



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 33

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

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

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

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

Software required:

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

SEARCHABLE NOTICES TO MARINERS

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

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

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

NOTICES TO MARINERS ON-LINE

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

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

FURTHER GUIDANCE NOTES

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

- File content and description
- PC and printer specifications

CUSTOMER SERVICE

If you experience any difficulties, please contact the UKHO Customer 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

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

Tel: +65 6424 4200

ADMIRALTY NOTICES TO MARINERS

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

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

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

Planning for the future

Plan with ADMIRALTY Maritime Data Solutions, brought to you by the United Kingdom Hydrographic Office.



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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.

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

All Tides Publications

Nautical Almanac Publications, including Sight Reduction Tables.

Section VIII – ADMIRALTY Digital Services

Information relevant to ADMIRALTY Digital Services.

Further Guidance

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

CAUTIONARY NOTES

Updating

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

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

Satellite-Derived Positions and Chart Accuracy

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

ADMIRALTY Charts affected by the Publication List

ADMIRALTY Charts	International Charts	ADMIRALTY Publications
986	INT 810	NP 15
1039	INT 811	e-NP 15
1557	INT 813	NP 131
1827	INT 814	
1854	INT 900	
1934	INT 1550	
2001	INT 2922	
2229	INT 3758	
2531	INT 7022	
3325	INT 7023	
3930	INT 7339	
4030		
4031		
4033		
4810		
4811		
4813		
4814		
4900		
4920		
4923		
4975		
4976		
4977		
4978		
5617_1		
5617_2		
5617_3		
5617_4		
5617_13		
5617_14		
IN 293		
IN 294		
IN 2083		

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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

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

New Editions of ADMIRALTY Charts published 14 August 2025

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</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	25	42
On publication of this New Edition former Notice 2889(P)/25 is cancelled.				
⊙2531	United States and Canada, West Coast, Cape Mendocino to Vancouver Island.	1:1,000,000	90	108, 110, 112
This chart is to be deleted from the list of charts affected by Notice 2025(P)/25.				
⊙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	34	54
On publication of this New Edition former Notices 2942(P)/24, 285(P)/25 and 2227(P)/25 are cancelled.				
⊙4030	Port of Singapore, West Jurong Anchorages and Temasek Fairway.	1:10,000	45	68
This chart remains affected by Notice 2143(P)/24. This chart is to be deleted from the list of charts affected by Notices 3239(P)/24, 4479(P)/24, 5006(P)/24, 1315(P)/25, 2072(P)/25 and 3479(P)/25.				
⊙4031	Port of Singapore, Western Approaches to Jurong Island.	1:10,000	45	68
This chart is to be deleted from the list of charts affected by Notices 1315(P)/25 and 3479(P)/25.				
⊙4033	Port of Singapore, Tuas Bay, West Jurong Channel and Pesek Basin.	1:10,000	45	68
This chart is to be deleted from the list of charts affected by Notices 4479(P)/24 and 1315(P)/25.				
⊙4810 INT 810	International Chart Series, North Pacific Ocean, West Coast of North America, Dixon Entrance to Unimak Pass.	1:3,500,00	92	18
This chart remains affected by Notices 2460(T)/24 and 1894(T)/25.				
⊙4811 INT 811	International Chart Series, Pacific Ocean, Central America, Mexico to Ecuador.	1:3,500,00	88	18, 104
This chart remains affected by Notices 6384(T)/19, 1822(P)/23 and 2877(P)/24.				

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

New Editions of ADMIRALTY Charts published 14 August 2025 (continued)

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
⊙4813 INT 813	International Chart Series, North Pacific Ocean, Bering Sea, Southern Part.	1:3,500,00	56	18
⊙4814 INT 814	International Chart Series, North Pacific Ocean, Bering Sea, Northern Part.	1:3,500,000	92	18, 134
⊙4920	Canada - United States - West Coast, British Columbia / Colombie-Britannique, Juan de Fuca Strait to/à Dixon Entrance. This chart remains affected by Notice 2460(T)/24. This chart is to be deleted from the list of charts affected by Notice 2025(P)/25.	1:1,250,000	90	108, 110
⊙4923	Canada - British Columbia / Colombie-Britannique, Queen Charlotte Sound. This chart remains affected by Notices 2460(T)/24 and 302(T)/25. This chart is to be deleted from the list of charts affected by Notice 2025(P)/25.	1:365,100	91	108, 110
⊙4975	United States, Alaska - South East Coast, Dixon Entrance to Cape Saint Elias. This chart remains affected by Notice 2460(T)/24.	1:969,756	92	108
⊙4976	United States, Alaska - South Coast, Cape Saint Elias to Shumagin Islands.	1:969,761	92	108
⊙4977	United States, Alaska, Alaska Peninsula and Aleutian Islands to Segum Pass.	1:1,023,188	92	108
⊙4978	United States, Alaska - Aleutian Islands, Amukta Pass to Attu Island.	1:1,126,321	92	86, 108

New Editions of ADMIRALTY Small Craft Charts published 14 August 2025

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>NP109A Catalogue page</i>
5617_2	River Tay Entrance to Montrose. This chart remains affected by Notice 1760(P)/25. This chart is to be deleted from the list of charts affected by Notice 1608(P)/25.	1:75,000	37
5617_3	Gourdon to Stonehaven.	1:75,000	37
5617_4	Aberdeen to Bay of Cruden. This chart remains affected by Notice 4803(T)/24.	1:75,000	37

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

ADMIRALTY Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP15 & e-NP15	ADMIRALTY Sailing Directions Australia Pilot Volume 3 16th Edition 2025 ISBN: 978-0-70-774-7972	14/08/2025	Updated to NM Week 19/25 (08/05/25). First updates from NM week 33/25. This edition supersedes NP15 15 th Edition (2022), which is cancelled.

⊙ 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 28 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>
986	Gulf of Thailand, Thailand, Ko Si Chang and Si Racha to Laem Chabang.	1:25,000	⊙986	47	68
1039	Vietnam - South Coast, Outer Approaches to Ho Chi Minh city.	1:25,000	⊙1039	47	76
1557	South China Sea, Gaolan Liedao, Zhuhai Gang Gaolan Gangqu.	1:20,000	⊙1557	47	78
1827	Harbours on the South East Coast of England.		⊙1827	1	24
	Ⓐ Approaches to Ramsgate.	1:12,500			
	Ⓑ Pegwell Bay and the River Stour.	1:12,500			
	Ⓒ Ramsgate.	1:5,000			
	Ⓓ Broadstairs.	1:5,000			
	Ⓔ Margate.	1:7,500			
1934	International Chart Series. England East Coast, River Tyne.	1:7,500	⊙1934	7	26
INT 1550	Ⓐ Willington Quay to Saint Anthony's Point.	1:12,500	INT 1550		
	Ⓑ Saint Anthony's Point to Dunston.	1:12,500			
2001	Uruguay, Montevideo and Approaches.		⊙2001	95	118
	Ⓐ Bahía de Montevideo.	1:20,000			
	Ⓑ Approaches to Montevideo.	1:75,000			
3930	International Chart Series, Black Sea – Türkiye, İstanbul Boğazi,	1:50,000	⊙3930	31	46, 48
INT 3758	Northern Approach.		INT 3758		
4900	International Chart Series, Southern Ocean, Ross Sea.	1:2,000,000	⊙4900	100	18, 136
INT 900			INT 900		

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_1	Isle of May to River Tay Entrance.	1:75,000	5617_1	37
5617_13	Approaches to River Tay.	1:25,000	5617_13	37
5617_14	River Tay, Tayport to Dundee.	1:25,000	5617_14	37

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

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CHARTS TO BE AVAILABLE 28 AUGUST 2025

New Charts

Reproductions of Indian Government Charts

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
IN293 INT 7022	International Chart Series, India - West Coast, Mumbai to Kārwār. 14°40′.00 N. - 19°00′.00 N., 67°24′.00 E - 74°20′.00 E	1:750,000	⊙IN293 INT 7022	41	58
IN294 INT 7023	International Chart Series, India - West Coast, Kārwār to Bey pore. 10°40′.00 N. - 15°10′.00 N., 69°10′.00 E - 76°05′.00 E	1:750,000	-	41	58
IN2083 INT 7339	International Chart Series, India - West Coast, Gulf of Kachchh, Approaches to Sikka. 22°23′.00 N. - 22°43′.00 N., 69°44′.00 E - 69°58′.80 E	1:37,500	⊙IN2083 INT 7339	41	58

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

ADMIRALTY Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
1854	Mediterranean Sea, Spain - South Coast, Motril and Adra.	⊙1854
2531	United States and Canada - West Coast, Cape Mendocino to Vancouver Island.	⊙2531
3325 INT 2922	International Chart Series, Africa - West Coast, Estuaire du Gabon.	⊙3325 INT 2922
4030	Port of Singapore, West Jurong Anchorages and Temasek Fairway.	⊙4030
4031	Port of Singapore, Western Approaches to Jurong Island.	⊙4031
4033	Port of Singapore, Tuas Bay, West Jurong Channel and Pesek Basin.	⊙4033
4810 INT 810	North Pacific Ocean, West Coast of North America, Dixon Entrance to Unimak Pass.	⊙4810 INT 810

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

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ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

ADMIRALTY Charts (continued)

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
4811 INT 811	Pacific Ocean, Central America, Mexico to Ecuador.	⊙4811 INT 811
4813 INT 813	International Chart Series, North Pacific Ocean, Bering Sea Southern Part.	⊙4813 INT 813
4814 INT 814	International Chart Series, North Pacific Ocean, Bering Sea Northern Part.	⊙4814 INT 814
4920	Canada - United States - West Coast, British Columbia / Colombie-Britannique, Juan de Fuca Strait to à Dixon Entrance.	⊙4920
4923	Canada - British Columbia / Colombie-Britannique, Queen Charlotte Sound.	⊙4923
4975	United States, Alaska - South East Coast, Dixon Entrance to Cape Saint Alias.	⊙4975
4976	United States, Alaska - South Coast, Cape Saint Elias to Shumagin Island.	⊙4976
4977	United States, Alaska, Alaska Peninsula and Aleutian Islands to Segum Pass.	⊙4977
4978	United States, Alaska - Aleutian Islands, Amukta Pass to Attu Island.	⊙4978
5617_2	River Tay Entrance to Montrose.	5617_2
5617_3	Gourdon to Stonehaven.	5617_3
5617_4	Aberdeen to Bay of Cruden.	5617_4

INTENTION TO WITHDRAW CHARTS

It is proposed to withdraw without replacement, the following ADMIRALTY Charts:-

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>Date of withdrawal</i>
⊙2229	South America – Brazil, Rio Amazonas, Almeirim to Manaus.	04 September 2025

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

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ADMIRALTY DISTRIBUTOR INFORMATION

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Amendments to Part 1, Authorised ADMIRALTY Distributors

Page 3, Sub Distributors Section,

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II

3501* SCOTLAND - West Coast - Marine farm.

Source: Crown Estate Scotland

Chart 2392 [previous update 794/25] ETRS89 DATUM

Insert



56° 36'·07N., 6° 13'·34W.

3535* ENGLAND - South Coast - Automatic Identification Systems. Virtual aids to navigation.

Source: Falmouth Harbour Commissioners Notice 11/25

Chart 18 [previous update New Edition 13/02/2025] ETRS89 DATUM

Insert

Automatic Identification System, AIS, at light-buoy

50° 09'·680N., 5° 04'·200W.

50° 09'·567N., 5° 03'·614W.

50° 09'·260N., 5° 03'·789W.

symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS

50° 09'·434N., 5° 03'·723W.

50° 09'·487N., 5° 03'·542W.

50° 09'·503N., 5° 03'·135W.

50° 09'·439N., 5° 02'·886W.

Chart 32 (INT 1720) [previous update New Edition 27/03/2025] ETRS89 DATUM

Insert

Automatic Identification System, AIS, at light-buoy

50° 09'·680N., 5° 04'·200W.

50° 09'·567N., 5° 03'·614W.

50° 09'·260N., 5° 03'·789W.

Automatic Identification System, AIS, at lighted beacon tower
symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS

50° 08'·717N., 5° 02'·000W.

50° 09'·434N., 5° 03'·723W.

50° 09'·487N., 5° 03'·542W.

50° 09'·503N., 5° 03'·135W.

50° 09'·439N., 5° 02'·886W.

Chart 154 (INT 1719) [previous update 932/24] ETRS89 DATUM

Insert

Automatic Identification System, AIS, at lighted beacon tower

50° 08'·72N., 5° 02'·00W.

Chart 442 (INT 1701) [previous update New Edition 20/03/2025] ETRS89 DATUM

Insert

Automatic Identification System, AIS, at lighted beacon tower

50° 08'·72N., 5° 02'·00W.

Chart 777 [previous update 3369/24] ETRS89 DATUM

Insert

Automatic Identification System, AIS, at lighted beacon tower

50° 08'·72N., 5° 02'·00W.

Chart 1267 [previous update 3316/25] ETRS89 DATUM

Insert

Automatic Identification System, AIS, at lighted beacon tower

50° 08'·72N., 5° 02'·00W.

Chart 2565 (INT 1700) [previous update 4057/24] ETRS89 DATUM

Insert

Automatic Identification System, AIS, at lighted beacon tower

50° 08'·72N., 5° 02'·00W.

II

3535* ENGLAND - South Coast - Automatic Identification Systems. Virtual aids to navigation. (continued)

Chart 5602_5 (Panel A, Falmouth Harbour) [previous update New Edition 26/06/2025] ETRS89 DATUM

Insert	Automatic Identification System, AIS, at light-buoy	50° 09'·680N., 5° 04'·200W.
		50° 09'·567N., 5° 03'·614W.
		50° 09'·260N., 5° 03'·789W.
	Automatic Identification System, AIS, at lighted beacon tower symbol, Virtual aid to navigation, starboard lateral topmark, V-AIS	50° 08'·717N., 5° 02'·000W.
		50° 09'·434N., 5° 03'·723W.
		50° 09'·487N., 5° 03'·542W.
		50° 09'·503N., 5° 03'·135W.
		50° 09'·439N., 5° 02'·886W.

Chart 5602_2 (Panel A, Helford River to Fowey) [previous update New Edition 15/02/2024] ETRS89 DATUM

Insert	Automatic Identification System, AIS, at lighted beacon tower	50° 08'·72N., 5° 02'·00W.
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Chart 5603_2 (Panel A, Falmouth to Penzance) [previous update 3369/24] ETRS89 DATUM

Insert	Automatic Identification System, AIS, at lighted beacon tower	50° 08'·72N., 5° 02'·00W.
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3462 FINLAND - Saaristomeri - Buoy.

Source: Finnish Notice 13/94/25

Chart 3827 (INT 1191) [previous update 3006/25] WGS84 DATUM

Move	 , from:	60° 02'·79N., 20° 53'·80E.
	to:	60° 02'·87N., 20° 53'·68E.

3469 SWEDEN - East Coast - Wrecks.

Source: Swedish Chart 71

Chart 2048 (INT 1217) [previous update 2896/25] WGS84 DATUM

Replace	 Wk with  Wk	56° 47'·85N., 18° 17'·46E.
---------	--	----------------------------

Chart 2054 (INT 1203) [previous update 3100/25] WGS84 DATUM

Insert	 Wk	57° 04'·21N., 16° 41'·14E.
Replace	 Wk with  Wk	56° 47'·85N., 18° 17'·46E.

Chart 2844 (INT 1761) [previous update 3100/25] WGS84 DATUM

Insert	 Wk	57° 04'·21N., 16° 41'·14E.
--------	--	----------------------------

II

3475 SWEDEN - East Coast - Ferry route. Legend.

Source: Swedish Notice 1076/19420/25

Chart 820 (INT 1238) [*previous update 3306/25*] WGS84 DATUM

Delete	ferry route, pecked line, and associated legend, Cable Ferry, joining:	59° 24'·14N., 18° 21'·56E. 59° 24'·14N., 18° 21'·34E.
--------	--	--

3485 SWEDEN - East Coast - Maritime limit. Legend.

Source: Swedish Notice 1076/19430/25

Chart 843 (INT 1230) [*previous update 223/25*] WGS84 DATUM

Insert	maritime limit, pecked line, joining:	(a) 58° 39'·66N., 17° 06'·86E. (b) 58° 39'·63N., 17° 06'·74E. (c) 58° 39'·71N., 17° 06'·64E. (d) 58° 39'·73N., 17° 06'·70E.
Delete	legend, Works in progress (2025), centred on: charted detail, within:	58° 39'·76N., 17° 06'·87E. (a)-(d) above

3486 SWEDEN - West Coast - Maritime limit. Legend.

Source: Swedish Notice 1076/19434/25

Chart 857 (INT 1317) (Panel A, Hake Fjord to Älvsborgsfjorden) [*previous update 3188/25*] WGS84 DATUM

Delete	maritime limit, pecked line, and associated legend, Works in progress (2024), joining:	57° 41'·369N., 11° 50'·521E. 57° 41'·372N., 11° 50'·430E. 57° 41'·416N., 11° 50'·439E. 57° 41'·412N., 11° 50'·527E.
--------	--	--

3487 SWEDEN - West Coast - Marine farm. Buoyage.

Source: Swedish Notice 1076/19211/25

Chart 870 (INT 1310) (Panel C, Vinterholmen to Galterön) [*previous update 2026/25*] WGS84 DATUM

Delete	limit of marine farm, pecked line, joining:	(a) 58° 02'·52N., 11° 46'·64E. (b) 58° 02'·52N., 11° 46'·92E. (c) 58° 02'·43N., 11° 46'·91E. (d) 58° 02'·43N., 11° 46'·63E.
	 , within:	(a)-(d) above
		(a) above (c) above
	 Fl Y 3s	(b) above (d) above

II

3487 SWEDEN - West Coast - Marine farm. Buoyage. (continued)

Chart 870 (INT 1310) [*previous update 2026/25*] WGS84 DATUM

Delete limit of marine farm, pecked line, joining:

- (a) 58° 02'·52N., 11° 46'·64E.
- (b) 58° 02'·52N., 11° 46'·92E.
- (c) 58° 02'·43N., 11° 46'·91E.
- (d) 58° 02'·43N., 11° 46'·63E.

, within:



(a)-(d) above

(a) above

(c) above

 Fl Y 3s

(b) above

(d) above

3500 SWEDEN - East Coast - Rocks. Depth.

Source: Swedish Notice 1076/19410/25

Chart 2844 (INT 1761) [*previous update 3469/25*] WGS84 DATUM

Insert +

57° 01'·28N., 16° 35'·39E.

57° 01'·33N., 16° 35'·30E.

57° 01'·38N., 16° 35'·33E.

(a) 57° 01'·33N., 16° 35'·51E.

Delete sounding out of position, (26), close S of:

(a) above

II

3478 BELGIUM - Depths. Drying height.

Source: Belgian Notice 15/154/25

Chart BE 106 (INT 1478) (Panel B, Antwerpen to Hoboken) [*previous update 3401/25*] WGS84 DATUM

Insert	depth, 23	(a)	51° 14'·63N., 4° 20'·66E.
Delete	depth, 36, close E of:	(a)	above
Insert	drying height, 01, and extend 0m low water line S to enclose	(b)	51° 14'·44N., 4° 21'·50E.
Delete	depth, 01, close S of:	(b)	above
Insert	depth, 147	(c)	51° 14'·44N., 4° 22'·55E.
Delete	depth, 155, close NW of:	(c)	above
Insert	depth, 108		51° 14'·16N., 4° 23'·94E.
	depth, 139	(d)	51° 13'·73N., 4° 23'·95E.
Delete	depth, 142, close N of:	(d)	above
Insert	depth, 43, and extend 5m contour SE to enclose	(e)	51° 12'·83N., 4° 23'·17E.
Delete	depth, 63, close N of:	(e)	above
Replace	depth, 97, with depth, 92		51° 14'·55N., 4° 20'·62E.
	depth, 163, with depth, 142		51° 14'·27N., 4° 23'·62E.
	depth, 138, with depth, 125		51° 14'·22N., 4° 23'·77E.
	depth, 188, with depth, 144		51° 14'·10N., 4° 23'·94E.
	depth, 129, with depth, 118		51° 13'·98N., 4° 24'·05E.

Chart BE 106 (INT 1478) (Panel A, Baalhoek to Antwerpen) [*previous update 3401/25*] WGS84 DATUM

Insert	depth, 109		51° 15'·88N., 4° 17'·46E.
	depth, 23	(a)	51° 14'·63N., 4° 20'·66E.
Delete	depth, 36, close E of:	(a)	above
Insert	depth, 108		51° 14'·16N., 4° 23'·94E.
	depth, 139	(b)	51° 13'·73N., 4° 23'·95E.
Delete	depth, 142, close N of:	(b)	above
Replace	depth, 71, with depth, 66		51° 15'·23N., 4° 19'·21E.
	depth, 97, with depth, 92		51° 14'·55N., 4° 20'·62E.
	depth, 01, with drying height, 01, and extend 0m low water line S to enclose		51° 14'·44N., 4° 21'·50E.
	depth, 155, with depth, 147		51° 14'·44N., 4° 22'·55E.
	depth, 163, with depth, 142		51° 14'·27N., 4° 23'·62E.
	depth, 138, with depth, 125		51° 14'·22N., 4° 23'·77E.
	depth, 188, with depth, 144		51° 14'·10N., 4° 23'·94E.
	depth, 129, with depth, 118		51° 13'·98N., 4° 24'·05E.

3488* NORTH SEA - United Kingdom Sector - Legend.

Source: The Marine Directorate

Chart 278 [*previous update 875/25*] WGS84 DATUM

Insert	legend, <i>Scientific Instruments</i> , centred on:	57° 29'·57N., 1° 21'·02E.
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II

3503 NORTH SEA - Netherlands Sector - Platform. Restricted area.

Source: Netherlands Notice 29/190/25

Chart 1631 (INT 1418) [*previous update 3446/25*] WGS84 DATUM

Delete

 SWIFT 10 and associated circular limit of restricted area,
TTTT, centred on:

52° 43'·40N., 3° 50'·00E.

3510 NETHERLANDS - Legend. Vertical clearance. Restricted areas.

Source: Netherlands Notices 29/192/25 and 29/197/25

Chart 209 (INT 1467) (Part A, Krimpen a/d Lek to Dordrecht) [*previous update New Edition 26/06/2025*] WGS84 DATUM

Insert

legend, Bascule Bridge, centred on:
symbol, vertical clearance 9,7m

51° 48'·53N., 4° 39'·20E.

51° 48'·53N., 4° 39'·30E.

Chart 209 (INT 1467) (Part B, Dordrecht to Moerdijk) [*previous update New Edition 26/06/2025*] WGS84 DATUM

Insert

limit of restricted area, TTTT, joining:

51° 42'·07N., 4° 36'·17E.

(a) 51° 41'·97N., 4° 36'·39E.

Delete

former limit of restricted area, TTTT, joining:

51° 42'·11N., 4° 36'·30E.

51° 42'·07N., 4° 36'·61E.

and

51° 42'·04N., 4° 36'·57E.

(a) above

3465 FRANCE - North Coast - NM Blocks. Buoyage.

Source: French Notices 11/40-41/25

Chart 2700 (INT 1754) [*previous update 5586/24*] WGS84 DATUM

Insert

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

48° 37'·7N., 2° 01'·0W.

48° 38'·0N., 2° 02'·8W.

48° 37'·1N., 2° 06'·7W.

 No 15

48° 39'·81N., 2° 03'·85W.

 Fl(5)Y.20s No 12

48° 38'·96N., 2° 02'·35W.

3499 FRANCE - North Coast - Superbuoy.

Source: French Notice 12/40/25

Chart 2648 (INT 1707) [*previous update 249/25*] WGS84 DATUM

Insert

 Fl(5)Y.20s ODAS

49° 17'·64N., 2° 54'·87W.

II

3499 FRANCE - North Coast - Superbuoy. (continued)

Chart 2656 [*previous update 1873/25*] ETRS89 DATUM

Insert  *Fl(5)Y.20s ODAS* 49° 17'·6N., 2° 54'·9W.

Chart 2669 [*previous update 1977/25*] WGS84 DATUM

Insert  *Fl(5)Y.20s ODAS* 49° 17'·64N., 2° 54'·87W.

Chart 2675 (INT 1070) [*previous update 1873/25*] ETRS89 DATUM

Insert  *Fl(5)Y.20s ODAS* 49° 17'·6N., 2° 54'·9W.

Chart 5604_6 [*previous update 249/25*] WGS84 DATUM

Insert  *Fl(5)Y.20s ODAS* 49° 17'·64N., 2° 54'·87W.

3525 NORTH ATLANTIC OCEAN - Islas Canarias - Maritime limit. Legend. Note.

Source: ENC ES400610 and Spanish HO

Chart 1856 [*previous update 3248/24*] WGS84 DATUM

Insert maritime limit, pecked line, joining:

- (a) 28° 03'·01N., 15° 23'·07W.
- (b) 28° 03'·48N., 15° 20'·12W.
- (c) 28° 01'·00N., 15° 20'·29W.
- (d) 28° 00'·99N., 15° 22'·36W.
- (e) 28° 02'·21N., 15° 23'·26W.
- (f) 28° 02'·46N., 15° 24'·51W.
- (g) 28° 02'·51N., 15° 24'·58W.

legend, *PLOCAN Marine Test Site* (see Note), within:
the accompanying note, PLOCAN MARINE TEST SITE,
centred on: (a)-(g) above

28° 00'·01N., 15° 27'·52W.

3459 CROATIA - Depth.

Source: Croatian Notice 4/8/25

Chart 515 [*previous update 2404/25*] WGS84 DATUM

Insert depth, 5, enclosed by 5m contour and extend 10m contour SE
to enclose 44° 20'·11N., 14° 48'·31E.

3467 TÜRKİYE - Marmara Denizi - Buoyage.

Source: Turkish Notice 5/23/25

Chart 497 (Panel A, Tuzla to İzmit) [*previous update 3267/25*] WGS84 DATUM

Delete  *Fl(3)Y.10s (2 buoys)* 40° 48'·44N., 29° 17'·14E.

II

3467 TÜRKIYE - Marmara Denizi - Buoyage. (continued)

Chart 1015 (INT 3754) [*previous update 3293/25*] WGS84 DATUM

Delete	 Fl(3)Y.10s	40° 48'·57N., 29° 17'·24E. 40° 48'·45N., 29° 17'·09E.
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3506 TÜRKIYE - Marmara Denizi - Depths.

Source: ENC TR300293 and TR300294

Chart 224 [*previous update 3267/25*] WGS84 DATUM

Insert	depth, 29, enclosed by 30 m contour:	40° 58'·0N., 28° 33'·8E.
	depth, 49, and extend 50m contour NW to enclose	40° 35'·3N., 27° 51'·9E.

