chart 3496 (INT 1565) (Panel A, Hull Docks Eastern Part) [ *previous update 2682/25* ] ETRS89 DATUM

Insert	depth, 46, and extend 5m contour N to enclose	53° 44'·339N., 0° 18'·343W.	
	depth, 18, enclosed by 2m contour	(a)	53° 44'·095N., 0° 17'·406W.
Delete	depth, 28, close NE of:	(a)	above
Insert	depth, 104	(b)	53° 43'·688N., 0° 15'·520W.
Delete	depth, 113, close SE of:	(b)	above

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### 3265\* ENGLAND - East Coast - Depths. (continued)

#### Chart 3497 (INT 1554) [ *previous update 3202/25* ] ETRS89 DATUM

Insert	depth, 104	53° 43'·69N., 0° 15'·52W.
	depth, 18, and extend 2m contour N to enclose	(a) 53° 44'·10N., 0° 17'·41W.
Delete	depth, 25, close W of:	(a) above

#### Chart 5614\_18 (Panel A, Immingham to Saltend) [ *previous update New Edition 17/04/2025* ] ETRS89 DATUM

Insert	depth, 104	53° 43'·69N., 0° 15'·52W.
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#### Chart 5614\_19 (Panel A, Kingston Upon Hull to Humber Bridge) [ *previous update 3202/25* ] ETRS89 DATUM

Insert	depth, 104	53° 43'·69N., 0° 15'·52W.
	depth, 18, and extend 2m contour N to enclose	(a) 53° 44'·10N., 0° 17'·41W.
Delete	depth, 25, close W of:	(a) above

### 3266\* ENGLAND - West Coast - Depths.

Source: Bristol Port Company

#### Chart 1166 (Panel A, Avonmouth to Severn Bridge) [ *previous update 916/25* ] ETRS89 DATUM

Replace	depth, 57, with depth, 47, and extend 5m contour E to enclose	51° 30'·97N., 2° 43'·41W.
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#### Chart 1176 (INT 1654) [ *previous update 2821/25* ] ETRS89 DATUM

Insert	depth, 47, and extend 5m contour SE to enclose	(a) 51° 30'·97N., 2° 43'·41W.
Delete	depth, 49, close NW of:	(a) above
Insert	depth, 9, and extend 10m contour E to enclose	(b) 51° 30'·19N., 2° 44'·73W.
Delete	depth, 102, close E of:	(b) above
Insert	depth, 44, and extend 5m contour SE to enclose	(c) 51° 30'·24N., 2° 44'·82W.
Delete	depth, 5, close NW of:	(c) above
Insert	depth, 17, and extend 2m contour SE to enclose	(d) 51° 30'·19N., 2° 45'·32W.
Delete	depth, 28, close N of:	(d) above
Insert	depth, 18, enclosed by 2m contour	51° 30'·34N., 2° 45'·62W.
	depth, 85, and extend 10m contour SE to enclose	(e) 51° 30'·09N., 2° 45'·63W.
Delete	depth, 134, close E of:	(e) above
Insert	depth, 34, and extend 5m contour SE to enclose	(f) 51° 30'·23N., 2° 46'·12W.
Delete	depth, 39, close W of:	(f) above

## II

### 3266\* ENGLAND - West Coast - Depths. (continued)

#### Chart 1859 (INT 1655) (Panel A, King Road) [ *previous update New Edition 12/06/2025* ] ETRS89 DATUM

Insert	depth, 34	(a)	51° 30'·225N., 2° 46'·125W.
Delete	depth, 47, close SE of:	(a)	above
Insert	depth, 18, enclosed by 2m contour		51° 30'·340N., 2° 45'·620W.
	depth, 85, and extend 10m contour S to enclose	(b)	51° 30'·088N., 2° 45'·631W.
Delete	depth, 134, close E of:	(b)	above
Insert	depth, 17, enclosed by 2m contour	(c)	51° 30'·186N., 2° 45'·320W.
Delete	depth, 39, close SE of:	(c)	above
Insert	depth, 16, enclosed by 2m contour		51° 30'·232N., 2° 45'·301W.
	depth, 19, enclosed by 2m contour	(d)	51° 30'·233N., 2° 45'·224W.
Delete	depth, 3, close NW of:	(d)	above
Insert	depth, 44, and extend 5m contour SE to enclose		51° 30'·238N., 2° 44'·825W.
	depth, 69	(e)	51° 30'·200N., 2° 44'·825W.
Delete	depth, 93, close NE of:	(e)	above
Insert	depth, 9, and extend 10m contour SE to enclose	(f)	51° 30'·187N., 2° 44'·730W.
Delete	depth, 106, close NE of:	(f)	above
Insert	depth, 47, and extend 5m contour E to enclose	(g)	51° 30'·966N., 2° 43'·412W.
Delete	depth, 57, close NW of:	(g)	above

#### Chart 5608\_20 [ *previous update 1962/25* ] ETRS89 DATUM

Insert	depth, 34, and extend 5m contour SE to enclose		51° 30'·225N., 2° 46'·125W.
	depth, 18, enclosed by 2m contour		51° 30'·342N., 2° 45'·620W.
	depth, 85, enclosed by 10m contour		51° 30'·088N., 2° 45'·631W.
	depth, 17, enclosed by 2m contour	(a)	51° 30'·186N., 2° 45'·320W.
Delete	depth, 73, close NE of:	(a)	above
Insert	depth, 16, enclosed by 2m contour	(b)	51° 30'·232N., 2° 45'·301W.
Delete	depth, 28, close NW of:	(b)	above
Insert	depth, 19, enclosed by 2m contour	(c)	51° 30'·233N., 2° 45'·224W.
Delete	depth, 66, close SE of:	(c)	above
Insert	depth, 44, and extend 5m contour SW to enclose		51° 30'·238N., 2° 44'·825W.
	depth, 69, and extend 10m contour SE to enclose		51° 30'·200N., 2° 44'·825W.
	depth, 9, and extend 10m contour SE to enclose		51° 30'·187N., 2° 44'·730W.
	depth, 47, enclosed by 5m contour		51° 30'·966N., 2° 43'·412W.

#### Chart 5608\_18 (Panel A, Avonmouth to Severn Bridge) [ *previous update 916/25* ] ETRS89 DATUM

Replace	depth, 57, with depth, 47, and extend 5m contour SE to enclose		51° 30'·97N., 2° 43'·41W.
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## II

### 3266\* ENGLAND - West Coast - Depths. (continued)

#### Chart 5608\_16 (Panel A, Bristol Deep to King Road) [ *previous update 2676/25* ] ETRS89 DATUM

Insert	depth, 17, and extend 2m contour SE to enclose	(a)	51° 30'·19N., 2° 45'·32W.
Delete	depth, 28, close N of:	(a)	above
Insert	depth, 18, enclosed by 2m contour		51° 30'·34N., 2° 45'·62W.
	depth, 85, and extend 10m contour S to enclose	(b)	51° 30'·09N., 2° 45'·63W.
Delete	depth, 134, close E of:	(b)	above
Insert	depth, 34, and extend 5m contour SE to enclose	(c)	51° 30'·23N., 2° 46'·12W.
Delete	depth, 39, close W of:	(c)	above

#### Chart 5608\_16 (Panel B, Continuation to Avonmouth) [ *previous update 2676/25* ] ETRS89 DATUM

Insert	depth, 47, and extend 5m contour SE to enclose	(a)	51° 30'·97N., 2° 43'·41W.
Delete	depth, 49, close NW of:	(a)	above
Insert	depth, 9, and extend 10m contour E to enclose	(b)	51° 30'·19N., 2° 44'·73W.
Delete	depth, 102, close E of:	(b)	above
Insert	depth, 44, and extend 5m contour SE to enclose	(c)	51° 30'·24N., 2° 44'·82W.
Delete	depth, 5, close NW of:	(c)	above
Insert	depth, 17, and extend 2m contour SE to enclose	(d)	51° 30'·19N., 2° 45'·32W.
Delete	depth, 28, close N of:	(d)	above
Insert	depth, 18, enclosed by 2m contour		51° 30'·34N., 2° 45'·62W.
	depth, 85, and extend 10m contour S to enclose	(e)	51° 30'·09N., 2° 45'·63W.
Delete	depth, 134, close E of:	(e)	above
Insert	depth, 34, and extend 5m contour SE to enclose	(f)	51° 30'·23N., 2° 46'·12W.
Delete	depth, 39, close W of:	(f)	above

### 3310\* ENGLAND - East Coast - Depths.

Source: Port of London Authority

#### Chart 1975 [ *previous update 3174/25* ] ETRS89 DATUM

Insert	depth, 118	(a)	51° 48'·94N., 1° 39'·35E.
Delete	depth, 119, close NW of:	(a)	above

#### Chart 2052 (INT 1560) [ *previous update 1880/25* ] ETRS89 DATUM

Insert	depth, 118	(a)	51° 48'·94N., 1° 39'·35E.
Delete	depth, 119, close NW of:	(a)	above

#### Chart 2692 [ *previous update 2670/25* ] ETRS89 DATUM

Insert	depth, 118	(a)	51° 48'·94N., 1° 39'·35E.
Delete	depth, 119, close NW of:	(a)	above
Insert	depth, 166		51° 51'·13N., 1° 36'·21E.
	depth, 164		51° 50'·03N., 1° 34'·00E.
		(b)	51° 48'·93N., 1° 33'·35E.
Delete	depth, 165, close E of:	(b)	above

## II

### 3315\* SCOTLAND - West Coast - Depths. Drying height.

Source: Peel Ports Clydeport

#### Chart 1994 (INT 1636) (Panel, Greenock Great Harbour) [ *previous update 341/25* ] ETRS89 DATUM

Insert	depth, 39	(a)	55° 56'·730N., 4° 43'·531W.
Delete	depth, 46, close SW of:	(a)	above
Insert	depth, 23	(b)	55° 56'·726N., 4° 43'·398W.
Delete	depth, 36, close W of:	(b)	above
Insert	depth, 01, enclosed by 2m contour		55° 56'·738N., 4° 43'·203W.
	drying height, 03, enclosed by 0m low water line		55° 56'·676N., 4° 43'·033W.
	depth, 73	(c)	55° 56'·678N., 4° 42'·989W.
Delete	depth, 79, close SW of:	(c)	above
Insert	depth, 03, enclosed by 2m contour	(d)	55° 56'·647N., 4° 42'·933W.
Delete	depth, 76, close SE of:	(d)	above
Insert	depth, 74	(e)	55° 56'·613N., 4° 42'·786W.
Delete	depth, 81, close S of:	(e)	above
Insert	depth, 49, enclosed by 5m contour		55° 56'·575N., 4° 43'·201W.
	depth, 03, enclosed by 2m contour	(f)	55° 56'·669N., 4° 43'·551W.
Delete	depth, 4, close SE of:	(f)	above
Replace	depth, 28, with depth, 21		55° 56'·714N., 4° 43'·352W.
	depth, 34, with depth, 24		55° 56'·706N., 4° 43'·326W.

#### Chart 1994 (INT 1636) [ *previous update 341/25* ] ETRS89 DATUM

Insert	depth, 03, enclosed by 2m contour		55° 56'·647N., 4° 42'·933W.
	depth, 73	(a)	55° 56'·678N., 4° 42'·989W.
Delete	depth, 79, close W of:	(a)	above

#### Chart 5610\_4 (Panel A, Greenock Bank to Pillar Bank) [ *previous update 175/25* ] ETRS89 DATUM

Insert	depth, 03, enclosed by 2m contour		55° 56'·647N., 4° 42'·933W.
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### 3316\* SCOTLAND - East Coast - Note. Legends. Restricted area.

Source: Ministry of Defence

*Note:* This update is included in New Edition 442, 1975, 2052, 2451 and 2692, published early 2025, This update is included in New Edition 1543, published mid 2025.

#### Chart 129 [ *previous update 2610/25* ] ETRS89 DATUM

Insert	legend, <i>Historic Wreck</i> (see Note), centred on:		54° 27'·84N., 0° 18'·35W.
			54° 26'·94N., 0° 15'·77W.
			54° 08'·21N., 0° 04'·15W.

#### Chart 134 [ *previous update 5851/24* ] ETRS89 DATUM

Insert	legend, <i>Historic Wreck</i> (see Note), centred on:		54° 26'·94N., 0° 15'·77W.
			54° 28'·03N., 0° 18'·17W.



## II

### 3316\* SCOTLAND - East Coast - Note. Legends. Restricted area. (continued)

#### Chart 323 (INT 1564) [ previous update 1137/25 ] ETRS89 DATUM

Insert circular limit of restricted area, radius 300m,  $\pi\pi\pi\pi$ , centred  
 on: (a) 51° 07'·15N., 1° 27'·59E.  
 legend, *Historic Wreck (see Note)*, close W of: (a) above

#### Chart 1183 (INT 1561) [ previous update 1764/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 51° 50'·91N., 1° 37'·25E.

#### Chart 1187 [ previous update 1202/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 53° 52'·65N., 1° 30'·27E.  
 the accompanying note, HISTORIC WRECKS, centred on: 54° 07'·18N., 3° 04'·36E.

#### Chart 1191 (INT 1507) [ previous update 2610/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 54° 28'·35N., 0° 19'·14W.  
 54° 08'·95N., 0° 04'·17W.  
 legend, *Historic Wrecks (see Note)*, centred on: 54° 27'·25N., 0° 17'·55W.

#### Chart 1267 [ previous update 5190/24 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 50° 08'·45N., 4° 10'·62W.

#### Chart 1406 [ previous update 3216/25 ] WGS84 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 51° 01'·57N., 1° 18'·07E.

#### Chart 1410 (INT 1609) [ previous update 5637/24 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 52° 57'·26N., 5° 03'·84W.  
 the accompanying note, HISTORIC WRECKS, centred on: 52° 44'·75N., 6° 49'·94W.

#### Chart 1411 (INT 1608) [ previous update 5219/24 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 52° 57'·26N., 5° 03'·84W.  
 the accompanying note, HISTORIC WRECKS, centred on: 54° 45'·55N., 5° 54'·95W.

#### Chart 1462 (Panel A, Wick and Approaches) [ previous update 2646/25 ] ETRS89 DATUM

Insert the accompanying note, HISTORIC WRECKS, centred on: 58° 25'·850N., 3° 04'·890W.  
 Amend legend to, *Historic Wreck (see Note) (Unexploded Ordnance)*,  
 centred on: 58° 26'·428N., 3° 03'·958W.

#### Chart 1504 (INT 1510) [ previous update New Edition 15/05/2025 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 52° 36'·00N., 2° 01'·58E.

#### Chart 1610 (INT 1511) [ previous update 1880/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 51° 51'·30N., 1° 38'·60E.  
 51° 01'·45N., 1° 16'·98E.  
 51° 03'·66N., 1° 13'·30E.  
 51° 02'·53N., 1° 10'·52E.

#### Chart 1613 [ previous update 1960/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 50° 08'·45N., 4° 10'·62W.

## II

### 3316\* SCOTLAND - East Coast - Note. Legends. Restricted area. (continued)

#### Chart 1828 (INT 1563) [ previous update 1875/25 ] ETRS89 DATUM

Insert circular limit of restricted area, radius 300m,  $\tau\tau\tau\tau$ , centred  
 on: (a) 51° 07'·15N., 1° 27'·59E.  
 legend, *Historic Wreck (see Note)*, close W of: (a) above

#### Chart 1892 (INT 1741) [ previous update 500/25 ] ETRS89 DATUM

Insert circular limit of restricted area, radius 300m,  $\tau\tau\tau\tau$ , centred  
 on: (a) 51° 07'·15N., 1° 27'·59E.  
 legend, *Historic Wreck (see Note)*, close W of: (a) above  
 legend, *Historic Wreck (see Note)*, centred on: 51° 03'·74N., 1° 14'·71E.  
 51° 00'·97N., 1° 15'·91E.  
 51° 01'·91N., 1° 10'·64E.

#### Chart 1970 [ previous update 2498/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 52° 56'·58N., 5° 06'·16W.  
 the accompanying note, HISTORIC WRECKS, centred on: 53° 13'·79N., 4° 13'·08W.

#### Chart 2449 [ previous update 3133/25 ] WGS84 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 51° 02'·57N., 1° 10'·81E.  
 51° 03'·65N., 1° 13'·34E.  
 51° 01'·46N., 1° 16'·97E.

#### Chart 2454 (INT 1702) [ previous update 1138/25 ] ETRS89 DATUM

Insert legend, *Historic Wrecks (see Note)*, centred on: 50° 25'·45N., 2° 06'·12W.

#### Chart 2529 (Panel, Stornoway Harbour) [ previous update 2668/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 58° 11'·280N., 6° 21'·100W.

#### Chart 2529 [ previous update 2668/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 58° 11'·28N., 6° 21'·35W.  
 the accompanying note, HISTORIC WRECKS, centred on: 58° 10'·96N., 6° 28'·74W.

#### Chart 2610 [ previous update 1852/25 ] ETRS89 DATUM

Insert legend, *Historic Wrecks (see Note)*, centred on: 50° 25'·62N., 2° 04'·71W.

#### Chart 2615 [ previous update 1852/25 ] ETRS89 DATUM

Insert legend, *Historic Wrecks (see Note)*, centred on: 50° 25'·61N., 2° 05'·52W.

#### Chart 5605\_8 [ previous update New Edition 28/03/2024 ] ETRS89 DATUM

Insert circular limit of restricted area, radius 300m,  $\tau\tau\tau\tau$ , centred  
 on: (a) 51° 07'·15N., 1° 27'·59E.  
 legend, *Historic Wreck (see Note)*, close W of: (a) above

## II

### 3316\* SCOTLAND - East Coast - Note. Legends. Restricted area. (continued)

#### Chart 5605\_7 [ previous update New Edition 28/11/2024 ] ETRS89 DATUM

Insert circular limit of restricted area, radius 300m,  $\overline{\text{TTTT}}$ , centred  
 on: (a) 51° 07'·15N., 1° 27'·59E.  
 legend, *Historic Wreck (see Note)*, close W of: (a) above  
 legend, *Historic Wreck (see Note)*, centred on: 51° 03'·74N., 1° 14'·71E.  
 51° 00'·97N., 1° 15'·91E.  
 51° 01'·91N., 1° 10'·63E.

#### Chart 5605\_2 [ previous update 5368/24 ] WGS84 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 51° 02'·52N., 1° 10'·53E.  
 51° 03'·66N., 1° 13'·30E.  
 51° 01'·44N., 1° 16'·96E.

#### Chart 5606\_3 [ previous update New Edition 28/11/2024 ] ETRS89 DATUM

Insert circular limit of restricted area, radius 300m,  $\overline{\text{TTTT}}$ , centred  
 on: (a) 51° 07'·15N., 1° 27'·59E.  
 legend, *Historic Wreck (see Note)*, close W of: (a) above

#### Chart 5606\_1 [ previous update 3133/25 ] WGS84 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 51° 01'·57N., 1° 18'·08E.

#### Chart 5607\_2 [ previous update 868/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 51° 50'·93N., 1° 37'·28E.

#### Chart 5614\_22 (Panel A, Bridlington to Scarborough) [ previous update 2610/25 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 54° 08'·22N., 0° 04'·16W.

#### Chart 5614\_24 [ previous update 2746/24 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 54° 27'·84N., 0° 18'·29W.  
 54° 27'·33N., 0° 16'·03W.

#### Chart 5615\_1 [ previous update 5851/24 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 54° 28'·35N., 0° 19'·14W.  
 legend, *Historic Wrecks (see Note)*, centred on: 54° 27'·26N., 0° 17'·40W.

#### Chart 5621\_1 [ previous update 5219/24 ] ETRS89 DATUM

Insert legend, *Historic Wreck (see Note)*, centred on: 52° 57'·26N., 5° 03'·84W.

### 3331\* ENGLAND - South Coast - Buoy.

Source: Exeter Port Authority NM 11/25

#### Chart 2290 [ previous update 5299/24 ] ETRS89 DATUM

Insert  Fl.G.2s Bull Hill 50° 36'·741N., 3° 26'·074W.

## II

### 3331\* ENGLAND - South Coast - Buoy. (continued)

**Chart 5601\_6 (Panel A, Approaches to the River Exe)** [ *previous update New Edition 09/01/2025* ] ETRS89 DATUM

Insert  *Fl.G.2s Bull Hill* 50° 36'·741N., 3° 26'·074W.

### 3335\* IRELAND - West Coast - Automatic Identification System.

Source: Galway Harbour Company Notice 2/25

**Chart 1904** [ *previous update 436/24* ] ETRS89 DATUM

Insert Automatic Identification System, AIS, at light 53° 15'·33N., 9° 01'·90W.

**Chart 1984** [ *previous update 436/24* ] ETRS89 DATUM

Insert Automatic Identification System, AIS, at light 53° 15'·33N., 9° 01'·89W.

**Chart 2173 (INT 1616)** [ *previous update 5126/24* ] ETRS89 DATUM

Insert Automatic Identification System, AIS, at light 53° 15'·36N., 9° 01'·92W.

### 3260 GERMANY - Baltic Coast - Automatic Identification System. Legends.

Source: German Notices 7/2500/25 and 10/2500/25

**Chart 2014 (INT 1219)** [ *previous update 2722/25* ] WGS84 DATUM

Delete legend, *2Tn./buoys*, at light-buoy 54° 24'·96N., 14° 18'·00E.

**Chart 2015 (INT 1201)** [ *previous update 2722/25* ] WGS84 DATUM

Insert Automatic Identification System, *AIS*, at light-buoy (a) 54° 24'·96N., 14° 18'·00E.

Delete legend, *2Tn./buoys*, at light-buoy (a) above

**Chart 2679** [ *previous update 2378/25* ] WGS84 DATUM

Insert Automatic Identification System, *AIS*, at light-buoy (a) 54° 24'·88N., 14° 18'·00E.

Delete legend, (*2 buoys*), at light-buoy (a) above

### 3272 FINLAND - Saaristomeri - Depths.

Source: Finnish Chart 31

**Chart 689 (INT 1240)** [ *previous update 3039/25* ] WGS84 DATUM

Replace depth, *5*, with depth, *26* 59° 45'·45N., 20° 36'·64E.

depth, *182*, with depth, *176* 59° 40'·18N., 19° 53'·22E.

**Chart 2073** [ *previous update 3039/25* ] WGS84 DATUM

Replace depth, *5*, with depth, *26* 59° 45'·45N., 20° 36'·64E.

depth, *182*, with depth, *176* 59° 40'·18N., 19° 53'·22E.

**Chart 2075 (INT 1210)** [ *previous update 2759/25* ] WGS84 DATUM

Replace depth, *5*, with depth, *26* 59° 45'·45N., 20° 36'·64E.

## II

### 3272 FINLAND - Saaristomeri - Depths. (continued)

Chart 3826 (INT 1190) [ *previous update 3034/25* ] WGS84 DATUM

Insert	depth, 3, enclosed by 3m contour	59° 47′·08N., 20° 36′·51E.
	depth, 26, enclosed by 3m contour	(a) 59° 45′·45N., 20° 36′·64E.
Delete	sounding out of position, 5, and associated 6m contour, close N of:	(a) above

### 3292 SWEDEN - East Coast - NM Blocks.

Source: Swedish Notices 1073/19196/25 and 1073/19293/25

Chart 839 (INT 1233) [ *previous update New Edition 16/01/2025* ] WGS84 DATUM

Insert	the accompanying block, centred on:	58° 46′·5N., 17° 44′·6E.
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Chart 864 (INT 1764) [ *previous update 1945/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	58° 46′·8N., 17° 44′·8E.
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### 3306 SWEDEN - East Coast - Recommended tracks.

Source: Swedish Notice 1074/19376/25

Chart 820 (INT 1238) [ *previous update 3112/25* ] WGS84 DATUM

Insert	recommended track, pecked line, joining:	59° 22′·89N., 18° 15′·04E. 59° 22′·87N., 18° 17′·21E. 59° 22′·97N., 18° 17′·60E. 59° 22′·98N., 18° 17′·78E. 59° 22′·98N., 18° 17′·86E. 59° 22′·97N., 18° 18′·12E. 59° 22′·89N., 18° 18′·60E. 59° 22′·76N., 18° 19′·32E.
Delete	former recommended track, pecked line, joining:	59° 22′·89N., 18° 15′·12E. 59° 22′·81N., 18° 17′·25E.

### 3324 POLAND - NM Block.

Source: Polish Notice 7/70/25

Chart 2452 (INT 12991) [ *previous update 2956/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	53° 24′·5N., 14° 36′·6E.
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## II

### 3325 SWEDEN - East Coast - NM Block. Recommended routes.

Source: Swedish Chart 111

#### Chart 810 (INT 1771) [ previous update 2899/25 ] WGS84 DATUM

Insert	the accompanying block, centred on: centreline of recommended route, pecked line, joining:	59° 16'·6N., 17° 52'·0E. (a) 59° 20'·76N., 17° 28'·72E. 59° 20'·70N., 17° 28'·84E. 59° 19'·74N., 17° 31'·03E. (b) 59° 18'·86N., 17° 32'·68E.
Delete	former centreline of recommended route, pecked line, joining:	(a) above 59° 20'·50N., 17° 28'·99E. 59° 19'·65N., 17° 30'·86E. 59° 19'·57N., 17° 31'·28E. (b) above

### 3259\* NORTH SEA - United Kingdom Sector - Maritime limits.

Source: OPRED

#### Chart 266 [ previous update 2610/25 ] WGS84 DATUM

Insert	maritime limit, pecked line, joining:	(a) 54° 23'·83N., 2° 40'·25E. 54° 20'·70N., 2° 39'·33E. 54° 18'·65N., 2° 38'·31E. 54° 17'·35N., 2° 36'·84E. (b) 54° 12'·41N., 2° 30'·24E.
Delete	former maritime limit, pecked line, joining:	(a) above 54° 19'·20N., 2° 35'·70E. (b) above

### 3284 NORTH SEA - Netherlands Sector - Restricted area.

Source: Netherlands Notice 27/176/25

Note: Chart 1408 is to be deleted from the list of charts affected by Notice 1883(P)/25.

#### Chart 1408 [ previous update New Edition 10/07/2025 ] WGS84 DATUM


limit of restricted area,  joining:	52° 25'·2N., 3° 48'·5E. 52° 23'·5N., 3° 37'·8E. 52° 21'·7N., 3° 35'·0E. 52° 18'·9N., 3° 32'·8E. 52° 15'·5N., 3° 32'·7E. 52° 15'·5N., 3° 40'·2E. 52° 12'·5N., 3° 40'·2E. 52° 10'·9N., 3° 44'·8E. 52° 14'·0N., 3° 45'·0E.
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## II



### 3302 NORTH SEA - Netherlands Sector - Platform. Restricted area. Legend. Automatic Identification System.

Source: Netherlands Notice 27/177/25

#### Chart 1408 [ *previous update 3284/25* ] WGS84 DATUM

Insert		
	Automatic Identification System, AIS, at platform	(a) 52° 41'·1N., 3° 49'·0E. (a) above

#### Chart 1631 (INT 1418) [ *previous update 3216/25* ] WGS84 DATUM

Insert	 HW-R1	
	circular limit of restricted area, radius 500m (0·27M),  ,	(a) 52° 41'·13N., 3° 48'·98E.
	centred on:	(a) above
	legend, AIS, at platform	(a) above

### 3317\* GERMANY - North Sea Coast - Depths.

Source: WSA Elbe-Nordsee, Survey LP27875/25

#### Chart DE 42 (INT 1366) (Panel B, Brunsbüttel) [ *previous update 2808/25* ] WGS84 DATUM

Insert	depth, 11 <sub>2</sub>	(a) 53° 53'·185N., 9° 09'·386E.
Delete	depth, 13, close NE of:	(a) above
Insert	depth, 10 <sub>5</sub>	(b) 53° 53'·205N., 9° 09'·253E.
Delete	depth, 12, close NW of:	(b) above

#### Chart DE 46 (INT 1453) (Panel, Brunsbüttel) [ *previous update 3218/25* ] WGS84 DATUM

Insert	depth, 11 <sub>2</sub>	(a) 53° 53'·185N., 9° 09'·386E.
Delete	depth, 13, close NE of:	(a) above
Insert	depth, 10 <sub>5</sub>	(b) 53° 53'·205N., 9° 09'·253E.
Delete	depth, 12, close NW of:	(b) above


#### Chart DE 46 (INT 1453) [ *previous update 3218/25* ] WGS84 DATUM

Insert	depth, 11 <sub>2</sub>	(a) 53° 53'·19N., 9° 09'·39E.
Delete	depth, 13, close NE of:	(a) above

### 3321 NORTH SEA - Norwegian Sector - Submarine pipelines.

Source: Norwegian Notice 9/77724/25


#### Chart 292 [ *previous update 3152/25* ] WGS84 DATUM

Insert	submarine pipeline,  , joining:	
		59° 47'·06N., 2° 26'·04E.
		(a) 59° 52'·19N., 2° 33'·99E.
		and
		59° 43'·72N., 2° 33'·40E.
		(a) above

## II


### 3321 NORTH SEA - Norwegian Sector - Submarine pipelines. (continued)

**Chart 294** [ *previous update 3152/25* ] WGS84 DATUM

Insert submarine pipeline, , joining:


59° 47'·06N., 2° 26'·04E.  
(a) 59° 52'·19N., 2° 33'·99E.  
and  
59° 43'·72N., 2° 33'·40E.  
(a) above

**Chart 1427 (INT 1401)** [ *previous update 3152/25* ] WGS84 DATUM

Insert submarine pipeline, , joining:

59° 47'·1N., 2° 26'·0E.  
(a) 59° 52'·2N., 2° 34'·0E.  
and  
59° 43'·7N., 2° 33'·4E.  
(a) above

**Chart 2182C (INT 1041)** [ *previous update 3152/25* ] WGS84 DATUM


Insert submarine pipeline, , joining:

59° 47'·1N., 2° 26'·0E.  
(a) 59° 52'·2N., 2° 34'·0E.  
and  
59° 43'·7N., 2° 33'·4E.  
(a) above


### 3289 FRANCE - North Coast - Buoyage.

Source: French Notice 11/35/25

**Chart 2451 (INT 1704)** [ *previous update 1670/25* ] WGS84 DATUM

Move  *Fl(3)Y.12s Penly 1*, from:

49° 59'·04N., 1° 11'·35E.  
to:  
49° 59'·21N., 1° 11'·13E.

 *Fl.Y.4s Penly 2*, from:

49° 59'·42N., 1° 12'·06E.  
to:  
49° 59'·95N., 1° 12'·49E.

### 3326 FRANCE - West Coast - NM Block.

Source: French Notice 11/55/25

**Chart 2743 (INT 1844)** [ *previous update New Edition 20/03/2025* ] WGS84 DATUM

Insert the accompanying block, centred on: 46° 09'·5N., 1° 13'·9W.





## II

### 3267 TÜRKIYE - Marmara Denizi - NM Blocks. Bridge. Vertical clearance. Submarine power cable.

Source: Turkish Notice 4/19/25

#### Chart 224 (Continuation to İzmit) [ previous update 344/25 ] WGS84 DATUM

Insert bridge, single firm line, joining: (a) 40° 44'·3N., 29° 30'·8E.  
40° 46'·0N., 29° 31'·1E.  
symbol, vertical clearance 60m 40° 46'·4N., 29° 31'·1E.  
submarine power cable,  , joining: (a) above  
40° 44'·9N., 29° 30'·5E.  
40° 45'·7N., 29° 30'·5E.  
40° 46'·0N., 29° 31'·0E.

#### Chart 497 (Panel C, Diliskelesi) [ previous update 344/25 ] WGS84 DATUM

Insert the accompanying block A, centred on: 40° 45'·5N., 29° 32'·0E.

#### Chart 497 (Panel A, Tuzla to İzmit) [ previous update 344/25 ] WGS84 DATUM

Insert the accompanying block B, centred on: 40° 45'·3N., 29° 32'·9E.

### 3285 ITALY - East Coast - Restricted area.

Source: Italian Notice 9.9/25

#### Chart 1467 [ previous update 2849/25 ] WGS84 DATUM

Insert limit of restricted area, entry prohibited, pecked line, joining: 44° 27'·81N., 12° 23'·43E.  
44° 27'·72N., 12° 23'·44E.  
44° 27'·70N., 12° 22'·94E.  
44° 27'·79N., 12° 22'·94E.

### 3287 SPAIN - Mediterranean Sea Coast - Buoy.

Source: Spanish Notice 21/164/25

#### Chart 1196 (INT 3184) [ previous update 5377/24 ] WGS84 DATUM

Delete  Fl.Y.4s3M(sync) 41° 23'·44N., 2° 12'·59E.

### 3293 TÜRKIYE - Marmara Denizi - Pilot boarding place.

Source: Turkish Notice 15/69/25

#### Chart 1015 (INT 3754) [ previous update 2793/25 ] WGS84 DATUM

Insert  40° 51'·20N., 29° 14'·55E.

## II

**3303 GREECE - Aegean Sea Coast - Note.**

Source: Greek Notice 2/40/25

**Chart 1599 (Panel, Liménas Pórou and Approaches)** [ *previous update 2503/25* ] WGS84 DATUM

Insert	the accompanying note, SUBMARINE CABLES AND PIPELINES	within title panel
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**3337 ITALY - West Coast - NM Block. Depths. Wreck. Foul.**

Source: Italian Notices 5.2-3/25

**Chart 119 (Panel, Livorno)** [ *previous update 1868/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	43° 33'·3N., 10° 17'·8E.
Replace	depth, 78, with depth, 73	43° 34'·473N., 10° 18'·987E.
	depth, 78, with depth, 71	43° 34'·432N., 10° 18'·683E.

**Chart 119** [ *previous update 1868/25* ] WGS84 DATUM

Insert	 Wk	(a) 43° 31'·42N., 10° 16'·87E.
Delete	#, close SW of:	(a) above

**3288 EQUATORIAL GUINEA - Development area. NM Block.**

Source: French Notice 22/168/25

**Chart 1387 (INT 2810)** [ *previous update 635/25* ] WGS84 DATUM

Insert	limit of restricted area, +++++, joining:	(a) 1° 35'·0N., 9° 16'·9E. (b) 1° 36'·5N., 9° 18'·1E. (c) 1° 36'·1N., 9° 18'·8E. 1° 36'·0N., 9° 20'·7E. 1° 35'·0N., 9° 20'·9E.
Delete	maritime limit, pecked line, joining:	(a)-(c) above 1° 35'·8N., 9° 19'·2E. 1° 35'·0N., 9° 19'·2E.

**Chart 3327 (INT 2811)** [ *previous update 2835/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	1° 25'·4N., 9° 15'·8E.
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## II

### 3311 BANGLADESH - Lights. Radar beacons. Radiobeacon.

Source: Bangladesh Notice 10/25

#### Chart IN 31 (INT 756) [ previous update 2416/24 ] WGS84 DATUM

Insert	★ Fl.15s26M radar beacon, Racon(O), at light	(a) 21° 43'·8N., 89° 34'·4E. (a) above
	★ Fl.12s26M radar beacon, Racon(K), at light	(b) 21° 49'·2N., 90° 08'·4E. (b) above
	★ Fl.9s26M radar beacon, Racon(M), at light	(c) 21° 55'·1N., 90° 37'·4E. (c) above
	★ Fl.7s25M radar beacon, Racon(N), at light	(d) 22° 02'·5N., 91° 00'·8E. (d) above
Amend	light to, Fl.10s26M	(e) 21° 51'·8N., 91° 50'·7E.
	light to, Fl.30s26M	20° 37'·4N., 92° 19'·4E.
Replace	radio beacon, RC with radar beacon, Racon(K)	(e) above

#### Chart 90 [ previous update 2387/25 ] WGS84 DATUM

Insert	★ Fl.15s82m26M radar beacon, Racon(O), at light	(a) 21° 43'·8N., 89° 34'·4E. (a) above
	★ Fl.12s79m26M radar beacon, Racon(K), at light	(b) 21° 49'·2N., 90° 08'·4E. (b) above
	★ Fl.9s76m26M radar beacon, Racon(M), at light	(c) 21° 55'·1N., 90° 37'·4E. (c) above
	★ Fl.7s79m25M radar beacon, Racon(N), at light	(d) 22° 02'·5N., 91° 00'·8E. (d) above
Amend	light to, Fl.10s88m26M	21° 51'·9N., 91° 50'·5E.
	light to, Fl.30s85m26M	20° 37'·9N., 92° 19'·2E.

#### Chart IN 351 (INT 7419) [ previous update 2416/24 ] WGS84 DATUM

Insert	★ Fl.15s82m26M radar beacon, Racon(O), at light	(a) 21° 43'·8N., 89° 34'·4E. (a) above
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#### Chart 817 (INT 7430) [ previous update 2387/25 ] WGS84 DATUM

Amend	light to, Fl.30s85m26M	20° 37'·9N., 92° 19'·2E.
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#### Chart 899 (INT 7426) [ previous update 2689/25 ] WGS84 DATUM

Insert	★ Fl.15s82m26M radar beacon, Racon(O), at light	(a) 21° 43'·79N., 89° 34'·41E. (a) above
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#### Chart 1016 (INT 7428) [ previous update 2894/25 ] WGS84 DATUM

Amend	light to, Fl.10s88m26M	21° 51'·90N., 91° 50'·54E.
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## II

### 3273\* SINGAPORE - Depths.

Source: Maritime and Port Authority of Singapore

Note: This update is included in New Editions 4030 and 4031, to be published 14 August 2025.

#### Chart 4038 [ previous update 3192/25 ] WGS84 DATUM

Replace depth, 164 , with depth, 163 1° 13'·93N., 103° 40'·06E.










#### Chart 4040 [ previous update 3192/25 ] WGS84 DATUM

Replace depth, 164 , with depth, 163 1° 13'·93N., 103° 40'·06E.



### 3274 CHINA - South Coast - Buoyage. Light-beacons.

Source: Chinese Notices 50/1954-1955/24

#### Chart 1555 [ previous update 3129/25 ] CGCS 2000 DATUM

Insert	 Mo(C)Y.12s5M No 9	21° 22'·6N., 111° 33'·2E.
	 Mo(C)Y.15s5M No 11	21° 21'·4N., 111° 35'·2E.
	 Mo(C)Y.15s5M No 4	21° 21'·3N., 111° 39'·1E.
	 Mo(O)Y.12s L11	21° 05'·3N., 111° 30'·4E.
	 Mo(O)Y.12s L9	21° 04'·4N., 111° 27'·0E.
	 Mo(O)Y.12s L7	21° 00'·7N., 111° 27'·0E.
	 Mo(O)Y.12s L5	20° 57'·1N., 111° 27'·0E.
	 Mo(O)Y.12s L3	20° 53'·4N., 111° 27'·0E.
	 Mo(O)Y.12s L1	20° 54'·5N., 111° 30'·4E.







#### Chart 3348 [ previous update 1302/25 ] CGCS 2000 DATUM

Insert	 Mo(O)Y.12s L9	21° 04'·41N., 111° 27'·03E.
	 Mo(O)Y.12s L7	21° 00'·73N., 111° 27'·03E.
	 Mo(O)Y.12s L5	20° 57'·06N., 111° 27'·03E.
	 Mo(O)Y.12s L3	20° 53'·35N., 111° 27'·03E.

## II

### 3274 CHINA - South Coast - Buoyage. Light-beacons. (continued)

**Chart 3892** [ *previous update 3111/25* ] CGCS 2000 DATUM

Insert	 <i>Mo(O)Y.12s L11</i>	21° 05'·3N., 111° 30'·4E.
	 <i>Mo(O)Y.12s L9</i>	21° 04'·4N., 111° 27'·0E.
	 <i>Mo(O)Y.12s L7</i>	21° 00'·7N., 111° 27'·0E.
	 <i>Mo(O)Y.12s L5</i>	20° 57'·1N., 111° 27'·0E.
	 <i>Mo(O)Y.12s L3</i>	20° 53'·4N., 111° 27'·0E.
	 <i>Mo(O)Y.12s L1</i>	20° 54'·5N., 111° 30'·4E.

### 3275 CHINA - South Coast - Depths.

Source: Hong Kong Notice 8/21/25

**Chart 4117** [ *previous update 2938/25* ] WGS84 DATUM

Insert	depth, 105	(a) 22° 16'·429N., 114° 16'·064E.
Delete	depth, 115 , close NE of:	(a) above
Insert	depth, 99 , and extend 10m contour SE to enclose depth, 121	22° 16'·420N., 114° 16'·012E. (b) 22° 16'·357N., 114° 15'·953E.
Delete	depth, 129 , close W of:	(b) above
Insert	depth, 97 , and extend 10m contour NE to enclose	(c) 22° 16'·336N., 114° 14'·998E.
Delete	depth, 115 , close NW of:	(c) above
Insert	depth, 18 , enclosed by 2m contour depth, 118	22° 16'·152N., 114° 16'·190E. (d) 22° 16'·051N., 114° 16'·224E.
Delete	depth, 122 , close W of:	(d) above
Insert	depth, 28	(e) 22° 15'·955N., 114° 16'·307E.
Delete	depth, 44 , close NW of:	(e) above
Insert	depth, 67	(f) 22° 15'·786N., 114° 15'·405E.
Delete	depth, 78 , close N of:	(f) above
Replace	depth, 4 , with depth, 31	22° 16'·139N., 114° 14'·956E.

**Chart 4126** [ *previous update 2314/25* ] WGS84 DATUM

Insert	depth, 118	(a) 22° 16'·06N., 114° 16'·21E.
Delete	depth, 135 , close W of:	(a) above

**Chart 4127** [ *previous update 2397/25* ] WGS84 DATUM

Insert	depth, 118	(a) 22° 16'·06N., 114° 16'·21E.
Delete	depth, 135 , close W of:	(a) above

## II

**3291 CHINA - Yellow Sea Coast - Light.**

Source: Chinese Notice 13/398/25

**Chart 1201** [ *previous update 2506/25* ] CGCS 2000 DATUM

Insert	 Fl.R.3s10m5M	34° 51'·33N., 119° 13'·86E.
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**3294 CHINA - East Coast - Buoyage.**

Source: Chinese Notice 17/530/25

**Chart 1601 (Panel, C)** [ *previous update 1589/25* ] CGCS 2000 DATUM

Insert	 Q.R No 116A	31° 11'·91N., 121° 29'·81E.
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	 Fl.R.4s No 116C	31° 11'·58N., 121° 29'·39E.
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**3298 VIETNAM - NM Block. Pilot boarding places. Buoy. Anchor berths. Anchorage area.**

Source: Vietnamese Charts VN3KH001, VN300018, VN300020 and VN300021

**Chart 3883** [ *previous update 2451/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	12° 35'·7N., 109° 22'·3E.
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		11° 29'·94N., 109° 05'·10E.
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		11° 33'·95N., 109° 05'·14E.
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Delete	 Fl(2)5s MD	11° 59'·36N., 109° 18'·11E.
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	3, centred on:	12° 44'·65N., 109° 25'·71E.
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	2, centred on:	12° 47'·09N., 109° 24'·50E.
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	1, centred on:	12° 48'·19N., 109° 24'·10E.
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		12° 57'·95N., 109° 28'·71E.
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**3304 CHINA - East Coast - Depth.**

Source: Chinese Notice 13/405/25

**Chart 1603** [ *previous update 2544/25* ] CGCS 2000 DATUM

Delete	depth, 39 , and associated 5m contour	31° 26'·68N., 121° 43'·77E.
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## II

### 3305 CHINA - South Coast - Wrecks. Depth.

Source: Hong Kong Notices 14/36-37/25

#### Chart 341 [ *previous update 2397/25* ] WGS84 DATUM

Insert  22° 10'·19N., 114° 10'·12E.

#### Chart 937 (INT 5508) [ *previous update 2952/25* ] WGS84 DATUM

Insert  22° 10'·19N., 114° 10'·12E.

 22° 10'·85N., 114° 22'·60E.


#### Chart 1555 [ *previous update 3274/25* ] CGCS 2000 DATUM

Insert  22° 10'·8N., 114° 22'·6E.

#### Chart 1962 [ *previous update 2952/25* ] WGS84 DATUM

Insert  22° 10'·8N., 114° 22'·6E.

#### Chart 3026 [ *previous update 2952/25* ] WGS84 DATUM


Insert  22° 10'·19N., 114° 10'·12E.

 (a) 22° 10'·85N., 114° 22'·60E.

Delete depth, 305 , close SW of: (a) above

#### Chart 4127 [ *previous update 3275/25* ] WGS84 DATUM

Insert  22° 10'·19N., 114° 10'·12E.

 22° 10'·85N., 114° 22'·60E.

### 3319 CHINA - Yellow Sea Coast - Explosives dumping ground.

Source: Chinese Notices 10/242-243/25

#### Chart 1253 [ *previous update 2643/25* ] CGCS 2000 DATUM

Insert symbol, explosives dumping ground, centred on: 36° 05'·8N., 120° 59'·0E.

symbol, explosives dumping ground, PA, centred on: 35° 17'·2N., 120° 21'·9E.

#### Chart 1254 [ *previous update 3118/25* ] CGCS 2000 DATUM

Insert symbol, explosives dumping ground, centred on: 36° 05'·8N., 120° 59'·0E.

### 3322 CAMBODIA - Light.

Source: ENC KH3SHV01

#### Chart 4508 (INT 508) [ *previous update New Edition 10/07/2025* ] (WGS84 DATUM)


Delete  10° 32'·7N., 103° 19'·6E.

## II

### 3323 CHINA - Bo Hai - Virtual aid to navigation.

Source: Chinese Notice 18/572/25

**Chart 1252** [ *previous update 3094/25* ] CGCS 2000 DATUM

Insert  symbol, Virtual aid to navigation, special topmark, V-AIS 40° 21'·41N., 121° 02'·45E.