Chart 1004 [*previous update 3198/25*] WGS84 DATUM

Insert	depth, 49, enclosed by 50m contour	(a) 40° 35'·32N., 27° 51'·90E.
Delete	depth, 63, close N of:	(a) above

Chart 1005 [*previous update 3198/25*] WGS84 DATUM

Insert	depth, 33	(a) 41° 02'·05N., 28° 21'·46E.
Delete	depth, 42, close SE of:	(a) above
Insert	depth, 29, enclosed by 30 m contour	(b) 40° 58'·01N., 28° 33'·84E.
Delete	depth, 37, close SW of:	(b) above
Insert	depth, 49, enclosed by 50 m contour	40° 35'·32N., 27° 51'·90E.

3507 GREECE - Aegean Sea Coast - Depths. Submarine pipeline.

Source: ENC GR4APP20

Chart 2070 (Panel A, Órmos Thessaloníkis) [*previous update 2872/25*] WGS84 DATUM

Insert	depth, 67	40° 35'·16N., 22° 55'·66E.
	depth, 37	(a) 40° 35'·0N., 22° 53'·0E.
Delete	depth, 44, close NW of:	(a) above

Chart 2070 [*previous update 2872/25*] WGS84 DATUM

Insert	submarine pipeline,  , joining:	40° 28'·48N., 22° 49'·62E.
		40° 27'·75N., 22° 49'·36E.
	depth, 99, and extend 10m contour W to enclose	40° 30'·09N., 22° 48'·06E.

II

3508 TÜRKIYE - İstanbul Boğazi - Wrecks. Depth.

Source: Turkish Notice 9/39/25

Chart 1158 [previous update 2842/25] WGS84 DATUM

Insert	wreck out of position,  <i>Wk</i>	41° 10'·56N., 29° 05'·20E.
Replace	depth, 32, with  <i>Wk</i>	41° 11'·31N., 29° 06'·96E.
	 <i>Wk</i> , with  <i>Wk</i>	41° 11'·24N., 29° 06'·78E.

Chart 1198 [previous update 2842/25] WGS84 DATUM

Insert	 <i>Wk</i>	41° 11'·31N., 29° 06'·96E.
Replace	 <i>Wk</i> , with  <i>Wk</i>	41° 11'·24N., 29° 06'·78E.

3511 ISRAEL - Mediterranean Sea Coast - Restricted area.

Source: Israeli Notice 21/25

Chart 1585 (INT 3680) (Panel, Hefa (Haifa)) [previous update 3344/25] WGS84 DATUM

Insert	limit of restricted area, entry prohibited, pecked line, joining:	32° 49'·18N., 35° 02'·03E. 32° 49'·03N., 35° 01'·45E. 32° 49'·29N., 35° 01'·23E. 32° 49'·28N., 35° 02'·00E.
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3515 SPAIN - Mediterranean Sea Coast - NM Block. Buoyage. Marine farms.

Source: Spanish Notice 14/108/25

Chart 518 (INT 3172) [previous update 1998/25] WGS84 DATUM

Delete	limit of marine farm, pecked line, joining:	(a) 39° 26'·81N., 0° 17'·45W. (b) 39° 26'·82N., 0° 17'·49W. (c) 39° 27'·11N., 0° 17'·34W. (d) 39° 27'·10N., 0° 17'·30W.
	 , within:	(a)-(d) above

Chart 562 (INT 3173) [previous update 2507/25] WGS84 DATUM

Insert	the accompanying block, centred on:	39° 26'·9N., 0° 17'·5W.
		39° 27'·585N., 0° 18'·700W.
		39° 27'·575N., 0° 18'·590W.
	 <i>Fl. Y. 5s</i>	39° 27'·583N., 0° 18'·588W.
		39° 27'·601N., 0° 18'·695W.

II

3537 ITALY - West Coast - Obstruction. Depths.

Source: Italian Notice 9.6/25

Chart 805 (Panel C, Porto di Vibo Valentia Marina) [*previous update 2229/25*] WGS84 DATUM

Insert	obstruction out of position,  <i>Obstn</i>	38° 43'·290N., 16° 08'·405E.
	depth, 94, and extend 10m contour NW to enclose	38° 43'·241N., 16° 07'·925E.
	depth, 95, and extend 10m contour SE to enclose	(a) 38° 43'·248N., 16° 07'·859E.
Delete	depth, 98, close NW of:	(a) above
	depth, 108, close SW of:	(a) above
Insert	depth, 94, and extend 10m contour NE to enclose	38° 43'·226N., 16° 07'·806E.
	depth, 78	(b) 38° 43'·168N., 16° 07'·916E.
Delete	depth, 89, close SE of:	(b) above
	depth, 95, close NW of:	(b) above

3495* ANGOLA - Buoy.

Source: UKHO

Chart 1215 (Panel, Porto do Lobito) [*previous update New Edition 27/10/2016*] UNDETERMINED DATUM

Delete	 <i>Fl.R No 2</i>	12° 18'·95S., 13° 35'·38E.
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II

3502 IRAN - Submarine pipelines.

Source: ENCs IR303165 and IR303080

Chart 2442 [*previous update 1529/24*] WGS84 DATUM

Insert submarine pipeline, , joining:

25° 53'·86N., 54° 31'·84E.

25° 52'·55N., 54° 30'·63E.

25° 52'·24N., 54° 30'·22E.

25° 52'·10N., 54° 30'·00E.

25° 52'·02N., 54° 29'·78E.

25° 51'·65N., 54° 28'·89E.

25° 49'·24N., 54° 23'·34E.

25° 44'·95N., 54° 13'·67E.

and

25° 40'·19N., 54° 26'·35E.

25° 42'·00N., 54° 18'·72E.

and

25° 39'·13N., 53° 59'·42E.

25° 39'·38N., 54° 00'·49E.

25° 39'·42N., 54° 00'·67E.

25° 39'·79N., 54° 02'·09E.

25° 40'·08N., 54° 02'·75E.

25° 41'·47N., 54° 05'·85E.

25° 42'·05N., 54° 07'·17E.

25° 42'·50N., 54° 08'·17E.

25° 43'·63N., 54° 10'·72E.

and

25° 47'·18N., 54° 05'·03E.

25° 46'·47N., 54° 04'·75E.

25° 44'·67N., 54° 04'·93E.

II

3502 IRAN - Submarine pipelines. (continued)

Chart 2887 (INT 7232) [*previous update 2463/25*] WGS84 DATUM

Insert submarine pipeline, , joining:

25° 53'·9N., 54° 31'·9E.
 25° 52'·5N., 54° 30'·6E.
 25° 52'·2N., 54° 30'·2E.
 25° 52'·1N., 54° 30'·0E.
 25° 52'·0N., 54° 29'·8E.
 25° 51'·7N., 54° 28'·9E.
 25° 49'·2N., 54° 23'·3E.
 25° 44'·9N., 54° 13'·7E.
 and
 25° 40'·2N., 54° 26'·4E.
 25° 42'·0N., 54° 18'·7E.
 and
 25° 39'·1N., 53° 59'·4E.
 25° 39'·4N., 54° 00'·5E.
 25° 39'·4N., 54° 00'·7E.
 25° 39'·8N., 54° 02'·1E.
 25° 40'·1N., 54° 02'·7E.
 25° 41'·5N., 54° 05'·9E.
 25° 42'·1N., 54° 07'·2E.
 25° 42'·5N., 54° 08'·2E.
 25° 43'·6N., 54° 10'·7E.

Chart 2889 (INT 7211) [*previous update New Edition 10/07/2025*] WGS84 DATUM

Insert submarine pipeline, , joining:

25° 53'·9N., 54° 31'·9E.
 25° 52'·5N., 54° 30'·6E.
 25° 52'·2N., 54° 30'·2E.
 25° 52'·1N., 54° 30'·0E.
 25° 52'·0N., 54° 29'·8E.
 25° 51'·7N., 54° 28'·9E.
 25° 49'·2N., 54° 23'·3E.
 25° 44'·9N., 54° 13'·7E.
 and
 25° 40'·2N., 54° 26'·4E.
 25° 42'·0N., 54° 18'·7E.
 and
 25° 39'·1N., 53° 59'·4E.
 25° 39'·4N., 54° 00'·5E.
 25° 39'·4N., 54° 00'·7E.
 25° 39'·8N., 54° 02'·1E.
 25° 40'·1N., 54° 02'·7E.
 25° 41'·5N., 54° 05'·9E.
 25° 42'·1N., 54° 07'·2E.
 25° 42'·5N., 54° 08'·2E.
 25° 43'·6N., 54° 10'·7E.

II

3533 EGYPT - Red Sea Coast - Platforms. Fog signals. Submarine pipelines. Legends.

Source: ENC EG3GOS01

Chart 2373 (INT 7136) [*previous update 1211/25*] WGS84 DATUM

Insert



(a) 28° 56'·41N., 32° 51'·06E.



(b) 28° 44'·09N., 32° 56'·15E.

fog signal, Horn, at platform

(a) above

(b) above

submarine pipeline, , joining:

(c) 28° 44'·45N., 32° 49'·27E.

(d) 28° 56'·11N., 32° 51'·26E.

(a) above

and

(e) 28° 44'·15N., 32° 56'·16E.

(f) 28° 45'·81N., 32° 55'·46E.

legend, *Oil* (see Note - PIPELINES), along:

(c)-(d) above

legend, *Oil*, along:

(e)-(f) above

3490 INDIAN OCEAN - Nicobar Islands - Rock. Depth.

Source: Indian Notice 7/61/25

Chart IN 472 (INT 7032) [*previous update 4257/21*] WGS84 DATUM

Insert



(a) 8° 11'·3N., 93° 12'·4E.

Delete

depth, 21, close E of:

(a) above

Chart 842 [*previous update 3866/18*] UNDETERMINED DATUM

Insert



8° 11'·33N., 93° 12'·41E.

3477* SINGAPORE - Buoyage. Automatic Identification System.

Source: Maritime and Port Authority of Singapore

Note: This update is included in New Editions of 4030 and 4031 to be published 14/08/2025.

Chart 4038 [*previous update 3273/25*] WGS84 DATUM

Replace

 Fl(4)Y.15s Rasu and associated Automatic Identification

System, AIS with  Fl(4)Y.15s Rasu

1° 11'·80N., 103° 39'·55E.

Chart 4039 [*previous update 3192/25*] WGS84 DATUM

Replace

 Fl(4)Y.15s Rasu and associated Automatic Identification

System, AIS with  Fl(4)Y.15s Rasu

1° 11'·80N., 103° 39'·55E.

II

3477* SINGAPORE - Buoyage. Automatic Identification System. (continued)

Chart 4040 [*previous update 3273/25*] WGS84 DATUM

Replace	 <i>Fl(4)Y.15s Rasu</i> and associated Automatic Identification	
	System, AIS with  <i>Fl(4)Y.15s Rasu</i>	1° 11'·80N., 103° 39'·55E.

3526* SINGAPORE - Maritime limit. Reclamation areas.

Source: Maritime and Port Authority of Singapore

Chart 4038 [*previous update 3477/25*] WGS84 DATUM

Insert	limit of reclamation area, pecked line, joining:	(a) 1° 12'·71N., 103° 38'·66E. (b) 1° 12'·66N., 103° 38'·68E. (c) 1° 13'·04N., 103° 39'·51E. and (d) 1° 13'·30N., 103° 39'·42E. (e) 1° 13'·30N., 103° 37'·78E.
Delete	former limit of reclamation area, pecked line, joining:	(e) above (f) 1° 12'·97N., 103° 37'·94E. (g) 1° 13'·19N., 103° 38'·41E. (h) 1° 12'·71N., 103° 38'·65E.
	maritime limit, pecked line, joining:	1° 13'·30N., 103° 38'·48E. 1° 12'·81N., 103° 38'·72E. 1° 12'·75N., 103° 38'·63E.
	charted detail, within:	(a)-(h) above

Chart 4039 [*previous update 3477/25*] WGS84 DATUM

Insert	limit of reclamation area, pecked line, joining:	(a) 1° 12'·71N., 103° 38'·66E. (b) 1° 12'·66N., 103° 38'·68E. (c) 1° 13'·04N., 103° 39'·51E. and (d) 1° 13'·30N., 103° 39'·42E. (e) 1° 13'·30N., 103° 37'·78E.
Delete	former limit of reclamation area, pecked line, joining:	(e) above (f) 1° 12'·97N., 103° 37'·94E. (g) 1° 13'·19N., 103° 38'·41E. (h) 1° 12'·71N., 103° 38'·65E.
	maritime limit, pecked line, joining:	1° 13'·30N., 103° 38'·48E. 1° 12'·81N., 103° 38'·72E. 1° 12'·75N., 103° 38'·63E.
	charted detail, within:	(a)-(h) above

II

3526* SINGAPORE - Maritime limit. Reclamation areas. (continued)

Chart 4040 [*previous update 3477/25*] WGS84 DATUM

Insert	limit of reclamation area, pecked line, joining:	(a) 1° 12'·71N., 103° 38'·66E. (b) 1° 12'·66N., 103° 38'·68E. (c) 1° 13'·04N., 103° 39'·51E. and (d) 1° 13'·30N., 103° 39'·42E. (e) 1° 13'·30N., 103° 37'·78E.
Delete	former limit of reclamation area, pecked line, joining:	(e) above (f) 1° 12'·97N., 103° 37'·94E. (g) 1° 13'·19N., 103° 38'·41E. (h) 1° 12'·71N., 103° 38'·65E.
	maritime limit, pecked line, joining:	1° 13'·30N., 103° 38'·48E. 1° 12'·81N., 103° 38'·72E. 1° 12'·75N., 103° 38'·63E.
	charted detail, within:	(a)-(h) above

3466 VIETNAM - Overhead cable. Depths. Light.

Source: Vietnamese Charts 300032, 300033 and 300034

Chart 3879 [*previous update 3042/25*] WGS84 DATUM

Insert	overhead power cable, pecked line, joining:	10° 02'·13N., 104° 32'·91E. 10° 07'·36N., 104° 32'·58E.
	depth, 34, and extend 5m approximate contour NW to enclose	(a) 10° 12'·25N., 104° 31'·87E.
Delete	depth, 55, close N of:	(a) above
Insert	depth, 22, and extend 5m approximate contour W to enclose	(b) 9° 42'·15N., 104° 50'·22E.
Delete	depth, 55, close SW of:	(b) above
	★ Fl.G.2·5s5M	10° 00'·71N., 105° 04'·54E.

3481 CHINA - Bo Hai - Obstruction. Wreck.

Source: Chinese Notices 10/240-241/25

Chart 1250 [*previous update 3196/25*] CGCS 2000 DATUM

Insert		38° 19'·0N., 119° 34'·5E.
	 <i>Obstn Rep(2024) PA</i>	38° 06'·6N., 120° 09'·6E.

Chart 1255 [*previous update 2785/25*] CGCS 2000 DATUM

Insert	 <i>Obstn Rep(2024) PA</i>	38° 06'·6N., 120° 09'·6E.
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Chart 1256 [*previous update 3323/25*] WGS84 DATUM

Insert		38° 19'·0N., 119° 34'·5E.
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II

3483 TAIWAN - Wind farm. Legends.

Source: UKHO

Chart 1761 [*previous update 3181/25*] WGS84 DATUM

Insert	limit of wind farm, pecked line, joining:	(a) 25° 04'·8N., 120° 45'·7E.
		(b) 25° 03'·0N., 120° 48'·6E.
		(c) 24° 47'·8N., 120° 37'·3E.
		(d) 24° 52'·9N., 120° 31'·2E.
	legend, Under construction (2023), within:	(a)-(d) above
	symbol, wind farm, within:	(a)-(d) above

Chart 3231 [*previous update 2219/25*] WGS84 DATUM

Insert	limit of wind farm, pecked line, joining:	(a) 24° 58'·06N., 120° 37'·53E.
		(b) 24° 58'·06N., 120° 44'·95E.
		(c) 24° 47'·81N., 120° 37'·26E.
		(d) 24° 52'·86N., 120° 31'·23E.
	legend, Under construction (2023) (see Note), within:	(a)-(d) above
	symbol, wind farm, within:	(a)-(d) above

Chart 3658 [*previous update 3081/25*] WGS84 DATUM

Insert	limit of wind farm, pecked line, joining:	(a) 25° 04'·79N., 120° 45'·69E.
		(b) 24° 52'·86N., 120° 31'·23E.
		(c) 24° 47'·81N., 120° 37'·26E.
		(d) 25° 02'·96N., 120° 48'·63E.
	legend, Under construction (2023), within:	(a)-(d) above
	symbol, wind farm, within:	(a)-(d) above

3484 CHINA - South Coast - Bridge. NM Block. Rock.

Source: UKHO

Chart 341 [*previous update 3305/25*] WGS84 DATUM

Insert	the accompanying block, centred on:	22° 10'·9N., 113° 34'·5E.
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Chart 1555 [*previous update 3305/25*] CGCS 2000 DATUM

Insert	bridge, double firm line, width 150m, joining:	22° 10'·2N., 113° 34'·4E.
		22° 10'·3N., 113° 34'·4E.
		22° 10'·6N., 113° 34'·4E.
		22° 10'·9N., 113° 34'·4E.
		22° 11'·4N., 113° 34'·4E.
		22° 11'·5N., 113° 34'·3E.
		22° 11'·8N., 113° 34'·3E.

II

3484 CHINA - South Coast - Bridge. NM Block. Rock. (continued)

Chart 3026 [*previous update 3305/25*] WGS84 DATUM

Insert bridge, double firm line, width 54m, joining:

22° 10'·18N., 113° 34'·38E.
 22° 10'·28N., 113° 34'·39E.
 22° 10'·57N., 113° 34'·39E.
 22° 10'·89N., 113° 34'·39E.
 22° 11'·36N., 113° 34'·39E.
 22° 11'·55N., 113° 34'·31E.
 22° 11'·84N., 113° 34'·31E.

Delete  (25)

22° 11'·41N., 113° 34'·41E.

3489 CHINA - East Coast - Wreck.

Source: Chinese Notice 10/248/25

Chart 1754 [*previous update 3400/25*] WGS84 DATUM

Insert  PA

26° 43'·8N., 120° 12'·6E.

Chart 2400 [*previous update 3181/25*] CGCS 2000 DATUM

Insert  PA

26° 43'·80N., 120° 12'·60E.

3512 THAILAND - Gulf of Thailand Coast - Light.

Source: ENC TH300142

Note: This update is included in New Edition 986, published 28 August 2025.

Chart 1046 [*previous update 3423/25*] WGS84 DATUM

Amend light to, *VQ(3)15s*

13° 09'·56N., 100° 48'·97E.

3514 CHINA - South Coast - Buoy. Lights.

Source: Chinese Notice 14/460/25

Chart 3364 [*previous update 2536/25*] CGCS 2000 DATUM

Insert  *VQ(6)+LFl.10s*

21° 15'·70N., 110° 24'·33E.

★ Iso.R.3s12m4M

21° 15'·52N., 110° 24'·25E.

21° 15'·39N., 110° 24'·38E.

II

3539 VIETNAM - Lights.

Source: VMS-North

Chart 3882 [*previous update 1584/25*] WGS84 DATUM

Amend	light K6 to, Q(6)+LFl.15s	20° 51'·28N., 106° 44'·79E.
	light CBD2 to, Fl(3+1)Y.12s	20° 50'·88N., 106° 45'·91E.
	light CBD3 to, Fl(3+1)Y.12s	20° 50'·85N., 106° 45'·93E.

3494 KOREA - West Coast - Wreck.

Source: Korean Notice 18/198/25

Chart 1270 (INT 5363) [*previous update 3183/25*] WGS84 DATUM

Delete	 Wk, drying height 66	37° 20'·40N., 126° 38'·89E.
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Chart 1271 (Panel C, Incheon New Port) [*previous update 3183/25*] WGS84 DATUM

Delete	 Wk, drying height 66	37° 20'·40N., 126° 38'·89E.
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3496 KOREA - West Coast - Buoyage.

Source: Korean Notices 20/219-220/25

Chart 913 (INT 5254) [*previous update 3123/25*] WGS84 DATUM

Insert	 Fl(5)Y.20s	34° 53'·63N., 125° 44'·75E.
		34° 49'·05N., 125° 51'·92E.

Chart 3365 (INT 5252) [*previous update 3123/25*] WGS84 DATUM

Insert	 Fl(5)Y.20s	34° 53'·63N., 125° 44'·75E.
		34° 49'·06N., 125° 51'·92E.

Chart 3928 [*previous update 3119/25*] WGS84 DATUM

Insert	 Fl(5)Y.20s	34° 49'·23N., 125° 51'·92E.
Move	symbol, white, blue and white pillar light-buoy, Fl.6s from:	34° 35'·71N., 126° 08'·70E.
	to:	34° 35'·03N., 126° 08'·47E.

3529 KOREA - South Coast - Light-beacon.

Source: Korean Notice 43/686/24 and UKHO

Note: *Certain Copies Only*

Chart 3391 (INT 5360) [*previous update 2711/25*] WGS84 DATUM

Insert	 Q(9)15s9m7M, out of position	34° 48'·67N., 127° 49'·56E.
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II

3464 INDONESIA - Kalimantan - Platforms. Submarine pipelines.

Source: Indonesian Notices 19/169/25 and 20/180/25

Chart 2893 [previous update 3151/25] WGS84 DATUM

Insert



(a) 0° 51'·6S., 117° 46'·1E.



(b) 0° 54'·1S., 117° 44'·3E.

submarine pipeline, -----, joining:

(a) above

0° 52'·4S., 117° 44'·4E.

0° 52'·4S., 117° 43'·8E.

and

(b) above

0° 53'·3S., 117° 43'·8E.

0° 53'·0S., 117° 43'·7E.

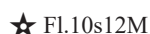
0° 52'·6S., 117° 43'·7E.

3491 INDONESIA - Jawa - Lights.

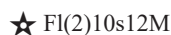
Source: Indonesian Notice 22/191/25

Chart 945 [previous update 3030/25] WGS84 DATUM

Insert



7° 42'·49S., 113° 34'·88E.



(a) 7° 42'·06S., 113° 34'·43E.

Delete



(a) above

Chart 2876 [previous update 2107/25] WGS84 DATUM

Amend

light to, Fl(2)10s12M & Fl.10s12M

7° 42'·4S., 113° 34'·6E.

3513 INDONESIA - Jawa - NM Blocks. Beacons. Buoyage.

Source: ENC ID400086

Chart 933 [previous update 2077/25] WGS84 DATUM

Insert

the accompanying block A, centred on:

5° 58'·3S., 106° 55'·4E.

the accompanying block B, centred on:

6° 02'·2S., 106° 55'·4E.



Fl.G.5s13m12M

(a) 6° 01'·91S., 106° 50'·99E.

Delete



Fl.G.5s12M close NE of:

(a) above

Amend

light -buoy to, Fl.Y.3s

5° 48'·77S., 106° 40'·69E.

Replace



Fl.G.2S, with Fl.G.2s13m12M

6° 04'·45S., 106° 49'·93E.

Move



Fl.G.3s12m12M from:

5° 59'·23S., 106° 46'·50E.

to:

5° 59'·24S., 106° 46'·66E.

II

3518 INDONESIA - Jawa - Wreck.

Source: Indonesian Notice 15/138/25

Chart 1066 [*previous update 1779/25*] WGS84 DATUM

Insert



Rep (2025)

6° 45'·0S., 109° 40'·0E.

Chart 2470 [*previous update 2798/25*] WGS84 DATUM

Insert



Rep (2025)

6° 45'·0S., 109° 40'·0E.

Chart 2797 [*previous update 2798/25*] WGS84 DATUM

Insert



PA Rep (2025)

6° 45'·0S., 109° 40'·0E.

Chart 3730 [*previous update 1905/25*] WGS84 DATUM

Insert



PA Rep (2025)

6° 45'·00S., 109° 40'·00E.

Chart 4508 (INT 508) [*previous update 3322/25*] WGS84 DATUM

Insert



6° 45'·0S., 109° 40'·0E.

Chart 4708 (INT 708) [*previous update 2749/25*] WGS84 DATUM

Insert



6° 45'·0S., 109° 40'·0E.

3536 PHILIPPINE ISLANDS - Luzon - NM Block. Light.

Source: Philippine Notice 5/17/25

Chart 4411 [*previous update 3091/25*] WGS84 DATUM

Amend

light to, Fl(3)7s22M

14° 54'·9N., 120° 00'·5E.

Chart 4413 [*previous update 2890/25*] WGS84 DATUM

Amend

light to, Fl(3)7s22M

14° 54'·9N., 120° 00'·5E.

Chart 4414 [*previous update 2890/25*] WGS84 DATUM

Amend

light to, Fl(3)7s22M

14° 54'·9N., 120° 00'·5E.

Chart 4491 [*previous update 2458/25*] WGS84 DATUM

Amend

light to, Fl(3)7s74m22M

14° 54'·90N., 120° 00'·48E.

Chart 4492 [*previous update 2890/25*] WGS84 DATUM

Insert

the accompanying block, centred on:

15° 26'·1N., 119° 52'·3E.

Amend

light to, Fl(3)7s74m22M

14° 54'·90N., 120° 00'·48E.

II

3480 AUSTRALIA - Victoria - NM Block.

Source: Australian Notice 7/267/23

Chart Aus 801 [*previous update 3368/25*] WGS84 DATUM

Insert the accompanying block, centred on: 38° 25'·9S., 144° 37'·9E.

3532 AUSTRALIA - Queensland - NM Blocks. Pilotage. Harbour limits. Depths.

Source: Australian Notices 15/648-649/25

Chart Aus 293 [*previous update 3420/25*] WGS84 DATUM

Insert	the accompanying block, centred on:	10° 33'·3S., 142° 15'·5E.
	port/pilotage limit, pecked line, joining:	(a) 10° 36'·51S., 142° 14'·20E.
		(b) 10° 35'·78S., 142° 12'·49E.
	legend, <i>Port/Pilotage Limit</i> , along:	(a)-(b) above
Delete	former limit of port/pilotage limit, and associated legend, <i>Port/Pilotage Limit</i> , joining:	10° 36'·13S., 142° 14'·35E.
		(b) above

Chart Aus 700 [*previous update 922/25*] WGS84 DATUM

Insert	the accompanying block, centred on:	10° 30'·2S., 142° 20'·0E.
Replace	depth, 23 , with depth 16 , and extend 2m contour W to enclose	10° 34'·20S., 142° 15'·42E.

3456 SOUTH PACIFIC OCEAN - Fiji Islands - Light.

Source: Maritime Safety Authority of Fiji Notice 33/2025

Chart 441 [*previous update 44/25*] WGS84 DATUM

Amend range of light to, 9M 17° 46'·5S., 179° 08'·3E.

Chart 744 [*previous update 2126/24*] WGS84 DATUM

Amend range of light to, 9M 17° 46'·44S., 179° 08'·21E.

Chart 2691 (INT 6856) [*previous update 44/25*] FIJI 1986 DATUM

Amend range of light to, 9M 17° 46'·5S., 179° 08'·3E.

Chart 4632 (INT 632) [*previous update New Edition 29/05/2025*] WGS84 DATUM

Amend range of light to, 9M 17° 46'·0S., 179° 08'·8E.

Chart 4638 (INT 638) [*previous update New Edition 22/05/2025*] WGS84 DATUM

Amend range of light to, 9M 17° 46'·1S., 179° 08'·5E.

3516 UNITED STATES OF AMERICA - West Coast - NM Block. Anchorage area.

Source: ENC's US4WA1CF and US5PDXNP

Chart 2839 (Panel A) [*previous update 4770/23*] NAD83 DATUM

Insert the accompanying block, centred on: 46° 14'·0N., 123° 44'·3W.

II

3516 UNITED STATES OF AMERICA - West Coast - NM Block. Anchorage area. (continued)

Chart 2839 (Panel B) [*previous update 4770/23*] NAD83 DATUM

Insert	limit of anchorage area, pecked line, joining:	46° 09'·99N., 123° 12'·78W.
		46° 10'·28N., 123° 12'·98W.
		46° 10'·81N., 123° 11'·42W.
		46° 10'·72N., 123° 11'·36W.

3519 CHILE - Estrecho de Magallanes - Automatic Identification System. Virtual aid to navigation.

Source: Chilean Notice 5/27/25

Chart 1694 [*previous update 3727/23*] SAD69 DATUM

Insert	Automatic Identification System, AIS, at light symbol, Virtual aid to navigation, V-AIS, out of position	52° 55'·08S., 70° 34'·42W.
		52° 54'·98S., 70° 30'·40W.

Chart 3006 [*previous update 673/25*] SAD69 DATUM

Insert	Automatic Identification System, AIS, at light symbol, Virtual aid to navigation, V-AIS, out of position	52° 55'·1S., 70° 34'·5W.
		52° 55'·0S., 70° 30'·4W.

3457 BRAZIL - South Coast - Depths. Rocks. Buoyage. Light-beacons. Foul.

Source: ENC BR501512

Chart 564 [*previous update 3509/24*] WGS84 DATUM

Insert	depth, 203, with seabed type, R	(a) 22° 48'·086S., 43° 08'·560W.
Delete	depth, 215, close SW of:	(a) above
Replace	 Q with  Q	22° 48'·326S., 43° 07'·571W.

Chart 566 [*previous update 3023/25*] WGS84 DATUM

Insert	depth, 203, with seabed type, R	(a) 22° 48'·09S., 43° 08'·56W.
Delete	depth, 215, close SW of:	(a) above
Insert	depth, 203, with seabed type, R	(b) 22° 50'·30S., 43° 09'·27W.
Delete	depth, 215, close NW of:	(b) above
Replace	 Q with  Q	22° 48'·33S., 43° 07'·57W.
	# with # (10)	22° 49'·64S., 43° 08'·13W.
	 Fl.G.5s No. 2 with  Fl.G.5s5M No.2	22° 51'·82S., 43° 08'·13W.
	 Fl.R.5s5M No.1 with  Fl.R.5s5M No.1	22° 51'·85S., 43° 08'·17W.

II

3504* SOUTH ATLANTIC OCEAN - NM Blocks.

Source: British Government Survey

Note: This update is included in New Edition 3588, published late 2025.

Chart 3595 [*previous update 1512/25*] WGS84 DATUM

Insert	the accompanying block A, centred on:	54° 14'·7S., 36° 46'·8W.
	the accompanying block B, centred on:	54° 52'·3S., 37° 01'·0W.

3509 BRAZIL - North Coast - NM Block.

Source: ENC BR500413

Chart 541 [*previous update 2951/25*] WGS84 DATUM

Insert	the accompanying block, centred on:	2° 34'·8S., 44° 22'·5W.
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3527 UNITED STATES OF AMERICA - Gulf of Mexico - Buoyage.

Source: ENC US4LA1FA

Chart 3192 (Panel A) [*previous update 561/25*] NAD83 DATUM

Insert	 Fl.Y.2·5s 'A'	29° 28'·04N., 93° 38'·51W.
	 Fl.Y.2·5s 'B'	29° 28'·14N., 93° 43'·01W.

Chart 3854 [*previous update 1108/25*] NAD83 DATUM

Insert	 Fl.Y.2·5s 'A'	29° 28'·04N., 93° 38'·51W.
	 Fl.Y.2·5s 'B'	29° 28'·14N., 93° 43'·01W.

3528 COLOMBIA - Caribbean Sea Coast - Depths.

Source: ENC CO500229

Chart 2267 (Panel D, Puerto Bolivar) [*previous update 2948/25*] WGS84 DATUM

Insert	depth, 59	(a) 12° 16'·71N., 71° 57'·53W.
Delete	depth, 74, close SW of:	(a) above

II

3492 UNITED STATES OF AMERICA - East Coast - Buoyage.

Source: ENC US2EC04M

Chart 2755 [previous update 2103/25] NAD83 DATUM

Insert	 Fl(5)Y.20s	40° 16'·48N., 73° 19'·95W.
Move	 Fl.Y.20s 'PAM3', from:	40° 20'·11N., 73° 21'·82W.
	to:	40° 19'·91N., 73° 21'·96W.
	 Fl.Y.20s 'PAM7', from:	40° 20'·32N., 73° 30'·79W.
	to:	40° 20'·42N., 73° 31'·00W.

Chart 2860 [previous update 3120/25] NAD83 DATUM

Insert	 Fl(5)Y.20s	40° 16'·5N., 73° 20'·0W.
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3517 UNITED STATES OF AMERICA - East Coast - Buoy. Fog signal. Light-beacon.

Source: ENCs US5VA1JQ and US3EC08M

Chart 2861 [previous update 2402/25] NAD83 DATUM

Delete	fog signal, <i>Bell</i> , at light-buoy	36° 57'·5N., 75° 48'·2W.
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Chart 2919 [previous update 3201/25] NAD83 DATUM

Insert	symbol, white and orange pillar light-buoy, Fl.2·5s	37° 15'·73N., 76° 19'·76W.
Delete	fog signal, <i>Bell</i> , at light-buoy	36° 57'·50N., 75° 48'·21W.

Chart 2920 (Panel 1) [previous update 3201/25] NAD83 DATUM

Insert	symbol, orange and white pillar light-buoy, Fl.2·5s	37° 15'·73N., 76° 19'·77W.
Amend	light-beacon to, Fl.6s34ft7M	(a) 37° 35'·83N., 76° 14'·17W.
Delete	sectors at light-beacon	(a) above

3524 UNITED STATES OF AMERICA - East Coast - Legend.

Source: ENC US5ILGBE

Chart 2603 (Panel 1) [previous update 1902/25] NAD83 DATUM

Delete	legend, <i>Numerous light-buoys</i> , centred on:	39° 28'·21N., 75° 33'·07W.
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II

3460(P)/25 SCOTLAND - West Coast - Submarine cables. Works.

Source: SSEN

1. A submarine cable is being laid between the Isles of Mull and Iona, joining the following positions:

56° 20'·51N., 6° 23'·11W.
56° 20'·61N., 6° 22'·80W.
56° 20'·64N., 6° 22'·40W.
56° 20'·62N., 6° 22'·02W.
56° 20'·48N., 6° 21'·54W.

2. Cable works are taking place between the Isles of Tiree and Coll within an area bounded by the following positions:

56° 32'·72N., 6° 44'·64W.
56° 32'·88N., 6° 44'·00W.
56° 33'·14N., 6° 43'·39W.
56° 33'·73N., 6° 42'·38W.
56° 34'·19N., 6° 41'·93W.
56° 34'·03N., 6° 41'·83W.
56° 33'·47N., 6° 42'·25W.
56° 32'·91N., 6° 43'·06W.
56° 32'·62N., 6° 44'·54W.

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

Charts affected - 1778 - 2169 - 2171 - 2474 - 2617 - 2771 - 5611_10 - 5611_11 - 5611_13 - 5611_26 - 5611_8

3474(P)/25 DOVER STRAIT - Depth.

Source: mv Northern Storm

1. Recent survey information has shown that numerous depths less than charted exist in the Dover Strait. The most significant is as follows:

<i>Depth</i>	<i>Position</i>
19·9m	50° 59'·24N., 1° 24'·99E.

2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(ETRS89 DATUM)

Charts affected - 323 (INT 1564) - 1892 (INT 1741) - 5605_7

3538(P)/25 IRELAND - West Coast - Depths. Drying heights.

Source: INFOMAR

1. *Recent survey information has shown that numerous depths less than charted exist between Brinlack Point and Boylagh Bay. The most significant are as follows:
2. *Brinlack Point to Inishsirr

<i>Depth</i>	<i>Position</i>
8·5m	55° 08'·07N., 8° 18'·49W.
5m	55° 07'·99N., 8° 18'·13W.
3·8m	55° 07'·92N., 8° 18'·45W.
6·5m	55° 07'·92N., 8° 18'·59W.
4·3m	55° 07'·83N., 8° 18'·28W.
5·9m	55° 07'·73N., 8° 18'·68W.

II

3538(P)/25 IRELAND - West Coast - Depths. Drying heights. (continued)

3. 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.

4. *Gola and Inishfree

<i>Drying height</i>	<i>Position</i>
0·0m	55° 04'·44N., 8° 21'·58W.
<i>Depth</i>	<i>Position</i>
4·8m	55° 04'·40N., 8° 21'·34W.
7·9m	55° 04'·24N., 8° 21'·54W.
1m	55° 04'·20N., 8° 20'·50W.

5. 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.
*5·6m	55° 03'·00N., 8° 22'·28W.
10·9m	55° 02'·86N., 8° 23'·82W.
*5·9m	55° 02'·75N., 8° 24'·27W.
*8·7m	55° 02'·71N., 8° 23'·74W.
*1·9m	55° 02'·63N., 8° 24'·27W.
7·1m	55° 02'·61N., 8° 22'·49W.
*8·4m	55° 02'·56N., 8° 24'·17W.
*4·8m	55° 02'·56N., 8° 23'·34W.
*3m	55° 02'·42N., 8° 24'·37W.
*2·6m	55° 02'·32N., 8° 24'·15W.

II

3538(P)/25 IRELAND - West Coast - Depths. Drying heights. (continued)

6. 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.
*5·1m	55° 00'·85N., 8° 25'·14W.
*1·6m	55° 00'·81N., 8° 25'·02W.
*3·6m	55° 00'·71N., 8° 26'·33W.
*2·4m	55° 00'·71N., 8° 25'·53W.
*2·9m	55° 00'·60N., 8° 26'·27W.
*14·2m	55° 00'·31N., 8° 29'·80W.

7. 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.
*5·9m	54° 54'·31N., 8° 28'·79W.

8. *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.

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

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

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

12. *Former Notice 3283(P)/25 is cancelled.

*Indicates new or revised entry
(ETRS89 DATUM)

Charts affected - 1879 - 1883

II

3476(T)/25 SWEDEN - East Coast - Bridges. Works.

Source: Swedish Notice 1076/19370(T)/25

1. Works are taking place at Hjulstabron bridge, in position 59° 31'·890N., 17° 00'·450E.
2. Passage is possible during times for bridge opening but point of passage may alter. Mariners are advised to pay attention to current signage at the site.
3. Bridge opening procedures for commercial traffic:
Bridge opening will take place every day, throughout the day after an order has been made to the Bridge Guard. Orders must be made with three calls to the Bridge Guard on VHF channel 68 or by telephone +46 (0)171449082.
 - First call is to be made 90 minutes before planned passage.
 - Second call is to be made 20-30 minutes before planned passage.Westbound vessels, the second call is made at traffic reporting point 25 in position: 59° 31'·56N., 17° 06'·51E.
Eastbound vessels the second call is made at traffic reporting point 26 in position: 59° 28'·74N., 16° 55'·16E.
 - Third call is to be made 10 minutes before planned passage, at which time the bridge guard will confirm whether the bridge opening can begin or not.
4. Bridge opening for pleasure crafts:
Pleasure crafts will only be able to pass under the Hjulsta Bridge in the open fairway passage in connection with the bridge opening. The bridge opening will take place daily at the following times (LT): 09.00-09.10, 12.00-12.10, 15.00-15.10, 18.00-18.10, 21.00-21.10.
Pleasure crafts will be able to pass in connection with bridge openings ordered by commercial traffic.
(WGS84 DATUM)

Charts affected - 802 (INT 1772) - 803 (INT 1790)

3530(T)/25 SWEDEN - East Coast - Swept areas.

Source: Swedish Notice 1077/19440(T)/25

1. Significant changes to swept depth areas have been found by a survey in the port of Klintehamn.
2. The affected swept depths are as follows:

<i>Location</i>	<i>Old Swept Area (2017) depth</i>	<i>New Swept area depth</i>	<i>Position</i>
Quay 1 and 2: Betkajen	4·9m	4·6m	57° 23'·310N., 18° 11'·340E.
Quay 3: Lanthamnskajen	5·9m	5·5m	57° 23'·300N., 18° 11'·200E.
Quay 4: Donnerkajen	6·7m	6·2m	57° 23'·250N., 18° 10'·900E.

3. Mariners are advised to navigate with caution in the area and contact the local port authority for the latest information by visiting the following website: <http://www.sjofartsverket.se/en/services/pilotage/Pilot-area-Kalmar/>.
(WGS84 DATUM)

Chart affected - 2054 (INT 1203)

3531(T)/25 SWEDEN - West Coast - Marine farm. Obstructions.

Source: Swedish Notice 1077/19441(T)/25

1. Floating obstructions associated with a marine farm have been reported in Stigfjorden 58° 04'·70N., 11° 36'·30E.
2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Chart affected - 870 (INT 1310)

II

3534(T)/25 POLAND - Works.

Source: Polish Notice 15/175(T)/25 and UKHO

1. Survey works are in progress, until the 31st December 2025, within areas bounded by the following positions:

54° 32'·93N., 18° 56'·99E.
54° 32'·97N., 18° 59'·30E.
54° 31'·89N., 18° 59'·36E.
54° 31'·85N., 18° 57'·04E.

2. and

55° 25'·06N., 17° 32'·07E.
55° 10'·20N., 17° 31'·13E.
55° 10'·39N., 17° 21'·72E.
55° 12'·87N., 17° 21'·86E.
55° 13'·04N., 17° 12'·44E.
55° 22'·95N., 17° 12'·99E.
55° 22'·78N., 17° 22'·45E.
55° 25'·26N., 17° 22'·60E.

3. and

54° 57'·18N., 19° 00'·53E.
54° 57'·22N., 19° 13'·46E.
54° 51'·83N., 19° 13'·70E.
54° 51'·83N., 19° 18'·00E.
54° 41'·05N., 19° 18'·45E.
54° 41'·05N., 19° 05'·60E.
54° 46'·44N., 19° 05'·35E.
54° 46'·38N., 19° 01'·06E.

4. Explosive ordnance disposal may take place at any time within these areas.
5. Mariners are advised to navigate with caution in the area.
6. *Former Notice 2533(T)/25 is cancelled.
7. *NOTE: Content of Notice unchanged, re-issued to include Chart 2688.
*Indicates new or revised entry
(WGS84 DATUM)

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

3461(T)/25 NORTH SEA - Norwegian Sector - Mooring. Offshore installation. Buoy.

Source: Norwegian Notice 11/78024(T)/25

1. An anchor system has been deployed on the seabed, in position 59° 51'·68N., 2° 35'·87E. in connection with the Hugin A jacket installation.
2. The anchor is marked by a light-buoy, *Fl(5)Y.20s*.
(WGS84 DATUM)

Charts affected - 292 - 294 - 1427 (INT 1401) - 2182C (INT 1041)

II

3497(T)/25 NORTH SEA - Netherlands Sector - Buoyage. Measuring instruments.

Source: Netherlands HO

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

<i>Position</i>	<i>Largest Scale Chart(s)</i>
51° 55'·70N., 3° 39'·80E.	122
52° 14'·65N., 4° 05'·09E.	130
52° 23'·58N., 4° 03'·36E.	130
52° 28'·300N., 4° 35'·530E.	124
51° 56'·20N., 4° 12'·05E.	207
55° 01'·41N., 3° 41'·11E.	266
53° 34'·62N., 5° 40'·35E.	1633
53° 35'·29N., 5° 45'·05E.	1633
55° 37'·26N., 6° 22'·12E.	1633
55° 37'·22N., 6° 31'·33E.	1633
54° 12'·4N., 3° 59'·6E.	DE50
54° 12'·4N., 4° 00'·5E.	DE50
54° 12'·9N., 4° 00'·5E.	DE50
54° 12'·9N., 3° 59'·6E.	DE50
54° 16'·5N., 5° 38'·7E.	DE50
54° 16'·6N., 5° 39'·5E.	DE50

- and

<i>Position</i>	<i>Largest Scale Chart(s)</i>
54° 16'·1N., 5° 39'·4E.	DE50
54° 16'·7N., 5° 38'·5E.	DE50
54° 25'·3N., 4° 20'·3E.	DE50
54° 26'·0N., 4° 20'·3E.	DE50
54° 16'·7N., 5° 39'·4E.	DE50
54° 39'·0N., 4° 41'·1E.	DE50
54° 39'·0N., 4° 42'·1E.	DE50
54° 38'·5N., 4° 41'·1E.	DE50
54° 38'·5N., 4° 42'·1E.	DE50
53° 34'·22N., 6° 37'·95E.	DE90
53° 31'·03N., 6° 41'·12E.	DE90
51° 24'·46N., 3° 34'·65E.	116
51° 24'·66N., 3° 36'·71E.	116
51° 24'·55N., 3° 35'·67E.	116
51° 24'·61N., 3° 38'·18E.	116
51° 24'·67N., 3° 37'·10E.	116
53° 18'·78N., 4° 02'·21E.	1632
53° 18'·95N., 4° 02'·58E.	1632
53° 23'·27N., 3° 07'·87E.	1632
53° 23'·28N., 3° 06'·98E.	1632
53° 22'·60N., 3° 08'·08E.	1632

- and

<i>Position</i>	<i>Largest Scale Chart(s)</i>
51° 12'·58N., 2° 50'·35E.	BE102
51° 13'·40N., 2° 49'·60E.	BE102
51° 14'·22N., 2° 48'·62E.	BE102
51° 28'·23N., 3° 19'·76E.	BE101
51° 28'·29N., 3° 19'·76E.	BE101
51° 26'·12N., 3° 20'·07E.	BE101
51° 26'·19N., 3° 20'·07E.	BE101

II

3497(T)/25 NORTH SEA - Netherlands Sector - Buoyage. Measuring instruments. (continued)

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

5. *Former Notice 3341(T)/25 is cancelled.

*Indicates new or revised entry
(WGS84 DATUM)

Charts affected - 116 (INT 1477) - 122 (INT 1472) - 124 (INT 1471) - 130 (INT 1423) - 207 (INT 1465) - 266 - 1632 (INT 1420) - 1633 (INT 1417) - BE 101 (INT 1474) - BE 102 (INT 1480) - DE 50 (INT 1045) - DE 90 (INT 1461)

3470(P)/25 SINGAPORE - Alongside depths. Berths.

Source: Maritime and Port Authority of Singapore

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

<i>Berth</i>	<i>Alongside Depth (Year Surveyed)</i>	<i>Position</i>
OTS2	15.2m (2025)	1° 14' 39N., 103° 44' 99E.
OTS3	13.2m (2025)	1° 14' 32N., 103° 44' 94E.
OTS4	11.8m (2025)	1° 14' 33N., 103° 45' 04E.
OTS6W	7.0m (2025)	1° 14' 26N., 103° 44' 96E.
OTS6E	10.7m (2025)	1° 14' 24N., 103° 45' 03E.
OTS10	15.9m (2025)	1° 14' 23N., 103° 44' 19E.

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

Chart affected - 4032

3471(P)/25 SINGAPORE - Alongside depths. Berths.

Source: Maritime and Port Authority of Singapore

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

<i>Berth</i>	<i>Alongside Depth (Year Surveyed)</i>	<i>Position</i>
CM1	11.0m (2025)	1° 15' 98N., 103° 51' 68E.
CM2	10.8m (2025)	1° 15' 92N., 103° 51' 61E.

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

Chart affected - 4037

3472(P)/25 SINGAPORE - Alongside depths. Berths.

Source: Maritime and Port Authority of Singapore

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

<i>Berth</i>	<i>Alongside Depth (Year Surveyed)</i>	<i>Position</i>
OS13 (Pulau Ular)	10.3m (2025)	1° 14' 28N., 103° 45' 42E.
ECC Quay	8.1m (2025)	1° 13' 64N., 103° 45' 36E.

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

Chart affected - 4032

II

3479(P)/25 SINGAPORE - Reclamation area.

Source: Maritime and Port Authority of Singapore

1. An extension of the reclamation area has been established, bounded by the following positions:

1° 13'·296N., 103° 37'·783E.

1° 13'·296N., 103° 38'·476E.

1° 13'·296N., 103° 39'·415E.

1° 13'·036N., 103° 39'·512E.

1° 12'·660N., 103° 38'·680E.

1° 12'·705N., 103° 38'·658E.

2. Mariners are advised to navigate with caution in the area.
3. These changes will be included in the next New Edition of Charts 3833, 4030 and 4031.
(WGS84 DATUM)

Chart affected - 3833

3493(P)/25 SINGAPORE - Wreck.

Source: Maritime and Port Authority of Singapore

1. A wreck, least depth 4·6m, exists in position 1° 17'·649N., 103° 45'·311E. , within the mooring area for harbour craft off West Coast Pier.
2. Mariners are advised to navigate with caution in the area.
3. Former Notice 4478(P)/24 is cancelled.
(WGS84 DATUM)

Chart affected - 4034

3521(T)/25 JAPAN - Honshū - Restricted area.

Source: Japanese Notice 30/5326(T)/25

1. A restricted area, entry prohibited, has been established until further notice, bounded by the following positions:

35° 29' 04·2"N., 139° 45' 51·2"E.

35° 28' 51·8"N., 139° 45' 23·3"E.

35° 28' 32·6"N., 139° 45' 36·0"E.

35° 28' 45·0"N., 139° 46' 03·9"E.

(WGS84 DATUM)

Charts affected - JP 67 - JP 1061 - JP 1062

3522(T)/25 JAPAN - Seto Naikai - Obstruction.

Source: Japanese Notice 30/5329(T)/25

1. An underwater obstruction, depth 23·5m, exists in position 34° 34'·07N., 135° 10'·80E.
(WGS84 DATUM)

Chart affected - JP 106

II

3523(T)/25 JAPAN - Seto Naikai - Depths.

Source: Japanese Notice 30/5330(T)/25

1. Depths up to 6m less than charted exist on and in the vicinity of a line joining the following positions:

34° 32'·33N., 134° 49'·35E.

34° 32'·60N., 134° 50'·35E.

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

<i>Depth</i>	<i>Position</i>
10·8m	34° 32'·54N., 134° 50'·37E.
13·3m	34° 31'·63N., 134° 48'·11E.
13·5m	34° 31'·55N., 134° 47'·91E.

(WGS84 DATUM)

Chart affected - JP 106

3498(P)/25 PHILIPPINE ISLANDS - Luzon - Buoyage. Channels. Channel depth. Pilot boarding place. Port development. Breakwater. Anchor berths. Anchorage area. Quarantine anchorages. Depths. Wreck. Coastline.

Source: Philippine Notices 1/17/23, 2/25/23, 7/64/24, 8/80/24, 6/18/25, NAMRIA NAVPHIL 229/24, ENC PH5MHR40, Philippine Chart 1501 and UKHO

1. *Extensive changes to charted detail have taken place within Manila and Approaches, including numerous changes to coastline, depths, anchorages and buoyage. The most significant of these are as follows:
2. The existing buoyed channel leading into South Harbour has been removed.
3. *A new buoyed channel with a least depth of 14·6m has been established between 14° 34'·322N., 120° 53'·990E. and 14° 34'·325N., 120° 57'·081E.
4. *A new approach channel, marked by west cardinal buoys, has been established along a line joining the following positions:

14° 34'·32N., 120° 53'·99E.

14° 33'·71N., 120° 52'·12E.

14° 31'·97N., 120° 49'·88E.

14° 30'·66N., 120° 48'·99E.

14° 26'·16N., 120° 44'·02E.

5. The pilot boarding place in position 14° 33'·251N., 120° 56'·014E. has been moved to position 14° 34'·000N., 120° 52'·990E.
6. *The West Breakwater in position 14° 34'·350N., 120° 57'·340E. has been shortened.
7. *Depths less than charted exist within Manila South Harbour and Approaches. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
8·7m	14° 34'·762N., 120° 57'·494E.
8·1m	14° 34'·874N., 120° 57'·925E.
7·9m	14° 34'·825N., 120° 57'·957E.
3·9m	14° 33'·908N., 120° 57'·514E.
4·2m	14° 34'·183N., 120° 58'·407E.
1·2m	14° 34'·461N., 120° 58'·487E.
2·0m	14° 33'·772N., 120° 58'·264E.

8. *Depths less than charted exist within the approaches to Pasig River. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
4·5m	14° 35'·306N., 120° 55'·750E.
0·8m	14° 35'·613N., 120° 57'·296E.

9. *A stranded wreck has been reported in position 14° 35'·454N., 120° 57'·041E.

II

3498(P)/25 PHILIPPINE ISLANDS - Luzon - Buoyage. Channels. Channel depth. Pilot boarding place. Port development. Breakwater. Anchor berths. Anchorage area. Quarantine anchorages. Depths. Wreck. Coastline. (continued)

10. New quarantine anchorage areas have been established, bounded by the following positions:

14° 31'·21N., 120° 50'·21E.
14° 32'·14N., 120° 53'·80E.
14° 33'·99N., 120° 53'·83E.
14° 33'·55N., 120° 52'·02E.
14° 32'·92N., 120° 51'·88E.
14° 32'·63N., 120° 50'·78E.
14° 32'·27N., 120° 50'·79E.
14° 32'·19N., 120° 50'·18E.

11. and

14° 31'·93N., 120° 45'·88E.
14° 30'·09N., 120° 45'·92E.
14° 30'·56N., 120° 47'·64E.
14° 32'·10N., 120° 48'·97E.
14° 32'·53N., 120° 48'·86E.

12. A new anchorage area has been established, bounded by the following positions:

14° 33'·68N., 120° 50'·00E.
14° 33'·24N., 120° 47'·61E.
14° 32'·66N., 120° 47'·45E.
14° 33'·10N., 120° 49'·84E.

13. New anchorage berths have been established in the following positions:

14° 33'·57N., 120° 54'·49E.
14° 32'·96N., 120° 54'·49E.