**Chart 1256** [ *previous update 2785/25* ] WGS84 DATUM

Insert  symbol, Virtual aid to navigation, special topmark, V-AIS 40° 21'·4N., 121° 02'·5E.

### 3334 CHINA - East Coast - Submarine power cable.

Source: Chinese Notice 14/444/25

**Chart 1760** [ *previous update 3124/25* ] WGS84 DATUM

Insert  submarine power cable, , joining:

23° 59'·7N., 117° 48'·3E.  
23° 59'·2N., 117° 49'·7E.  
23° 58'·9N., 117° 52'·5E.  
23° 59'·2N., 117° 53'·6E.  
23° 58'·8N., 117° 53'·9E.  
23° 58'·3N., 118° 02'·8E.  
23° 55'·9N., 118° 10'·7E.  
23° 55'·6N., 118° 11'·1E.

### 3261 MALAYSIA - Sarawak - Fish haven.

Source: Malaysian Notice 80/25

**Chart 1844** [ *previous update 3167/25* ] WGS84 DATUM

Insert  4° 56'·57N., 115° 18'·24E.

### 3276 PAPUA NEW GUINEA - Light. Beacon.

Source: Australian Notice 13/535/25

**Chart PNG 379** [ *previous update 873/25* ] WGS84 DATUM

Replace  F1.2·5s33m 10M with  9° 23'·4S., 147° 00'·9E.

### 3277 AUSTRALIA - Victoria - Light-beacon.

Source: Australian Notice 13/548/25

**Chart Aus 143** [ *previous update 2203/25* ] WGS84 DATUM

Insert  VQ(6)+LF1.10s 37° 56'·82S., 144° 46'·18E.



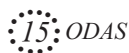
## II

### 3278 AUSTRALIA - New South Wales - Obstruction.

Source: Australian Notice 13/523/25

Chart Aus 808 [ *previous update 3085/25* ] WGS84 DATUM

Insert



33° 59'·62S., 151° 27'·04E.

### 3279 PAPUA NEW GUINEA - Light. Beacon.

Source: Australian Notice 13/536/25

Chart PNG 508 [ *previous update 4912/21* ] WGS84 DATUM

Replace



10° 33'·63S., 150° 41'·72E.

### 3280 AUSTRALIA - Queensland - Depths.

Source: Australian Notice 13/527/25

Chart Aus 819 [ *previous update 2988/25* ] WGS84 DATUM

Replace

depth, 10g, with depth, 10g

23° 52'·36S., 151° 29'·32E.

### 3290 AUSTRALIA - Queensland - Depth.

Source: Australian Notice 13/529/25

Chart Aus 815 [ *previous update New Edition 06/12/2024* ] WGS84 DATUM

Insert

depth, 4, and extend 5m contour N to enclose

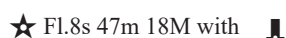
26° 51'·33S., 153° 09'·84E.

### 3297 PAPUA NEW GUINEA - Light. Beacon.

Source: Australian Notice 13/537/25

Chart PNG 554 [ *previous update New Edition 13/09/2024* ] WGS84 DATUM

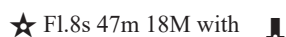
Replace



4° 08'·16S., 152° 10'·20E.

Chart PNG 680 [ *previous update New Edition 30/08/2024* ] WGS84 DATUM

Replace



4° 08'·16S., 152° 10'·21E.

Chart 4604 (INT 604) [ *previous update 3247/25* ] WGS84 DATUM

Delete



4° 08'·2S., 152° 10'·2E.

Chart 4622 (INT 622) [ *previous update 4395/24* ] WGS84 DATUM

Delete



4° 08'·2S., 152° 10'·2E.

## II

### 3300 AUSTRALIA - Queensland - Depth.

Source: Australian Notice 14/585/25

#### Chart Aus 832 [ *previous update 1170/25* ] WGS84 DATUM

Insert depth, 14g, enclosed by 15m contour 14° 31'·90S., 145° 04'·33E.

#### Chart Aus 833 [ *previous update 1170/25* ] WGS84 DATUM

Insert depth, 14g, enclosed by 15m contour 14° 31'·90S., 145° 04'·33E.

### 3313 AUSTRALIA - Queensland - Wrecks. Legends.

Source: Australian Notice 13/533/25

#### Chart Aus 814 [ *previous update 1684/25* ] WGS84 DATUM

Replace  Wk with  Historic Wk (see Note) 27° 13'·45S., 153° 16'·32E.

#### Chart Aus 819 [ *previous update 3280/25* ] WGS84 DATUM

Insert legend, Historic Wk (see Note), orientated SW/NE, centred on: 23° 26'·03S., 151° 54'·91E.

#### Chart Aus 830 [ *previous update 1114/25* ] WGS84 DATUM

Insert legend, Historic Wk (see Note), orientated SW/NE, centred on: 16° 53'·56S., 145° 52'·60E.

#### Chart Aus 835 [ *previous update 1073/25* ] WGS84 DATUM

Replace  Wk with  Historic Wk (see Note) 11° 45'·39S., 143° 14'·44E.



### 3327 AUSTRALIA - New South Wales - Wrecks. Legends.

Source: Australian Notice 13/524/25

#### Chart Aus 195 [ *previous update 2549/25* ] WGS84 DATUM

Insert legend, Historic Wk (see Note), centred on: 34° 22'·32S., 150° 56'·13E.

#### Chart Aus 807 [ *previous update 3085/25* ] WGS84 DATUM

Replace  Wk with  Historic Wk (see Note) 36° 13'·19S., 150° 17'·39E.

#### Chart Aus 808 [ *previous update 3278/25* ] WGS84 DATUM

Replace  Wk with  Historic Wk (see Note) 33° 50'·81S., 151° 21'·10E.

#### Chart Aus 809 [ *previous update 2549/25* ] WGS84 DATUM

Insert legend, Historic Wk (see Note), centred on: 32° 52'·88S., 151° 54'·57E.

Replace  Wk with  Historic Wk (see Note) 33° 50'·81S., 151° 21'·10E.

## II

### 3312 SOUTH PACIFIC OCEAN - Nouvelle-Calédonie - Buoyage.

Source: Australian Notice 13/525/25, ENC AU130150 and National Institute of Water and Atmospheric Research Ltd (NIWA)

#### Chart 4636 (INT 636) [ *previous update New Edition 10/07/2025* ] WGS84 DATUM

Insert	 Fl.Y.2s 1M 'L'	19° 17'·5S., 166° 48'·8E.
	 Fl.Y.2s 1M 'K'	24° 18'·5S., 169° 29'·9E.

### 3338 CANADA - British Columbia - Depths. Rocks.

Source: Canadian Notice 3/3442/25

#### Chart 4955 [ *previous update 3159/25* ] NAD83 DATUM

Insert	depth, 19, enclosed by 2m contour, with seabed type, R	(a) 48° 58'·91N., 123° 32'·14W.
Delete	depth, 27, with seabed type, R, close N of:	(a) above
Insert	depth, 32	(b) 48° 58'·43N., 123° 31'·64W.
Delete	depth, 43, close NW of:	(b) above
Insert	depth, 27	(c) 48° 57'·72N., 123° 30'·64W.
Delete	depth, 46, close E of:	(c) above
Insert	depth, 06, and extend 2m contour E to enclose	(d) 48° 57'·20N., 123° 29'·44W.
Delete	depth, 12, close NW of:	(d) above
Replace	depth, 18, with depth, 15	48° 57'·09N., 123° 29'·08W.

### 3258 MEXICO - Pacific Ocean Coast - Firing practice area.

Source: ENC MX208085

#### Chart 1027 [ *previous update 3782/24* ] WGS84 DATUM

Delete	limit of firing practice area, pecked line, joining:	21° 15'·5N., 106° 21'·8W. 21° 15'·5N., 106° 07'·5W. 21° 05'·7N., 106° 07'·5W. 21° 05'·7N., 106° 21'·8W.
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### 3320 CHILE - Northern Coasts - NM Block.

Source: Chilean Notice 3/9/25

#### Chart 4222 [ *previous update 4986/23* ] WGS84 DATUM

Insert	the accompanying block, centred on:	20° 46'·9S., 70° 11'·9W.
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## II

### 3296 BRAZIL - South Coast - NM Block. Depths.

Source: Brazilian Notice 4/S 30/25

#### Chart 431 [ *previous update 1476/25* ] WGS84 DATUM

Insert	depth, 149	(a) 22° 59'·32S., 43° 57'·91W.
Delete	depth, 158, close SW of:	(a) above

#### Chart 432 [ *previous update 994/25* ] WGS84 DATUM

Insert	the accompanying block, centred on:	23° 00'·0S., 43° 59'·3W.
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### 3257 CANADA - Newfoundland and Labrador - Depths.

Source: French Notice 22/275/25

#### Chart 4734 [ *previous update 2359/25* ] NAD83 DATUM

Insert	depth, 95, and extend 10fm contour SE to enclose	46° 50'·3N., 56° 14'·2W.
Replace	depth, 25, with depth, 02, and extend 1fm contour SW to enclose	46° 49'·4N., 56° 23'·3W.



#### Chart 4763 [ *previous update 2359/25* ] NAD83 DATUM

Insert	depth, 95, and extend 10fm contour SE to enclose	46° 50'·3N., 56° 14'·2W.
Replace	depth, 25, with depth, 02, and extend 1fm contour SW to enclose	46° 49'·4N., 56° 23'·3W.



### 3295 UNITED STATES OF AMERICA - East Coast - Depths. Obstructions.

Source: ENC US5NYCDF

#### Chart 3455 [ *previous update 937/25* ] NAD83 DATUM

Insert	depth, 3, enclosed by 6ft contour	40° 41'·810N., 74° 03'·896W.
	depth, 11	(a) 40° 41'·752N., 74° 03'·770W.
Delete	depth, 16, close NW of:	(a) above
	 Cable	40° 41'·320N., 74° 02'·326W.
	 Obstrn PA	40° 41'·175N., 74° 02'·319W.

#### Chart 3456 [ *previous update 1012/25* ] NAD83 DATUM

Insert	depth, 7, and extend 18ft contour SE to enclose	(a) 40° 39'·293N., 74° 05'·155W.
Delete	depth, 25, close N of:	(a) above
Insert	depth, 9, enclosed by 18ft contour	(b) 40° 40'·125N., 74° 04'·782W.
Delete	depth, 22, close SE of:	(b) above
Insert	depth, 6, enclosed by 6ft contour	(c) 40° 40'·066N., 74° 04'·650W.
Delete	depth, 21, close E of:	(c) above
	 Obstrn PA	40° 39'·153N., 74° 02'·572W.
		40° 41'·175N., 74° 02'·319W.
	 Cable	40° 41'·320N., 74° 02'·326W.

## II

### 3295 UNITED STATES OF AMERICA - East Coast - Depths. Obstructions. (continued)

#### Chart 3457 (Panel A, Continuation of Kill Van Kull) [ *previous update 3038/25* ] NAD83 DATUM

Insert	depth, 7, and extend 18ft contour SE to enclose	(a) 40° 39'·293N., 74° 05'·155W.
Delete	depth, 25, close NE of:	(a) above

### 3332 CANADA - Saint Lawrence River - Fouls. Depths. Submarine cable. Notes. Legend. Intake. NM Block.

Source: Canadian Notices 2/1311-1312/25

Note: Former Notices 4885(T)/24 and 5270(T)/24 are cancelled.

#### Chart 4790 (Panel, Sorel-Tracy) [ *previous update 267/25* ] NAD83 DATUM

Insert	#	46° 03' 08·5"N., 73° 08' 35·2"W.
		46° 03' 06·1"N., 73° 08' 24·5"W.
	depth, 133	46° 03' 08·8"N., 73° 08' 01·6"W.
	depth, 125	46° 03' 10·4"N., 73° 07' 54·3"W.
	depth, 121	46° 03' 09·0"N., 73° 07' 34·5"W.
	depth, 92	46° 03' 27·6"N., 73° 05' 45·2"W.
	submarine cable, ~~~~, joining:	46° 02' 29·5"N., 73° 07' 03·4"W.
		46° 02' 28·6"N., 73° 07' 06·0"W.

#### Chart 4790 [ *previous update 267/25* ] NAD83 DATUM

Insert	the accompanying block, centred on:	46° 12'·5N., 72° 54'·9W.
	the accompanying note, SILTING, centred on:	46° 07'·35N., 72° 43'·18W.
	the accompanying note, ENSABLEMENT, centred on:	46° 07'·35N., 72° 45'·53W.
	depth, 121	46° 03'·15N., 73° 07'·58W.
	depth, 134	(a) 46° 02'·94N., 73° 08'·97W.
Delete	depth, 142, close SE of:	(a) above

#### Chart 4791 (Panel, Terminal Pétrolier Oil Terminal) [ *previous update 2296/25* ] NAD83 DATUM

Insert	legend, WLts, at tower	45° 59' 51·6"N., 73° 11' 23·4"W.
	#	46° 00' 14·0"N., 73° 10' 17·0"W.

#### Chart 4791 [ *previous update 2296/25* ] NAD83 DATUM

Insert	depth, 121	46° 03'·15N., 73° 07'·58W.
	depth, 134	(a) 46° 02'·94N., 73° 08'·97W.
Delete	depth, 142, close SE of:	(a) above
Insert	intake, ----, joining:	46° 01'·17N., 73° 09'·75W.
		46° 01'·15N., 73° 09'·69W.
	legend, WLts, at tower	45° 59'·86N., 73° 11'·39W.
Delete	depth, 128	45° 59'·02N., 73° 11'·03W.

## II

### 3333 CANADA - Saint Lawrence River - Depths. Drying height.

Source: Canadian Notice 3/1236/25

**Chart 4777 (Panel, Matane)** [ *previous update 3075/25* ] NAD83 DATUM

Insert	depth, 9	(a)	48° 50' 30.0"N., 67° 34' 41.1"W.
Delete	depth, 95, close NE of:	(a)	above
Insert	depth, 95	(b)	48° 50' 31.4"N., 67° 34' 42.0"W.
Delete	depth, 99, close N of:	(b)	above
Insert	depth, 96, and extend 10m contour N to enclose		48° 50' 33.1"N., 67° 34' 42.3"W.
	depth, 15, and extend 2m contour NW to enclose		48° 50' 31.6"N., 67° 34' 25.8"W.
	depth, 46	(c)	48° 50' 44.3"N., 67° 34' 48.5"W.
Delete	depth, 5, close NE of:	(c)	above
Insert	depth, 85		48° 50' 45.5"N., 67° 34' 57.1"W.
	drying height, 0, and extend 0m low water line NW to enclose		48° 50' 56.3"N., 67° 34' 41.8"W.
	depth, 96, and extend 10m contour NW to enclose		48° 51' 02.5"N., 67° 34' 29.6"W.
Replace	depth, 16, with depth, 12		48° 50' 34.3"N., 67° 34' 23.3"W.
	depth, 82, with depth, 77		48° 50' 42.1"N., 67° 34' 38.7"W.
	depth, 93, with depth, 9		48° 50' 49.6"N., 67° 34' 53.5"W.

### 3283(P)/25 IRELAND - West Coast - Depths. Drying height.

Source: INFOMAR

- Recent survey information has shown that numerous depths less than charted exist between Inishsirr and Boylagh Bay. The most significant are as follows:
- Inishsirr to Gola

<i>Depth</i>	<i>Position</i>
14.1m	55° 07' .53N., 8° 21' .21W.
15m	55° 07' .21N., 8° 23' .51W.
4.4m	55° 06' .84N., 8° 23' .41W.
3.8m	55° 06' .80N., 8° 23' .20W.
6.7m	55° 06' .70N., 8° 22' .74W.
5.7m	55° 06' .58N., 8° 23' .45W.
8.3m	55° 06' .58N., 8° 20' .88W.
8m	55° 06' .21N., 8° 20' .85W.
5.4m	55° 05' .86N., 8° 21' .63W.
3m	55° 05' .55N., 8° 21' .25W.
3.1m	55° 05' .48N., 8° 21' .00W.

- Inishfree and Inishfree Bay

<i>Depth</i>	<i>Position</i>
6.1m	55° 04' .12N., 8° 23' .17W.
12.4m	55° 03' .89N., 8° 23' .29W.
7.9m	55° 03' .47N., 8° 22' .97W.
16.4m	55° 03' .42N., 8° 23' .21W.
10.6m	55° 03' .22N., 8° 22' .96W.
2.8m	55° 03' .19N., 8° 22' .35W.
10.9m	55° 02' .86N., 8° 23' .82W.
7.1m	55° 02' .61N., 8° 22' .49W.

## II

### 3283(P)/25 IRELAND - West Coast - Depths. Drying height. (continued)

#### 4. Owey Island and Rosses Bay

<i>Depth</i>	<i>Position</i>
19m	55° 04'·01N., 8° 27'·29W.
18·7m	55° 03'·45N., 8° 28'·15W.
6·9m	55° 02'·78N., 8° 26'·58W.
4·6m	55° 02'·76N., 8° 26'·43W.
2·3m	55° 02'·58N., 8° 26'·13W.
5·5m	55° 02'·42N., 8° 26'·30W.
13·5m	55° 02'·31N., 8° 27'·65W.
5·7m	55° 02'·15N., 8° 26'·43W.
16·4m	55° 02'·13N., 8° 27'·69W.
6m	55° 02'·00N., 8° 26'·40W.
12·9m	55° 01'·87N., 8° 26'·94W.
5·3m	55° 01'·73N., 8° 26'·85W.
10·2m	55° 01'·45N., 8° 27'·16W.
9·4m	55° 01'·40N., 8° 27'·59W.

#### 5. Illanaran to Boyleagh Bay

<i>Depth</i>	<i>Position</i>
10m	54° 58'·58N., 8° 34'·34W.
14·5m	54° 58'·54N., 8° 34'·36W.
2·7m	54° 58'·35N., 8° 33'·25W.
3·4m	54° 58'·33N., 8° 33'·01W.
2·5m	54° 58'·30N., 8° 31'·88W.
3m	54° 58'·25N., 8° 32'·24W.
14·9m	54° 58'·23N., 8° 33'·20W.
17·5m	54° 58'·20N., 8° 33'·25W.
8·2m	54° 58'·17N., 8° 32'·15W.
8m	54° 58'·06N., 8° 31'·94W.
15·8m	54° 57'·13N., 8° 32'·06W.
15·7m	54° 56'·99N., 8° 32'·09W.
11·8m	54° 56'·43N., 8° 31'·83W.
7·1m	54° 55'·23N., 8° 29'·27W.

#### 6. \*South Sound of Arran Channel Approach

<i>Depth</i>	<i>Position</i>
0·4m	54° 57'·61N., 8° 28'·48W.

<i>Drying height</i>	<i>Position</i>
0·0m	54° 57'·69N., 8° 28'·60W.

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

8. These changes will be included in the next New Editions of Charts 1879 and 1883.

9. Chart 2723, 2725, 2752 and 2792 will be updated by Notice to Mariners.

10. \*Former Notice 2959(P)/25 is cancelled.

\*Indicates new or revised entry

(ETRS89 DATUM)

**Charts affected - 1879 - 1883**

## II

### **3264(T)/25 SWEDEN - East Coast - Submarine pipeline. Works.**

Source: Swedish Notice 1074/19391(T)/25

1. Submarine survey works are taking place, on the Nord Stream 2 gas pipeline, along a line joining the following positions:

55° 32'·2N., 15° 44'·7E.  
55° 39'·1N., 16° 26'·2E.  
56° 15'·0N., 18° 06'·8E.  
56° 20'·5N., 18° 34'·1E.  
58° 52'·0N., 20° 25'·0E.

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

**Charts affected - 798 (INT 1220) - 2018 (INT 1202) - 2048 (INT 1217) - 2054 (INT 1203) - 2055 (INT 1204) - 2059 (INT 1216) - 2073 - 2075 (INT 1210) - 2288 - 2816 - 2817**

### **3269(T)/25 SWEDEN - South Coast - Measuring instruments.**

Source: Swedish Notice 1074/19402(T)/25

1. Measuring instruments have been established on the seabed in the following positions:

55° 21'·54N., 13° 46'·29E.  
55° 05'·52N., 13° 42'·34E.  
55° 08'·16N., 13° 57'·59E.  
55° 25'·46N., 14° 16'·36E.  
55° 32'·30N., 14° 29'·32E.  
55° 43'·81N., 14° 14'·57E.  
55° 49'·56N., 14° 26'·54E.  
55° 54'·46N., 14° 31'·42E.

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

**Charts affected - 958 (INT 1336) - 2014 (INT 1219) - 2015 (INT 1201) - 2018 (INT 1202) - 2816 - 2856 (INT 1326)**

### **3270(T)/25 SWEDEN - West Coast - Maximum authorised draught. Swept areas. Works.**

Source: Swedish Notice 1074/19401(T)/25

1. The maximum authorised draught for vessels calling at the Port of Falkenberg is 5·7 metres.
2. The swept area at the entrance, is reduced to 6·2 metres in an area bounded by the following positions:

56° 53'·185N., 12° 28'·267E.  
56° 53'·134N., 12° 28'·358E.  
56° 53'·048N., 12° 28'·173E.  
56° 52'·890N., 12° 27'·988E.  
56° 52'·917N., 12° 27'·931E.

3. The swept area at the inner harbour, is reduced to 5 metres in an area bounded by the following positions:

56° 53'·757N., 12° 29'·530E.  
56° 53'·715N., 12° 29'·633E.  
56° 53'·667N., 12° 29'·595E.  
56° 53'·601N., 12° 29'·425E.  
56° 53'·616N., 12° 29'·398E.

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

**Chart affected - 874 (INT 1319)**



## II

### 3330(P)/25 SWEDEN - East Coast - Depths. Lights.

Source: Swedish Chart 617

1. Depths less than charted exist in the vicinity of Gustaf Dalén and Gunnarsstenarna. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
22m	58° 32'·71N., 17° 26'·53E.
24·5m	58° 33'·84N., 17° 28'·45E.
33m	58° 33'·94N., 17° 30'·40E.
30m	58° 34'·61N., 17° 30'·20E.
35m	58° 33'·48N., 17° 30'·78E.
24m	58° 34'·31N., 17° 28'·94E.
27m	58° 34'·46N., 17° 29'·46E.
28·5m	58° 33'·97N., 17° 29'·73E.
37m	58° 33'·97N., 17° 31'·21E.
22·5m	58° 32'·75N., 17° 29'·54E.
26·5m	58° 35'·48N., 17° 32'·81E.
25m	58° 36'·27N., 17° 31'·38E.
29·5m	58° 36'·94N., 17° 33'·43E.
32m	58° 36'·46N., 17° 33'·65E.
32m	58° 36'·25N., 17° 34'·39E.
28m	58° 36'·06N., 17° 36'·46E.
22·5m	58° 36'·98N., 17° 36'·62E.
24·5m	58° 44'·75N., 18° 00'·79E.
26·5m	58° 44'·41N., 18° 01'·03E.