14. The existing quarantine anchorage area and berths have been removed within an area bounded by the following positions:

14° 32'·851N., 120° 54'·996E.
14° 32'·852N., 120° 55'·672E.
14° 33'·910N., 120° 56'·737E.
14° 33'·908N., 120° 54'·999E.

15. * The existing anchor berths have been removed within an area bounded by the following positions:

14° 34'·367N., 120° 55'·933E.
14° 34'·367N., 120° 57'·050E.
14° 34'·535N., 120° 56'·925E.
14° 34'·533N., 120° 55'·783E.

16. *Depths less than charted exist within anchorages and approaches to Manila North Harbour. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
9·1m	14° 37'·212N., 120° 55'·583E.
7·3m	14° 37'·569N., 120° 56'·122E.
4·6m	14° 37'·769N., 120° 56'·367E.

17. *There have been changes to depths in the International Port Basin and Berth 6, 14° 36'·291N., 120° 56'·985E., has been extended south-eastwards.

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

19. Charts 3931, 3932 and 4491 will be updated when full details are available.

20. *Former Notices 1452(P)/23, 2587(P)/23, 5034(P)/23 and 4895(P)/24 are cancelled.

*Indicates new or revised entry
(WGS84 DATUM)

Charts affected - 3931 - 3932 - 4491

II

3458(T)/25 AUSTRALIA - Western Australia - Buoy.

Source: Australian Notice 14/627(T)/25

1. The special light-buoy, *Q.Y.*, in position 20° 00'·33S., 118° 26'·30E., has been removed.
2. *A special unlit buoy exists in situ.
3. *Mariners are advised to navigate with caution in the area.
4. *Former Notice 2726(T)/25 is cancelled.
*Indicates new or revised entry
(WGS84 DATUM)

Chart affected - Aus 53

3505(T)/25 AUSTRALIA - Western Australia - Harbour developments.

Source: Australian Notice 15/673(T)/25

1. Harbour works are in progress in an area bounded by the following positions:
20° 37'·06S., 116° 44'·87E.
20° 36'·90S., 116° 44'·87E.
20° 36'·90S., 116° 44'·93E.
20° 37'·06S., 116° 44'·93E.
2. Entry into the area is prohibited unless authorised by the primary contractor, Clough. Any arrivals or departures from the area must be reported to Dampier VTS along with confirmation that permission has been obtained.
3. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Charts affected - Aus 57 - Aus 59

3520(T)/25 AUSTRALIA - Queensland - Restricted areas. General information.

Source: Australian Notice 15/661(T)/25

1. A space vehicle launch is expected to take place at the Bowen Orbital Spaceport from 27 July 2025.
2. Prior to launch a safety exclusion area will be established, bounded by the coastline and the following positions:
19° 55'·10S., 148° 05'·67E.
19° 51'·01S., 148° 13'·74E.
19° 54'·58S., 148° 20'·27E.
19° 57'·65S., 148° 13'·42E.
3. Abbot Point VTS will broadcast when the safety exclusion area is activated and again to cancel the safety exclusion area via VHF Ch 12 and Ch 16.
4. Mariners are advised that a person must not anchor, berth, moor or operate a ship (other than a ship owned and/or operated by Queensland Police Service, Maritime Safety Queensland or a ship authorised to assist with the monitoring and management of the safety exclusion area) within the safety exclusion area.
5. Space launch hazard areas will also be activated where debris is predicted to fall within areas bounded by the following positions:
Australian Territorial Sea, Great Barrier Reef Marine Park (GBRMP) Space Launch Hazard Area:
19° 51'·01S., 148° 13'·74E.
19° 28'·37S., 148° 58'·05E.
19° 29'·34S., 149° 01'·36E.
19° 38'·76S., 148° 55'·32E.
19° 54'·58S., 148° 20'·27E.
Coral Sea Space Launch Hazard Area:
19° 20'·97S., 149° 14'·70E.

II

3520(T)/25 AUSTRALIA - Queensland - Restricted areas. General information. (continued)

18° 42'·22S., 150° 20'·70E.

18° 44'·27S., 150° 29'·93E.

18° 51'·67S., 150° 25'·37E.

19° 23'·53S., 149° 16'·70E.

6. Mariners are advised to navigate with caution within these areas and consult local authorities for the latest information.
(WGS84 DATUM)

Charts affected - 4602 (INT 602) - 4603 (INT 603) - 4604 (INT 604) - Aus 825 - Aus 826

3463(P)/25 BRAZIL - South Coast - Submarine cable. Works.

Source: Alcatel Submarine Networks

1. A submarine cable is being laid, joining the following positions:

30° 14'·9S., 50° 13'·6W.

30° 16'·5S., 50° 08'·8W.

30° 29'·5S., 49° 43'·7W.

30° 48'·4S., 49° 13'·7W.

31° 50'·3S., 48° 02'·8W.

31° 51'·8S., 48° 02'·9W.

2. Works are due to take place between March and October 2026.
3. Vessels should navigate with caution and avoid anchoring or trawling in the vicinity of the cable route.
4. Charts will be updated when works are complete.
(WGS84 DATUM)

Charts affected - 530 - 556 - 3983 - 4201 (INT 201)

3473(P)/25 BRAZIL - North Coast - Depths.

Source: HYDROLANT 1213/25

1. Depths less than charted are reported to exist within an area bounded by the following positions:

2° 10'·31S., 44° 09'·39W.

2° 10'·15S., 44° 09'·19W.

2° 10'·52S., 44° 09'·00W.

2° 10'·77S., 44° 08'·99W.

2° 10'·84S., 44° 09'·04W.

2° 10'·77S., 44° 09'·16W.

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 - 543 - 565

3468(T)/25 MEXICO - Gulf of Mexico - Depth.

Source: Mexican Notice 14/73(T)/25

1. A depth of 6·5m has been reported at the entrance to the Río Panuco, in position 22° 15'·92N., 97° 46'·30W.
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 - 363

II

3482(T)/25 SURINAME - Buoy.

Source: Surinamese Notice 56(T)/25

1. The Safe water buoy, *Mo(A)8s LS*, in position 6° 04'·81N., 55° 12'·82W. is reported out of position.
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 - 517 - 2764 (INT 4191) - 2765

To accompany Notice to Mariners 3525/25

On Chart 1856

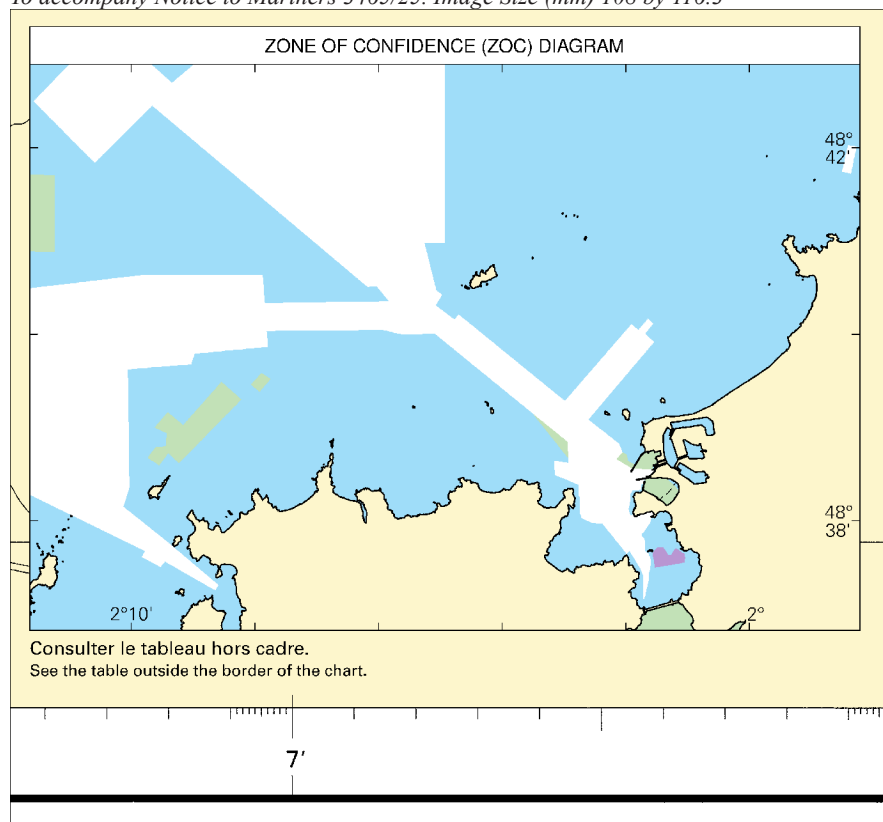
PLOCAN MARINE TEST
SITE (28° 02' 2N 15° 21' 7W)
Extensive testing of new marine technologies
takes place in this area. Experimental devices
may be temporarily marked by yellow buoys.
Mariners should exercise caution whilst
navigating in this area and obtain local
knowledge.

This is a detailed nautical chart of the Saint-Servan-sur-Mer area in Brittany, France. The chart shows the coastline, major waterways, and numerous islands and peninsulas. Key locations include Les Bas-Sablons, La Cité, Anse de Solidor, Bizeux, Les Zorieux, Le Rosais, Le Vau Garni, and La Rance. The chart features various navigational aids, including buoys, lights, and beacons, as well as depth soundings and tide gauge information. A large area is marked 'Non hydrographié / Unsurveyed'. The chart is oriented with North at the top and includes a scale bar at the bottom.

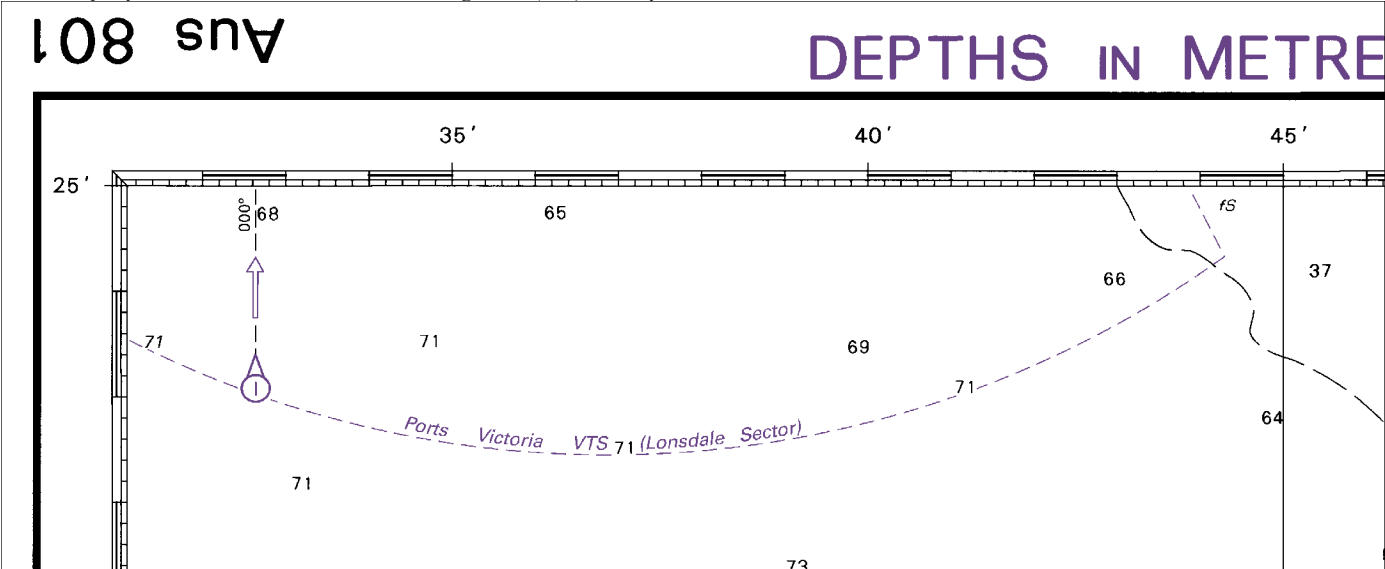
Wk33/25

Wk33/25

To accompany Notice to Mariners 3465/25. Image Size (mm) 108 by 116.3



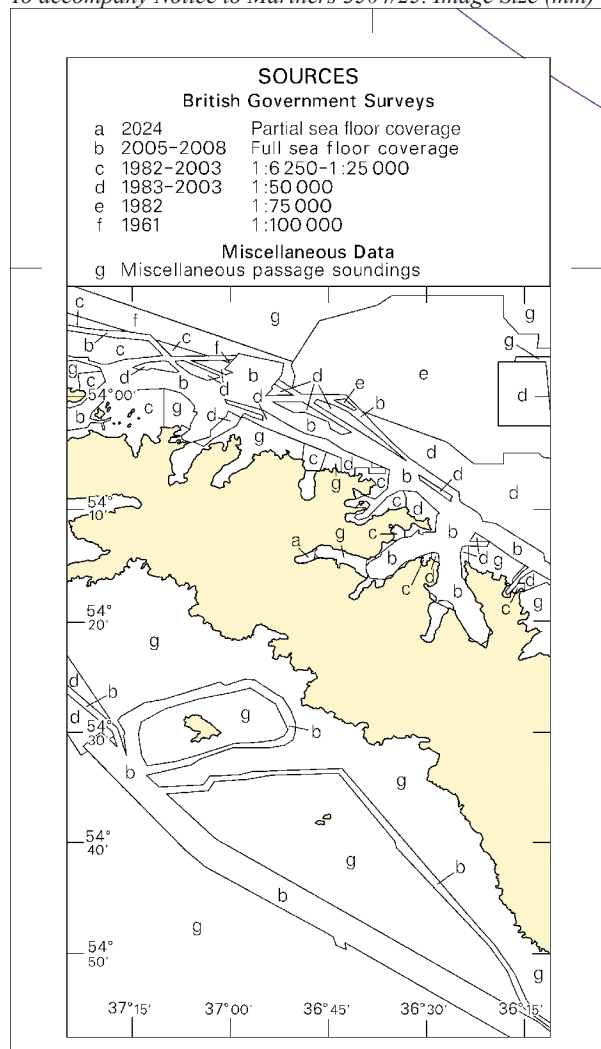
Block C for Chart No 2700



Block for Chart No AUS801

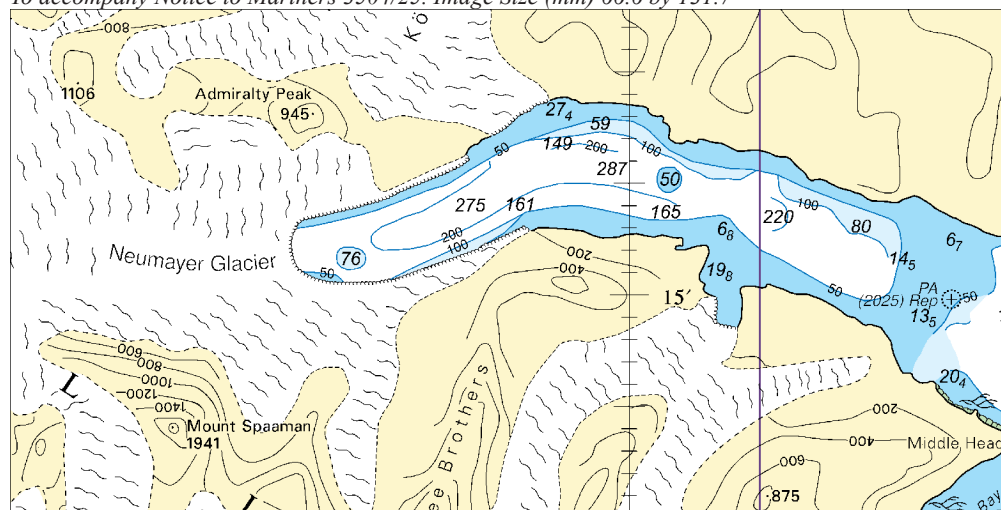
Wk33/25

To accompany Notice to Mariners 3504/25. Image Size (mm) 138.1 by 78.9



Block B for Chart No 3595

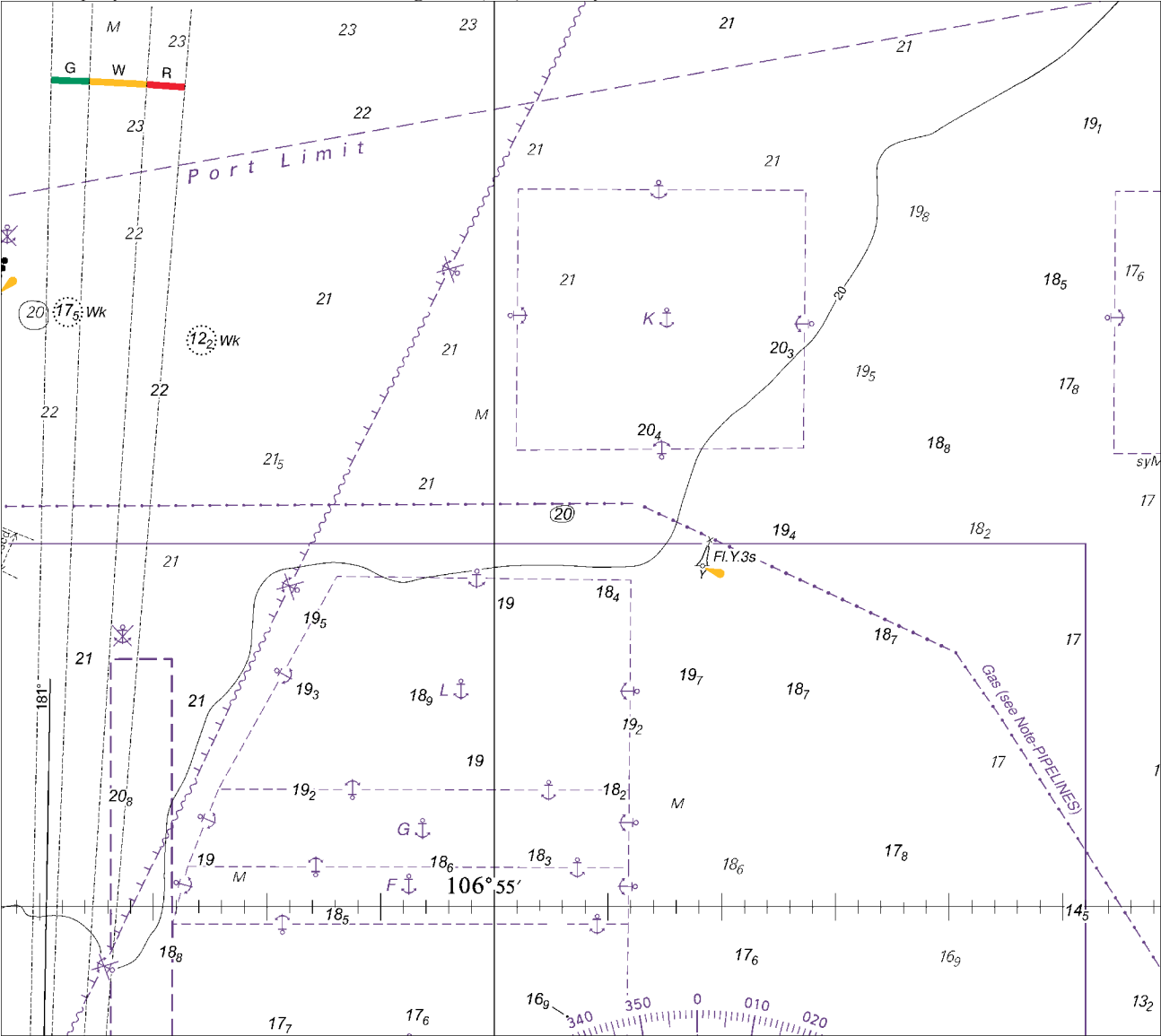
To accompany Notice to Mariners 3504/25. Image Size (mm) 66.6 by 131.7



Block A for Chart No 3595

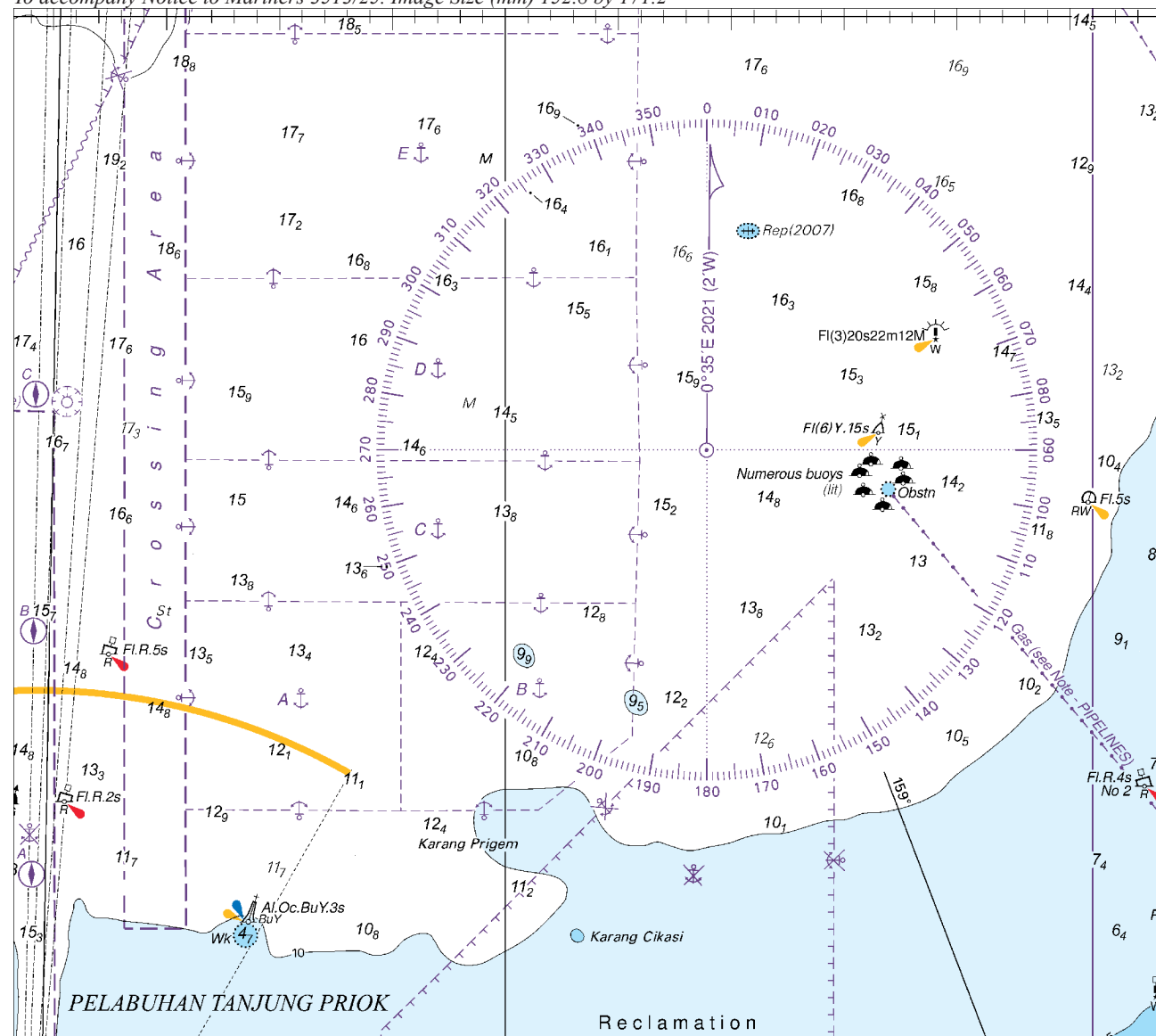
Wk33/25

To accompany Notice to Mariners 3513/25. Image Size (mm) 152.5 by 170.9



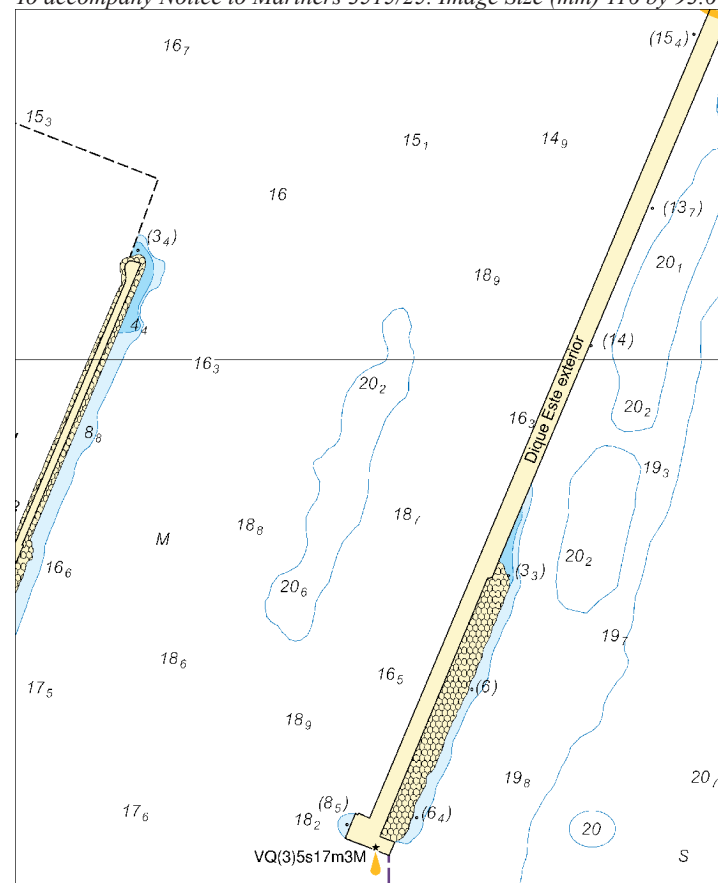
Block A for Chart No 933

To accompany Notice to Mariners 3513/25. Image Size (mm) 152.8 by 171.2



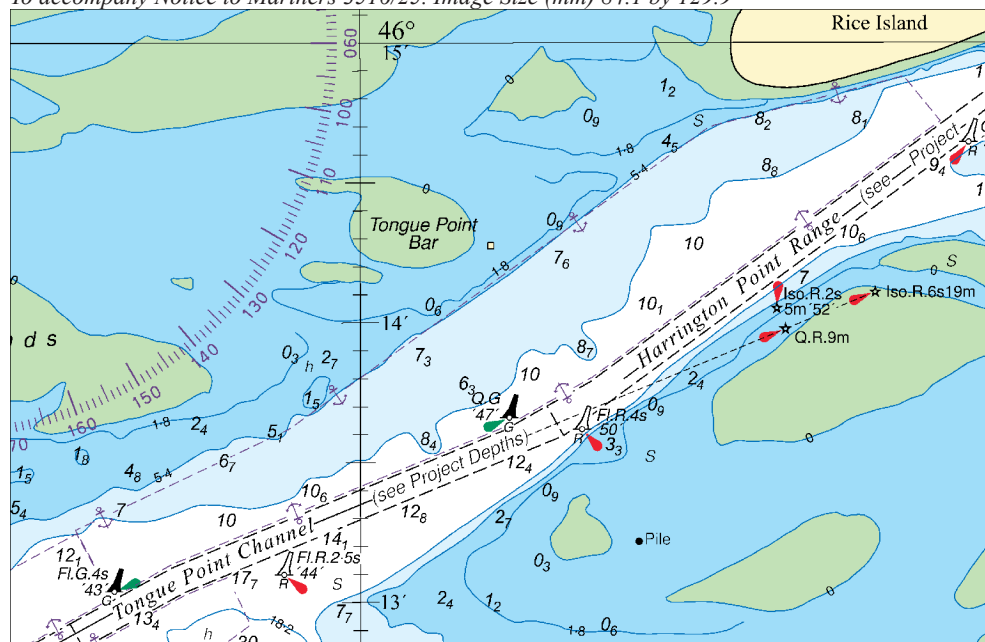
Block B for Chart No 933

To accompany Notice to Mariners 3515/25. Image Size (mm) 116 by 93.6



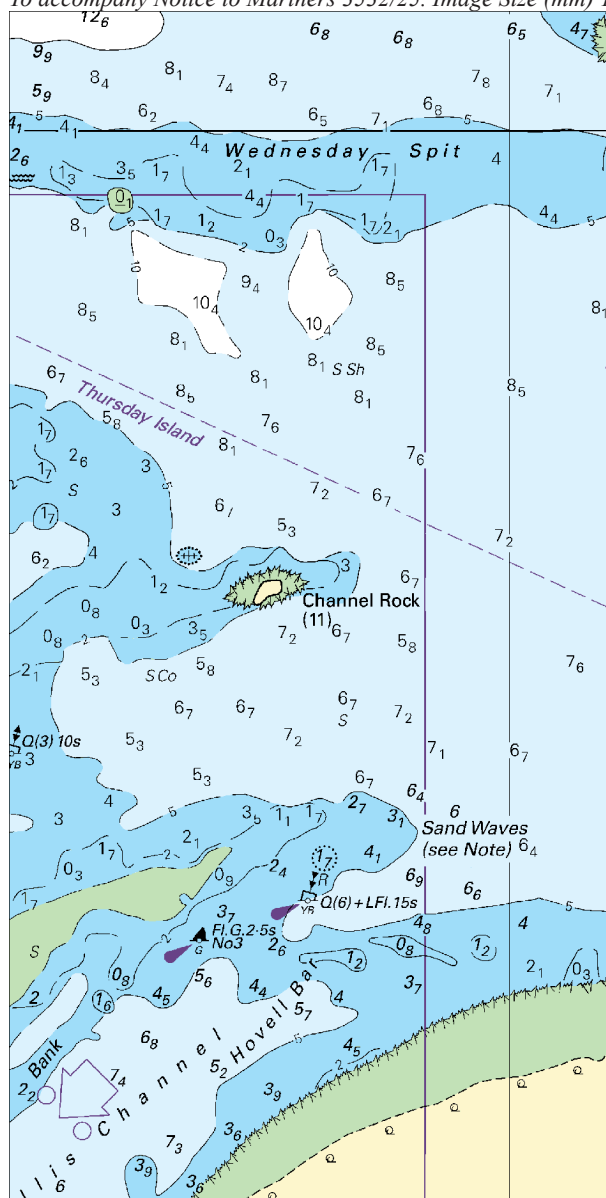
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To accompany Notice to Mariners 3516/25. Image Size (mm) 84.1 by 129.9



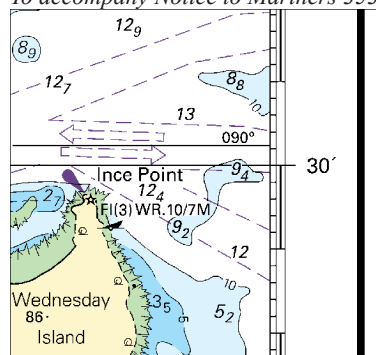
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To accompany Notice to Mariners 3532/25. Image Size (mm) 157.2 by 79.4



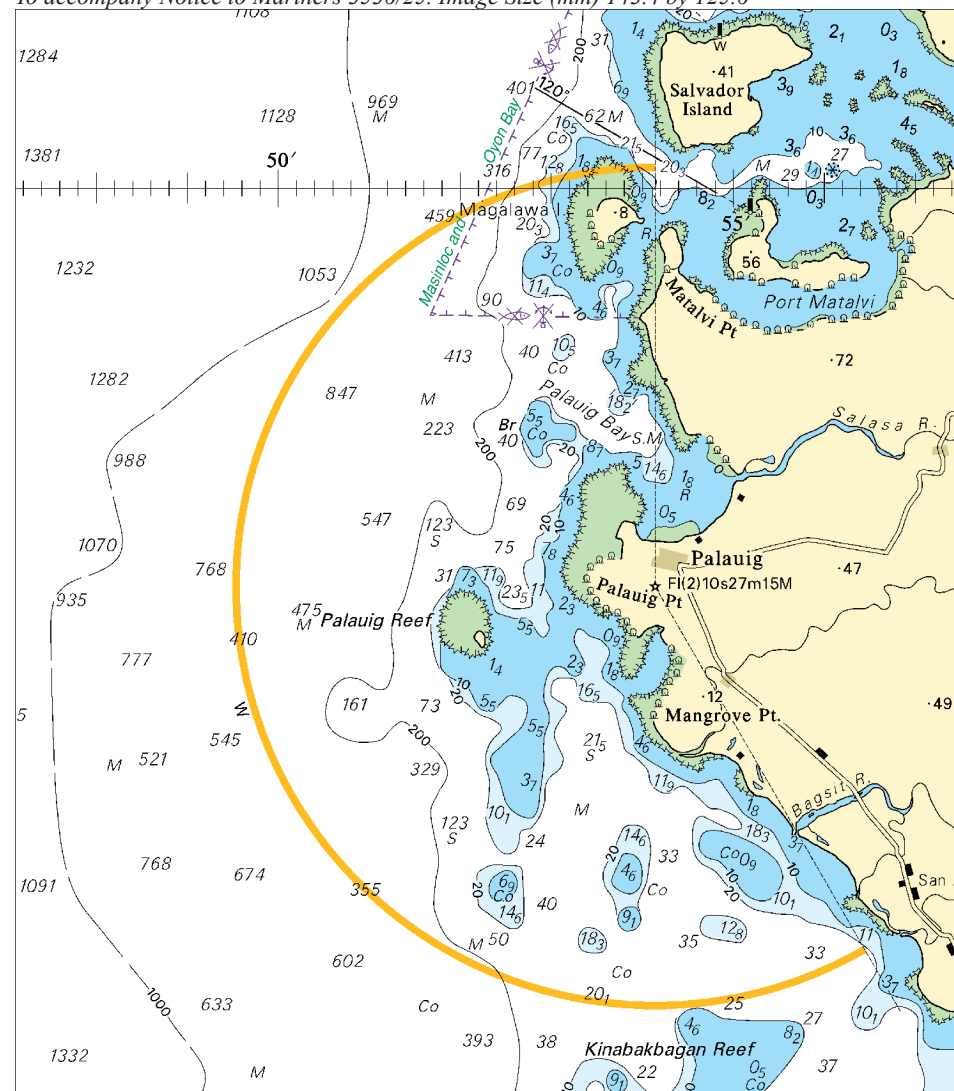
Block for Chart No AUS293

To accompany Notice to Mariners 3532/25. Image Size (mm) 46.1 by 48.8



Block for Chart No AUS700

To accompany Notice to Mariners 3536/25. Image Size (mm) 143.4 by 125.6



Block for Chart No 4492

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

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

Weekly Edition 33 published on the UKHO website 04 Aug 25.

Navarea I (NE Atlantic) *Weekly Edition 33*

The following NAVAREA I warnings were in force at 040500 UTC Aug 2025.

2025 series: 119, 143, 155, 157, 175, 180, 182, 183.

Summary of Navarea I warnings issued since Weekly Edition 32:

178 CANCELLED. CANCEL 164/25.

179 CANCELLED. CANCEL 133/25.

180 1. NAVAREA I WARNINGS IN FORCE AT 011000 UTC AUG 2025. 2. CANCEL 176/25.

181 CANCELLED.

182 ENGLISH CHANNEL.
OFF CASQUETS TSS.
1. TUG *FRAM PRINCE* TOWING RIG *STENA SPE* TO ALIAGA.
LENGTH OF TOW 600 METRES.
LATEST POSITION 49-59N 002-52W AT 022230 UTC AUG 2025.
2. CANCEL NAVAREA I 181/25.

183 1. RIGLIST. CORRECT AT 040500 UTC AUG 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
NEW 53-32.7N 001-21.4E OBANA ACP GALAHAD GAS FIELD
53-34.8N 002-47.5E SEAFOX 4 ACP CARRACK GAS FIELD
NEW ROTTERDAM PROSPECTOR 1
53-53.1N 000-26.0E WELL SAFE PROTECTOR ACP YORK GAS FIELD
54-17.4N 001-20.2E ERDA ACP KILMAR GAS FIELD
54-19.0N 002-37.0E SWIFT 10 ACP WINGATE GAS FIELD
54-34.2N 002-17.6E VALARIS NORWAY ACP CYGNUS GAS FIELD

III

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

	55-28.8N	005-06.5E	SHELF DRILLING WINNER ACP DAN OIL FIELD
	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
	56-43.3N	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
	58-18.5N	001-46.4W	SAFE CALEDONIA ACP CAPTAIN OIL FIELD
	58-25.1N	001-43.0E	NOBLE LLOYD NOBLE ACP SLEIPNER GAS FIELD
	58-42.3N	001-36.7E	DEEPSEA ATLANTIC
	58-58.0N	002-17.0E	DEEPSEA NORDKAPP
	59-10.5N	002-22.5E	COSL PIONEER
NEW	59-15.2N	002-36.1E	DEEPSEA ABERDEEN
NEW	59-52.3N	002-34.0E	NOBLE INTEGRATOR
	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
	61-01.2N	003-33.8E	COSL INNOVATOR
	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
NEW	64-50.7N	006-33.0E	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
--	----------	-----------	--

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

2. CANCEL NAVAREA I 177/25.

UPDATES TO ADMIRALTY SAILING DIRECTIONS

NP7A South America Pilot Volume 4 (2022 Edition)

Venezuela - North coast - Bahía La Vela de Coro to Cabo San Román — Directions; lights

180

Paragraph 6.104 2 lines 2-4 *Delete*

Venezuelan Notice 30/24 [NP7A- No 58- Wk 33/25]

Venezuela - North coast - Bahía La Vela de Coro to Cabo San Román — Directions; cross reference

180

Paragraph 6.105 2 line 2 *For* (6.104) *Read* (see below)

Venezuelan Notice 30/24 [NP7A- No 59- Wk 33/25]

Venezuela - North coast - Bahía La Vela de Coro to Cabo San Román — Directions; useful marks

180

After Paragraph 6.105 7 line 2 *Insert*:

Useful marks:

Punta Adicora Light (green 6-sided tower, white band, 15 m in height) (11°56'·63N 69°48'·20W).

Venezuelan Notice 30/24 [NP7A- No 60- Wk 33/25]

NP30 China Sea Pilot Volume 1 (2024 Edition)

China - South coast - Zhanjiang — Directions; major lights

257

After Paragraph 7.265 1 line 6 *Insert*:

Longteng Hangdao Front Light (21°03'·48N 110°33'·05E) (7.267).

Longteng Hangdao Rear Light (21°03'·63N 110°31'·73E) (7.267).

Chinese Notice 10/360/24 [NP30- No 141- Wk 33/25]

China - South coast - Zhanjiang — Directions; leading lights; name

258

Paragraph 7.266 3 line 3 *For* Longteng Hangdao *Read* Nansandao

UKHO [NP30- No 142- Wk 33/25]

China - South coast - Zhanjiang — Directions; leading lights

258

Paragraph 7.267 2 *Replace by*:

2 Longteng Hangdao Leading Lights:

Front light (white post, red vertical stripe, 44 m in height) (21°03'·48N 110°33'·05E).

Rear light (similar structure, 66 m in height) (21°03'·63N 110°31'·73E) (1¼ miles from front light).

The alignment (276·8°) of these lights leads through Longteng Hangdao Outer Section, marked by light buoys (lateral), to a position in the vicinity of 21°03'·04N 110°37'·03E, between No 35 and No 36 Light Buoys (lateral).

Chinese Notice 10/360/24 [NP30- No 143- Wk 33/25]

NP32A China Sea Pilot Volume 3 (2024 Edition)

China - East coast - Hangzhou Wan - Jinshan to Men Shan — General information; bridge

243

Paragraph 7.245 1 line 6 *Replace by*

...Bridge and a bridge under construction (7.251), to a position E of Men Shan (7.252).

Chinese Notices 9/310; 311/24
[NP32A- No 88- Wk 33/25]

China - East coast - Hangzhou Wan - Jinshan to Men Shan — Vertical clearance; bridge

243

After Paragraph 7.251 4 line 2 *Insert*:

Works are in progress (2025) to construct a railway bridge, vertical clearance unknown, across Hangzhou Wan in the vicinity of 30°28'·10N 121°00'·25E. Temporary fairways, marked by light buoys (lateral) and light beacons (special), have been established in the N and mid channels for two-way traffic. The N channel is for vessels up to 5000 dwt; the mid channel is for vessels up to 10 000 dwt.

Chinese Notices 9/310; 311/24
[NP32A- No 89- Wk 33/25]

**China - East coast - Hangzhou Wan -
Jinshan to Men Shan — Directions; bridge**

244

Paragraph 7.255 2 lines 1-3 *Replace by:*

2 Using the S Fairway (7.251) beneath Hangzhou Bay Bridge (30°30'00N 121°05'00E).

The track then continues SW, passing beneath a bridge under construction (7.251) to a position E of Men Shan (7.252).

Chinese Notices 9/310; 311/24

[NP32A- No 90- Wk 33/25]

NP42A Japan Pilot Volume 2 (2023 Edition)

**Shikoku - South coast - Tosa Wan - Kochi Ko —
Harbour; hazards and dangers**

68

Paragraph 2.67 1 lines 12- 13 *Replace by:*

Hazards and dangers. Numerous fish havens and obstructions are situated within the approaches, harbour and fairway of Kochi Ko; the chart is the best guide.

Japanese Notice 22/254/25 [NP42A- No 29- Wk 33/25]

**NP45 Mediterranean Pilot Volume 1
(2024 Edition)**

**Italy - South coast - Roccella Ionica —
Controlling depth**

436

After Paragraph 14.30 1 line 9 *Insert:*

Controlling depth. Vessels with a maximum draught of 2.0 m may access the port. The harbour is subject to silting and mariners are advised to contact the Port Authority for the latest information.

Italian Notice 11/16/25

[NP45- No 57- Wk 33/25]

UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

NP74, Vol A Edition 2025. Weekly Edition No. 33, Dated 14 August 2025.
Last Updates: Weekly Edition No. 32, dated 07 August 2025.

A5637 WEST COAST. PADSTOW BAY
 Remove from list; deleted

NP75, Vol B Edition 2025. Weekly Edition No. 33, Dated 14 August 2025.
Last Updates: Weekly Edition No. 32, dated 07 August 2025.

B0662-45	- Maassluis. NW 36	51 55-17 N 4 14-28 E	LFl R 8s	5	.. ∇ on red post	<i>fl 3</i>	*
B0721-9	- S Side. No 10	51 49-88 N 4 26-82 E	Iso G 4s	..	.. Green △ on green beacon	..	*
B0723 NL, HP2, 1200	- Koedoodhaven. Ldg Lts 291-5°. Front. No 12 -----	51 50-21 N 4 29-71 E ..	Iso R 4s LFl R 5s	3 ..	5 Post	R283-5°-298-5°(15°) ..	* *
B0723-1 NL, HP2, 1201	- Koedoodhaven. Ldg Lts 291-5°. Rear. 130m from front	51 50-23 N 4 29-60 E	Iso R 4s	5	5 Post	R283-5°-298-5°(15°)	*
B1593-98 DE, 4003, 313840	- Ellerholzhafen. Oderhöft	53 31-50 N 9 58-26 E	Fl Y 4s	7	1-5 Dolphin	..	*
B1593-981 DE, 4003, 313836	- Oderhafen Ost	53 31-50 N 9 57-95 E	Q W	8	1-6 Black △ and red platform on black dolphin	..	* * *
B1593-982 DE, 4003, 313835	- Oderhafen West	53 31-52 N 9 57-69 E	Q W	8	1-6 Black △ and red platform on black dolphin	..	* * *
B1593-983 DE, 4003, 313830	- Roßhöft	53 31-59 N 9 57-44 E	Q W	8	1-6 Black △ and red platform on black dolphin	..	* * *
B1595-7 DE, 4003, 312861	- Moorburger Weide. Dir Lt Ldg Lts 139-2°. Rear. 338m from front	53 29-57 N 9 57-35 E	Oc G 5s	35	5 black and white striped tower 35	<i>ec 1.</i> Sync with front, B1594-8	* *

NP75, Vol B Edition 2025 *continued.*

B2352 NO, , 018600	- Sauholmane. S Side	59 30-68 N 10 40-23 E	Iso WRG 6s	12	W3-4 Post R2-9 3 G2-9	G345-7°-347-7°(2°), W347-7°-349-7°(2°), R349-7°-015-2°(25-5°), G015-2°-109-6°(94-4°), W109-6°-119-2°(9-6°), R119-2°-124°(4-8°), G124°-130-2°(6-2°), W130-2°-161-7°(31-5°), R161-7°-175-4°(13-7°), G175-4°-183-4°(8°), W183-4°-186-1°(2-7°), R186-1°-190°(3-9°)
					*	*
B2489 NO, , 032300	- Jarlsø	59 14-50 N 10 28-52 E	Oc(3)WRG 10s	4	W2-6 Post R2-1 3 G2-1	G269-8°-345-6°(75-8°), W345-6°-349-1°(3-5°), R349-1°-104-5°(115-4°), G104-5°-109-9°(5-4°)
					*	*

NP76, Vol C Edition 2025. Weekly Edition No. 33, Dated 14 August 2025.

Last Updates: Weekly Edition No. 32, dated 07 August 2025.

C2678-55 PL, 521, 0737	ZATOKA POMORSKA. SWINA RIVER. PORT ŚWINOUJŚCIE - Ferry Landing. Berth 4. SW Corner	53 54-11 N 14 15-48 E	Iso R 2s	7	1 Red post	Sync with C2678-6 and C2678-7. TE; replaced by special light buoys, Fl Y 4s, close NE and close SW (T) 2025
					*	*
C2922	Status changed: Unreliable (T) 2025					
C3612 EE, , 891	- Inner Ldg Lts 026-2°. Front. Silla	58 23-36 N 24 29-20 E	Iso G 2s	16	2 Orange □, white stripe, on metal framework tower 13	Vis 4° each side of leading line
	----	..	F G	..	1 .. *	..
			*			
C3612-1 EE, , 892	- Inner Ldg Lts 026-2°. Rear. 230m from front	58 23-47 N 24 29-30 E	Iso G 6s	29	2 Orange □, white stripe, on metal framework tower 22	Vis 4° each side of leading line
	----	..	F G	..	1 .. *	..
			*			
C4447-8 FI, , 3096	- Iso Ruskio. Ldg Lt 306°. Front	60 47-40 N 21 07-12 E	Fl WRG 3s	9	5 Red □, yellow stripe	<i>fl 0-3.</i> G172°-303°(131°), W303°-309°(6°), R309°-332°(23°)
			*			*
C4447-81	- Pihlajakari. Ldg Lt 306°. Rear	60 48-21 N 21 04-78 E	LFl W 6s	18	6 ..	<i>fl 2.</i> W303°-309°(6°)
*	*	*	*	*	*	*
C4447-9	Remove from list; renumbered to C4447.8					
C4455-4 FI, , 3097	- Ramsö. Front	60 46-83 N 21 10-13 E	Fl WRG 3s	5	5 Yellow □, red stripe	<i>fl 0-35.</i> G314°-341°(27°), W341°-347°(6°), R347°-078°(91°)
	*					*

V

NP76, Vol C Edition 2025 *continued.*

C4455-5	- Ramsö. Rear	60 46-97 N 21 10-05 E	LFl W 6s	17	5	..	<i>fl 2.</i> W341°-347°(6°)
*	*	*	*	*	*	*	*
C6692-4	- Galten. Kvicksund	59 27-19 N 16 19-18 E	Iso WRG 3s	13	W12 R 9 G 8	Daymark on white framework tower	G073-6°-083-8°(10-2°), W083-8°-086-9°(3-1°), R086-9°-096-9°(10°)
	*						*
C6692-6	- Galten. Småholm	59 27-04 N 16 16-90 E	Iso WRG 3s	4	W 6 R 5 G 5	White tower, red band on pedestal	G070°-081-5°(11-5°), W081-5°-083-8°(2-3°), R083-8°-161-3°(77-5°), G161-3°-259-3°(98°), W259-3°-263-4°(4-1°), R263-4°-275°(11-6°)
	*						*

NP77, Vol D Edition 2025. Weekly Edition No. 33, Dated 14 August 2025. *Last Updates: Weekly Edition No. 32, dated 07 August 2025.*

D7349-8	Al Hamra Marina. No 3 Groyne. Head	25 41-64 N 55 46-73 E	Fl Y 4s	..	2	Yellow × on yellow beacon	..
*	*	*	*	*	*	*	*
D7349-88	Al Hamra Marina. No 1 Beacon. Head	25 41-57 N 55 46-87 E	Fl Y 3s	..	2	Yellow × on yellow beacon	..
*	*	*	*	*	*	*	*
D7349-95	Al Hamra Marina. No 2 Beacon. Head	25 41-52 N 55 46-86 E	Fl Y 3s	..	2	Yellow × on yellow beacon	..
*	*	*	*	*	*	*	*
D7710-3	Kūhestak. S Breakwater. N End (IR)	26 47-91 N 57 00-95 E	Fl G 5s	..	3	△ on beacon	..
*	*	*	*	*	*	*	*
D7710-4	Kūhestak. N Breakwater. S End (IR)	26 47-93 N 57 01-06 E	Fl R 5s	..	3	□ on beacon	..
*	*	*	*	*	*	*	*

NP78, Vol E Edition 2025. Weekly Edition No. 33, Dated 14 August 2025. *Last Updates: Weekly Edition No. 32, dated 07 August 2025.*

E1730-2 IT, , 2634 IT, , 2634-1	- Molo di Levante. Head - - - - - - Emergency light	40 39-77 N 14 44-53 E	Fl G 6s Fl W 3s Fl W 3s	14 16 16	9-2 12 7-2	Green column on hut 9	<i>fl 1.</i> Safety distance 50m <i>fl 1</i> <i>fl 1</i>
*	*	*	*	*	*	*	*
E1750-8 IT, , 2687-5	Acquappesa. Post	39 28-20 N 15 58-20 E	Fl Y 4s	4	3	× on post	<i>fl 1.</i> Private
*	*	*	*	*	*	*	*

V

NP78, Vol E Edition 2025 *continued.*

E1750-81 IT, , 2687-51 *	Acquappesa. Post *	39 28-20 N 15 58-30 E *	Fl Y 4s *	4 *	3 × on post *	Private *
E2482 IT, , 4171	-	45 24-54 N 12 27-77 E *	Fl G 2s	6	5 △ on green articulated beacon	<i>fl 0-5</i>
E6372-9 TN, , 3590	Bkalta. Fishing Port. W Side	35 37-80 N 11 02-32 E	Fl R 5s	9	7 . .	<i>fl 1</i> *
E6392-64 TN, , 2255 *	El Haouaria. Fishing Harbour *	37 02-20 N 11 03-90 E *	Fl W 5s *	4 *	4 Beacon *	<i>fl 1</i> *
E6418 TN, , 1060 FR, L2, 06680	Cap Zebib. Fishing Harbour. Jetty. Head	37 15-96 N 10 04-17 E	Fl G 4s	10	8 Green tower	<i>fl 1</i> *
E6420 TN, , 0410	BIZERTE - Port de Commerce. Outer Breakwater. S Head	37 16-58 N 9 53-87 E	Fl G 4s	15	9 White pylon, black top 8	<i>fl 1</i> *

NP80, Vol G Edition 2024. Weekly Edition No. 33, Dated 14 August 2025. *Last Updates: Weekly Edition No. 31, dated 31 July 2025.*

G0792-751 AR, H214, 4541-5 *	- Mooring beacon. S *	32 37-55 S 60 45-22 W *	Fl(3)W 12s *	. . *	. . Square post *	. . *
G0792-752 AR, H214, 4541-6 *	- Berthing beacon. S *	32 37-52 S 60 45-22 W *	Fl(3)W 6s *	. . *	. . Square post *	. . *
G0792-753 AR, H214, 4541-4 *	- Berthing beacon. N *	32 37-44 S 60 45-24 W *	Fl(3)W 10s *	. . *	. . Square post *	. . *
G0792-755 AR, H214, 4541-3 *	- Mooring beacon. N *	32 37-39 S 60 45-26 W *	Fl(3)W 18s *	. . *	. . Square post *	. . *
G3879-1 US, VI, 2818 *	- Anaheim Bay Channel. No 9 *	33 44-10 N 118 05-89 W *	Fl G 6s *	3 *	3 Green □ on pile 1 *	. . *
G3879-2 US, VI, 2817 *	- Anaheim Bay Channel. No 8 *	33 43-95 N 118 05-79 W *	Fl R 6s *	3 *	3 Red △ on pile 1 *	. . *

NP82, Vol J Edition 2025. Weekly Edition No. 33, Dated 14 August 2025.
Last Updates: Weekly Edition No. 32, dated 07 August 2025.