2. The V Röko light in position 58° 47'·36N., 17° 46'·78E., has been amended to Iso WRG 5s 6M.
3. The Bottenh light in position 58° 47'·41N., 17° 50'·06E., has been amended to Fl WRG 4s.
4. These changes will be included in a New Edition of Chart 864 to be published mid 2025.
5. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Chart affected - 864 (INT 1764)**

### 3336(T)/25 DENMARK - Islands - Bridge. Horizontal clearance.

Source: Danish Notice 23/448(T)/25

1. The horizontal clearance of the Kong Frederik d.IXs Bro bridge in position 54° 45'·531N., 11° 51'·972E., is reduced to 17m.
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 - 944**

## II

### 3268(P)/25 NORTH SEA - Netherlands Sector - Wind farm. Works.

Source: Netherlands Notice 27/178(P)/25

1. Wind farm, *IJmuiden Ver (IJVER)*, construction works are taking place, within an area bounded by the following positions:

53° 01'·06N., 3° 29'·16E.

52° 52'·58N., 3° 44'·36E.

52° 37'·11N., 3° 24'·47E.

52° 37'·13N., 3° 11'·23E.

52° 38'·04N., 3° 11'·28E.

52° 53'·20N., 3° 24'·56E.

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

**Charts affected - 1408 - 1504 (INT 1510) - 1631 (INT 1418)**

### 3309(P)/25 SEA OF AZOV - Wrecks.

Source: UKHO

1. Two wrecks, each 20m wide, are reported to exist between the following positions:

46° 45'·020N., 36° 46'·248E.

46° 44'·920N., 36° 46'·248E.

2. and

46° 45'·031N., 36° 46'·343E.

46° 44'·932N., 36° 46'·343E.

3. Mariners are advised to navigate with caution in the area and consult the local port authority for the latest information.
4. Charts will be updated when full details are available.  
(WGS84 DATUM)

**Chart affected - 3302**

### 3318(T)/25 MALTA - Restricted areas.

Source: ENC MT500177

1. Restricted areas, entry prohibited, have been established bounded by the following positions:

35° 55'·530N., 14° 29'·676E.

35° 55'·499N., 14° 29'·704E.

35° 55'·449N., 14° 29'·672E.

35° 55'·461N., 14° 29'·612E.

2. and

35° 55'·149N., 14° 29'·679E.

35° 55'·140N., 14° 29'·681E.

35° 55'·130N., 14° 29'·587E.

3. and

35° 54'·326N., 14° 30'·710E.

35° 54'·311N., 14° 30'·689E.

35° 54'·356N., 14° 30'·619E.

35° 54'·369N., 14° 30'·631E.

## II

### 3318(T)/25 MALTA - Restricted areas. (continued)

4. and

35° 54'·067N., 14° 30'·637E.  
35° 54'·137N., 14° 30'·725E.  
35° 54'·130N., 14° 30'·734E.

5. and

35° 53'·946N., 14° 30'·046E.  
35° 53'·943N., 14° 30'·062E.  
35° 53'·889N., 14° 30'·045E.  
35° 53'·894N., 14° 30'·025E.

6. and

35° 53'·902N., 14° 30'·276E.  
35° 53'·916N., 14° 30'·279E.  
35° 53'·928N., 14° 30'·301E.  
35° 53'·925N., 14° 30'·321E.

7. and

35° 53'·584N., 14° 31'·610E.  
35° 53'·654N., 14° 31'·629E.

8. and

35° 53'·450N., 14° 31'·226E.  
35° 53'·452N., 14° 31'·228E.  
35° 53'·418N., 14° 31'·271E.  
35° 53'·412N., 14° 31'·264E.

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

**Chart affected - 177**

### 3271(T)/25 SAUDI ARABIA - Red Sea Coast - Buoyage.

Source: NAVAREA IX Warning 272/25

1. The following light-buoys are reported missing:

<i>Designation</i>	<i>Buoy Type</i>	<i>Position</i>
No 7	Green Pillar Buoy	23° 55'·08N., 38° 09'·19E.
No 8R	Yellow Pillar Buoy	23° 54'·07N., 38° 17'·19E.

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

**Charts affected - 326 (INT 7146) - 327 (INT 7145) - 328 (INT 7147)**

## II

### 3301(P)/25 UNITED ARAB EMIRATES - Restricted areas. Buoyage.

Source: Dubai Maritime Authority

1. \* Restricted areas, entry prohibited, have been established bounded by the following positions:

25° 08'·61N., 55° 11'·27E.  
25° 08'·69N., 55° 11'·07E.  
25° 08'·78N., 55° 11'·03E.  
25° 09'·01N., 55° 11'·18E.  
25° 09'·29N., 55° 11'·22E.  
25° 09'·41N., 55° 11'·26E.  
25° 09'·53N., 55° 11'·36E.  
25° 09'·54N., 55° 11'·54E.  
25° 09'·52N., 55° 11'·68E.  
25° 09'·47N., 55° 11'·82E.  
25° 09'·30N., 55° 11'·84E.

2. and

\*25° 11'·16N., 55° 12'·90E.  
\*25° 11'·53N., 55° 12'·90E.  
\*25° 11'·75N., 55° 11'·80E.  
\*25° 11'·19N., 55° 11'·36E.  
\*25° 10'·15N., 55° 11'·56E.  
\*25° 10'·06N., 55° 11'·88E.  
\*25° 10'·13N., 55° 12'·06E.

3. \*The restricted area detailed in paragraph 2 above is bounded by special buoys with yellow flashing lights.
4. Mariners are advised to navigate with caution in the area.
5. \*Former Notice 3154(P)/19 is cancelled.  
\*Indicates new or revised entry.  
(WGS84 DATUM)

**Charts affected - 3176 (INT 7216) - 3412 (INT 7219)**

### 3307(T)/25 RED SEA - Wreck.

Source: SHOM

1. A dangerous wreck has been reported in approximate position 14° 45'·2N., 41° 50'·0E.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Charts affected - 143 (INT 7005) - 157 (INT 7006) - 2964 (INT 758) - 4704 (INT 704)**

### 3262(T)/25 BANGLADESH - Wreck. Buoy.

Source: BNHOC Notice 20(T)/25

1. A dangerous wreck, marked by an emergency wreck marking light-buoy, *Al.Fl.BuY.3s*, exists in position 22° 28'·35N., 89° 35'·16E.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Chart affected - 910 (INT 7451)**

## II

### 3328(T)/25 JAPAN - Honshū - Depth.

Source: Japanese Notice 28/5316(T)/25

1. A depth of 1·6m exists in position 35° 31' 56·6"N., 139° 45' 43·8"E.  
(WGS84 DATUM)

**Chart affected - JP 67**

### 3329(T)/25 JAPAN - Honshū - Obstruction.

Source: Japanese Notice 28/5317(T)/25

1. An obstruction, consisting of an anchor and chain (about 1m in length), exists in position 34° 58' 06"N., 136° 46' 48"E.  
(WGS84 DATUM)

**Charts affected - JP 95 - JP 1055B**

### 3281(T)/25 AUSTRALIA - Victoria - Restricted area.

Source: Australian Notice 13/566(T)/25

1. On 1 July 2025, a 500m radius safety zone will exist centred on position 38° 23'·9S., 148° 18'·9E.  
(WGS84 DATUM)

**Chart affected - Aus 357**

### 3282(T)/25 AUSTRALIA - Victoria - Light-beacons.

Source: Australian Notice 13/573(T)/25

1. The starboard lateral light-beacon, Fl.G.3s No1, in position 38° 17'·96S., 144° 42'·43E., has been destroyed. A replacement light-beacon, Fl.G.3s, exists in situ.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Chart affected - Aus 143**

### 3286(P)/25 AUSTRALIA - New South Wales - Marine Reserves. Depths.

Source: ENC's AU130150, AU429167, AU429168 and AU430168

1. An Environmentally Sensitive Sea Area (ESSA) exists within the area bound by the following positions:

29° 20'·1S., 170° 22'·0E.

29° 12'·0S., 170° 22'·0E.

29° 12'·0S., 168° 58'·0E.

25° 52'·4S., 168° 58'·0E.

25° 50'·7S., 168° 44'·3E.

25° 56'·6S., 167° 59'·1E.

26° 03'·7S., 167° 02'·8E.

26° 05'·2S., 166° 50'·0E.

and

29° 20'·0S., 167° 07'·0E.

27° 36'·0S., 167° 07'·0E.

## II

### 3286(P)/25 AUSTRALIA - New South Wales - Marine Reserves. Depths. (continued)

27° 36'·0S., 166° 50'·0E.

2. Areas within this marine protected area have restrictions on access and activities. For details see Mariners Handbook for Australian Waters AHP 20 available at:  
<https://hydro.gov.au/software/products/downloads.htm>
3. Depths less than charted exist within a 25 nautical mile radius surrounding Norfolk Island. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
48m	29° 14'·1S., 168° 01'·2E.
472m	28° 49'·7S., 167° 35'·0E.
52m	28° 44'·4S., 167° 50'·3E.
59m	28° 48'·8S., 168° 03'·6E.
53m	28° 57'·4S., 168° 08'·1E.
64m	29° 03'·7S., 168° 08'·7E.

4. Mariners are advised to navigate with caution within the area and consult local authorities for the latest information.
5. These and other changes will be included in a New Edition of Chart 4637 to be published late 2025.  
(WGS84 DATUM)

**Chart affected - 4637 (INT 637)**

*To accompany Notice to Mariners 3314/2025*

*On Chart 1387*

CHARTS 1321 (PLAN D)  
AND 1386: POSITIONS

Positions on chart 1387 differ from those on charts 1321 (Plan D) and 1386 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.

*To accompany Notice to Mariners 3303/25*

*On Chart 1599*

**SUBMARINE CABLES AND PIPELINES**  
Mariners are advised not to anchor or trawl in the vicinity of submarine cables and pipelines. Pipelines are not always buried and their presence may significantly reduce the charted depth. They may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger.

*To accompany Notice to Mariners 3308/2025*

*On Chart 891*

**USE OF LARGER SCALE CHARTS**  
Within the areas covered by larger scale Swedish charts, this chart is only to be used for planning purposes. This detail is not fully updated by Notices to Mariners; changes to inshore lights, aids, depths and dangers should be expected. Mariners navigating in these areas must use the larger scale Swedish charts indicated. This chart includes references to larger scale Swedish charts. Only those listed in NP131 ADMIRALTY Maritime Data Solutions Catalogue are available from the UK Hydrographic Office. Details about other charts covering Swedish waters can be found in the Sweden chart catalogue at [https:// www.sjofartsverket.se/en/services/hydrographic-information/nautical-charts/](https://www.sjofartsverket.se/en/services/hydrographic-information/nautical-charts/)

*To accompany Notice to Mariners 3316/25*

*On Chart 1187*

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

*To accompany Notice to Mariners 3316/25*

*On Chart 1410*

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

*To accompany Notice to Mariners 3316/25*

*On Chart 1411*

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



*To accompany Notice to Mariners 3316/25*

*On Chart 1462*

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

*To accompany Notice to Mariners 3316/25*

*On Chart 1970*

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

*To accompany Notice to Mariners 3316/25*

*On Chart 2529*

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

*To accompany Notice to Mariners 3332/25*

*On Chart 4790*

ENSABLEMENT  
En raison de la nature sablonneuse de la région, la rive et  
la bathymétrie sont sujettes à changer.

*To accompany Notice to Mariners 3332/25*

*On Chart 4790*

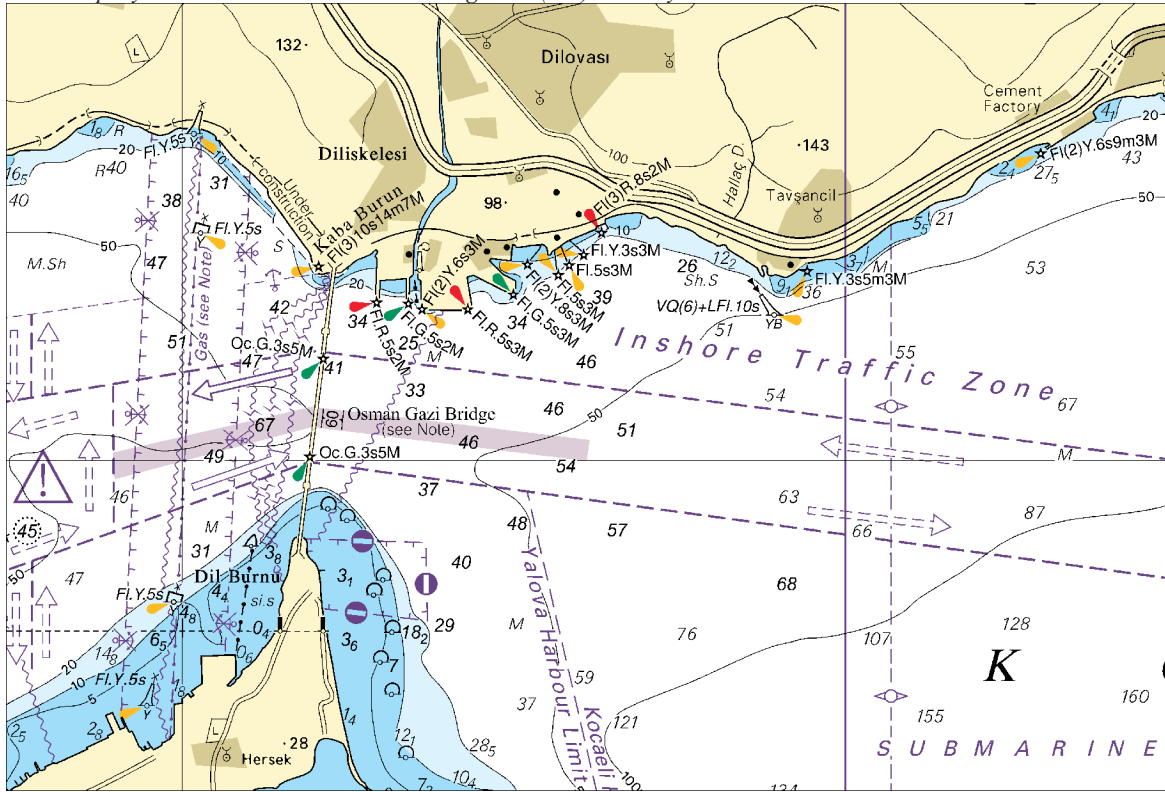
SILTING  
Owing to the sandy conditions of the area, shore and  
bathymetry are subject to change.

To accompany Notice to Mariners 3267/25. Image Size (mm) 152.2 by 184.2



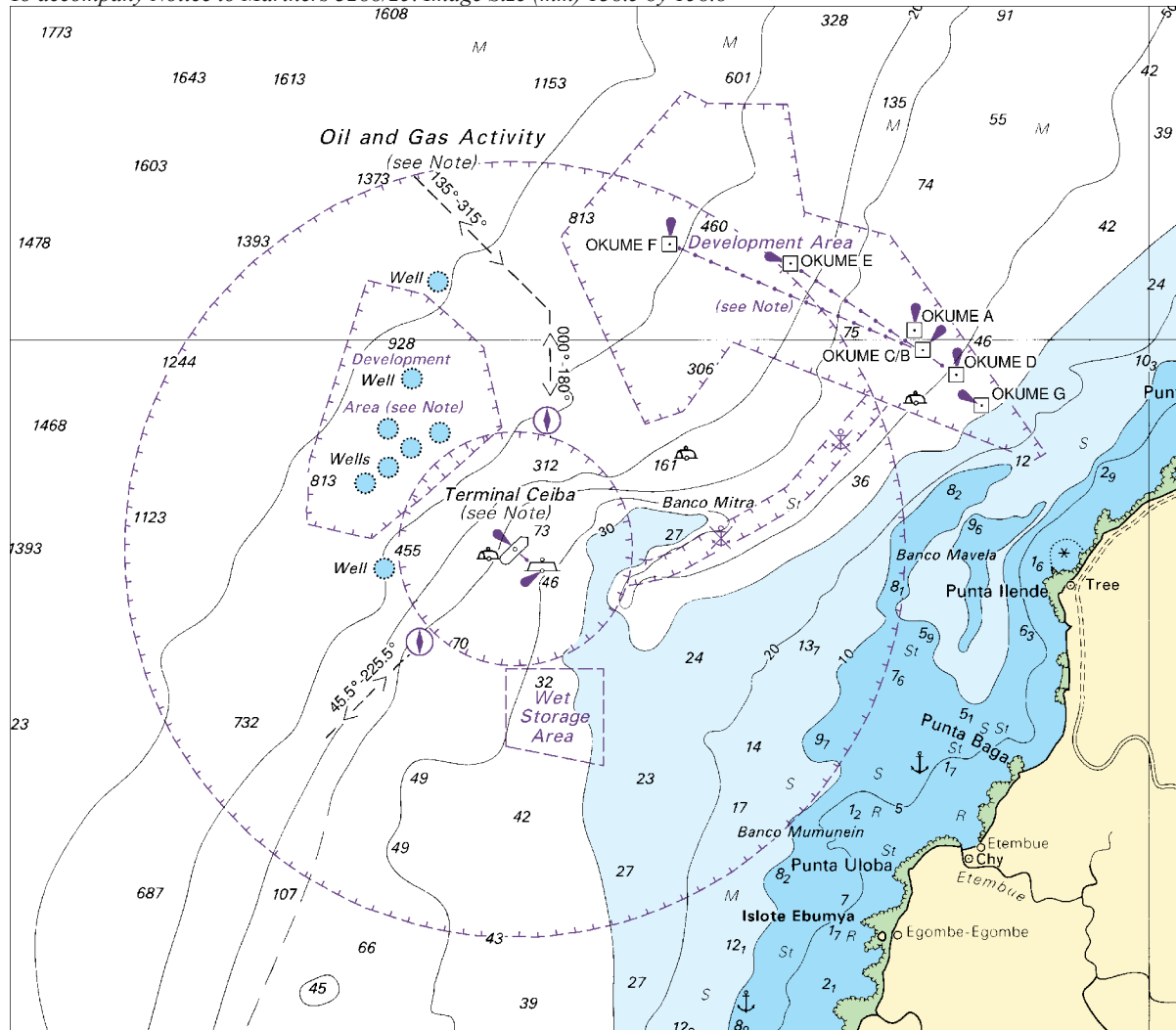
Block A for Chart No 497

To accompany Notice to Mariners 3267/25. Image Size (mm) 104.1 by 153.6

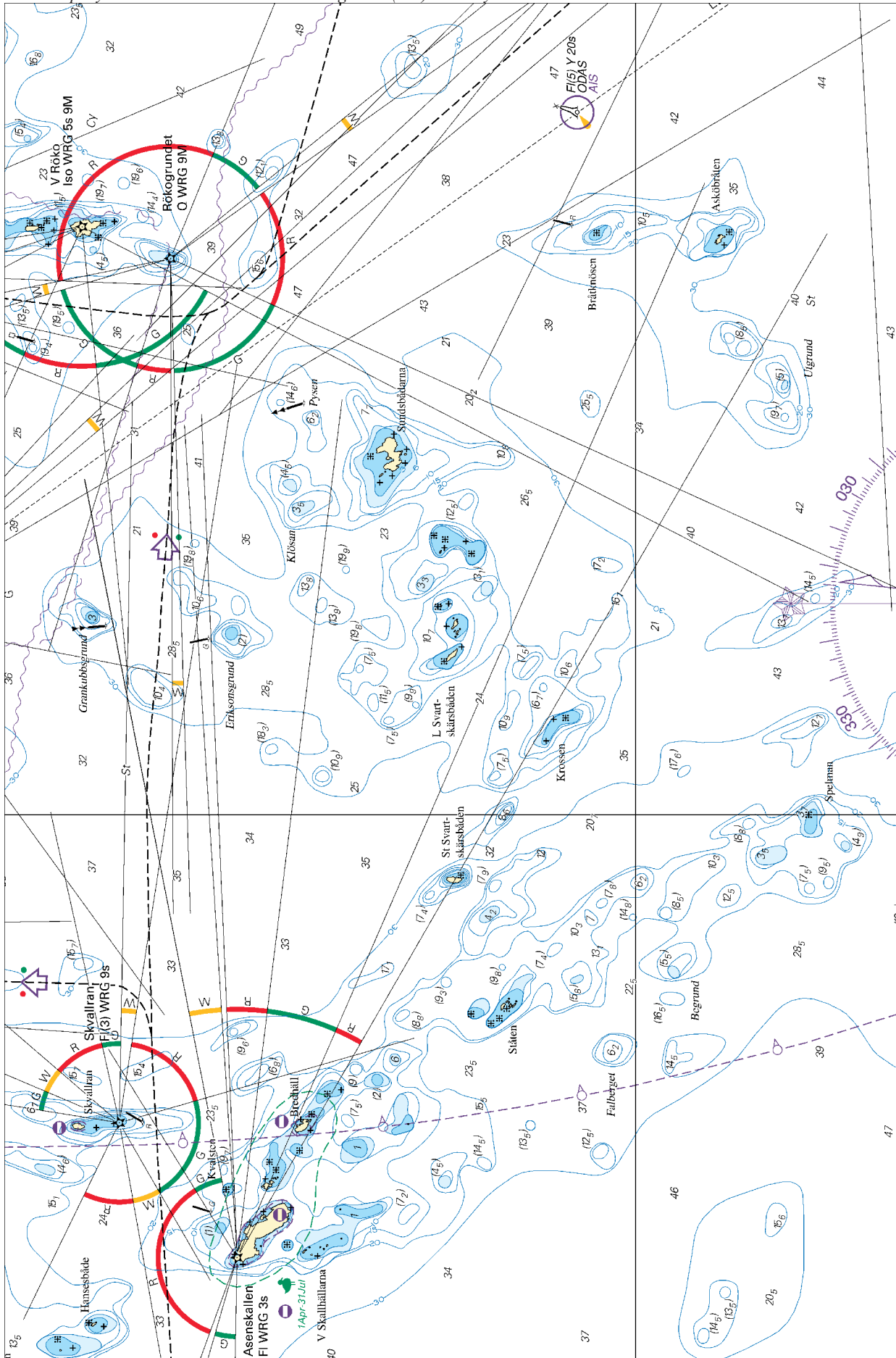


Block B for Chart No 497

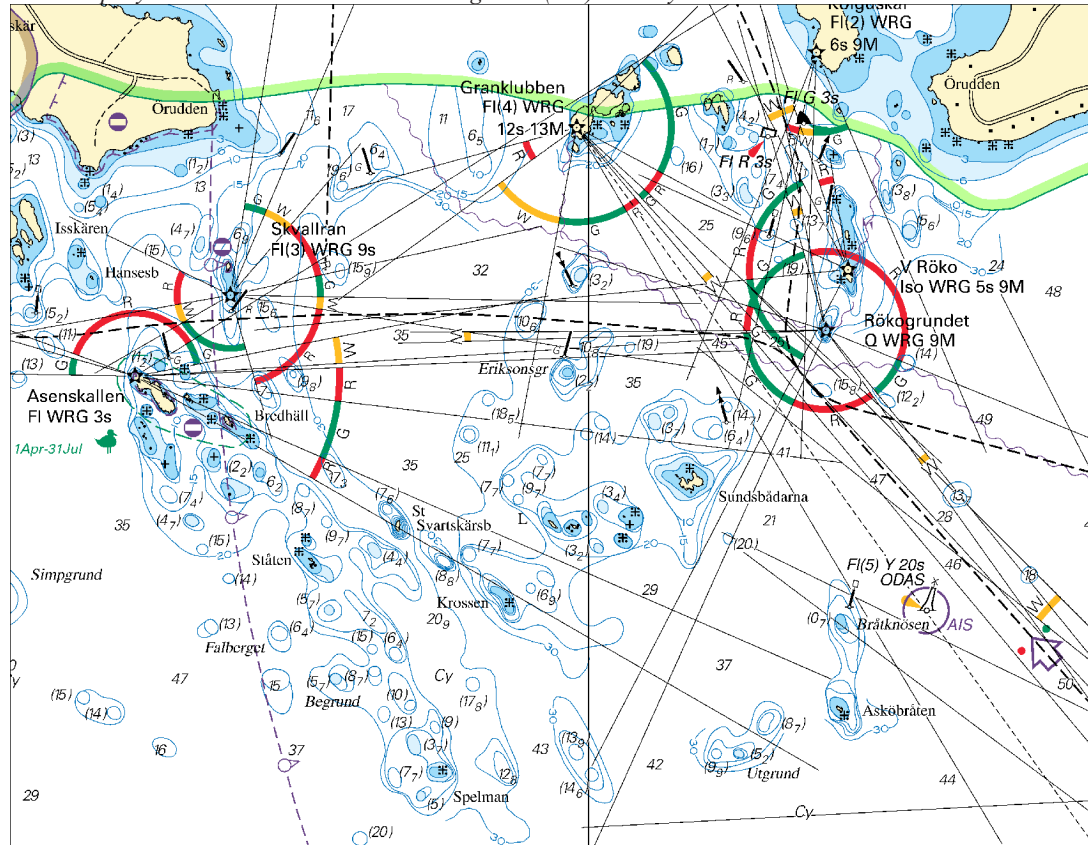
To accompany Notice to Mariners 3288/25. Image Size (mm) 138.5 by 158.8