J1291-5 US, II, 2581	DELAWARE RIVER - Common Lts in Line.	39 27-84 N	Fl W 4s	5	4	Yellow multi-pile structure	<i>fl 0-4.</i> In line with light J1292 on bearing 317.9°
	Liston Range	75 34-20 W					
	- - Reedy Island Range	..	Fl W 4s	5	4	..	<i>fl 0-4.</i> In line with light J1299 on bearing 195.2°
*	*	*	*	*	*	*	*
J1299 US, II, 2580, 2586	- Reedy Island Ldg Lts	39 26-75 N	F R	7	..	Framework tower	Vis 0-9° each side of rangeline.
	195.2°. Front	75 34-59 W					Shown 24 hours
	- - - Passing lights	..	2 Fl W 4s	5	4	..	<i>fl 0-4</i>
*	*	*	*	*	*	*	*
J2315 US, II, 27310	CHESAPEAKE BAY. NORTHERN PART - Bush River. WR2B	39 20-06 N	Q R 1s	5	4	Red △ on multi-pile structure	..
		76 13-77 W					
		*	*				*
J4180 US, IV, 26965	- Freeport Jetty Inbound. Ldg	28 56-62 N	Iso G 2s	14	..	Red □, white stripe, on framework tower on piles	Vis on rangeline only.
	Lts 317.52°. Front	95 18-28 W					Shown 24 hours
	- - - - Passing light	..	Q W	5	5	..	..
	- - - -	..	By day Iso W 2s	14	..	..	W315-52°-319-52°(4°)
*	*	*	*	*	*	*	*
J4229-5 MX, , 28-145	Rio Bravo. Matamoros	25 57-02 N	Fl W 5s	21	10	White round concrete tower	<i>fl 1</i>
		97 08-83 W			20		
			*	*		*	
J4848 CU, P2101, 112	MARINA HEMINGWAY. CANAL DÁRSENA DE BARLOVENTO - Entrance. ENE	23 05-56 N	Fl W 7s	36	15	White framework tower on building	..
		82 29-60 W			8		
					*		*
J5812-54 EAST COAST. PORT OF BRIDGETOWN Remove from list; deleted							
J5812-55	- Dir Lt 086.5°	13 06-56 N	Dir WRG 4.5s	15	13	Red and white 4-sided metal framework tower	<i>ec 1-5.</i> Oc R080.8°-084.8°(4°). Oc W084.8°-088.2°(3-4°). Oc G088.2°-092.2°(4°)
		59 37-58 W					
	-	..	By day	..	4	..	..
*	*	*	*	*	*	*	*
J5812-56 EAST COAST. PORT OF BRIDGETOWN Remove from list; deleted							

NP83, Vol K Edition 2025. Weekly Edition No. 33, Dated 14 August 2025.
Last Updates: Weekly Edition No. 32, dated 07 August 2025.

K2242	- No 1	38 05-06 S	Iso G 4s	10	5	Green beacon on pile	..
	- -	144 38-56 E					
		..	F G	10	5	..	..
				*	*		

V

NP83, Vol K Edition 2025 *continued.*

K2242-2	- No 2	38 05-15 S 144 38-58 E ..	Iso R 4s F R	10 10 *	5 Red beacon on pile 5 .. *	Sync with K2242 ..
K2243-3	- No 7A	38 05-97 S 144 35-44 E ..	Iso G 4s F G	10 10 *	5 Green beacon on pile 5 .. *	Sync with K2242 F & Iso lights contained within a single light unit
K2243-5	- No 8A	38 06-04 S 144 35-50 E ..	Iso R 4s F R	10 10 *	5 Red beacon on pile 5 .. *	Sync with K2242 ..
K2253-2	- No 15	38 07-51 S 144 32-62 E ..	Iso G 4s F G	10 10 *	5 Green beacon on pile 5 .. *	Sync with K2242 F & Iso lights contained within a single light unit
K2253-4	- No 16	38 07-58 S 144 32-68 E ..	Iso R 4s F R	10 10 *	5 Red beacon on pile 5 .. *	Sync with K2242 ..
K2255	- No 1	38 07-71 S 144 31-37 E ..	Iso G 4s F G	10 10 *	5 Green beacon on pile 5 .. *	Sync with K2242. 2s delay F & Iso lights contained within a single light unit
K2255-4	- No 2	38 07-80 S 144 31-36 E ..	Iso R 4s F R	10 10 *	5 Red beacon on pile 5 .. *	Sync with K2255 ..
K2264	- No 11	38 07-15 S 144 27-97 E ..	Iso G 4s F G	10 10 *	5 Green beacon on pile 5 .. *	Sync with K2255 ..
K2265	- No 12	38 07-23 S 144 27-95 E ..	Iso R 4s F R	10 10 *	5 Red beacon on pile 5 .. *	Sync with K2255 ..
K2271	PORT PHILLIP, CORIO BAY, HOPETOUN CHANNEL - No 1	38 07-05 S 144 26-76 E ..	Iso G 4s F G	10 10 *	5 Green beacon on pile 5 .. *	Sync with K2242 ..
K2272	- No 2	38 07-16 S 144 26-78 E ..	Iso R 4s F R	10 10 *	5 Red beacon on pile 5 .. *	Sync with K2271 ..
K2281	- No 11	38 07-43 S 144 22-82 E ..	Q(6)+LFl Bu 15s F Bu	10 10 *	5 Black beacon, yellow top on pile 5 .. *	F Bu and Q(6)+LFl Bu 15s lights contained within a single light unit Significant shore white backscatter has dictated use of Bu light colour

NP83, Vol K Edition 2025 *continued.*

K2283	- No 13	38 07:32 S 144 22:37 E	Iso G 4s	10	5	Green beacon on pile	Sync with K2271
	--	..	F G	10 *	5 *	..	..
K2300	PORT PHILLIP. CORIO BAY. CORIO CHANNEL - No 1	38 07:13 S 144 22:22 E	Iso G 3s	10	5	Green beacon on pile	..
	--	..	F G	10 *	5 *	..	..
K2302	- No 3	38 06:77 S 144 22:28 E	Iso G 3s	10	5	Green beacon on pile	Sync with K2300
	--	..	F G	10 *	5 *	..	..
K2303	- No 4	38 06:99 S 144 21:96 E	Iso R 3s	10	5	Red beacon on pile	Sync with K2300
	--	..	F R	10 *	5 *	..	..
K2304	PORT PHILLIP. CORIO BAY. CORIO CHANNEL - No 5	38 06:23 S 144 22:73 E	Iso G 3s	10	5	Green beacon on pile	Sync with K2300
	--	..	F G	10 *	5 *	..	..
K2305	- No 6	38 06:16 S 144 22:60 E	Iso R 3s	10	5	Red beacon on pile	Sync with K2300
	--	..	F R	10 *	5 *	..	..
K4224	- Landfall	41 15:34 S 173 16:80 E	Fl(2)W 12s	22	20	Metal framework tower 18	<i>fl 0-2, ec 2-8, fl 0-2, ec 8-8.</i> W095°-216°(121°)
			*		*		*

NP84, Vol L Edition 2025. Weekly Edition No. 33, Dated 14 August 2025.
Last Updates: Weekly Edition No. 32, dated 07 August 2025.

L4557-8	- Brjánslækur. Breakwater. N	65 31:87 N	Fl R 4s	5	3	Red mast	..
IS, , 85-6	End	23 11:38 W			2		
*	*	*	*	*	*	*	*
L4565-1	Status changed: (T) 2025						
L4657	Status changed: Unreliable (T) 2025						
L7572	Status changed: TE 2025						
L8000	Ostrov Mestnyy	69 50:60 N	Fl W 5s	56	10	White 4-sided	<i>fl 1</i>
RU, 2111, 720		61 13:61 E				truncated pyramid, black diagonal stripes	
			*		15		*
L9323	Status changed: TE 2025						

NP84, Vol L Edition 2025 *continued.*

L9323-1 Status changed: TE 2025

NP85, Vol M Edition 2024. Weekly Edition No. 33, Dated 14 August 2025.
Last Updates: Weekly Edition No. 32, dated 07 August 2025.

M4154 KR, 410, 3289	- Ongdo	36 38-84 N 126 00-51 E	Fl W 15s	100	20 White round concrete tower 25	..
--	--	..	Horn 43s	..		<i>bl 3</i>
--	--	..	Racon	..		ALRS Vol 2 Station 82470
--	--	..	AIS	..	 *	MMSI No 994402651
M4208-87 KR, 410, 3139-8	Saeuyeo	35 18-72 N 126 09-32 E	Q W	12	9 Black and yellow round steel pipe 14	..
*	*	*	*	*	*	*
M4435-75 KR, 410, 1255-14 KR, 410, 4362	Samcheok Hang. A	37 24-96 N 129 12-78 E	Fl G 4s	13	9 White round metal post 6	..
--	--	..	Horn 35s	..		<i>bl 5</i>
--	--	..	AIS	..		MMSI No 994403821
*	*	*	*	*	*	*
M5404-525	- Seaberth. S End	33 58-42 N 131 53-36 E	Mo(U)W 8s	9	10 ..	..
*	*	*	*	*	*	*

NP86, Vol N Edition 2025. Weekly Edition No. 33, Dated 14 August 2025.
Last Updates: Weekly Edition No. 32, dated 07 August 2025.

N4903-65 TR, , 20904-6	- Yenikapı. E Pier. Head. No 2	41 00-07 N 28 57-49 E	Fl(4)Y 12s	7	3 Yellow x on round metal tower 5	(fl 0-5, ec 1-5) x 3, fl 0-5, ec 5-5
*	*	*	*	*	*	*
N4903-7 TR, , 20877	- Salıpazarı Wharf	41 01-73 N 28 59-31 E	Fl(3)G 10s	13	7 White metal tower, green bands 10	(fl 1, ec 1-5) x 2, fl 1, ec 4
		*			*	
N4915-7 TR, , 21067	İDO Kartel Pier. Lighthouse	40 53-19 N 29 11-28 E	Fl(4)Y 16s	7	3 Yellow x on round metal tower 5	(fl 0-5, ec 1-5) x 3, fl 0-5, ec 9-5
*	*	*	*	*	*	*
N4930-106 TR, , 21222-2	- Yalova. Jetty. No 6	40 41-51 N 29 26-09 E	Iso Y 2s	10	5 Yellow x on metal tower 7	Sync with N4930-1075
*	*	*	*	*	*	*

V

NP86, Vol N Edition 2025 *continued.*

N4930-1075 TR, , 21222	- Yalova. Jetty. No 1	40 41:53 N 29 25:99 E	Iso Y 2s	10	5 Yellow × on metal tower 7	Sync with N4930-106
*	*	*	*	*	*	*
N4930-108 TR, , 21222-3	- Yalova. Ferry Pier Lighthouse	40 41:58 N 29 25:77 E	Fl Y 3s	9	3 Yellow × on cylindrical sheet-iron tower 6	<i>fl 0-5</i>
	*	*		*	*	*
N4937-4 TR, , 20854	- Defterdar Burnu. Ortaköy	41 03:01 N 29 01:97 E	Fl(2)G 12s	13	7 White metal framework tower, green bands 12	<i>fl 0-5, ec 2, fl 0-5, ec 9</i>
					*	*
N4938 TR, , 20840	- Kuruçeşme. On Shoal	41 03:37 N 29 02:21 E	Fl(3)G 16s	7	10 White galvanised metal tower, green bands	<i>(fl 1, ec 2) x 2, fl 1, ec 9</i>
		*	*		*	*
N4946 TR, , 20760	- Aşıyan Burnu	41 04:95 N 29 03:39 E	Fl(3)G 15s	7	10 White round metal tower, green bands 5	<i>(fl 1, ec 2) x 2, fl 1, ec 8</i>
	-- Reserve light	..	..	..	4 .. *	..
N4949-94 TR, , 20708	- İspark Tarabaya. Teknepark. E	41 08:29 N 29 03:52 E	Fl(3)G 10s	6	3 White round metal tower, red bands 5	<i>(fl 1, ec 1) x 2, fl 1, ec 5</i>
*	*	*	*	*	*	*
N4949-95 TR, , 20707	- İspark Tarabaya. Teknepark. Pier	41 08:29 N 29 03:48 E	Fl(3)R 10s	6	3 White round metal tower, red bands 5	<i>(fl 1, ec 1) x 2, fl 1, ec 5</i>
*	*	*	*	*	*	*
N4950-5 TR, , 20692	- Büyükdere Harbour	41 09:48 N 29 02:34 E	Fl Y 4s	7	3 Yellow × on metal tower 5	<i>fl 1</i>
			*	*	*	*
N5076-3	PORT CHORNOMORSK Remove from list; deleted					
N5825-55	Remove from list; deleted					
N5876-2	Akrotiri. East Breakwater. Head	34 34:34 N 33 01:99 E	Fl R 10s	8	5 Red □ on white 4-sided truncated pyramid, red top on concrete base 4	..
	*			*	*	*

V

NP87, Vol P Edition 2024. Weekly Edition No. 33, Dated 14 August 2025.
Last Updates: Weekly Edition No. 32, dated 07 August 2025.

P3581-2992 CN, G103, 4084-995	- CGN Water Outtake Pipe. Pipeline Mark	22 41-37 N 114 59-14 E	F R	12	5	Red and white diagonal striped pillars on triangle sign 7	..
*	*	*	*	*	*	*	*
P3635-743 CN, G102, 2629-071	- Xintong. Pier. No 1	26 00-27 N 119 29-24 E	Fl(3)W 10s	8	4	White metal post, red bands 6	Synchronised
*	*	*	*	*	*	*	*
P3635-744 CN, G102, 2969-072	- Xintong. Pier. No 2	25 59-91 N 119 28-99 E	Fl(3)W 10s	8	4	White metal post, red bands 6	Synchronised
*	*	*	*	*	*	*	*
P3648-195 CN, G102, 2828-472	Shacheng. San'aoqu. No 2	27 11-68 N 120 31-10 E	Mo(C)Y 15s	18	5	Yellow x on yellow metal post 5	Synchronised
*	*	*	*	*	*	*	*
P3682-4355 CN, G102, 2619-35 *	- Haiyou Gang. Ultra Large Bridge. Opening No 5 *	29 06-28 N 121 28-68 E *	Iso W 4s *	.. *	2	White o, red stripes *	.. *
P3682-436 CN, G102, 2618-67 *	- Qimen Gang. Ultra Large Bridge. Opening No 7 *	29 08-75 N 121 28-61 E *	Iso W 4s *	.. *	2	White o, red stripes *	.. *
P3932-371 CN, G101, 1322-7477	- Shouheng. Berth W. No 7. No 8	39 06-66 N 118 32-90 E	Iso R 4s	12	5	White metal column, red bands 8	..
*	*	*	*	*	*	*	*
P3932-372 CN, G101, 1322-7476	- Shouheng. Berth E. No 7. No 8	39 06-55 N 118 33-18 E	Iso G 4s	12	5	White metal column, green bands 8	..
*	*	*	*	*	*	*	*
P4665-8 *	TAN-SHUI CHIANG - Liukuaicuo *	25 14-58 N 121 26-86 E *	Fl Y 4s *	.. *	..	..	.. *
P4666-4 *	- Houcuo. S Breakwater *	25 15-42 N 121 28-34 E *	Fl R 4s *	.. *	..	..	.. *
P4666-5	TAIPEI KANG (TAN-SHUI KANG) Status changed: TE 2025						
P4666-8 *	- *	25 10-03 N 121 26-61 E *	Fl R 4s *	.. *	..	..	.. *
P4667-15 *	TAN-SHUI CHIANG - Tamshui 1st fishing port *	25 10-38 N 121 26-08 E *	Fl R 4s *	.. *	..	..	.. *
P4670-18	A-li-pang. Eastward. Breakwater. Head	25 17-48 N 121 35-87 E	Fl R 4s *	.. *	..	..	.. *

NP87, Vol P Edition 2024 *continued.*P4670-25 Status changed: **TE 2025**

P4670-3 TW, 5, 10510	Shih-tzu-t'ou Pi. Huanggang. E Breakwater *	25 13-97 N 121 38-83 E *	Fl G 4s *	9	3	Green column 7	..	
P4670-31 TW, 5, 10520	Shih-tzu-t'ou Pi. Huanggang. W Breakwater *	25 13-92 N 121 38-78 E *	Fl R 4s *	9	3	Red column 7	..	
P4670-32 TW, 5, 10490	Shih-tzu-t'ou Pi. Shuiwei. W Breakwater	25 13-50 N 121 39-08 E	Fl G 4s *	..	9-5	Green concrete post 8	..	
P4672-12 TW, 5, 10470	Yeh-liu Pan-tao. E Breakwater. Head	25 12-50 N 121 41-32 E	Fl G 4s *	..	9-5	Green concrete beacon 8	..	
P4672-146 TW, 5, 10431	Yeh-liu Pan-tao. Guihou. W Breakwater *	25 11-73 N 121 41-33 E	Fl G 4s *	..	9-5	Green metal beacon 6	..	
P4675-51 TW, 5, 11250 *	CHI-LUNG KANG - Outer Breakwater. Head. W Corner *	25 09-84 N 121 45-24 E *	Fl G 4s *	22	14	.. * * *	..	*
P4692-4 TW, 5, 10260	- Ling Hsing. Mole	25 07-64 N 121 49-74 E	Fl G 4s *	11	3	White concrete column 10	..	
P4694-5 TW, 5, 42470	Tzu-ts ai Ping. N Breakwater *	24 56-38 N 121 54-20 E	Fl R 4s	13	..	Red 8-sided concrete column 10	TE 2025	*

NP88, Vol Q Edition 2025. Weekly Edition No. 33, Dated 14 August 2025.

Last Updates: Weekly Edition No. 32, dated 07 August 2025.

Q1083-506 *	- Eretan. Jetty (ID) *	6 14-87 S 108 01-88 E *	Fl Y 5s *	10	12	.. * * *	..	
Q1083-507 *	- Eretan. Jetty (ID) *	6 14-87 S 108 01-75 E *	Fl Y 4s *	10	12	.. * * *	..	*
Q1429-5 ID, , 4463-2 *	Sungai Satui *	3 48-42 S 115 28-40 E *	Fl Y 4s *	7	6	Yellow x on yellow post * *	<i>fl 0-5</i>	*
Q1429-701 ID, , 4463 *	Sungai Satui *	3 48-42 S 115 28-39 E *	Fl W 5s *	12	12	Beacon * *	<i>fl 1</i>	*

V

NP88, Vol Q Edition 2025 *continued.*

Q1429-79 ID, , 4463-1 *	Sungai Satui *	3 48-36 S 115 28-38 E *	Fl Y 4s *	7 *	6 Yellow × on yellow post *	<i>fl 1</i> *	
Q1537 ID, , 5639	PULAU SALAYAR. PULAU PASI - Pulau Pasi (ID)	6 06-02 S 120 25-86 E *	Fl G 5s	13	10 Green △ on green beacon *	..	
Q1537-5 ID, , 5657	- Pulau Pasi (ID)	6 06-53 S 120 26-59 E *	Fl R 4s	8	10 Red □ on red beacon	<i>fl 0-5</i>	
Q1537-8 ID, , 5637	- Pulau Pasi. Selayar (ID)	6 07-30 S 120 26-66 E *	Fl G 5s	12	11 Green △ on green framework tower 10	<i>fl 0-5</i>	
Q1538 ID, , 5640	- Pulau Pasi. Benteng (ID)	6 07-18 S 120 27-37 E *	Fl W 5s	14	11 White metal framework tower 12	<i>fl 0-5</i>	
Q1538-1 *	- Pulau Pasi. Tg Batudongkalang (ID) *	6 11-67 S 120 25-65 E *	Fl R 2s *	7 *	7 Red pile beacon *	..	*
Q1814-294	Status changed: TE 2025						
Q2114	BACKSTAIRS PASSAGE. THE PAGES - South Page (AU:AMSA) -- --	35 46-65 S 138 17-48 E	Fl W 10s Iso R 2s Racon	27 26 ..	19 Grey metal tower 10	<i>fl 0-8</i> R104°-120°(16°) over Yatala Shoal ALRS Vol 2 Station 87690 *	

VI

ONGOING MAINTENANCE PROCESS IN ADMIRALTY RADIO SIGNALS VOLUMES

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

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

VI

UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 33 dated 14 August 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. To obtain the colour versions select **View and download NMs** – select **Weekly** – select **Year** – select **Week** – go to **Selected Week Content** – select **File** (for example: NP286(3)–WK01–14–PAGE149_Week01_2025.pdf)

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

Published Wk 12/25

(Last Updates: Weekly Edition No. 32 dated 07 August 2025)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 78, BALEARES, ISLAS (Spain), below Punta de Sant Carles Lt.

Insert:

Punta de S'Arenal ODAS Lt Buoy	39°29'·94N 2°42'·14E	992241019		Real	
--------------------------------	----------------------	-----------	--	------	--

[Spanish Bulletin 28/25 \(RSDRA2025000358590\) 33/25](#)

PAGE 152, NETHERLANDS, below Hollandse Kust West Alpha Offshore Windfarm Substation Platform.

Insert:

Hollandse Kust West Offshore Wind Farm Bird Monitoring Lt Buoy HW-R1	52°41'·13N 3°48'·98E	992441206		Real	
--	----------------------	-----------	--	------	--

[Netherlands Hydrographic Office correspondence \(RSDRA2025000372069\) 33/25](#)

PAGE 240, UNITED KINGDOM.

Muir Mhòr Offshore Wind Farm LiDAR Buoy.

Delete entry

[Muir Mhòr Offshore Wind Farm Project Notice 5/25 \(RSDRA2025000357986\) 33/25](#)

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

Published Wk 12/25

(Last Updates: Weekly Edition No. 32 dated 07 August 2025)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 124, BRAZIL, below Ilha Rasa Lt.

Insert:

Porto de Suape V07	8°23'·17S 34°56'·84W	997101556		Virtual	
Porto de Suape V08	8°23'·38S 34°56'·79W	997101555		Virtual	

[Brazilian Notice 13/25 \(RSDRA2025000367789\) 33/25](#)

PAGE 280, CUBA, below Bahía del Mariel Lt Buoy No 1.

Insert:

Bahía del Mariel Lt Buoy No 2	23°01'·75N 82°45'·52W	993231006		Real	
-------------------------------	-----------------------	-----------	--	------	--

[Cuban Notice 05/107/25 \(RSDRA2025000357035\) 33/25](#)

VI

PAGE 294, KOREA, SOUTH, below Dado ODAS Lt Buoy.

Insert:

Daebyeongdaedo Lt	34°40'·91N 128°37'·59E	994401599	Broadcasts every 30 minutes	Real	
-------------------	------------------------	-----------	-----------------------------	------	--

Korean Notice 29/417/25 (RSDRA2025000377096) 33/25

PAGE 306, KOREA, SOUTH, below Yeondo Lt.

Insert:

Yeondo Yisunshin Offshore Wind Power ODAS Lt Buoy	34°26'·05N 127°40'·83E	994403176		Real	
---	------------------------	-----------	--	------	--

Korean Notice 29/401/25 (RSDRA2025000377096) 33/25

PAGE 324, PHILIPPINES, below Manila Bay SMPHI Lt Buoy No M-03.

Insert:

Manila International Container Terminal Approach Channel Lt Buoy 1	14°36'·42N 120°53'·97E	995482041		Real	
Manila International Container Terminal Approach Channel Lt Buoy 2	14°36'·23N 120°53'·94E	995482042		Real	
Manila International Container Terminal Approach Channel Lt Buoy 3	14°36'·42N 120°54'·17E	995482043		Real	
Manila International Container Terminal Approach Channel Lt Buoy 4	14°36'·22N 120°54'·13E	995482044		Real	
Manila International Container Terminal Approach Channel Lt Buoy 5	14°36'·41N 120°54'·36E	995482045		Real	
Manila International Container Terminal Approach Channel Lt Buoy 6	14°36'·21N 120°54'·32E	995482046		Real	
Manila International Container Terminal Approach Channel Lt Buoy 7	14°36'·40N 120°54'·56E	995482047		Real	
Manila International Container Terminal Approach Channel Lt Buoy 8	14°36'·21N 120°54'·52E	995482048		Real	
Manila International Container Terminal Approach Channel Lt Buoy 9	14°36'·40N 120°54'·73E	995482049		Real	
Manila International Container Terminal Approach Channel Lt Buoy 10	14°36'·20N 120°54'·72E	995482050		Real	
Manila International Container Terminal Approach Channel Lt Buoy 11	14°36'·39N 120°54'·94E	995482051		Real	
Manila International Container Terminal Approach Channel Lt Buoy 12	14°36'·20N 120°54'·92E	995482052		Real	
Manila International Container Terminal Approach Channel Lt Buoy 13	14°36'·39N 120°55'·14E	995482053		Real	
Manila International Container Terminal Approach Channel Lt Buoy 14	14°36'·19N 120°55'·11E	995482054		Real	

Continued on next page

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Manila International Container Terminal Approach Channel Lt Buoy 15	14°36'·38N 120°55'·37E	995482055		Real	
Manila International Container Terminal Approach Channel Lt Buoy 16	14°36'·19N 120°55'·36E	995482056		Real	
Manila International Container Terminal Approach Channel Lt Buoy 17	14°36'·38N 120°55'·58E	995482057		Real	
Manila International Container Terminal Approach Channel Lt Buoy 20	14°36'·18N 120°55'·76E	995482060		Real	

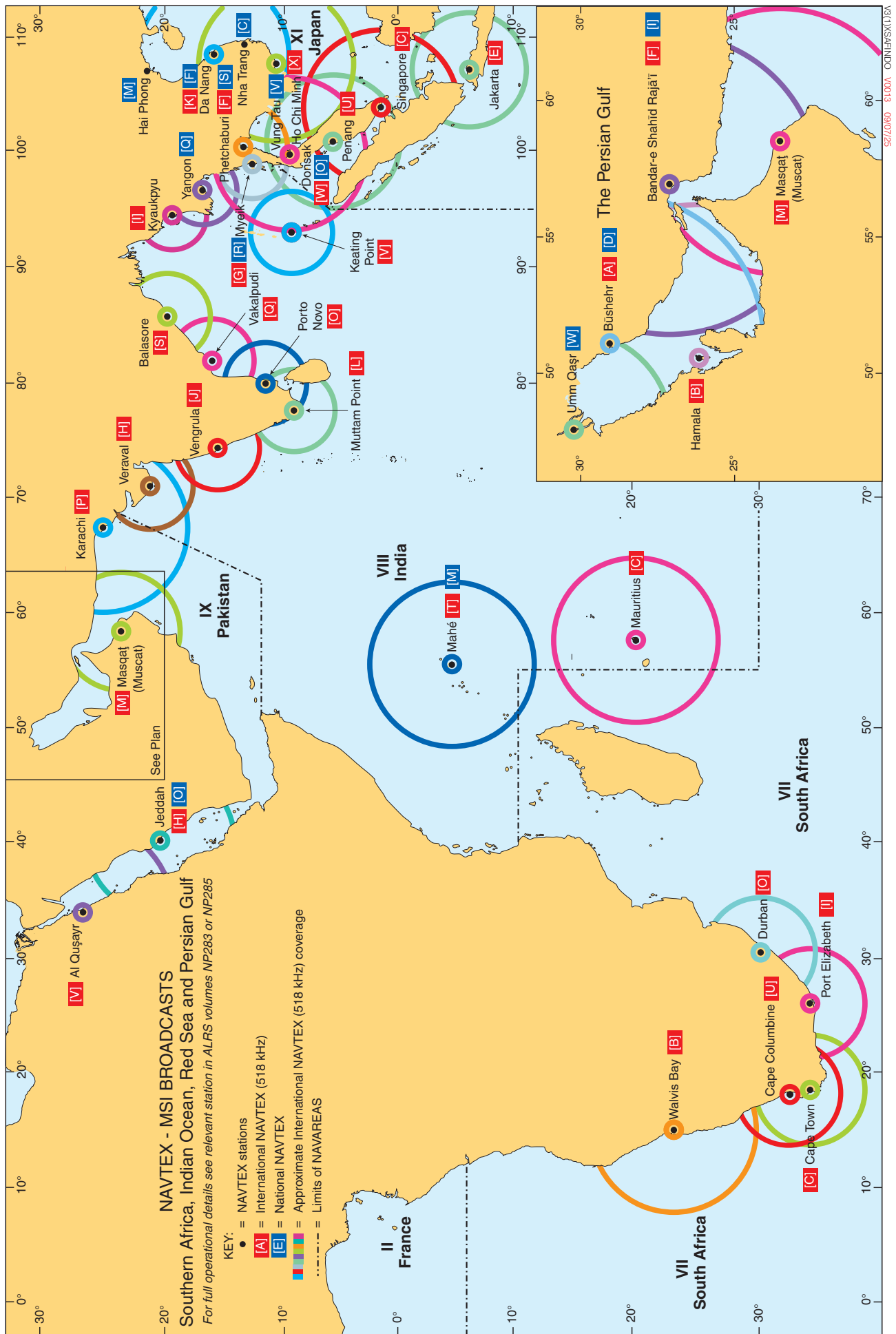
Philippine Notice 6/18/25 (RSDRA2025000347447) 33/25

VOLUME 3, NP283(1), Fifth Edition, 2024
Published Wk 48/24
(Last Updates: Weekly Edition No. 32 dated 07 August 2025)

NAVTEX

PAGE 44, diagram X6, NAVTEX - MSI BROADCASTS, Southern Africa, Indian Ocean, Red Sea and Persian Gulf.
Delete diagram and replace by new diagram on page 6.5

H102 note (RSDRA2025000338593) 33/25



521036 090725 001NWSK018A

VI

VOLUME 3, NP283(2), Fifth Edition, 2024

Published Wk 49/24

(Last Updates: Weekly Edition No. 20 dated 15 May 2025)

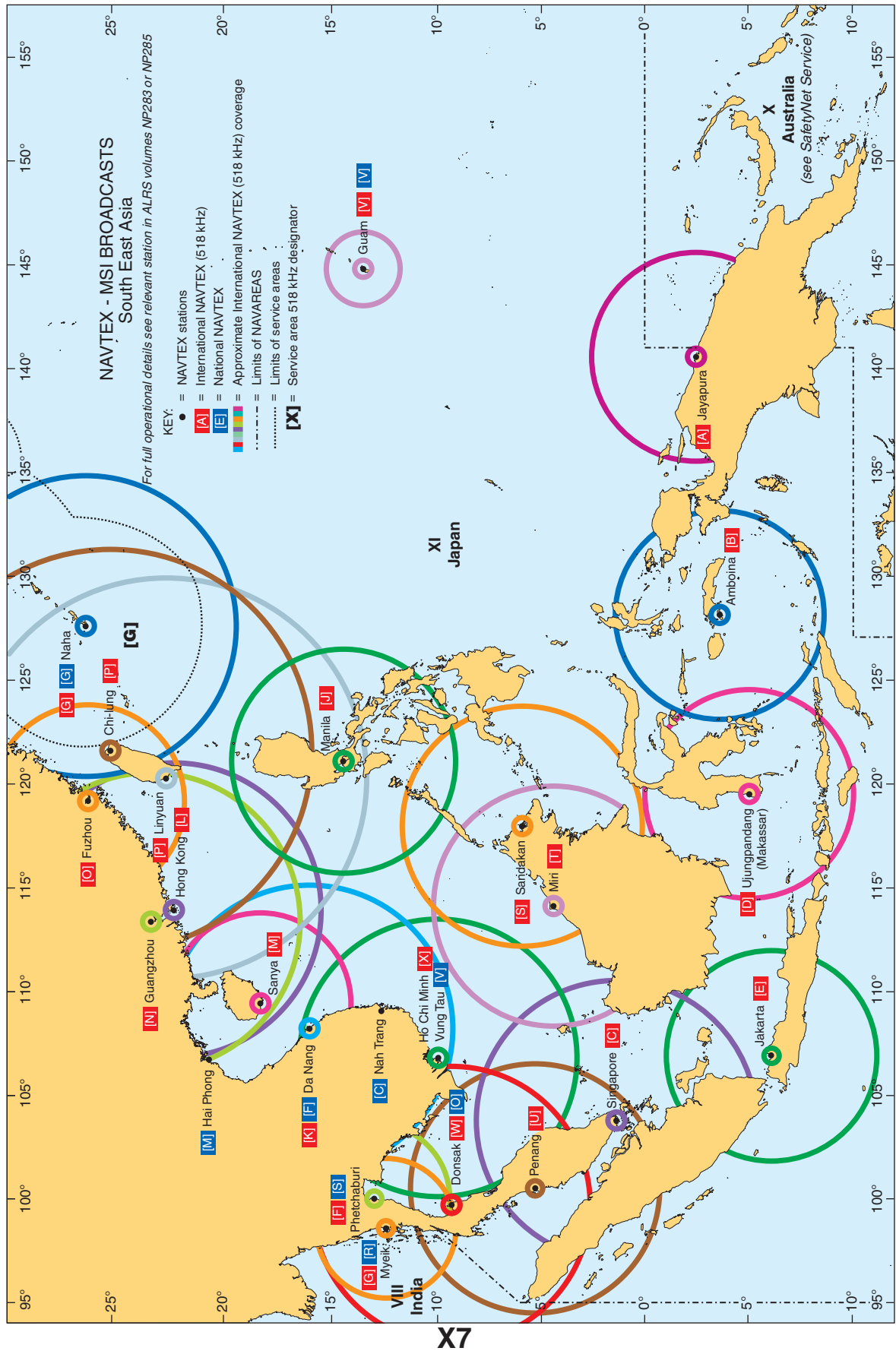
NAVTEX

PAGE 45, diagram X7, NAVTEX - MSI BROADCASTS, South East Asia.

Delete diagram and replace by new diagram on page 6.7

(former update 17/25)

H102 note (RSDRA2025000338593) 33/25



VA32/SEA VO19 09/07/25

VI

VOLUME 5, NP285, Sixth Edition, 2025

Published Wk 32/25

(Last Updates: Weekly Edition No. 32 dated 07 August 2025)

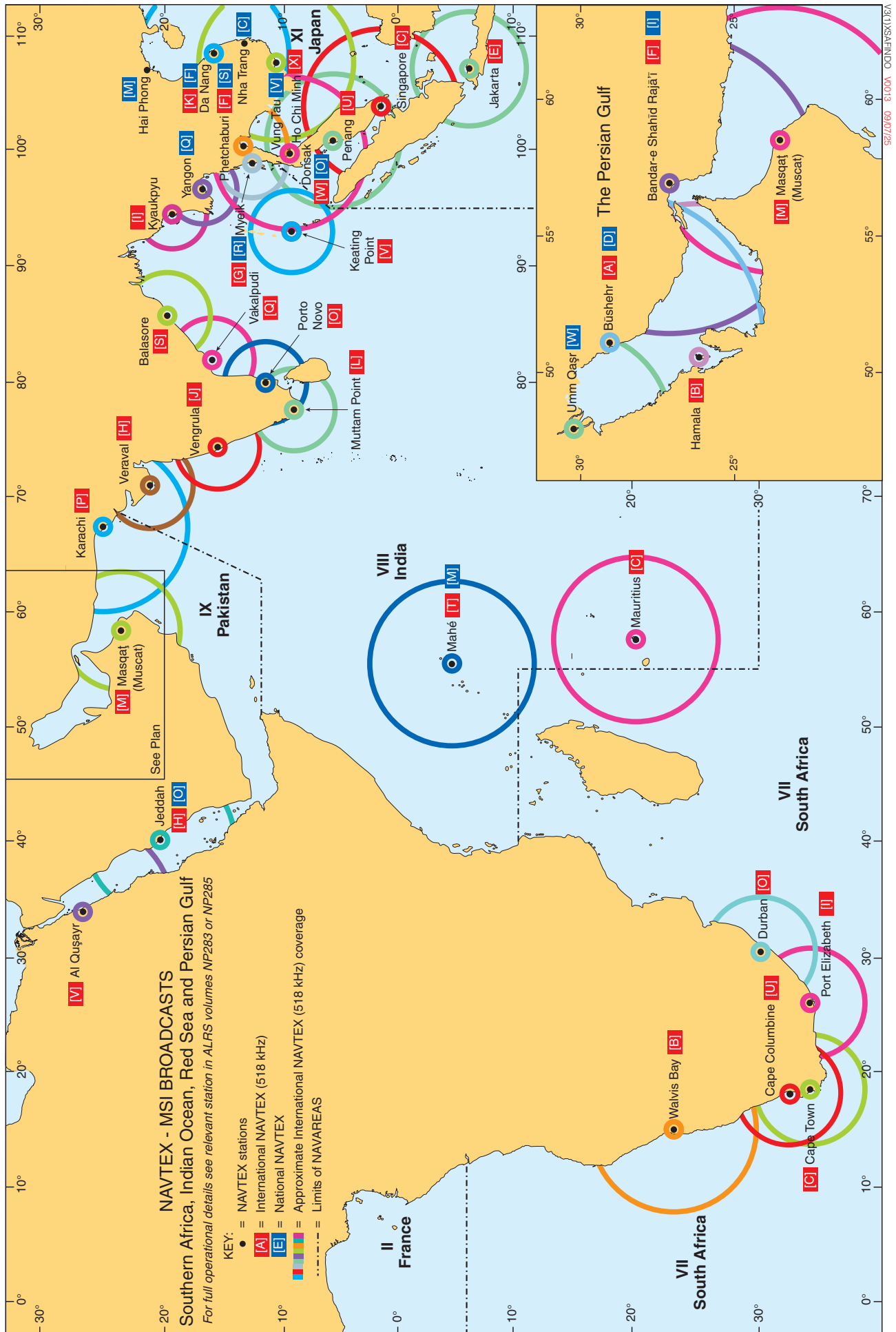
NAVTEX

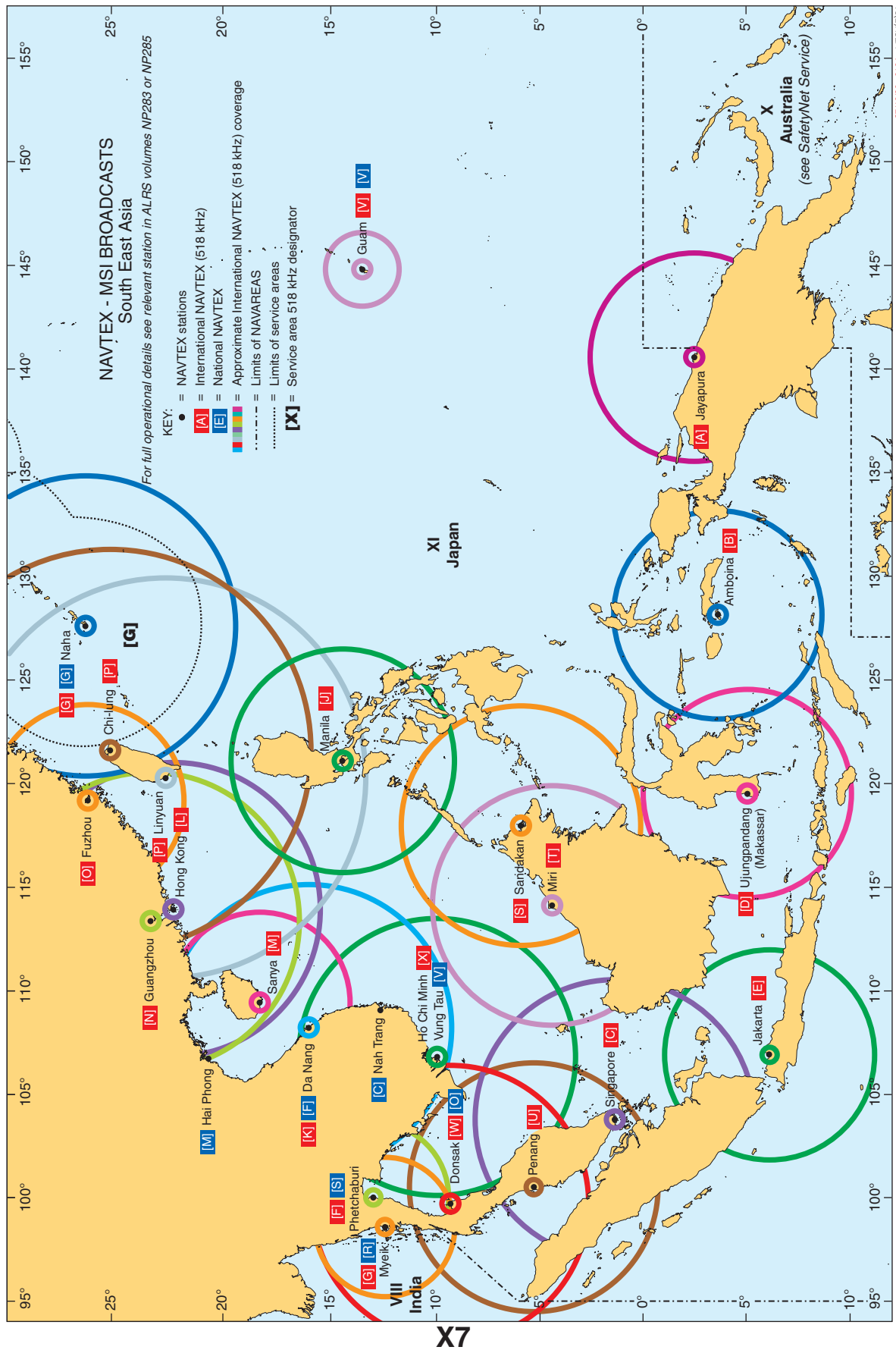
PAGE 300, diagram X6, NAVTEX - MSI BROADCASTS, Southern Africa, Indian Ocean, Red Sea and Persian Gulf.
Delete diagram and replace by new diagram on page 6.9

H102 note (RSDRA2025000338593) 33/25

PAGE 301, diagram X7, NAVTEX - MSI BROADCASTS, South East Asia.
Delete diagram and replace by new diagram on page 6.10

H102 note (RSDRA2025000338593) 33/25





52/2006 610A V05X025

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

Published Wk 20/25

*(Last Updates: Weekly Edition No. 31 dated 31 July 2025)***PAGE 94, FRANCE (Atlantic and English Channel Coasts), LE LÉGUÉ-SAINT-BRIEUC, Pilots, PROCEDURE section.**

Delete and replace by:

PROCEDURE:

- (1) **Pilotage is compulsory** for the following vessels:
- (a) Vessels over 45m LOA
 - (b) Towed or pushed vessels whose total LOA is greater than 45m LOA
- (2) **Pilot boards** in position 48°34'50N 2°41'00W.

French Radiosignaux publication 93 Jan 2025, (RSDRA2025000043780), 33/25

PAGE 103, FRANCE (Atlantic and English Channel Coasts), ROCHEFORT, Port section.

Delete and replace by:

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

Call: Port de Rochefort
 VHF Channel: Ch 12
 Telephone: +33(0)5 46994493
 +33(0)6 85837520 (Mobile)
 Fax: +33(0)5 46882531
 E-mail: ddtm-capitainerie-rochefort-tonnay-charente@charente-maritime.gouv.fr
 Website: <https://port-charente-atlantique.fr>

Port Authority

Telephone: +33(0)5 46995869
 Fax: +33(0)5 46995873
 E-mail: portderochefort@rochefort.cci.fr
 Website: <https://port-charente-atlantique.fr>

HOURS: Mon-Fri: 0800-1200, 1400-1800 LT**PROCEDURE:**

Notice of ETA: Any vessel arriving at the Rochefort Arsenal wharf (45°55'88N 0°57'09W) or Soubise (45°55'75N 01°00'32W) must report on VHF Ch 12 or +33(0)6 79434136 to advise of arrival.

French Radiosignaux publication 93 Jan 2025, (RSDRA2025000043780), 33/25

PAGE 105, FRANCE (Atlantic and English Channel Coasts), TONNAY-CHARENTE.

Delete entry and replace by:

TONNAY-CHARENTE
UNCTAD LOCODE: FR TON**45°56'N 0°54'W****Pilots**

For details see LA ROCHELLE-CHARENTE.

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

Call: Port de Tonnay-Charente
 VHF Channel: Ch 12

continued on next column

Telephone: +33(0)5 46994493

+33(0)6 85837520 (Mobile)

E-mail: ddtm-capitainerie-rochefort-tonnay-charente@charente-maritime.gouv.fr

Website: <https://port-charente-atlantique.fr>**Port Authority**

Telephone: +33(0)5 46995869

Fax: +33(0)5 46995873

E-mail: portderochefort@rochefort.cci.fr

Website: <https://port-charente-atlantique.fr>**HOURS:** Mon-Fri: 0800-1200, 1400-1800 LT**PROCEDURE:**

Notice of ETA: Any vessel arriving at the Rochefort Arsenal wharf (45°55'88N 0°57'09W) or Soubise (45°55'75N 01°00'32W) must report on VHF Ch 12 or +33(0)6 79434136 to advise of arrival.

French Radiosignaux publication 93 Jan 2025, (RSDRA2025000043780), 33/25

VOLUME 6, NP286(2), Sixth Edition, 2025

Published Wk 23/25

*(Last Updates: Weekly Edition No. 32 dated 07 August 2025)***PAGE 30, DENMARK, HVIDE SANDE.**

Delete entry and replace by:

HVIDE SANDE**56°00'N 8°07'E**

UNCTAD LOCODE: DK HVS

Pilots**NOTE:**

For information on compulsory pilotage and Pilot ordering, see GENERAL NOTES.

PROCEDURE:

(1) **Pilotage is available** for vessels unfamiliar with the conditions. Vessels may also request information from the Port Guard about the immediate conditions prior to arrival or departure.

(2) **Pilot boards** in position 55°59'00N 8°03'30E.

Port**CONTACT DETAILS:****Port Control**

VHF Channel: Ch 16; 12
 Telephone: +45 97 311633 (H24)
 E-mail: portcontrol@hvshavn.dk

Port Authority

VHF Channel: Ch 16; 12
 Telephone: +45 97 311633 (H24)
 E-mail: hvidesandehavn@hvshavn.dk
 Website: www.hvidesandehavn.dk

HOURS: 0800-1700**PROCEDURE:**

(1) Vessels are advised to request details of depths and currents within the channel before attempting to enter.

(2) The outgoing vessel must wait for the incoming. A vessel is considered incoming when it has given the signal for entry (1 long tone).

(3) Vessels passing through the chamber lock (56°00'00N 8°07'78E) must contact the Lock Guard. Vessels must be aware of the rules regarding passage through the chamber lock, which can be found on the port's website.

continued on next page

Tugs

PROCEDURE:

Assistance can be provided but is not usually required under normal conditions.

The Danish Harbour Pilot Update July 2025, (RSDRA2025000357142), 33/25

PAGE 34, DENMARK, KORSØR, Sjælland, Port section.

Delete and replace by:

Port

CONTACT DETAILS:

VHF Channel: Ch 12
Telephone: +45 58 370085 (H24)
Fax: +45 58 352598
E-mail: info@korsoerhavn.dk
Website: www.korsoerhavn.dk

HOURS: 0800-1500 LT

PROCEDURE:

Vessels should advise ETA 24h in advance.

Military Port

PROCEDURE:

Unauthorised vessels may not enter the naval port without permission from military authorities.

The Danish Harbour Pilot Update July 2025, (RSDRA2025000361349), 33/25

PAGE 40, DENMARK, NYKØBING, Falster, Pilots, PROCEDURE section.

Delete and replace by:

PROCEDURE:

- (1) **Pilotage is compulsory** for tankers from Skellerev to Nykøbing Falster.
- (2) **Pilotage is recommended** for larger vessels transiting the area.
- (3) **Pilot boards** in position 54°58'50N 11°37'90E (Skellerev).

The Danish Harbour Pilot Update July 2025, (RSDRA2025000357142), 33/25

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

Published Wk 27/25

(Last Updates: Weekly Edition No. 32 dated 07 August 2025)

PAGE 82, FRANCE (Mediterranean Coast), ANTIBES, Pilots, PROCEDURE, section (2).

Delete and replace by:

- (2) **Pilot boards** in the following positions:
 - (a) 43°30'50N 7°11'00E
 - (b) 43°34'00N 7°11'50E: Port Vauban

French Notice 27/92/25, (RSDRA2025000347727), 33/25

PAGES 86 & 88 to 89, FRANCE (Mediterranean Coast), FRANCE - SURNAV (MEDITERRANEAN COAST).

Delete entry and replace by:

FRANCE - SURNAV (MEDITERRANEAN COAST) 41°22'N 6°16'E

See diagram CENTRES RÉGIONAUX OPÉRATIONNELS DE SURVEILLANCE ET DE SAUVETAGE (CROSS).

SURNAV (Système de Comptes Rendus de Mouvements des Navires) Reporting System

DESCRIPTION:

The purpose of the system is to monitor the movements and condition of vessels carrying hydrocarbons or dangerous or noxious substances navigating in the approaches to the French coast of the Mediterranean Sea. The regulations apply to the following:

(1) All vessels carrying:

- (a) Hydrocarbons or gaseous hydrocarbon waste as listed in Annex I of the International Convention for the Prevention of Pollution by Ships (MARPOL 73)
 - (b) Noxious liquid substances in bulk as defined in MARPOL Annex II and classified in categories X and Y in Chapter 17 of the IMO International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code)
 - (c) Harmful liquid substances as defined in MARPOL Annex III
 - (d) Plutonium 239, Uranium 233, 235 or 238, Thorium, or any substances containing them, with the exception of minerals containing one or more of these materials
 - (e) Acetaldehyde (UN 1089), ethyl ether (UN 1155), ethyl vinyl ether (UN 1302), monoethylamine (UN 1036), ammonium nitrate (UN 0222) or propylene oxide (UN 1280)
 - (f) Liquefied gases in bulk
 - (g) Dangerous goods as defined in:
 - (i) The International Maritime Dangerous Goods (IMDG) Code, including radioactive products listed in the INF rules
 - (ii) Chapter 17 of the IMO International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code)
 - (iii) Chapter 19 of the IMO International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
 - (h) Noxious liquid substances as defined in MARPOL Annex II and not already covered in (1) (b)
 - (i) Noxious substances transported in packages as defined in MARPOL Annex III
- (2) Incinerator vessels transporting organochlorine compounds (e.g. organochlorine pesticides UN 2761, 2762, 2995 and 2996).

CONTACT DETAILS:

CROSS La Garde

Call: CROSS MED
VHF Channel: Ch 16; 70
RT Frequency (kHz): 2182 2187.5
Telephone: +33(0)4 94611616
Fax: +33(0)4 94271149
E-mail: lagarde@mrcfr.eu
MMSI: 002275400

HOURS: H24

PROCEDURE:

- (1) The following regulations are **mandatory**. Sections (2) to (6) apply to all vessels outlined in DESCRIPTION (2) (a) - (i) and to any vessel providing assistance to such vessels.
- (2) **Any vessel carrying hydrocarbons or other hazardous cargo**, intending to enter French territorial waters from seaward, or to sail from a French port or anchorage, is required to notify CROSS MED and specify:
 - (a) The vessel's intended movements in French territorial or internal waters
 - (b) Status of manoeuvring and navigational capabilities
- (3) Vessels must send the following details prefixed SURNAV FRANCE to CROSS MED 6h before entering French territorial waters, or 6h before departing a French port, anchorage area or waiting area.

continued on next page

ID	Information Required
A	Vessel's name, call sign, flag and MMSI
B	Date and time (UTC) in 6 figures (DD HH MM)
C	Position (latitude/longitude)
E	Course
F	Speed
G	Port of origin
H	Date and time (UTC) and point of entry in French territorial waters, or date and time (UTC) and place of departure
I	Destination and ETA
K	Date and time (UTC) and point of departure from French territorial waters, or date and time (UTC) of arrival in port, anchorage, waiting area, of destination in French territorial waters
M	RT watch kept
O	Draught
P	Cargo: Quantity and category (following MARPOL 73/78 definitions)
Q	Faults, breakdowns, failures, restrictions
U	Type of vessel
W	Number of persons onboard (including crew, passengers and possible stowaways)
X	Any other comments

NOTE: Any subsequent changes should be reported immediately. Vessels do not need to report again if their planned transit leads them to leave and re-enter French waters during their journey.

(4) **All vessels carrying hydrocarbons or other hazardous cargo, when originating from a port or anchorage situated outside the European Union and planning to anchor in French territorial waters** must contact CROSS MED and provide the following information when it leaves the port of origin (or as soon as possible in case of a change in destination), or indicating what authority within the European Union holds that information:

- Vessel's name, call sign and MMSI
- Nationality
- Vessel's LOA and draught
- Port of destination
- ETA at the pre-arranged anchorage area
- ETD
- Intended route
- Exact technical description of dangerous or pollutant cargo, UN reference numbers if applicable, IMO type of risk determined by the conformity of the IMDG code to the IBC and IGC agreements, amount of cargo and position in the vessel if they are transported in mobile tanks or several containers, the identification marks of the former or the latter
- Confirmation of onboard list, manifest or appropriate loading plan giving details of dangerous or polluting cargo and its location
- Number of crew onboard

(5) **All vessels carrying hydrocarbons or other hazardous cargo**, navigating within French territorial waters are required to monitor the GMDSS frequencies for zones A1 and A2. They must respond to all calls from government vessels and French coastal stations, which may order them to change frequencies.

(6) **Reports of accidents and incidents at sea:** All vessels of 300 gt and over on commercial passage within French territorial waters or waters within the French area of responsibility for Search and Rescue in the Mediterranean are obliged to immediately report the following to CROSS MED by SURNAV-DAMAGE message:

- Any incident or accident affecting the safety of the vessel (e.g. collision, grounding, damage, failure or breakdown, intrusion or displacement of cargo, all hull defects or structural failures)
- Any incident or accident affecting navigational safety (e.g. failures likely to affect the manoeuvrability of the vessel, or any defects affecting the propulsion or steering system, the electrical generating system and navigation and communications equipment)
- Any situation likely to cause pollution of the water or coastline (e.g. any discharge or risk of discharging pollutants into the sea)

continued on next column

- Any slicks of pollutant and any containers or packages observed adrift in the sea

(7) The message should state the following:

ID	Information Required
A	Vessel's name, call sign, flag and MMSI
B	Date and time (UTC) in 6 figures (DD HH MM)
C	Position (latitude/longitude)
E	Course
F	Speed
G	Port of origin
I	Destination
M	RT watch kept
O	Draught
P	Cargo: Quantity and category (following MARPOL 73/78 definitions)
Q	Nature of the incident or situation encountered
R	Reporting any observed or caused pollution and all containers, packages or cargo lost overboard or observed drifting and presenting a hazard to navigation or the environment
T	Name and details of the owner, charter company, and of any forwarding agent of the assisting vessel in France
U	Type of vessel and characteristics, LOA, gt
W	Number of persons on board (including crew, passengers and possible stowaways)
X	Date and time (UTC) of any distress call or request for tow, presence and name of any assisting vessel or time of arrival (UTC) of an assisting vessel; other information
Y	Request for transmission of the report to another system (BONIFREP)
Z	End of report

NOTE: Vessels should consult IMO resolution A.851(20) to ensure that the information required at PAPA, QUEBEC and X-RAY is given correctly.