Block for Chart No 3327

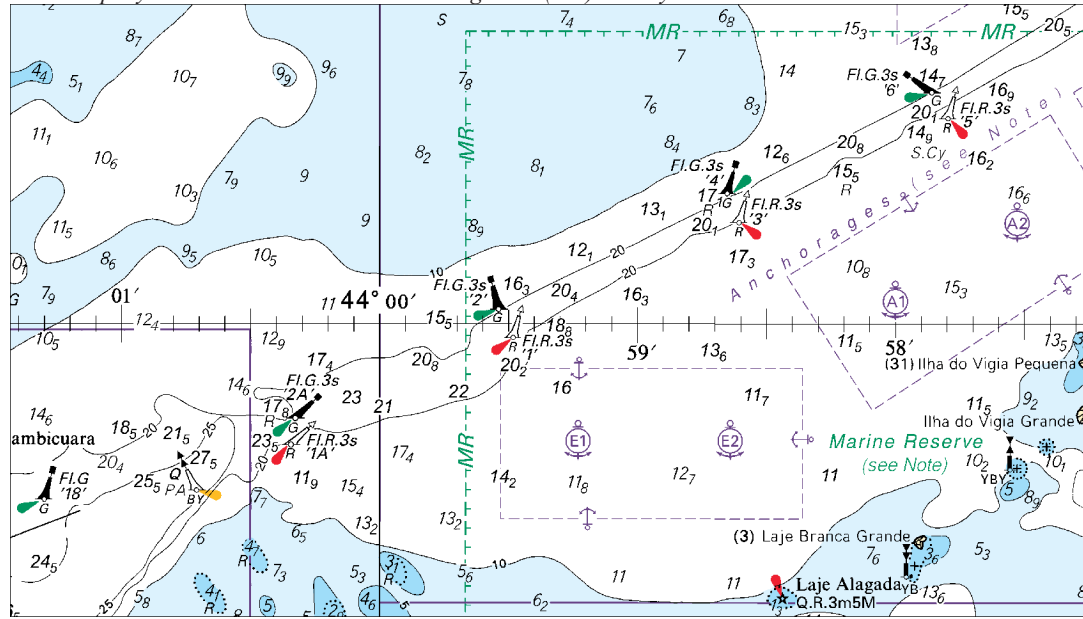


To accompany Notice to Mariners 3292/25. Image Size (mm) 111.3 by 144.1

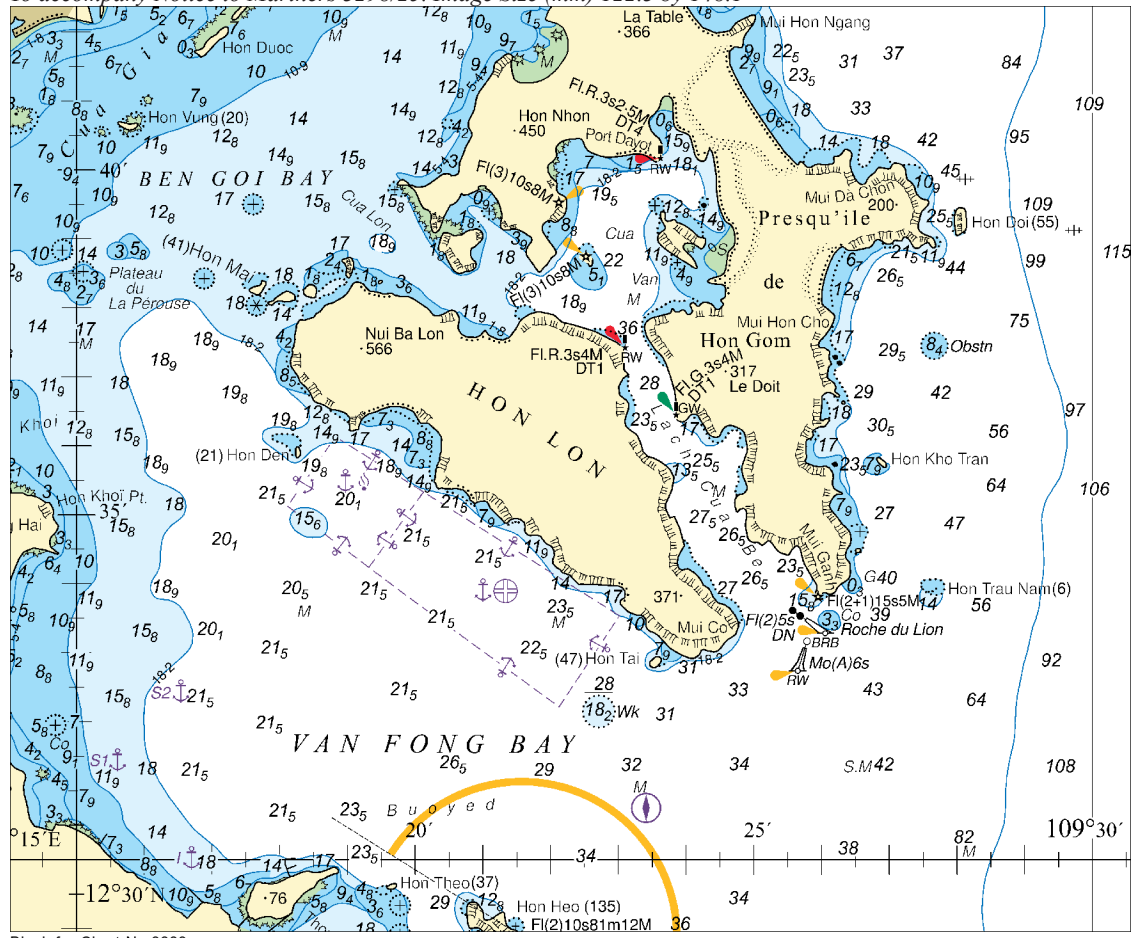


Block for Chart No 864

To accompany Notice to Mariners 3296/25. Image Size (mm) 80.9 by 143.2



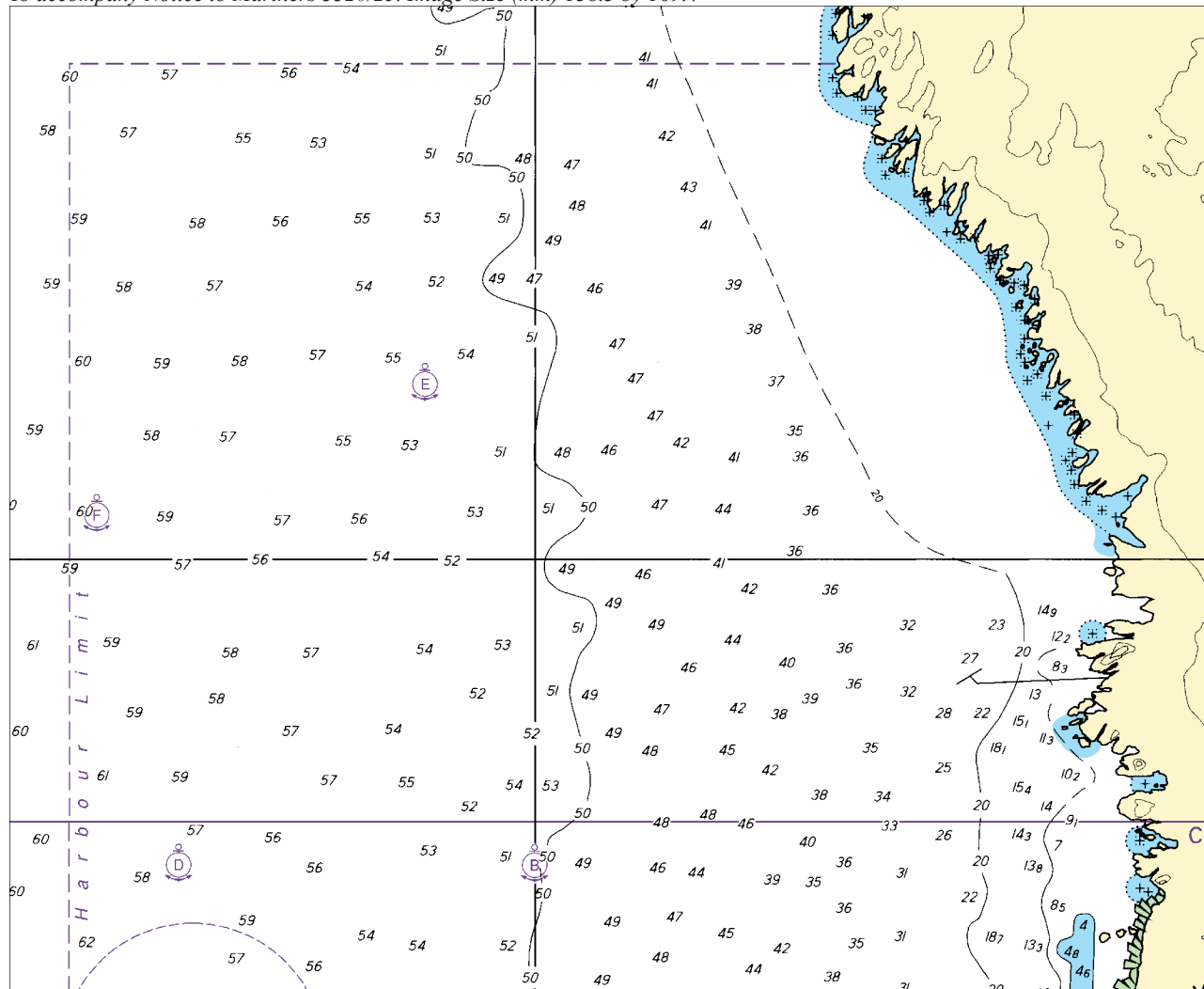
To accompany Notice to Mariners 3298/25. Image Size (mm) 122.3 by 148.1



Block for Chart No 3883

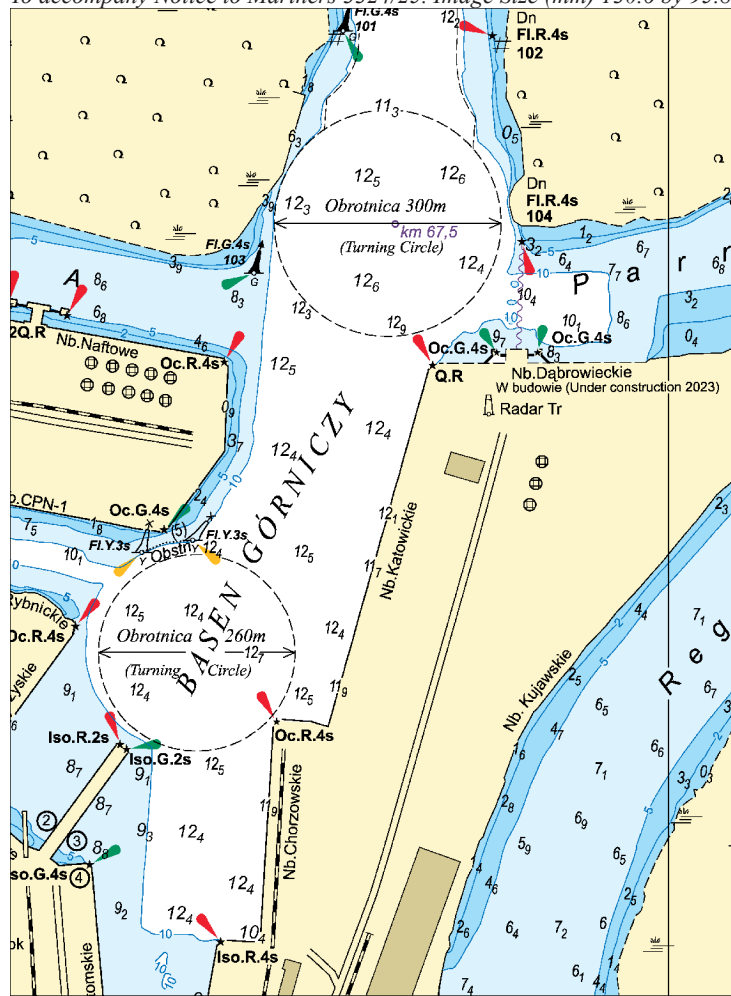


To accompany Notice to Mariners 3320/25. Image Size (mm) 138.3 by 169.4



Block for Chart No 4222

To accompany Notice to Mariners 3324/25. Image Size (mm) 130.6 by 95.8



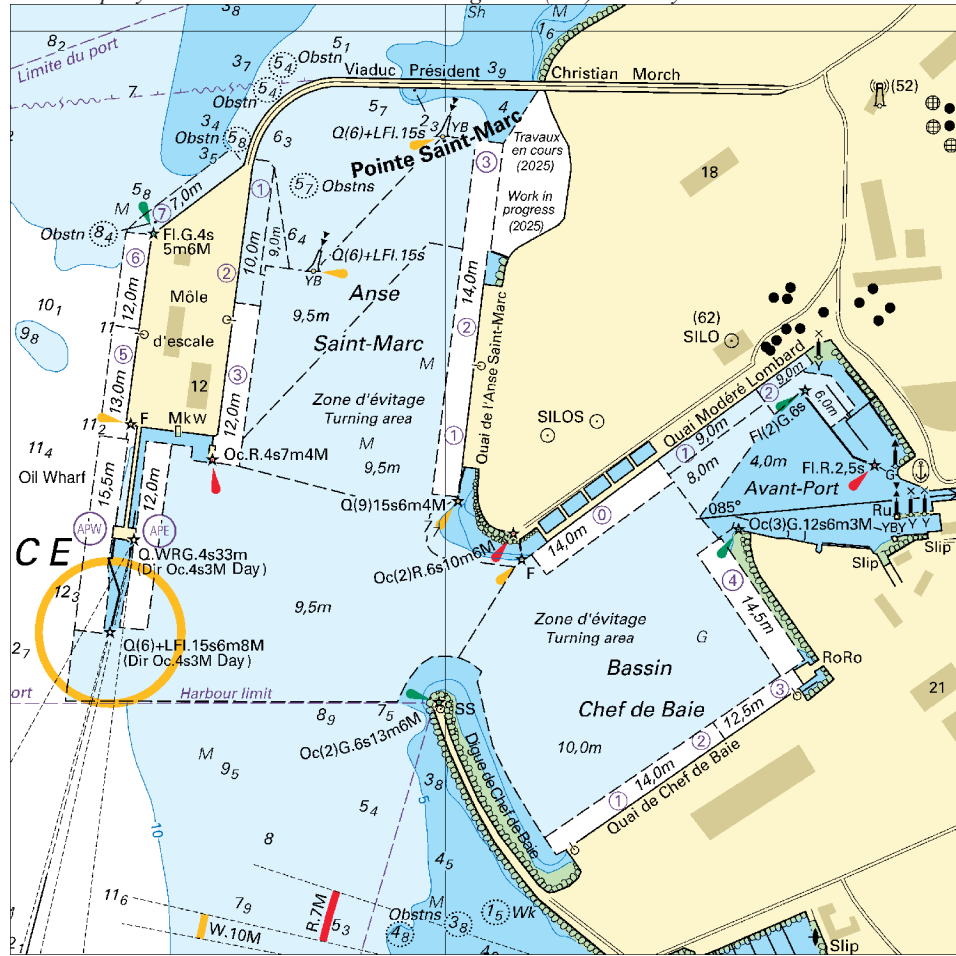
Block for Chart No 2452

To accompany Notice to Mariners 3325/25. Image Size (mm) 45 by 47.3

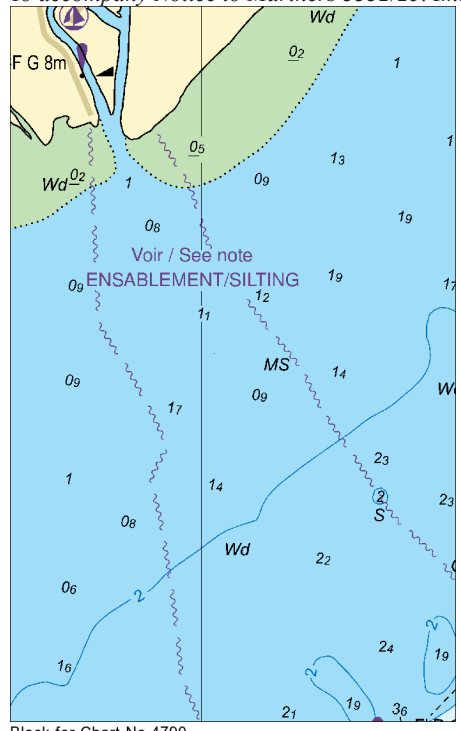


Block for Chart No 810

To accompany Notice to Mariners 3326/25. Image Size (mm) 125.7 by 126.2

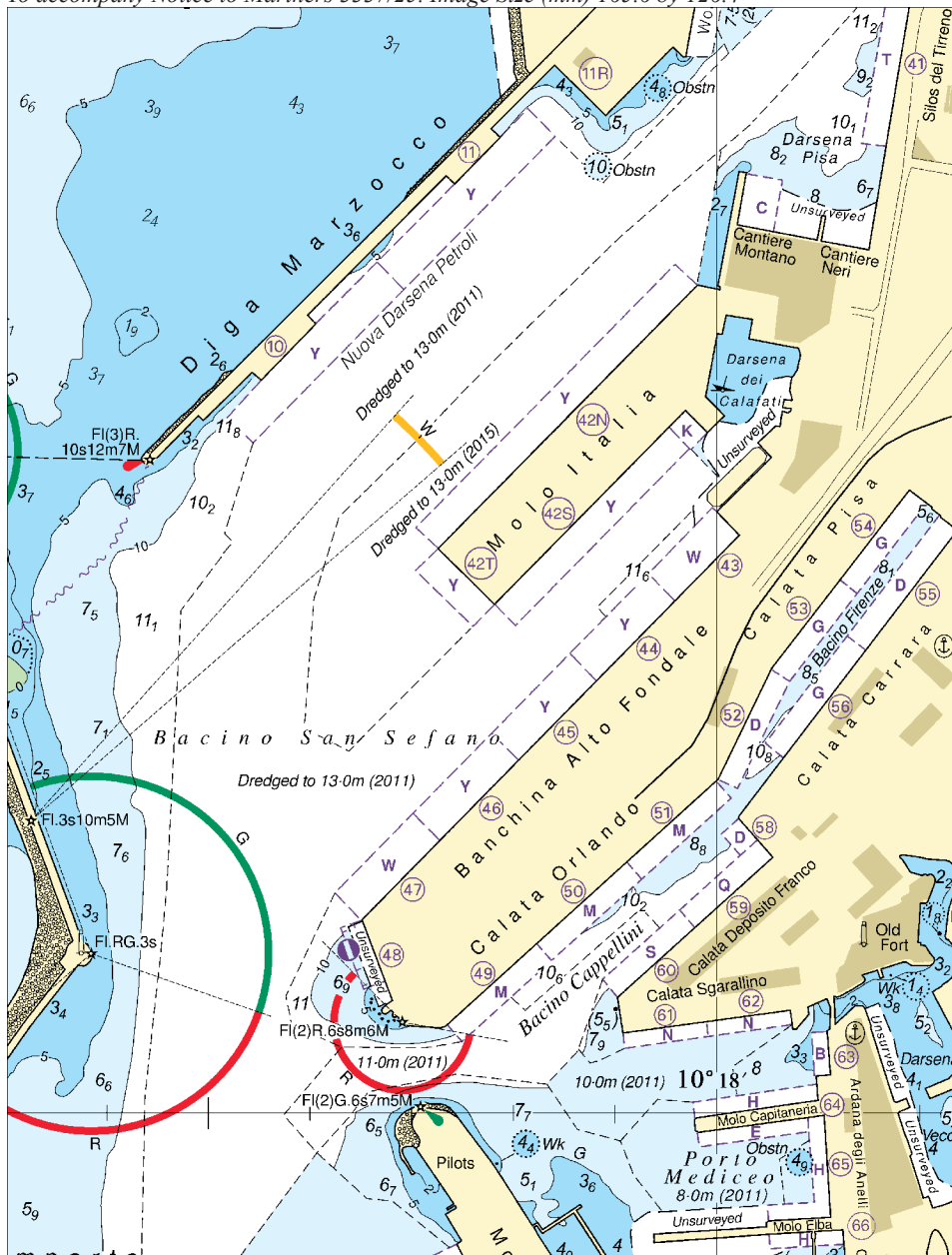


To accompany Notice to Mariners 3332/25. Image Size (mm) 94.6 by 58.9



Block for Chart No 4790

To accompany Notice to Mariners 3337/25. Image Size (mm) 165.6 by 126.4



Block for Chart No 119

### 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 31 published on the UKHO website 21 Jul 25.

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Navarea I (NE Atlantic) *Weekly Edition 31*

The following NAVAREA I warnings were in force at 210500 UTC Jul 2025.

2025 series: 119, 133, 143, 153, 155, 157, 162, 164, 167, 169, 170.

Summary of Navarea I warnings issued since Weekly Edition 30:

166 CANCELLED.

167 1. NAVAREA I WARNINGS IN FORCE AT 181000 UTC JUL 2025. 2. CANCEL 163/25.

168 CANCELLED. CANCEL 166/25.

169 CELTIC SEA. NYMPHE BANK WESTWARDS.  
1. TUG *BAS TIGER* TOWING 2 BARGES TO LAGOS.  
LENGTH OF TOW 800 METRES.  
LAST KNOWN POSITION 51-23N 008-23W AT 201530 UTC JUL 2025.  
2. CANCEL NAVAREA I 168/25.

170 1. RIGLIST. CORRECT AT 210500 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  
NEW DUNDEE 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		
NEW	ESBJERG	NOBLE RESOLUTE
	55-28.8N 005-06.5E	SHELF DRILLING WINNER ACP DAN OIL FIELD
NEW	INVERGORDON	NOBLE REACHER
	56-16.5N 003-23.9E	NOBLE INVINCIBLE ACP VALHALL 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
NEW	58-42.3N 001-36.7E	DEEPSEA ATLANTIC
NEW	58-58.0N 002-17.0E	DEEPSEA NORDKAPP
	59-10.5N 002-22.5E	COSL PIONEER
	59-14.5N 002-35.0E	DEEPSEA ABERDEEN
	59-53.9N 002-16.0E	DEEPSEA STAVANGER

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

	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
	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 165/25.



## UPDATES TO ADMIRALTY SAILING DIRECTIONS

### NP2 Africa Pilot Volume 2 (2022 Edition)

#### Gabon - Batanga Terminal — Chapter index diagram; name

132

Chapter 5 index diagram *For* Oguendjo *Read* Batanga

Corr. *Perenco* 26/11/24 [NP2-No 85-Wk 31/25]

#### Gabon - Batanga Terminal — General information; name

146

Paragraph 5.137 *1* lines 1–4 including headings *Replace by*:

#### Batanga Terminal

##### General information 5.137

- 1* **Position and function.** Batanga Terminal (1°27'·37S 8°53'·80E) is an offshore oil loading terminal.

Corr. *Perenco* 26/11/24 [NP2-No 86-Wk 31/25]

#### Gabon - Batanga Terminal — Arrival information; pilot boarding position; restricted area

146

Paragraph 5.139 *2* lines 4–6 *Replace by*:

**Pilotage** is compulsory and available 24 hours. Pilots board vessel 2 miles S of Platform C (1°30'·46S 8°53'·90E).

Paragraph 5.139 *3* lines 1–2 *Replace by*:

- 3* **Restricted area.** See 5.132.

Corr. *Perenco* 26/11/24 [NP2-No 87-Wk 31/25]

#### Gabon - Batanga Terminal — Directions; pilot boarding position

146

Paragraph 5.140 *1* line 4 *For* 7 miles *Read* 6½ miles

Corr. *Perenco* 26/11/24 [NP2-No 88-Wk 31/25]

### Gabon - Batanga Terminal — Berths

146

Paragraph 5.141 including heading *Replace by*:

#### Berths 5.141

- 1* Tankers moor to a CBM consisting of four mooring buoys.

Corr. *Perenco* 26/11/24 [NP2-No 89-Wk 31/25]

### NP22 Bay of Biscay Pilot (2024 Edition)

#### France - West coast - Bassin d'Arcachon — Traffic regulations

169

Paragraph 8.154 *1-3* *Replace by*:

- 1* **Prohibited anchorages:**  
Anchoring is prohibited in an area extending 100 m on both sides of the submarine water pipeline laid across the entrance from a position 5 cables NE of Cap Ferret Light.  
Anchoring and taking the ground are prohibited within Bassin d'Arcachon except for designated anchorages.
- 2* **Speed limits** for Bassin d'Arcachon are in force as follows:  
20 kn, in an area limited on the sea side by a line joining Cap Ferret Lighthouse (8.147) and La Corniche (44°36'·13N 1°12'·63W), the N most point of Dune du Pyla (8.144).  
5 kn, within the area described above and within 300 m of the coast.

French Notice 8/Instructions nautiques C24/24

[NP22-No 57-Wk 31/25]

### NP30 China Sea Pilot Volume 1 (2024 Edition)

#### Vietnam - South coast - Nha Be River - Fico Cement Port — Port

166

*After* Paragraph 5.103 *Insert*:

#### Fico Cement Port 5.103a

- 1* Fico Cement Port (10°39'·10N 106°44'·46E) consists of an L-shaped jetty, 104 m in length, with a reported (2024) depth of about 8 m alongside.

Vietnamese Notice 282/24 [NP30-No 138-Wk 31/25]

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

**South Korea - West coast -  
Chilbaldo to Gunsan Hang —  
General information; vessel traffic services**

185

After Paragraph 5.130 *1* Insert:

**Vessel traffic services**

**5.130a**

- 1* **Shinan Coastal VTS** is in operation in the coastal route, the inshore route, and in the passage NW of Naju Gundo; its use is mandatory except for certain vessels of 300 gt and less. For details, including extent of VTS area, see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Korean Notice 15/203/24 [NP32B-No 107-Wk 31/25]

**South Korea - West coast -  
Chilbaldo to Gunsan Hang —  
General information; vessel traffic services**

186

After Paragraph 5.140 *1* Insert:

**Vessel traffic services**

**5.140a**

- 1* See 5.130a

Korean Notice 15/203/24 [NP32B-No 108-Wk 31/25]

**South Korea - West coast -  
Chilbaldo to Gunsan Hang —  
General information; vessel traffic services**

187

After Paragraph 5.143 *2* Insert:

**Vessel traffic services**

**5.143a**

- 1* See 5.130a

Korean Notice 15/203/24 [NP32B-No 109-Wk 31/25]

## NP34 Indonesia Pilot Volume 2 (2022 Edition)

**Indonesia - Jawa - East coast -  
Tanjung Wangi — Directions; wreck**

116

Paragraph 5.27 *1* lines 5–9 *Replace by:*

**Approach from S.** From S, the track passes E of two dangerous wrecks (8°09'·13S 114°24'·22E and 8°09'·02S 114°24'·28E), thence E of the Aspal (Asphalt) Jetty (5.28) and Oil Terminal (5.28), both fringed by coral patches with a depth of 6·3 m.

Indonesian Notice 46/439/24 [NP34-No 132-Wk 31/25]

## Indonesia - Sulawesi — Regulations

311

After Paragraph 13.5 *1* *Insert:*

**Regulations**

**13.5a**

- 1* **Marine nature reserves** and conservation areas are established in the waters covered by this chapter. See 1.63.

Local authorities should be contacted for further information.

Indonesian Notice 46/446/24 [NP34-No 133-Wk 31/25]

## NP36 Indonesia Pilot Volume 1 (2025 Edition)

**Indonesia - Sumatera - Selat Bangka -  
Sungai Palembang — Arrival information;  
anchorage; caution**

118

Paragraph 6.48 *1* *Replace by:*

- 1* Vessels awaiting the pilot at the outer bar may obtain anchorage in an area centred on 2°10'·27S 104°58'·71E, in depths from about 7 to 15 m, mud. **Caution.** Numerous wrecks are situated within the anchorage.

Corr. *Indonesia Naval Hydrographic Oceanographic Centre* 25/07/2024; ENC ID300052 (4.009)

[NP36-No 2-Wk 31/25]

**Indonesia - Kalimantan - West coast -  
Pontianak — Directions; lights**

160

Paragraph 9.58 *1-2* *Replace by:*

- 1* From the vicinity of the fairway light buoy (safe water) (0°05'·72N 109°04'·63E), the track leads ESE over the bar into the entrance channel. An unmarked dangerous wreck (0°07'·33N 109°02'·80E) lies 2½ miles NW of the light buoy. The entrance channel is marked by light buoys which are moved to conform with the frequent changes in the channel.
- 2* The channel leading to the town berths is well-marked by light beacons (lateral) as shown on the chart.

Indonesian Notice 46/437/24 [NP36-No 3-Wk 31/25]

IV

**NP37 West Coasts of England and Wales Pilot (2022 Edition)**

**Wales – South coast – Milford Haven — Depths**

145-146

Paragraph 5.76 2-5 including existing Section IV Notice Week 52/24 *Replace by:*

	<i>Berths and approaches</i>	<i>Depths</i>
2	South Hook LNG Terminals 1 and 2 approach	16.1 m (2024)
	South Hook LNG Terminal 1	17.1 m (2024)
	South Hook LNG Terminal 2	18.7 m (2024)
	Impala Terminal 1 approach	15.4 m (2024)
	Impala Terminal 2 approach	16.1 m (2024)
	Impala Terminal 1	17.7 m (2024)
	Impala Terminal 2	10.6 m (2024)
	Valero Terminal 8	15.4 m (2024)
3	Valero Terminal 7	13.8 m (2024)
	Valero Terminal 6	18.0 m (2024)
	Valero Terminal 1	17.4 m (2024)
	Valero Terminal 2	13.6 m (2024)
	Valero Terminal 3	10.6 m (2024)
	Valero Terminal 4 and 5 approach	4.7 m (2024)
	Valero Terminal 4	5.5 m (2024)
	Valero Terminal 5	5.5 m (2024)
4	Valero Terminal swinging area (Vessels > 260 m LOA)	9.2 m (2024)
	Valero Terminal swinging area (Vessels < 260 m LOA)	11.0 m (2024)
	Dragon LNG Terminal 1 approach	13.1 m (2024)
	Dragon LNG Terminal 1	13.5 m (2024)
	VPOT 2 approach	16.3 m (2024)
	VPOT 3 approach	13.9 m (2024)
	VPOT 2	16.5 m (2024)
	VPOT 3	10.6 m (2024)
	VPOT swinging area	12.0 m (2024)
5	Milford Docks Channel	2.0 m (2024)
	Pembroke Dock RoRo approach	7.3 m (2024)
	Pembroke Dock RoRo Ferry Terminal	7.5 m (2024)
	Port of Pembroke 1	From 4.1 to 8.1 m (2024)
	Port of Pembroke 2	4.2 m (2024)
	Port of Pembroke 3	1.1 m (2024)

6	W Pennar Power Station approach channel	0.3 m (2024)
	W Pennar Power Station berth	Dries 1.0 m (2024)
	Carr Jetty NE side	8.5 m (2024)
	Carr Jetty NW side	4.6 m (2024)

Milford Haven Port Authority Notice 2/25  
[NP37-No 52-Wk 31/25]

**England - West coast - Manchester Ship Canal — Emergency signals**

230

Paragraph 8.107 *Replace by:*

- 1 In the event of an emergency situation in the Runcorn Lay-by Berth area the following signals are made:

Three flashing red lights in a vertical line will be displayed both by day and night from beacons situated at the upstream and downstream ends of Runcorn Lay-by Berth.

In conjunction with the flashing lights above a continuous signal will be sounded from sirens located on Runcorn Lay-by Berth.

- 2 Should these signals be made vessels must avoid passing through this area and should pay close attention to advice relayed via the appropriate radio channel.

When operations involving cargo with a low flash-point are taking place at the berth the upper light of both beacons will display a flashing red light.

Port of Manchester Notice 20/25  
[NP37-No 53-Wk 31/25]

**England - West coast - Port of Manchester — Berths; emergency signals**

233

Paragraph 8.128 1 line 9 *Delete*

Port of Manchester Notice 20/25  
[NP37-No 54-Wk 31/25]

**NP38 West Coast of India Pilot (2023 Edition)**

**Sri Lanka - South-west coast - Galle — Arrival information; outer anchorage**

149

Paragraph 4.26 1 including heading *Replace by:*

**Outer anchorage 4.26**

- 1 Anchorage may be obtained in a position centred on 6°00'.15N 80°12'.46E in depths around 36 m, sand and mud.

Corr. Sri Lanka Navy Hydrographic Service 07/01/2025  
[NP38-No 53-Wk 31/25]

**Sri Lanka - South-west coast - Galle —  
Arrival information; pilotage**

149

Paragraph 4.27 *1* lines 1–3 *Replace by:*

- 1* Pilotage is compulsory and only available by day; pilot boards in position 5°59'·54N 80°13'·48E.

Corr. Sri Lanka Navy Hydrographic Service 07/01/2025  
[NP38-No 54-Wk 31/25]

**Sri Lanka - South-west coast -  
Galle — Directions; lights**

150

Paragraph 4.37 *1* *Replace by:*

- 1* From a position 1 mile N of the pilot boarding position (4.27) follow the recommended track (002°) which lies within the white sector of a sector light (white tower, 15 m in height) (6°02'·21N 80°13'·48E) exhibited from the head of the bay, passing:  
E of the Fairway Light Buoy (safe water) (6°00'·48N 80°13'·29E), thence:

Corr. Sri Lanka Navy Hydrographic Service 07/01/2025  
[NP38-No 55-Wk 31/25]

**NP39 South Indian Ocean Pilot (2020 Edition)**

**Comores Archipelago - West coast of Ngazidja -  
Moroni — Arrival information; pilotage**

74

Paragraph 3.15 *1* line 7 *Replace by:*

**Pilotage.** The pilot boards 1½ miles from the breakwater. See *ADMIRALTY List of Radio Signals Volume 6(8)* for details.

French Notice 8/Instructions nautiques L9/24  
[NP39-No 38-Wk 31/25]

**Madagascar - West coast - Toliara  
(Tuléar) and approaches — Arrival information;  
regulations concerning entry**

98

Paragraph 4.38 *1* including heading *Replace by:*

**Regulations concerning entry  
4.38**

- 1* The Harbour Master should be informed 1 hour prior to arrival.

French Notice 8/Instructions nautiques L9/24  
[NP39-No 39-Wk 31/25]

**NP46 Mediterranean Pilot Volume 2  
(2022 Edition)**

**France - South coast - Golfe Du Lion -  
Sète to Marseille - Anse des Laurons —  
Directions; landmark; photograph**

67

Paragraph 2.83 *2* lines 10–13 *Delete*

Anse des Laurons power station chimneys (2.83) photograph and photograph caption *Delete*

French Notice 8/Instructions nautiques D21/24  
[NP46-No 201-Wk 31/25]

**France - South coast - Golfe Du Lion -  
Sète to Marseille - Anse des Laurons —  
Harbour; landmark**

73

Paragraph 2.118 *1* lines 1–6 *Replace by:*

- 1* **Description.** Anse des Laurons (43°21'·26N 5°01'·21E) serves the power station close E. A breakwater extending WSW then SSE from the coast protects the dolphin berth on its inner face. The port is enclosed by a restricted area.

French Notice 8/Instructions nautiques D21/24  
[NP46-No 202-Wk 31/25]

**NP70 West Indies Pilot Volume 1 (2021 Edition)**

**Bermuda - Saint David's Island -  
Jacks Flats — Directions; leading line**

65

Paragraph 2.18 *1* *Replace by:*

- 1* From a position E of Saint David's Head (32°22'·28N 64°38'·97W), the track for approaching the main entrance to the islands leads W towards SB Light Buoy (32°22'·94N 64°37'·07W) and the pilot boarding position (32°22'·92N 64°37'·07W) near the entrance to the channel through Five Fathom Hole, or WSW to the deep-draught pilot boarding position 3 miles E of Saint David's Head.

UKHO [NP70-No 25-Wk 31/25]

**Bermuda - Saint George's Island -  
Cherrystone Hill — Directions; landmark**

66

*After* Paragraph 2.27 *1* line 4 *Insert:*

Cherrystone Hill (32°22'·53N 64°41'·81W), a conical hill, 37 m high.

UKHO [NP70-No 26-Wk 31/25]

**Bermuda - Five Fathom Hole —  
Directions; leading line**

66

Paragraph 2.28 1 lines 1–7 *Replace by:*

- 1 From a position in the vicinity of SB Light Buoy (safe water) (32°22'·94N 64°37'·07W), the track leads W into the channel of Five Fathom Hole (32°23'·00N 64°38'·50W), to a position N of Spit Light Buoy (E cardinal) (32°22'·64N 64°38'·59W).

UKHO [NP70-No 27-Wk 31/25]

**Bermuda - Saint George's Island -  
Cherrystone Hill — Directions; landmark**

69

Paragraph 2.44 1 line 6 *For (2.28) Read (2.27)*

UKHO [NP70-No 28-Wk 31/25]

**Bermuda - Saint George's Island -  
Cherrystone Hill — Directions; useful mark**

70

Paragraph 2.57 3 line 2 *For (2.28) Read (2.27)*

UKHO [NP70-No 29-Wk 31/25]

**Bahamas - Great Bahama Bank -  
Ocean Cay — Depth; width; pilotage; lights;  
berths; obstructions**

114

Paragraph 4.265 1-5 including existing Section IV Notice Week 13/21 *Replace by:*

- 1 **Position and function.** Ocean Cay (25°25'·25N 79°12'·33W) is a private island operated by MSC Cruises.
- Topography.** Ocean Cay is a man-made cay which was developed from Sandy Cay.
- Controlling depth.** A depth of around 11 m can be maintained through the channel, which has a width of about 200 m. The least depth in the turning circle is 10.5 m.

- 2 **Tidal levels.** Mean spring ranges about 0.8 m; mean neap ranges about 0.5 m. See information in *ADMIRALTY Tide Tables Volume 2*.

**Pilotage.** Contact the Bahamas Authorities for the latest information.

**Prohibited anchorage.** Anchorage is prohibited within an area centred on 25°24'·00N 79°13'·57W.

- 3 **Development.** The construction of a second pier, reported to be 340 m in length and positioned E of the existing berth, is planned (2026).

**Natural conditions.** Currents within the channel and turning basin are unpredictable and should be closely monitored; vessels should consult MSC Cruises for live current data and further information.

- 4 **Directions - leading lights:**

Front light (orange triangle daymark, apex up, on pile, 10 m in height) (25°25'·06N 79°11'·87W).

Rear light (orange triangle daymark, apex down, on pile, 17 m in height) (25°25'·11N 79°11'·64W) (2 cables from front light).

The alignment (075°) of these lights leads through the channel, marked by light beacons (lateral) to a turning basin.

- 5 **Useful marks:**

Lighthouse (white concrete tower, red bands, 43 m in height) (25°25'·02N 79°12'·44W).

**Anchorage** is available in the following positions:

25°25'·20N 79°14'·30W.

25°24'·20N 79°13'·90W.

25°23'·40N 79°13'·60W.

25°22'·00N 79°12'·70W.

25°21'·38N 79°12'·52W.

- 6 **Berths.** The main berth (25°25'·02N 79°12'·23W), excluding dolphins, is 173 m in length and is fronted by the turning basin, which contains obstructions.

The service docks (25°25'·16N 79°12'·18W) provide berths for small craft.

Corr. *MSC Cruise Management* 08/07/25; ENC GB500461 (6.000); ENC GB600461 (4.000)

[NP70-No 23-Wk 31/25]

**Jamaica - North coast - Ocho Rios Bay —  
Limiting conditions; caution**

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*After Paragraph 10.42 1 line 2 Insert:*

**Caution.** It has been reported (2024) that vessels alongside the Cruise Ship Pier berths can experience difficulties in maintaining safe moorings when exposed to W winds and a NW swell.

UKHO [NP70-No 24-Wk 31/25]

## UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

**NP74, Vol A Edition 2025.** Weekly Edition No. 31, Dated 31 July 2025.

*Last Updates: Weekly Edition No. 30, dated 24 July 2025.*

**A2225-5** Status changed: **TE; replaced by F R on Bridge during works in progress (T) 2025**

<b>A3884-1</b>	- Badentarbat Bay Pier	58 01-77 N 5 22-51 W	Fl R 5s	2	2	Metal post	Seasonal shown Oct-Mar
*	*	*	*	*	*	*	*
<b>A3884-2</b>	- Summer Isles. Tanera Mor. Ardnagoine	58 00-95 N 5 23-74 W	Fl G 5s	2	2	Metal post	Seasonal shown Oct-Mar
*	*	*	*	*	*	*	*
<b>A3884-3</b>	- Summer Isles. Tanera Mor. Eilean Mor	58 00-61 N 5 23-61 W	Fl R 5s	2	2	Metal post	Seasonal shown Oct-Mar
*	*	*	*	*	*	*	*
<b>A6317</b>	WEST COAST. GALWAY BAY. NORTH BAY - Galway Harbour. Leverets	53 15-33 N 9 01-90 W	Q WRG	9	10	Black round concrete tower, white bands	G015°-058°(43°), W058°-065°(7°), R065°-103°(38°), G103°-143.5°(40.5°), W143.5°-146.5°(3°), R146.5°-015°(228.5°) MMSI No 992501286
*	---	..	AIS	..	..	..	*
<b>A7479-5</b>	<b>Brown Ridge.</b> Eastward. OHVS HWA (NL)	52 40-79 N 3 48-28 E	Mo(U)W 15s	..	15	Platform	..
	---	..	Horn Mo(U) 30s	..	..	..	..
*	---	..	AIS	..	..	..	MMSI No 992451972 *

**NP75, Vol B Edition 2025.** Weekly Edition No. 31, Dated 31 July 2025.

*Last Updates: Weekly Edition No. 30, dated 24 July 2025.*

<b>B0842</b>	<b>Egmond-aan-Zee</b>	52 37-14 N 4 37-30 E	Iso WR 10s	37	<b>W18</b>	White tower R14 28	W010°-175°(165°), R175°-188°(13°) *
NL, HP2, 1476							
<b>B2220</b>	Trestenene	59 01-53 N 10 53-89 E	Iso WRG 4s	14	<b>W6-1</b>	Building R5-4 8 G5-4	W272.4°-278.8°(6.4°), R278.8°-286.8°(8°), G286.8°-300.8°(14°), W300.8°-308.4°(7.6°), R308.4°-349.9°(41.5°), G349.9°-032.7°(42.8°), W032.7°-034.1°(1.4°), R034.1°-078.1°(44°), G078.1°-090.7°(12.6°), W090.7°-117.8°(27.1°), R117.8°-190°(72.2°), G190°-272.4°(82.4°) ALRS Vol 2 Station 64520 *
NO, , 004900							
	-	..	Racon	..	..	..	*

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NP75, Vol B Edition 2025 *continued.*