(8) **Any vessel providing assistance to damaged or defective vessel as at section (5)** is required to send the following details prefixed SURNAV-DAMAGE to CROSS MED.

ID	Information Required
A	Vessel's name, call sign, flag and MMSI
B	Date and time (UTC) in 6 figures (DD HH MM)
C	Position (latitude/longitude) of assisting vessel
E	Course of assisting vessel
F	Speed of assisting vessel
I	Destination
P	Cargo onboard at time of accident (if known)
Q	Nature of failures (if known)
T	Name and address of shipowner, shipping agent, eventual consignatory of the support vessel in France
U	Type of support vessel
W	Number of persons on board (including crew, passengers and possible stowaways)
X	Date and time (UTC), position, name, call sign, flag of the vessel in the accident, course and speed of the vessel in the accident; other information

NOTE: Further development reports on the situation are required.

(9) All vessels covered by these regulations intending to anchor in French territorial waters or inland waters for safety or emergency reasons must obtain prior authorisation. While at anchor the vessel must continue to monitor the frequencies described in (4) and report its intentions and any difficulties encountered to CROSS MED.

French Radiosignaux publication 93 Jan 2025. (RSDRA2025000043780). 33/25

PAGE 96, FRANCE (Mediterranean Coast), NICE, Pilots, PROCEDURE, section (3).

Delete and replace by:

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

- (a) 43°40'30N 7°17'20E (in bad weather Pilot boards 2 to 3 n miles from the entrance to the port)
- (b) Saint-Laurent-du-Var: 43°36'20N 7°10'00E
- (c) Beaulieu-sur-Mer: 43°41'50N 7°22'50E

French Notice 27/92/25, (RSDRA2025000347727), 33/25**PAGE 103, FRANCE (Mediterranean Coast), VILLEFRANCHE-SUR-MER, Pilots, PROCEDURE, section (2).**

Delete and replace by:

(2) **Pilot boards** in position 43°39'40N 7°18'80E (approx 1.2 n mile SSW of Cap Ferrat).French Notice 27/92/25, (RSDRA2025000347727), 33/25**PAGE 262, LEBANON, BEYROUTH (BEIRUT).**

Delete entry and replace by:

BEYROUTH (BEIRUT)

UNCTAD LOCODE: LB BEY

33°55'N 35°32'E**Pilots****CONTACT DETAILS:****Beirut Pilot Station**

VHF Channel: Ch 16; 14
 Telephone: +961(0) 76866844 (Mobile)
 +961(0)1 564223
 Fax: +961(0)1 564223
 E-mail: info@beirutpilotagestation.com
 Website: www.beirutpilotagestation.com

HOURS: HJ**PROCEDURE:**

- (1) **Pilotage is compulsory** for all vessels over 40m LOA and all vessels carrying dangerous goods.
- (2) **Notice of ETA:** Vessels must provide an ETA 48h and 24h prior to arrival, via their agent.
- (3) Vessels must confirm ETA 12h prior to arrival to the authorities listed below. They must also make contact on VHF Ch 16 when 12 n miles from the Pilot Boarding position.
 - (a) Beirut Port Control (Port Control)
 - (b) Oscar Charlie (Lebanese Army)
 - (c) Beirut Pilot Station (Pilotage)
- (4) **Notice of ETD:** Vessels must provide an ETD 2h in advance of departure, via their agent, to Beirut Pilot Station (Pilotage).
- (5) **Pilot boards** in position 33°55'19N 35°32'70E. The position may change depending on weather conditions.

Port**CONTACT DETAILS:****Port**

Call: Beirut Port Control
 VHF Channel: Ch 16
 Telephone: +961(0)1 580211
 +961(0)1 580216
 Fax: +961(0)1 585835
 E-mail: info@portdebeyrouth.com
 Website: www.portdebeyrouth.com

*continued on next column***Lebanese Army**

Call: Oscar Charlie
 VHF Channel: Ch 16; 11

Container Terminal

Telephone: +961(0)1 562080
 Fax: +961(0)1 562064
 E-mail: itsupport@portmanagers.net

PROCEDURE:

- (1) **Notice of ETA:** Vessels must send ETA 12h in advance providing the following:
 - (a) Vessel's name
 - (b) Call sign
 - (c) Whether or not the vessel has a bow thruster
 - (d) Any anomalies
- (2) Vessels must confirm ETA 3h before arrival.
- (3) Initial contact must be made on VHF Ch 16 when 12 n miles from the lighthouse with Beirut Port Control, the Lebanese Army and Beirut Pilots.
- (4) **Notice of ETD:** Vessels must send ETD 2h in advance by telephone or VHF Ch 16.

Tugs**PROCEDURE:****Tugs are compulsory** for all vessels over 80m LOA.French Radiosignaux publication 93 Jan 2025, (RSDRA2025000043780), 33/25**PAGE 263, LEBANON, TRÂBLOUS (TRIPOLI), EDL SPM Berth, CONTACT DETAILS section.**

Delete and replace by:

CONTACT DETAILS:

VHF Channel: Ch 16
 Telephone: +961(0)3 333233 (Mobile)
 Fax: +961(0)6 410411

French Radiosignaux publication 93 Jan 2025, (RSDRA2025000043780), 33/25**VOLUME 6, NP286(4), Fifth Edition, 2024**

Published Wk 36/24

*(Last Updates: Weekly Edition No. 32 dated 07 August 2025)***PAGE 34, AUSTRALIA, CAPE JERVIS.**

Delete entry.

(Former update 28/25)Australian Hydrographic Office correspondence, (RSDRA2025000367103), 33/25

PAGES 144 & 145, INDIA, DEENDAYAL, Gulf of Kachchh.

Delete entry and replace by:

DEENDAYAL, Gulf of Kachchh

UNCTAD LOCODE: IN IXY

23°00'N 70°14'E**Pilots****CONTACT DETAILS:**

Telephone: +91(0)2836 270198

+91(0)2836 270549

+91(0)9016 682249

E-mail: harbourmaster@deendayalport.gov.in

HOURS: H24**PROCEDURE:**

- (1) **Pilotage is compulsory.** Berthing is available HJ for tankers.
- (2) 12h advance notice to be given by agents for Pilot through the National Logistic Portal.
- (3) Vessels should report at Pilot boarding position 2½h before HW.
- (4) If berthing on arrival, vessels are to confirm with Kandla Tower what time and position they are required to report to for Pilot boarding.
- (5) **Pilot boards** in position 22°53'55N 70°10'00E.

Vessel Traffic Service

For details see GULF OF KACHCHH VTS.

Port**CONTACT DETAILS:****Port Control**

Call: Kandla Tower

VHF Channel: Ch 16; 08 10 12

Telephone: +91(0)2836 270549

+91(0)2836 270194

+91(0)9016 682249

E-mail: signalcpt@deendayalport.gov.in

signalsupt@deendayalport.gov.in

Website: www.deendayalport.gov.in

Hr Mr

Telephone: +91(0)2836 270201

Fax: +91(0)2836 270624

E-mail: harbourmaster@deendayal.gov.uk

Port Authority

Telephone: +91(0)2836 233585 (Deputy Conservator)

E-mail: dyconservator@deendayalport.gov.in

HOURS: H24**PROCEDURE:**

- (1) **Notice of ETA:** Vessels should send ETA to the agent 96 48 and 24h before arrival.
- (2) ISPS PANS must be submitted at least 24h prior to arrival.
- (3) Vessels should contact Kandla Tower on VHF Ch 08 to obtain berthing instructions prior to crossing latitude 22°43'00N. If there are no berthing instructions, vessels will be required to drop anchor as per Kandla Tower instructions.
- (4) After dropping anchor, vessels are required to contact Kandla Tower on VHF Ch 08 and provide arrival details.

Tugs**CONTACT DETAILS:**

VHF Channel: Ch 08

HOURS: H24**PROCEDURE:**

Tugs to be requested by agents through the National Logistics Portal.

Deendayal Port Authority correspondence, (RSDRA2025000367106), 33/25

PAGES 147 & 148, INDIA, GOPALPUR.

Delete entry and replace by:

GOPALPUR

UNCTAD LOCODE: IN GPR

19°18'N 84°58'E**Pilots****PROCEDURE:**

- (1) **Pilotage is compulsory** for all vessels over 200 gt.
- (2) **Pilot ordering:** Vessels requiring the services of a Pilot are required to give a minimum of 2h notice for arrivals and 2h for departures.
- (3) Pilot cancellation and amendment can be sent to the Port Control via VHF or email, with a minimum of 1h notice for inward-bound Pilot requests and 45mins notice for outward-bound Pilot requests.
- (4) **Pilot boards** in position 19°17'70N 85°00'90E (1 n mile E of the fairway buoy).

Port**CONTACT DETAILS:**

VHF Channel: Ch 16; 12

Telephone: +91(0)6811 257699

+91(0)6811 257799

Fax: +91(0)6811 257599

Website: <https://www.adaniports.com/Ports-and-Terminals/Gopalpur-Port>**Port Control**

Telephone: +91(0)94 38882138

E-mail: portcontrol.gppl@adani.com

Port Authority

Telephone: +91(0)79 25554444

Fax: +91(0)79 25557177

E-mail: investor.apsezl@adani.com

Dry Cargo

Telephone: +91(0)80 93070027

E-mail: satyabrata.mohapatra@adani.com

Port Security

Telephone: +91(0)62 94644056

E-mail: sanjoy.mallick@adani.com

Fire Safety Service

Telephone: +91(0)83 28871393

E-mail: mahendra.nayak@adani.com

HOURS: H24**PROCEDURE:**

- (1) Vessels should advise ETA at least 7 days prior to arrival via email and again at 5 days. The exception is for vessels calling from nearby ports or where the voyage is less than 24h duration. In these cases, ETA should be advised no later than 24h prior to arrival.
- (2) **Notice of ETA:** Vessels should advise ETA via email 72h prior to arrival, stating the following information:
 - (a) Vessel's name and IMO No
 - (b) Flag
 - (c) When built
 - (d) gt and nt
 - (e) Type of vessel
 - (f) Crew list
 - (g) Crew effect list
 - (h) Bonded store list
 - (i) Store declaration
 - (j) Currency
 - (k) Vessel deficiencies
- (3) Confirmation of ETA should be sent at least 48h, 24h and 12h prior to arrival.
- (4) Upon arrival, vessels should establish contact with the Port Signal Station on VHF Chs 12 and 16.
- (5) The vessel's Master should seek permission from Port Control via VHF prior to immobilizing the vessel's engines for any reason and again once they have been re-started
- (6) Vessels at anchor must maintain a continuous listening watch on VHF Chs 12 and 16.

continued on next page

Tugs

PROCEDURE:

Tugs are available.

Gopalpur Port Berthing Policy & Tariff Structure and Indian ENC_IN53043A_ED2_001_(RSDRA2025000338591 & RSDRA202500005433), 33/25

PAGES 167 & 168, INDIA, KĀRIKĀL (KARAIKAL).

Delete entry and replace by:

KĀRIKĀL (KARAIKAL)
UNCTAD LOCODE: IN KRK

10°51'N 79°52'E

Pilots

CONTACT DETAILS:

VHF Channel: Ch 69 71
E-mail: marinectrl.kppl@adani.com

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory.**
- (2) **Pilot Ordering:** Pilot must be ordered via vessel's agent at least 3h prior to arrival and at least 2h prior to departure.
- (3) Pilot cancellations and revisions must be requested at least 2h prior to ETA and ETD (or at least 3h in advance if multiple revisions have been requested).
- (4) **Pilot boards** in the following positions:
 - (a) Port: 10°50'63N 79°57'14E
 - (b) Sanmar Marine Terminal: 10°50'90N 79°54'00E

Port

CONTACT DETAILS:

Port

Call: Kārikāl Port
VHF Channel: Ch 16; 71
Telephone: +91(0)4365 256600
+91(0)9790 960448 (Mobile)
+91 (0)9566 000700 (Port Operations)
+91 (0)9384 699470 (Security)
Fax: +91(0)4365 256603
E-mail: poc.kppl@adani.com (Port Operations)
marinectrl.kppl@adani.com
marineops.kppl@adani.com
lscr.kppl@adani.com (Security)
Website: <https://www.adaniports.com/ports-and-terminals/karaikal-port>

HOURS: H24

PROCEDURE:

- (1) **Notice of ETA:** Vessels must report their ETA at least 5 days, 3 days, 48h and 24h in advance. Vessels departing from ports located 24h away must give 24h notice.
- (2) The vessel's agent must submit the required information via e-mail prior to arrival. All vessels must be accepted by the port prior to arrival.
- (3) All vessel deficiencies must be reported to the port prior to berthing, unberthing or manoeuvres in Kārikāl Port via email or on VHF Ch 69.
- (4) The Port Authority must grant 'immobilisation permission' for in-port maintenance work. Vessels must inform Marine Control on VHF Ch 69 prior to immobilising the vessel's engine and after repairs have been carried out.

Sanmar Marine Terminal

CONTACT DETAILS:

Call: Sanmar Port Control
VHF Channel: Ch 16; 67
Telephone: +91(0)4368 292846
Fax: +91(0)4365 256473

continued on next column

PROCEDURE:

- (1) Berthing at the Sanmar Marine Terminal takes place HJ only, unberthing H24.
- (2) All vessels bound for the Sanmar Marine Terminal should contact Sanmar Port Control on VHF Ch 16 at least 3h before arrival.

NOTE:

Terminal is operated by Chemplast Sanmar Ltd.

Tugs

PROCEDURE:

Tugs are available.

Kārikāl Port Berthing Policy & Tariff Structure 2024, (RSDRA2025000347864), 33/25

PAGES 285 to 287, NEW CALEDONIA (France), NEW CALEDONIA (France) - SHIP REPORTING SYSTEM.

Delete entry and replace by:

NEW CALEDONIA (France) - SHIP REPORTING SYSTEM

20°14'S 163°10'E

Ship Reporting System

AREA:

The French territorial waters (12 n miles limit) and internal waters of New Caledonia.

CONTACT DETAILS:

MRCC Nouméa

Call: MRCC Nouméa
Nouméa Traffic
Telephone: +687 264772
+687 292332
+687 292121
+687 292017 (Traffic monitoring)
Fax: +687 292303
Telex: +582 422799194 (Inmarsat C)
E-mail: noumea.traffic@mrcc.nc
operations@mrcc.nc
Website: www.mrcc.nc
MMSI: 005401000

PROCEDURE:

- (1) The regulations are **mandatory** for vessels transporting the following:
 - (a) Hydrocarbons (Appendix I to Annex I of the MARPOL Convention 73/78)
 - (b) Liquefied gas or noxious liquid substances (Appendix II to Annex II of the MARPOL Convention 73/78)
- (2) A report must be sent to the navigation monitoring unit of the MRCC Nouméa by participating vessels prior to berthing or transiting the territorial and internal waters of New Caledonia as follows:
 - (a) 24h prior to entering territorial waters
 - (b) If the voyage is shorter than 24h, at the latest when departing from the previous foreign port
 - (c) 6h before departure if in a New Caledonian port or anchorage
- (3) A correction message must be sent immediately if there is a change to any planned movement or to a vessel's manoeuvring or navigational ability.
- (4) Messages should be sent directly, via fax or e-mail.
- (5) The report should include the following information (if no information available, insert NONE):

continued on next page

VI

ID	Information Required
A	Vessel's name and nationality
B	Last port and destination
C	Draught
D	Cargo, quantity in mt by category of hydrocarbons or chemical products in accordance with the definitions in Annex I, Appendix I and Annex II, Appendix II of the MARPOL Convention 73/78
E	Date and time (UTC) and point of entry into the territorial waters of New Caledonia, or date and time (UTC) and place of departure from last New Caledonian port
F	Date and time (UTC) of arrival at the port or anchorage, or date and time (UTC) and point of exit from the territorial waters of New Caledonia
G	Normal manoeuvring and navigational ability or ability reduced by total or partial failure of: (1) Propulsion equipment (2) Control equipment (3) Mooring equipment (4) Radar (5) Radio equipment needed to send reports and changes, and to maintain a watch on VHF Chs 16 and 70
H	Name, telephone number and e-mail address of owner

(6) Throughout the entire duration of transit within the territorial and internal waters of New Caledonia, vessels participating in this system must maintain a continuous listening watch on VHF Chs 16 and 70, and respond to any calls made by Government vessels, MRCC Nouméa or Nouméa CRS (See ALRS Volume 1(2) (NP281(2))).

(7) **Reports of accidents or incidents at sea:** The Master of any participating vessel which, when in internal waters, in territorial waters, or when less than 50 n miles from the outer limits of these waters, suffers a failure or a fault due to an incident on board or outside the vessel which affects its manoeuvrability, safety or the integrity of the environment, is required to immediately inform the navigation monitoring unit of the MRCC Nouméa of this event by means of a AVARIES message, stating the following:

ID	Information Required
A	Name and nationality of vessel in difficulty
B	Date and time (UTC) and position
C	Course and speed
D	Cargo, quantity in mt by category of hydrocarbons or chemical products in accordance with the definitions in Annex I, Appendix I and Annex II, Appendix II of the MARPOL Convention 73/78
E	Nature of failure and, if necessary, the nature and extent of pollution or progress of the situation
F	Time (UTC) any call for assistance or towage was made
G	Presence of any vessels rendering assistance or time (UTC) of arrival of any vessel intending to render assistance
H	Name, telephone number and e-mail address of owner, charterer, and of any consignee at Nouméa
I	Any other information

(8) This message does not constitute a request for help or assistance. If considered necessary, vessels should send a request to MRCC Nouméa, following international regulations.

(9) Any vessel called upon to render assistance or to tow a vessel affected by paragraph (1) must immediately notify the navigation monitoring unit of the MRCC Nouméa by means of an ASSISTANCE message, stating the following information:

ID	Information Required
A	Name and nationality of vessel rendering assistance
B	Date and time (UTC) and position of vessel rendering assistance
C	Course and speed of vessel rendering assistance
D	Name, telephone number and e-mail address of owner, charterer, and of any consignee at Nouméa of vessel rendering assistance
E	Name and nationality of vessel in difficulty
F	Date and time (UTC) and position of vessel in difficulty
G	Course and speed of vessel in difficulty
H	Failure suffered by vessel in difficulty, if known, and, if necessary, the nature and extent of pollution or progress of the situation
I	Any other information

(10) The vessel in difficulty and the vessel rendering assistance must:

- Inform the navigation monitoring unit of the MRCC Nouméa of the progress of the situation by means of the message types stated in paragraphs (7) and (9)
- Respond to any calls by French Government vessels, MRCC Nouméa or Nouméa Traffic
- Take all measures prescribed by the Maritime Authority in New Caledonia in order to avoid or prevent any dangers to navigation and any threat of pollution

French Radiosignaux publication 93 Jan 2025 & SHOM correspondence.
(RSDRA2025000043780 & RSDRA2025000377429). 33/25

continued on next column

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) ENC 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.

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.

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. 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.

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 18th 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 1st July 2023, and will not be supporting V19 from 1st 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

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	03 July 2025 – 27	n/a
ii.	ADMIRALTY Information Overlay (AIO) Base CD	11 January 2024 – 02	n/a
iii.	ADMIRALTY Raster Chart Service (ARCS) Regional disc 1	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

NAME OF PORT			
APPROXIMATE POSITION	Latitude		Longitude
GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook <i>(if available)</i> .			
ANCHORAGES Designation, depths, holding ground, shelter afforded.			
PILOTAGE Authority for requests. Embark position. Regulations.			
DIRECTIONS Entry and berthing information. Tidal streams. Navigational aids.			
TUGS Number available.			
WHARVES Names, numbers or positions & lengths. Depths alongside.			
CARGO HANDLING Containers, lighters, Ro-Ro etc.			
REPAIRS Hull, machinery and underwater. Shipyards. Docking or slipping facilities. <i>(Give size of vessels handled or dimensions)</i> Divers.			

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

H.102A

(V7.0 Jan 2013)

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

NOTES:

- Form H.I02A lists the information required for ADMIRALTY Sailing Directions and has been designed to help the sender and the recipient. The sections should be used as an aide-memoir, being used or followed closely, whenever appropriate. Where there is insufficient space on the form an additional sheet should be used.
- Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

HYDROGRAPHIC NOTE FOR GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY

CHART POSITIONS

(To accompany Form H.102)

H.102B
(V7.0 Jan 2014)

NOTES:

1. This form is designed to assist in the reporting of observed differences between WGS84 datum and the geodetic datum of British ADMIRALTY Charts by mariners, including yachtsmen and should be submitted as an accompaniment to Form H.102 (full instructions for the rendering of data are on Form H.102). Where there is insufficient space on the form an additional sheet should be used.

2. Objective of GNSS Data Collection

The UK Hydrographic Office would appreciate the reporting of Global Navigation Satellite Systems (GNSS) positions, referenced to WGS84 datum, at identifiable locations or features on British ADMIRALTY Charts. Such observations could be used to calculate positional shifts between WGS84 datum and the geodetic datum for those British ADMIRALTY Charts which it has not yet been possible to compute the appropriate shifts. These would be incorporated in future new editions or new charts and promulgated by Preliminary Notices to Mariners in the interim.

It is unrealistic to expect that a series of reported WGS84 positions relating to a given chart will enable it to be referenced to that datum with the accuracy required for geodetic purposes. Nevertheless, this provides adequate accuracy for general navigation, considering the practical limits to the precision of 0.2mm (probably the best possible under ideal conditions – vessel alongside, good light, sharp dividers etc), this represents 10 metres on the ground at a chart scale of 1:50,000.

It is clear that users prefer to have **some** indication of the magnitude and direction of the positional shift, together with an assessment of its likely accuracy, rather than be informed that a definitive answer cannot be formulated. Consequently, where a WGS84 version has not yet been produced, many charts now carry approximate shifts relating WGS84 datum to the geodetic datum of the chart. Further observations may enable these values to be refined with greater confidence.

3. Details required

- It is essential that the chart number, edition date and its correctional state (latest NM) are stated. For ENC's, please state the ENC name and latest update applied.
- Position (to 2 decimal places of a minute) of observation point, using chart graticule or, if ungraduated, relative position by bearing/distance from prominent charted features (navigation lights, trig. points, church spires etc.).
- Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.
- Include GNSS receiver model and aerial type (if known). Also of interest: values of PDOP, HDOP or GDOP displayed (indications of theoretical quality of position fixing depending upon the distribution of satellites overhead) and any other comments.

HYDROGRAPHIC NOTE – H.102 INSTRUCTIONS (V9.0 Dec 2017)

1. Mariners are requested to notify the United Kingdom Hydrographic Office (UKHO) when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications are seen to be necessary. Mariners can also report any ENC display issues experienced. The Mariner's Handbook (NP100) Chapter 4 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.
2. Accurate position or knowledge of positional error is of great importance. Where latitude and longitude have been used to specifically position the details of a report, a full description of the method used to obtain the position should be given. Where possible the position should be fixed by GPS or Astronomical Observations. A full description of the method, equipment, time, estimated error and datum (where applicable) used should be given. Where the position has been recorded from a smart phone or tablet, this is to be specifically mentioned. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two should be used to provide a redundancy check. Where position is derived from Electronic Position Fixing (e.g. LORAN C) or distances observed by radar, the raw readings of the system in use should be quoted wherever possible. Where position is derived after the event, from other observations and / or Dead Reckoning, the methodology of deriving the position should be included.
3. **Paper Charts:** A cutting from the largest scale chart is often the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.
4. **ENCs:** A screen shot of the largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected ENC should be sent along with details of the ECDIS make, model or age and version in use at the time.
5. When **soundings** are obtained The Mariner's Handbook (NP100) should where possible be consulted. It is important to ensure that full details of the method of collection are included with the report. This should include but not limited to:
 - (a) Make, model and type of echo sounder used.
 - (b) Whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given.
 - (c) Time, date and time zone should be given in order that corrections for the height of the tide may be made where necessary, or a statement made as to what corrections for tide have already been made.
 - (d) Where larger amounts of bathymetric data have been gathered, only those areas where a significant difference to the current chart or ENC should be specifically mentioned on the H102. The full data set may also be sent in, with an additional note added to this effect. If no significant differences are noted, the bathymetric data may still be of use, and sent in accordingly. Where full data sets are included, a note as to the data owner and their willingness for the data to be incorporated into charts and ENCs included.
6. **For Echo Sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use.** Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus, with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:
 - (a) the trace being weaker than normal for the depth recorded;
 - (b) the trace passing through the transmission line;
 - (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.
7. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.
9. Changes to Port Information should be forwarded on Form H.102A and any GPS/Chart Datum observations should be forwarded on Form H.102B together with Form H.102. Where there is insufficient space on the forms additional sheets should be used.
10. Reports on ocean currents, magnetic variations and other marine observations should be made in accordance with The Mariner's Handbook (NP100) Chapter 4 with forms also available at admiralty.co.uk/MSI.

Note. - An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course; for these purposes, the UKHO may make reproductions of any material supplied. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities or the sender states that they do not want to be named by using the appropriate tick box on the form. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.



Hydrographic Note – H.102

Reporting information affecting ADMIRALTY Maritime Products & Services

For emergency information affecting safety of life at sea forward to: nawarnings@ukho.gov.uk
Or alternatively contact T: +44 (0)1823 353448 (direct line) +44 (0)7989 398345 (mobile) F: +44 (0)1823 322352
For new information affecting all ADMIRALTY Charts and Publications forward to: hdr@ukho.gov.uk
This form H.102 and instructions are available online: 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>)	IS / IS NOT required				
ENCs affected					
Latest update disk applied	Week:				
Make, model and or age of ECDIS if applicable					
Publications affected (e-NP / DP number, edition number)					
Date of latest supplement/update, page & Light List number etc.					
Details of anomaly / observation:					
Name of observer / reporter					
H.102A submitted Yes ☐ No ☐			H.102B submitted Yes ☐ No ☐		
Tick box if not willing to be named as source of this information ☐					