<b>B2260</b> NO., 011600	- Skjelholmen. Skjelsbusund	59 04-02 N 10 52-98 E	Oc(2)WRG 8s	7 W4-4 Post R3-8 3 G3-8	G320-3°-323-3°(3°), W323-3°-326°(2-7°), R326°-329-1°(3-1°), G329-1°-333-2°(4-1°), W333-2°-335-9°(2-7°), R335-9°-002-1°(26-2°), G002-1°-052°(49-9°), W052°-063°(11°), R063°-088-5°(25-5°), G106-3°-185°(78-7°), R185°-214-5°(29-5°)
		*		* *	*
<b>B2266</b> NO., 011900	- Lyngholm. Papperhavn	59 06-53 N 10 49-93 E	Oc(3)WRG 10s	16 W6-7 Building R5-9 7 G5-9	R013-7°-022-6°(8-9°), G022-6°-030-8°(8-2°), W030-8°-033-3°(2-5°), R033-3°-037°(3-7°), G037°-040-1°(3-1°), W040-1°-051-1°(11°), R051-1°-094-8°(43-7°), G094-8°-109-3°(14-5°), W109-3°-123-7°(14-4°), R123-7°-131°(7-3°), G131°-145-7°(14-7°), W145-7°-151°(5-3°), R151°-163°(12°), G163°-177°(14°), W177°-179-7°(2-7°), R179-7°-228-5°(48-8°). F R shows towards Papperhavn
				*	*
<b>B2284</b> NO., 013900	FREDRIKSTAD. WESTERN ENTRANCE - Struten	59 07-08 N 10 44-45 E	Oc WRG 6s	18 W9-9 Column R 9 10 G 9	<i>ec l.</i> G314-2°-329-5°(15-3°), W329-5°-332-7°(3-2°), R332-7°-347°(14-3°), G347°-358°(11°), W358°-046-8°(48-8°), R046-8°-054-5°(7-7°), G054-5°-070-8°(16-3°), W070-8°-155-1°(84-3°), R155-1°-183-7°(28-6°), G183-7°-212-4°(28-7°), W212-4°-251-6°(39-2°), R251-6°-257°(5-4°)
		*		*	*
<b>B2318</b> NO., 017100	OSLOFJORDEN - Stensholmens. Slevik	59 10-90 N 10 47-86 E	Oc(3)WRG 10s	11 W5-1 Column R4-5 7 G4-5	R312-7°-322-1°(9-4°), G322-1°-033-8°(71-7°), W033-8°-037°(3-2°), R037°-120-7°(83-7°), G120-7°-143-5°(22-8°), W143-5°-144-8°(1-3°), R144-8°-208-5°(63-7°), G208-5°-222°(13-5°)
				*	*

V

NP75, Vol B Edition 2025 *continued.*

<b>B2320</b> NO, , 017000	- Garnholmen. S Side	59 11-46 N 10 45-86 E	Iso WRG 6s	12 W5-9 Tripod R5-2 6 G5-2		G242-6°-253-1°(10-5°), W253-1°-255°(1-9°), R255°-262-2°(7-2°), G262-2°-271-4°(9-2°), W271-4°-278-5°(7-1°), R278-5°-307-3°(28-8°), G307-3°-339-9°(32-6°), W339-9°-000-3°(20-4°), R000-3°-007-7°(7-4°), G007-7°-014°(6-3°), W014°-023°(9°), R023°-046-6°(23-6°), G046-6°-080-1°(33-5°), W080-1°-115°(34-9°), R115°-125-5°(10-5°), G125-5°-140-1°(14-6°)
					*	*
<b>B2326</b> NO, , 017300	- Veslekalv	59 15-23 N 10 42-23 E	Iso WRG 4s	10 W6-1 Post R5-4 3 G5-4		G043-3°-061-2°(17-9°), W061-2°-108-7°(47-5°), R108-7°-127-6°(18-9°), G127-6°-165-2°(37-6°), W165-2°-169-2°(4°), R169-2°-188-7°(19-5°), G188-7°-197-2°(8-5°), W197-2°-201-3°(4-1°), R201-3°-205-2°(3-9°), G205-2°-225-5°(20-3°), W225-5°-228-4°(2-9°), R228-4°-287-7°(59-3°), G287-7°-341-4°(53-7°), W341-4°-345-7°(4-3°), R345-7°-347-5°(1-8°)
					*	*
<b>B2330</b> NO, , 017500	- Larkollen. Hvitnesbåen	59 19-39 N 10 40-06 E	Iso WRG 2s	4 W 5 Tripod R4-4 3 G4-4		G331-7°-341-4°(9-7°), W341-4°-343-9°(2-5°), R343-9°-348-1°(4-2°), G348-1°-025-6°(37-5°), W025-6°-030-5°(4-9°), R030-5°-101-4°(70-9°), G101-4°-152-7°(51-3°), W152-7°-156-4°(3-7°), R156-4°-165°(8-6°)
			*	*		*
<b>B2700</b> NO, , 053178 *	TERNHOLMEN - Korset	58 50-62 N 9 30-65 E *	Iso R 2s *	3 1-1 Post 3 *		Floodlit *
<b>B2700-48</b> NO, , 052648	- Hesttangen. SE	58 50-46 N 9 29-40 E *	Iso R 4s	3 2-6 Post 7 *		Floodlit *
<b>B2700-5</b> NO, , 052647 *	- Engelskmannen	58 50-41 N 9 29-41 E *	Iso G 4s *	3 2-6 Post 6 *		Floodlit *
<b>B2700-53</b> NO, , 052639	- Saudaskjærholmen	58 50-07 N 9 30-03 E	Iso G 2s	3 2-6 Post 8 *		Floodlit *
<b>B2700-55</b> NO, , 052646	- Hesttangen. S	58 50-38 N 9 29-20 E *	Iso R 2s	3 2-6 Post 6 *		Floodlit *
<b>B2700-56</b> NO, , 052641	- W Rauane. N	58 50-14 N 9 29-53 E *	Iso G 4s	3 2-6 Post 8 *		Floodlit *



V

NP75, Vol B Edition 2025 *continued.*

<b>B3231</b>	Sörskot	58 51-81 N	Fl W 3s	17	2-8 Column	..
NO, , 100100		5 29-28 E			18	
					*	*

NP76, Vol C Edition 2025. Weekly Edition No. 31, Dated 31 July 2025.  
*Last Updates: Weekly Edition No. 30, dated 24 July 2025.*

<b>C1716-1</b>	LOLLAND ISLAND. NAKSKOV FJORD					
DK, , 3815	- Albuen. NW Point	54 50-14 N	Fl W 5s	11	9-7 White round tower	<i>fl 1.</i>
		10 57-77 E			13	Obscured 280°-285°(5°)
						*
<b>C4482</b>	- Flötjan	59 48-50 N	Fl(2)W 20s	26	10 Red tower, white	<i>fl 1-5, ec 2, fl 1-5, ec 15</i>
FI, , 6345		19 46-92 E			stripe	
	--	..	Racon	..	22	ALRS Vol 2 Station 59620
					.. ..	*
<b>C5201</b>	Status changed: <b>TE; removed (T) 2025</b>					
<b>C5239-4</b>	- Ldg Lts 015-9°. Front.	60 05-59 N	Fl WRG 2s	10	6-5 Red tower, black	<i>fl 0-5.</i>
FI, , 294	Porvoo. Borgå	25 35-83 E			band	W004°-027°(23°), R027°-105°(78°),
	-----	..	Racon	..	10	G105°-229°(124°), W229°-237°(8°),
					.. ..	R237°-285°(48°), G285°-004°(79°)
						ALRS Vol 2 Station 58820
						*
<b>C5390-2</b>	- Kirkonmaansaari. Ldg Lts	60 24-30 N	Q W 1s	6	4-8 Yellow □, red stripe	<i>fl 0-3.</i>
FI, , 529	059-6°. Front	27 00-91 E			4	W056-6°-062-6°(6°)
*	*	*	*	*	*	*
<b>C5390-21</b>	- Kirkonmaansaari. Ldg Lts	60 24-31 N	FFl W 6s	8	4-8 Yellow □, red stripe	<i>fl 2.</i>
FI, , 530	059-6°. Rear	27 00-95 E			9	W056-6°-062-6°(6°)
*	*	*	*	*	*	*
<b>C6087</b>	SÖDERHAMN AND APPROACHES					
	- Hällgrund	61 16-57 N	LFl(2)WRG	22	W 9 White tower, red	<i>fl 2, ec 2, fl 2, ec 9.</i>
		17 23-83 E	15s		R 7 band, grey base	W001°-007-5°(6-5°),
					G 6 23	R007-5°-018°(10-5°),
	-- Reserve light	..	..	..	.. ..	G018°-024°(6°), W024°-033°(9°),
	--	..	Racon	..	.. ..	R033°-054°(21°), G054°-075°(21°),
						W075°-078-5°(3-5°),
						R078-5°-086°(7-5°),
						G086°-137-5°(51-5°),
						R137-5°-146°(8-5°),
						G146°-174°(28°), W174°-340°(166°),
						R340°-350°(10°), G350°-001°(11°).
						<b>TE; VQ Y (T) 2025</b>
						..
						ALRS Vol 2 Station 61680
						*

V

NP77, Vol D Edition 2025. Weekly Edition No. 31, Dated 31 July 2025.

Last Updates: Weekly Edition No. 30, dated 24 July 2025.

<b>D1906-6</b> ES, I, 05145	- Santa Cristina de Cobres. Ramp. Head	42 19-11 N 8 38-93 W	Fl(2)R 7s	..	1	Red column 5	<i>fl 0-5, ec 1-5, fl 0-5, ec 4-5</i>	*
<b>D7404-5</b>	-	26 11-74 N 50 39-51 E	VQ(9)W 15s	..	..	∇ on black beacon, 2 yellow bands	..	*
<b>D7404-51</b>	BAHRAIN. PORT OF MĪNĀ' SALMĀN Remove from list; deleted							

NP78, Vol E Edition 2025. Weekly Edition No. 31, Dated 31 July 2025.

Last Updates: Weekly Edition No. 30, dated 24 July 2025.

<b>E0066</b> ES, II, 21590	- Muelle Polivalente. N Breakwater. Head	36 42-47 N 4 25-15 W	Fl(2)R 7s	5	3	Red post, white base 2	<i>fl 0-5, ec 1-5, fl 0-5, ec 4-5</i>	*
<b>E0073-6</b> ES, II, 21825	Puerto de Vélez. Outer Breakwater. Elbow	36 44-85 N 4 04-21 W	Fl(2)R 7s	4	3	Red and white round tower 2	<i>fl 0-5, ec 1-5, fl 0-5, ec 4-5</i>	*
<b>E0339</b> ES, II, 35690	- Puerto de Cabrera. Wharf. Head	39 09-03 N 2 55-99 E	Fl(2)R 10s	5	1	Red round tower on white base 4	<i>fl 0-5, ec 1, fl 0-5, ec 8</i>	*
<b>E0343-7</b> ES, II, 36450-1	- Puerto de exterior Ciudadella. Dique Son Blanc. Elbow	39 59-27 N 3 49-58 E	VQ(9)W 10s	8	3	∇ on yellow beacon, black band 3	..	*
<b>E2524</b>	Remove from list; renumbered to E2524.42							
<b>E2524-42</b> IT, , 4295	Renumbered; was previously E2524							
*	- Porto Buso	45 43-09 N 13 15-02 E	Fl(2)G 6s	8	4	Green beacon 6	<i>fl 0-5, ec 1, fl 0-5, ec 4</i>	
<b>E2633</b> SI, , 2303-2	- Portorož. School Harbour. Pier. Head	45 30-93 N 13 34-65 E	Fl W 3s	8	3	metal staircase 8	<i>fl 0-8</i>	*
*	*	*	*	*	*	*		*
<b>E6367-3</b> TN, , 4688	- Sidi Youssef. No 4	34 39-65 N 10 57-44 E	Fl R 5s	7	5	Beacon	<i>fl 1</i>	*
<b>E6377-2</b> TN, , 2940 FR, L2, 04300	- Monastir. Marina. S Breakwater. W Side Channel	35 46-60 N 10 50-10 E	Fl R 5s	8	6	Red tower	<i>fl 1</i>	*
<b>E7520-07</b> IT, , 4052-33	EAST OF RAVENNA - Terminal Marino PIR PETROLI	44 28-45 N 12 23-61 E	Fl Y 2s	5	3	Yellow × on yellow pile	<i>fl 0-5.</i> Private	*
*	*	*	*	*	*	*		*

V

NP78, Vol E Edition 2025 *continued.*

<b>E7520-08</b> IT, , 4052-32 *	- Terminal Marino PIR PETROLI *	44 28-29 N 12 23-16 E *	Fl Y 2s *	5 *	3 Yellow x on yellow pile *	fl 0-5. Private *		
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NP79, Vol F Edition 2024. Weekly Edition No. 31, Dated 31 July 2025.  
Last Updates: Weekly Edition No. 30, dated 24 July 2025.

<b>F2275-5</b> PH, , 0501	- Sinonoc (PH:CG)	8 17-44 N 123 52-27 E	Fl W 5s *	..	.. ..	..		
<b>F2644-6</b> *	- Cavite. Tanza *	14 22-93 N 120 49-28 E *	Fl(2)R 10s *	..	.. Concrete tower 18 *	..		*
<b>F2680</b> PH, , 0038	CAPONES ISLANDS - Capon Grande Island (PH:CG)	14 54-93 N 120 00-54 E *	Fl(3)W 7s *	74	22 White concrete tower on dwelling 17	..		*

NP80, Vol G Edition 2024. Weekly Edition No. 31, Dated 31 July 2025.  
Last Updates: Weekly Edition No. 30, dated 24 July 2025.

<b>G3879-78</b> US, VI, 2827	- Huntington Harbour. Entrance Light. No 4 *	33 43-89 N 118 05-33 W	Q R *	3	3 Red Δ on pile	..		*
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NP82, Vol J Edition 2025. Weekly Edition No. 31, Dated 31 July 2025.  
Last Updates: Weekly Edition No. 30, dated 24 July 2025.

<b>J2030</b>	CHESAPEAKE BAY. HOOPER STRAIT Remove from list; deleted							
<b>J2343</b> US, II, 27585	- Susquehanna River Junction. SN	39 26-65 N 76 02-13 W	Q R *	5	4 Red Δ, green bands, on multi-pile structure *	For lights in Northeast River see J2370-2		*
<b>J6474</b>	ISLA TORTUGA Status changed: TE 2025							

V

NP83, Vol K Edition 2025. Weekly Edition No. 31, Dated 31 July 2025.

Last Updates: Weekly Edition No. 30, dated 24 July 2025.

<b>K2822-5</b>	-	29 25-03 S 153 20-61 E	VQ(6)+LFI W 10s	..	2	Black ∇ on black beacon, yellow top	..	
			*				*	
<b>K3066-5142</b>	Status changed: <b>Destroyed; special buoy, Fl Y 3s in situ (T) 2025</b>							
<b>K3097-12</b>	GREAT BARRIER REEF (COASTAL WATERS). CLEVELAND BAY. PORT OF TOWNSVILLE AND APPROACHES Remove from list; deleted							
<b>K3097-32</b>	GREAT BARRIER REEF (COASTAL WATERS). CLEVELAND BAY. PORT OF TOWNSVILLE AND APPROACHES Remove from list; deleted							
<b>K3097-44</b>	GREAT BARRIER REEF (COASTAL WATERS). CLEVELAND BAY. PORT OF TOWNSVILLE AND APPROACHES Remove from list; deleted							
<b>K3100</b>	GREAT BARRIER REEF (COASTAL WATERS). CLEVELAND BAY. PORT OF TOWNSVILLE AND APPROACHES Remove from list; deleted							
<b>K3100-1</b>	GREAT BARRIER REEF (COASTAL WATERS). CLEVELAND BAY. PORT OF TOWNSVILLE AND APPROACHES Remove from list; deleted							
<b>K3101-04</b>	GREAT BARRIER REEF (COASTAL WATERS). CLEVELAND BAY. PORT OF TOWNSVILLE AND APPROACHES Remove from list; deleted							

NP84, Vol L Edition 2025. Weekly Edition No. 31, Dated 31 July 2025.

Last Updates: Weekly Edition No. 30, dated 24 July 2025.

<b>L0006-23</b>	- Straumsfjorden. Indrevær. NO, , 226611	61 00-33 N 4 36-50 E	F G	2	1-6	..	..	
								*
<b>L2568-005</b>	- Skollerøya NO, , 703157	67 22-49 N 14 12-50 E	Q R	8	2-3	Post	Floodlit	
			*	*	*	*		

NP85, Vol M Edition 2024. Weekly Edition No. 31, Dated 31 July 2025.

Last Updates: Weekly Edition No. 30, dated 24 July 2025.

<b>M4802</b>	OSUMI GUNTO. OSUMI KAIKYO. WEST APPROACHES. KUSAGAKI GUNTO - <b>Kami-no-Shima</b> JP, 411, 6901	30 51-70 N 129 27-86 E	Fl(2)W 20s	139	<b>21</b>	White round concrete tower 14	2 fl in 5s	
	-- Emergency light	..	Fl(2)W 20s	..	12	..	..	*

**NP86, Vol N Edition 2025.** Weekly Edition No. 31, Dated 31 July 2025.  
*Last Updates: Weekly Edition No. 30, dated 24 July 2025.*

<b>N4507-2</b>	KÓLPOS THESSALONÍKIS					
	Remove from list; deleted					
<b>N5798</b> TR, , 10190	- Ünye. Taşkana Burnu	41 08-67 N 37 17-53 E	Fl(2)WG 6s	9	10 White round metal tower, black bands 7	<i>fl 0-5</i>
	---	..	AIS	..	.. .. *	MMSI No 992711318 *

**NP87, Vol P Edition 2024.** Weekly Edition No. 31, Dated 31 July 2025.  
*Last Updates: Weekly Edition No. 30, dated 24 July 2025.*

<b>P3521-1351</b> CN, G103, 4284-43	- Guishan Offshore Wind Farm. No 10	22 07-10 N 113 42-50 E	Mo(U)W 15s	15	3 Yellow × on yellow pile 1	Numerous Mo(U) lights exist in the vicinity
*	*	*	*	*	* *	*
<b>P3521-1352</b> CN, G103, 4284-431	- Guishan Offshore Wind Farm. No 11	22 07-48 N 113 41-83 E	Mo(C)Y 12s	15	6 Yellow × on yellow pile 1	Numerous Mo(C)Y lights exist in the vicinity
*	---	..	AIS	..	.. .. *	MMSI No 994121669 *
<b>P3521-1355</b> CN, G103, 4284-434	- Guishan Offshore Wind Farm. No 14	22 08-58 N 113 43-44 E	Mo(U)W 15s	11	3 Yellow × on yellow pile 1	..
*	*	*	*	*	* *	*
<b>P3521-1357</b> CN, G103, 4284-421	- Guishan Offshore Wind Farm. No 1	22 09-65 N 113 44-13 E	Mo(C)Y 12s	11	6 Yellow × on yellow pile 1	..
*	---	..	AIS	..	.. .. *	MMSI No 994121667 *
<b>P3521-1358</b> CN, G103, 4284-422	- Guishan Offshore Wind Farm. No 2	22 08-91 N 113 44-56 E	Mo(C)Y 12s	11	6 Yellow × on yellow pile 1	..
*	*	*	*	*	* *	*
<b>P3521-136</b> CN, G103, 4284-424	- Guishan Offshore Wind Farm. No 4	22 07-43 N 113 44-59 E	Mo(U)W 15s	11	3 Yellow × on yellow pile 1	..
*	*	*	*	*	* *	*
<b>P3521-1362</b> CN, G103, 4284-426	- Guishan Offshore Wind Farm. No 6	22 06-37 N 113 44-78 E	Mo(C)Y 12s	11	6 Yellow × on yellow pile 1	..
*	---	..	AIS	..	.. .. *	MMSI No 994121668 *
<b>P3521-1364</b> CN, G103, 4284-428	- Guishan Offshore Wind Farm. No 8	22 06-71 N 113 43-62 E	Mo(U)W 15s	11	3 Yellow × on yellow pile 1	..
*	*	*	*	*	* *	*
<b>P3794-0432</b> CN, G102, 2069-418	- Qidong H1 Offshore Wind Farm. No 1	32 08-55 N 122 01-35 E	Mo(C)Y 12s	12	5 Yellow × on yellow metal post 1	..
*	---	..	AIS	..	.. .. *	MMSI No 994121358 *

**NP87, Vol P Edition 2024** *continued.*

<b>P3794-0433</b> CN, G102, 2069-411	- Qidong H1 Offshore Wind Farm. No 1	32 11-52 N 122 03-03 E	Mo(C)Y 12s	12	5 Yellow × on yellow metal post 1	..
*	---	* .. *	AIS *	* .. *	* .. *	MMSI No 994121355 *
<b>P3794-0434</b> CN, G102, 2069-413	- Qidong H1 Offshore Wind Farm. No 3	32 10-47 N 122 05-78 E	Mo(C)Y 12s	12	5 Yellow × on yellow metal post 1	..
*	---	* .. *	AIS *	* .. *	* .. *	MMSI No 994121356 *
<b>P3794-0435</b> CN, G102, 2069-416	- Qidong H1 Offshore Wind Farm. No 6	32 07-41 N 122 04-22 E	Mo(C)Y 12s	12	5 Yellow × on yellow metal post 1	..
*	---	* .. *	AIS *	* .. *	* .. *	MMSI No 994121357 *

**NP88, Vol Q Edition 2025.** Weekly Edition No. 31, Dated 31 July 2025.  
*Last Updates: Weekly Edition No. 30, dated 24 July 2025.*

<b>Q0820</b> FR, L2, 42260	Pointe Molloy (FR)	49 22-11 S 70 04-98 E	Fl W 2-5s	15	3 Red and white chequered <input type="checkbox"/> on red and white chequered structure	<i>fl 0-5</i>
			*		*	
<b>Q0820-4</b> FR, L2, 42220	Pointe Molloy. Ldg Lts 314°30'. Front (FR)	49 21-13 S 70 04-76 E	Q R 1-2s	5	12 Black ^ on white beacon 3	..
			*		*	
<b>Q0820-41</b> FR, L2, 42221	Pointe Molloy. Ldg Lts 314°30'. Rear. 393m from front (FR)	49 20-98 S 70 04-53 E	Dir Q R 1-2s	20	12 Black v on white beacon 3	..
			*		*	
<b>Q1193</b> ID, , 3809	SELAT MADURA - Pulau Mandangin (ID)	7 18-67 S 113 11-81 E	Q(9)W 4s	12	12 ∇ on yellow beacon, black band	<i>fl 0-5</i>
*	*	* .. *	*	* .. *	* .. *	*
<b>Q1979-2</b>	- Jetty. Head	33 55-31 S 137 37-46 E	Fl G 2s	..	4 ..	..
						*

# VI

## ONGOING MAINTENANCE PROCESS IN ADMIRALTY RADIO SIGNALS VOLUMES

In order to guarantee the safety of Mariners at sea, avoid any unsafe and unnecessary duplication/updating of information appearing in different paper and digital ADMIRALTY Radio Signals Volumes, the information will now be centralised into the most relevant ADMIRALTY Radio Signals Volume.

For more information, a reference to the location of any required information will also be added to each ADMIRALTY Radio Signals Volume.

## UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 31 dated 31 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 1, NP281(2), Fifth Edition, 2024

Published Wk 48/24

(Last Updates: Weekly Edition No. 22 dated 29 May 2025)

### MARITIME RADIO STATIONS

**PAGE 381, UNITED STATES (Atlantic Coast).  
SOUTHEASTERN NEW ENGLAND (US COAST GUARD) (WOODS HOLE).**  
Delete entry and replace by:

SOUTHEASTERN NEW ENGLAND (US COAST GUARD) (WOODS HOLE)					
Control Centre: 41°31'24N 70°40'03W	MMSI 003669928	DSC VHF			Diagram page 376
Telephone: +1 508 5382300 (Primary) +1 866 8199128 (Emergency)		Fax: +1 508 4573236			
		Email: secsene@uscg.mil Website: www.uscg.mil			
NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Southeastern New England Sector Station falls within the First District Area of SAR Coordination and Responsibility, see Boston RCC for further details.					

#### VHF

		Ch 16 22A	H24
The US Coast Guard National VHF (Rescue 21) Distress System provides continuous coastal coverage outwards to 20 n miles on VHF Ch 70 and Ch 16. After contact on Ch 16, communications with the Coast Guard should be on Ch 22A. Vessels not equipped with Ch 22A should use Ch 12. Each sector station is supported by a system of coastal transmitters and receivers.			

[United States Coast Guard Bulletin 28/25 \(RSDRA2025000357465\) 31/25](#)

### VOLUME 2, NP282(1), Sixth Edition, 2025

Published Wk 12/25

(Last Updates: Weekly Edition No. 30 dated 24 July 2025)

### RADAR BEACONS

**PAGE 30, NORWAY, below 65870 Gåsvaerbåen Lt.**  
Insert:

Tennholmen Lt	67°18'12N 13°29'88E	3 & 10	360°	14-21		N	1-25	65880
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[Norwegian Notice 11/77968/25 \(RSDRA2025000327483\) 31/25](#)

## VI

### VOLUME 2, NP282(2), Sixth Edition, 2025

Published Wk 12/25

(Last Updates: Weekly Edition No. 30 dated 24 July 2025)

### AUTOMATIC IDENTIFICATION SYSTEM (AIS)

**PAGE 302, KOREA, SOUTH, below Saengdo Lt Bn.**

Insert:

Samcheok Blue Loading Pier A	37°24'·96N 129°12'·78E	994403821		Real	
Samcheok Blue Safe 1	37°24'·72N 129°15'·92E	994406951		Virtual	

Korean Notice 27/352/25 (RSDRA2025000347468) 31/25

**PAGE 352, UNITED STATES (Atlantic Coast), below Lake Worth Lt Buoy LW.**

Insert:

Lehigh Valley Railway Bridge	40°41'·94N 74°07'·17W			Virtual	
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United States Coast Guard Bulletin 27/25 (RSDRA2025000347018) 31/25

### VOLUME 3, NP283(1), Fifth Edition, 2024

Published Wk 48/24

(Last Updates: Weekly Edition No. 25 dated 19 June 2025)

### RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

**PAGE 80, CHANNEL ISLANDS (UK).  
JERSEY COASTGUARD MRCC (GUD).**

Delete entry and replace by:

JERSEY COASTGUARD MRCC (GUD)			
Control Centre: 49°10'·84N 2°06'·84W			
	Ch 25 82	VHF	
Diagrams pages 235 and 236			
Weather Bulletins	0545 <sup>1</sup> 0645 0745 0845 <sup>2</sup> 1245 1845 2245	Gale warnings and weather synopsis, 24 hour forecast and outlook for a further 24 hours for Channel Islands; S of 50°N, E of 3°W. Reports from meteorological observation stations.	
Navigational Warnings	On receipt and then at 0307 0907 1507 2107	Gale Warnings for Channel Islands; S of 50°N, E of 3°W.	
	On receipt and then at 0433 0545 <sup>1</sup> 0645 0833 1245 1633 1845 2033 2245	Navigational Warnings for Channel Islands.	
<sup>1</sup> Only broadcast when DST is in force			
<sup>2</sup> Not broadcast when DST is in force			
NOTE(S): 1. All broadcasts are made after prior announcement on VHF Ch 16. 2. For dates of when DST is in force see ALRS Volume 2 (NP282).			

Jersey Coastguard correspondence (RSDRA2025000327701) 31/25



## VOLUME 6, NP286(1), Sixth Edition, 2025

Published Wk 20/25

(Last Updates: Weekly Edition No. 30 dated 24 July 2025)

**PAGE 66, FRANCE (Atlantic and English Channel Coasts), CORSENOUESSANT REPORTING SYSTEM (OUESSREP), Reporting System (OUESSREP), PROCEDURE, NOTE and RADAR ASSISTANCE sections.**

Delete and replace by:

**PROCEDURE:**

- (1) All vessels 300 gt and over are required to participate in the Reporting System.  
 (2) Vessels entering the VTS area shall report to Ushant Traffic (Ouessant Traffic) on VHF Ch 13 or by fax or telephone and provide the following information:

ID	Information Required
A	Vessel's name, call sign, IMO identification or MMSI number for transponder reports
B	Date and time
C or D	Position (latitude/longitude) or true bearing and distance from a clearly identified landmark
E	True course
F	Speed
G	Port of departure
I	Port of destination and ETA
O	Draught
P	Cargo and, if dangerous goods on board, IMO quantity and class
Q or R	Defect, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the SOLAS and MARPOL Conventions
T	Address for provision of information concerning a cargo of dangerous goods
W	Number of persons on board
X	Miscellaneous: (1) Estimated quantity of bunker fuel and characteristics for vessels carrying over 5000 tonnes bunker fuel (2) Navigation conditions

(3) Elements P, Q and R from the table above may be omitted from the report if they have already been the subject of a SURNAV or SURNAV-DAMAGE message made during the same voyage.

(4) In the event of defect, pollution or goods lost overboard, additional information may be required.

(5) Masters of vessels which intend to enter the Inshore Traffic Zone (ITZ) under the conditions specified in rule 10d of COLREG 72, must first inform Ouessant Traffic on VHF Ch 13 or 16, by fax, or by telephone, and specify their reason for doing so.

(6) Throughout their passage through the VTS area, vessels must maintain a continuous listening watch on VHF Ch 16 and reply to all calls from the centre, a sémaphore, a vessel or aircraft belonging to the French State or chartered to the French State on the indicated frequency where applicable.

**NOTE:**

Vigie d'Ouessant, Vigie de Saint-Mathieu, Cap de la Chèvre (Sémaphore) and Vigie du Raz can be used to relay radio communications to the Control Centre.

**RADAR ASSISTANCE:**

On request, Ouessant Traffic provides vessels with radar information relevant to their passage. Radar range extends 40 n miles from Le Stiff between azimuths 205° and 060° measured from that station.

French Radiosignaux publication 93 Jan 2025. (RSDRA2025000043780). 31/25

**PAGES 208 & 210, SHIP REPORTING SYSTEMS, UNITED KINGDOM AND FRANCE - DOVER STRAIT (CALDOVREP), Reporting System (CALDOVREP), PROCEDURE section.**

Delete and replace by:

**PROCEDURE:**

- (1) All vessels of 300 gt and over are required to participate in the Reporting System.  
 (2) Vessels of less than 300 gt should report to the CALDOVREP reporting system in circumstances where they:  
 (a) Are not under command or at anchor in the TSS or its ITZs  
 (b) Are restricted in their ability to manoeuvre  
 (c) Have defective navigational aids  
 (3) Vessels preparing to pass through or remain in French territorial waters must report to the appropriate MRCC 5h before entering territorial waters or 6h before departure, specifying their intended movements and the status of their manoeuvring and navigational capabilities.  
 (4) **Northeastbound traffic should report to Gris-Nez Traffic** 2 n miles prior to crossing the southerly reporting line.  
 (5) **Southwestbound traffic should report to Channel VTS** when within VHF range of North Foreland and not later than when crossing the northerly reporting line.  
 (6) Reports to the nearest of the two shore stations should be made on departure from a port within the ITZs of the TSS.  
 (7) Special reporting arrangements can be made on a ship-by-ship basis, subject to approval of both Gris-Nez Traffic and Channel VTS.  
 (8) Reports should be made using VHF voice transmissions. However, when reporting to Channel VTS, vessels may fulfil the reporting requirements of CALDOVREP through the use of AIS. Confidential business information may be transmitted non-verbally before entering the CALDOVREP area.  
 (9) The report from a vessel to the Reporting System should contain only information which is essential to achieve the objectives of the System, i.e.:

ID	Information Required
A	Vessel's name, call sign, IMO identification or MMSI number for transponder reports
B	Date and time
C or D	Position (latitude/longitude) or true bearing and distance from a clearly identified landmark
E	True course
F	Speed
G	Port of departure
I	Port of destination and ETA
O	Draught
P	Cargo and, if dangerous goods on board, IMO quantity and class
Q or R	Defect, damage and/or deficiencies affecting the structure, cargo or equipment of the vessel or any other circumstances affecting normal navigation in accordance with the SOLAS and MARPOL Conventions
T	Address for provision of information concerning a cargo of dangerous goods
W	Number of persons on board
X	Miscellaneous: (1) Estimated quantity of bunker fuel and characteristics for vessels carrying over 5000 tonnes bunker fuel (2) Navigation conditions

(10) Additional reports must be sent to the appropriate station in the event of a change in navigation conditions, particularly regarding the Q or R section of the reporting message.

(11) Vessels having defects affecting operational safety, in addition to reporting such defects through the CALDOVREP system, should take appropriate measures to overcome those defects before entering the Dover Strait.

(12) Vessels within 50 n miles of the French coastline are required to report to the appropriate MRCC if they are involved in any accident, e.g. collision, grounding, navigational incident etc.

French Radiosignaux publication 93 Jan 2025. (RSDRA2025000043780). 31/25

## VOLUME 6, NP286(3), Sixth Edition, 2025

Published Wk 27/25

(Last Updates: Weekly Edition No. 30 dated 24 July 2025)

**PAGES 228 to 230, ITALY, RAVENNA, including Porto Corsini.**

Delete entry and replace by:

**RAVENNA, including Porto Corsini****44°27'N 12°15'E**

UNCTAD LOCODE: IT RAN

**Pilots****CONTACT DETAILS:**

Call: Piloti Ravenna  
Ravenna Pilot  
VHF Channel: Ch 16; 12  
Telephone: +39 0544 530204  
E-mail: operativo@pilotiravenna.it  
operativo.pilotiravenna@pec.it  
Website: www.pilotiravenna.it

**HOURS:** H24**PROCEDURE:**

(1) **Pilotage is compulsory** for all vessels over 500 gt, of any type and nationality as follows:

- (a) When entering and leaving Porto di Ravenna, commencing at 1 n mile from the head of the outer breakwaters of the port, and concluding exiting the breakwaters
- (b) During movements carried out within the Port of Ravenna
- (c) During the mooring stage at working positions in the roads, commencing at least 0.5 n miles from the working position to which the vessel is bound

(2) The following vessels are exempted from compulsory pilotage to which section (1) refers:

- (a) Vessels of less than 500 gt
- (b) Italian and foreign warships
- (c) Tugs used for harbour duties, and vessels used for local traffic and harbour work
- (d) Vessels carrying out movements along the quay less than 25m and don't require the use of engines and tugs

(3) Vessels less than 1500 gt subject to compulsory pilotage can request pilotage assistance by VHF from the Pilot Station if:

- (a) The Master of the vessel speaks good Italian and has good knowledge of the port areas
- (b) Vessel's draught is less than 4.3m

(4) **Notice of ETA:** The Pilot must be requested at least 1h prior to arrival via VHF.

(5) **Pilot boards** in the following positions:

- (a) Ravenna outward-bound at the head of the breakwaters
- (b) 44°28'·20N 12°32'·60E (LNG vessels inward-bound to the FSRU Terminal)
- (c) 44°27'·83N 12°23'·88E (On departure from FSRU Marine Terminal)
- (d) 44°29'·95N 12°20'·23E (Vessels inward-bound to Ravenna)

(6) **Pilot disembarks** in the following positions:

- (a) 44°27'·83N 12°23'·88E (On arrival at FSRU Marine Terminal)
- (b) 44°28'·00N 12°25'·30E (LNG vessels outward-bound from the FSRU Terminal)

**Maritime Advisory Service****CONTACT DETAILS:**

Call: Avvisatore Marittimo (Ravenna Port Informer)  
VHF Channel: Ch 16; 09 12  
Telephone: +39 0544 530986  
+39 0544 531336  
Fax: +39 0544 531375  
E-mail: avvisatore@avvisatoremarittimo.ra.it  
avvisatoremarittimo.ra@ticertifica.it  
Website: www.avvisatoremarittimo.ra.it

**HOURS:** 0600-2200*continued on next column***NOTE:**

Station keeps agents informed of vessels' arrivals and departures, and maintains contact with vessels.

**Port****CONTACT DETAILS:****Hr Mr**

Call: Conpamare Ravenna (Ravenna Harbour Master)  
VHF Channel: Ch 16; 11  
Telephone: +39 0544 443011  
E-mail: cpravenna@mit.gov.it  
dm.ravenna@pec.mit.gov.it  
Website: www.guardiacostiera.gov.it/ravenna

**Port Authority**

VHF Channel: Ch 16; 12  
Telephone: +39 0544 608811  
E-mail: info@port.ravenna.it  
port.ravenna@legalmail.it  
Website: www.port.ravenna.it

**HOURS:** Hr Mr: H24**PROCEDURE:**

(1) **Notice of ETA:** Vessels should advise ETA 72h prior to arrival.  
(2) Vessels should communicate to the Hr Mr, in Italian or English, the following information:

- (a) Vessels arriving:
  - (i) Time to the breakwaters
  - (ii) Mooring time and assigned quay
- (b) Vessels departing:
  - (i) Time of unmooring
  - (ii) Time of passage between the breakwaters
  - (iii) Next destination
- (c) Vessels moving between quays:
  - (i) Time of disembarking
  - (ii) Mooring time and assigned quay.

(3) All vessels intending to anchor in the Ravenna harbour must use the anchorage areas. The vessel's Master is required to contact the Port Authority and the local Pilots' Corporation via VHF to indicate the chosen anchorage and to provide all information relating to the vessel and cargo on board.

(4) It is prohibited for vessels and barges, in the absence of prior and specific authorisation from the Port Authority, to navigate within the port area.

(5) Vessels must maintain a continuous listening watch on VHF Ch 16 and 12 whilst in the port area.

**Terminale Marino FSRU****LOCATION:** 44°27'·83N 12°23'·88E**PROCEDURE:**

(1) LNG carriers approaching the terminal must be previously authorised to dock by the Port Authority of Ravenna.

(2) Entry manoeuvres may only be carried out during daylight hours.

**Tugs****CONTACT DETAILS:**

VHF Channel: Ch 16; 12  
Telephone: +39 0544 536711  
+39 0544 536750  
E-mail: sers@pec.it  
banchina@medtug.eu  
infoadiatico@medtug.eu  
Website: https://medtug.eu/sers-srl/

**HOURS:** H24**PROCEDURE:**

The use of the tugs is compulsory for certain vessel categories.

*continued on next page*

**Mooring****CONTACT DETAILS:**

VHF Channel: Ch 12; 14  
 Telephone: +39 0544 530505  
 E-mail: info@ormeggira.it  
 ormeggi.ra.amm@ormeggira.it  
 Website: www.ormeggira.it

**HOURS:** H24

**PROCEDURE:**

Mooring services are compulsory for vessels of 400 gt or over, and less than 400 gt if the vessel is carrying wholly or partially dangerous cargoes.

Italian Notices 13/28/25, 13/31/25 and Ravenna Pilots correspondence. (RSDRA2025000347242 & RSDRA2025000347986), 31/25

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**VOLUME 6, NP286(6), Sixth Edition, 2025**

Published Wk 01/25

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*(Last Updates: Weekly Edition No. 26 dated 26 June 2025)*

**PAGE 341, KOREA, SOUTH, DONGHAE, Pilots, PROCEDURE, section (3).**

Delete and replace by:

(3) **Pilot boards** within 0.5 n mile radius of the following positions:

- (a) No 5: 38° 11' 42N 128° 37' 37E (Sokcho)
- (b) No 7: 37° 46' 00N 129° 00' 53E (Anin Thermal Power Plant, Disembarkation)
- (c) No 7: 37° 44' 20N 129° 02' 13E (Anin Thermal Power Plant, Embarkation)
- (d) No 4: 37° 37' 37N 129° 06' 37E (Okgye)
- (e) No 1: 37° 32' 67N 129° 09' 03E (Mukho)
- (f) No 2: 37° 31' 07N 129° 13' 07E (Donghae)
- (g) No 8: 37° 24' 72N 129° 15' 92E (Samcheok)
- (h) No 8: 37° 25' 67N 129° 12' 87E (Samcheok)
- (i) No 2: 37° 12' 42N 129° 25' 00E (Hosan, Bulk)
- (j) No 1: 37° 09' 50N 129° 25' 33E (Hosan, LNG)

(Former update 01/25)

Korean Notice 27/352/25. (RSDRA2025000347468), 31/25

**PAGE 342, KOREA, SOUTH, DONGHAE, diagram DONGHAE VESSEL TRAFFIC SERVICE.**

Delete diagram and replace by diagram DONGHAE VESSEL TRAFFIC SERVICE on page 6.6

Korean Notice 27/352/25. (RSDRA2025000347468), 31/25

**PAGE 373, KOREA, SOUTH, SAMCHEOK, Pilots, PROCEDURE section.**

Delete and replace by:

**PROCEDURE:**

**Pilot boards** in the following positions:

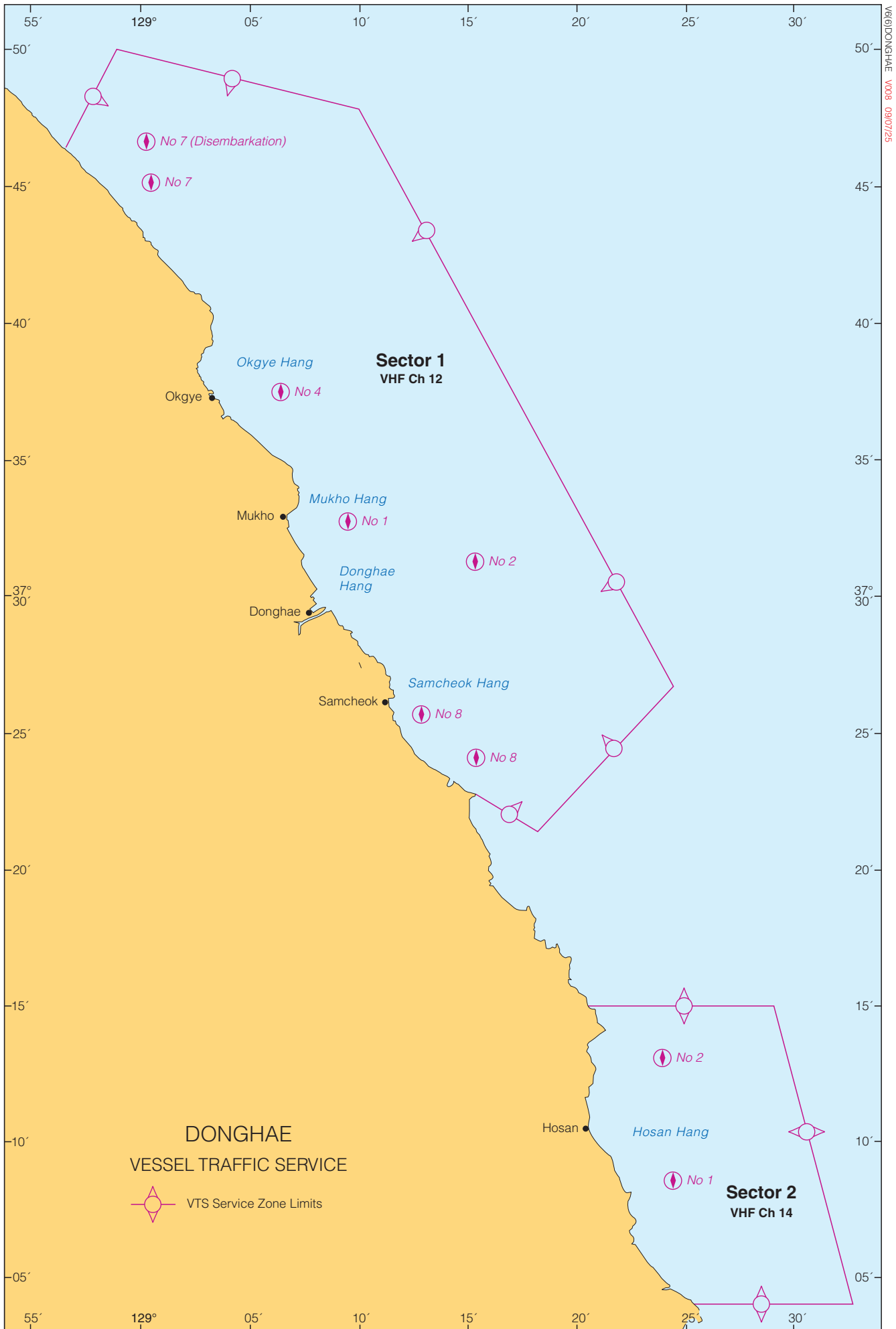
- (1) No 8: 37° 24' 72N 129° 15' 92E
- (2) No 8: 37° 25' 67N 129° 12' 87E

(Former update 01/25)

Korean Notice 27/352/25. (RSDRA2025000347468), 31/25

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# VI



KRISS/DONGHAE V008 09/07/25

## VII

### UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS

**There are no updates to miscellaneous Nautical Publications this week**

#### **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.

## ADMIRALTY DIGITAL SERVICES

### 1. ENC / ECDIS and AVCS

#### a) *ENCs temporarily withdrawn from AVCS*

A list of ENCs that have been temporarily withdrawn from AVCS for safety reasons can be found in the README file and on the AVCS Updates page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

#### b) *ENC Readme.txt file*

The README.TXT file located within the ENC\_ROOT folder of AVCS Exchange sets contains important safety related information relating to the use of ENCs in ECDIS. The file is also available on the AVCS Support page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

This file should be consulted each week to ensure that all related issues are taken into consideration. The file header indicates the last time that the README file was updated and the date that it was issued.

#### c) *Temporary information in ENCs*

Mariners should take temporary information into account when planning and executing a passage with ENCs and most ENC producers now include temporary information in their ENCs. It is usually compiled as normal ENC updates, sometimes with the start and end dates attributed or described as 'Temporary' in the pick report.

The latest confirmed status of T&P NM information in the ENCs that are available in ADMIRALTY services is shown in the **T&P NMs in ENCs** section at: [admiralty.co.uk/charts/digital-charts/admiralty-vector-chart-service/updates-support](http://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.102A 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

- a. It is essential that the chart number, edition date and its correctional state (latest NM) are stated. For ENC's, please state the ENC name and latest update applied.
- b. Position (to 2 decimal places of a minute) of observation point, using chart graticule or, if ungraduated, relative position by bearing/distance from prominent charted features (navigation lights, trig. points, church spires etc.).
- c. Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.
- d. Include GNSS receiver model and aerial type (if known). Also of interest: values of PDOP, HDOP or GDOP displayed (indications of theoretical quality of position fixing depending upon the distribution of satellites overhead) and any other comments.

## 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: [nawwarnings@ukho.gov.uk](mailto:nawwarnings@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: [sd@ukho.gov.uk](mailto:sd@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 required</b>		
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"/>			

