



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 41

09 October 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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Office**

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TA1 2DN, United Kingdom
Telephone +44 (0)1823 484444
customerservices@ukho.gov.uk
gov.uk/ukho

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admiralty.co.uk    

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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	ADMIRALTY Charts	International Charts	ADMIRALTY Publications
242	DE 2	INT 1163	NP 131
247	DE 20	INT 1205	
497	NZ 6142	INT 1207	
2005	Q 6099	INT 1424	
2019	Q 6111	INT 1456	
2073		INT 1803	
2083		INT 3794	
2109			
2277			
2663			
5504			

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:



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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 09 October 2025

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
⊙2083 INT 1207	International Chart Series, Gulf of Bothnia, Sundsvall to Sydostbrotten and Yttergrund to Vaasa.	1:250,000	11	36
⊙2109	Brunei and Malaysia, Tanjung Baram to Labuan.	1:150,000	48	70, 78
On publication of this New Edition former Notice 1971(P)/25 is cancelled. This chart remains affected by Notices 3759(T)/22, 2605(P)/23 and 1517(T)/25. This chart is to be deleted from the list of charts affected by Notice 1559(P)/23.				
⊙2277 INT 1163	International Chart Series, Baltic Sea, Latvia, Approaches to Ventspils.	1:25,000	10	36
⊙2663 INT 1803	International Chart Series, France - West Coast, Île d'Yeu to Pointe de la Coubre.	1:164,800	17	40

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

<i>Chart</i>	<i>Published</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2025 Catalogue page</i>
⊙NZ6142	01/08/2025	New Zealand, South Island - North Coast, Nelson Harbour and Entrance. Port Nelson.	1:36,000 1:6,000	71	94
On publication of this New Edition former Notices 1069(P)/23, 4835(P)/23 and 4045(P)/25 are cancelled. This chart remains affected by Notice 2601(P)/22. This chart is to be deleted from the list of charts affected by Notice 3591(P)/25.					

⊙ 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 23 OCTOBER 2025

New Editions of ADMIRALTY Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN	Folio	2025 Catalogue page
242	Türkiye - South Coast, Antalya and Taşucu with Approaches. Ⓐ Approaches to Antalya. Ⓑ Antalya Limani. Ⓓ Approaches to Taşucu. Ⓔ Taşucu Limani.	1:25,000 1:10,000 1:100,000 1:15,000	⊙242	30	46
247 INT 3794	International Chart Series, Türkiye - South East Coast, İskenderun Körfezi, Northern Terminals.	1:25,000	⊙247 INT 3794	30	46
497	Türkiye, Marmara Denizi, İzmit Körfezi. Ⓐ Tuzla to İzmit. Ⓑ Yarımca to İzmit. Ⓒ Diliskelesi.	1:75,000 1:25,000 1:50,000	⊙497	29	48
2005	Virgin Islands, Road Harbour to Capella Islands.	1:35,000	⊙2005	86	124
2019	British Virgin Islands, North Sound to Road Harbour.	1:35,000	⊙2019	86	124
2073 INT 1205	International Chart Series, Baltic Sea, Landsort to Ålands Hav.	1:250,000	⊙2073 INT 1205	11	36
5504	Mariners' Routeing Guide, Approaches to the Panama Canal. Ⓐ Panama Canal Atlantic Entrance. Ⓑ Panama Canal Pacific Entrance.	1:600,000 1:100,000 1:150,000	5504	-	142
DE2 INT 1456	International Chart Series, North Sea, Germany, Approaches to Rivers Jade, Weser and Elbe.	1:50,000	⊙DE2 INT 1456	9	32
DE20 INT 1424	International Chart Series, North Sea, Germany, Entrance to Rivers Jade and Weser.	1:30,000	⊙DE20 INT 1424	9	32
Q6099	Maritime Security Chart, Red Sea, Gulf of Aden and Arabian Sea. Ⓐ Maritime Security Transit Corridor, Gulf of Aden to Red Sea.	1:9,000,000 1:1,200,000	Q6099	-	142
Q6111	Maritime Security Chart, Persian Gulf and Arabian Sea. Ⓐ Strait of Hormuz.	1:2,800,000 1:1,450,000	Q6111	-	142

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

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ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

ADMIRALTY Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
2083 INT 1207	International Chart Series, Gulf of Bothnia, Sundsvall to Sydostbrotten and Yttergrund to Vaasa.	Ⓢ2083 INT 1207
2109	Brunei and Malaysia, Tanjung Baram to Labuan.	Ⓢ2109
2277 INT 1163	International Chart Series, Baltic Sea, Latvia, Approaches to Ventspils.	Ⓢ2277 INT 1163
2663 INT 1803	International Chart Series, France - West Coast, Île d'Yeu to Pointe de la Coubre.	Ⓢ2663 INT 1803
NZ6142	New Zealand, South Island - North Coast, Nelson Harbour and Entrance.	ⓈNZ6142

ADMIRALTY DISTRIBUTOR INFORMATION

NP131 - ADMIRALTY Maritime Data Solutions Catalogue, 2025 Edition

Amendments to Part 1, Authorised ADMIRALTY Distributors

Page vi, Distributor Section

Insert:

WÄRTSILÄ VOYAGE OY
Hiililaiturinkuja 2 Helsinki 00180 Finland
wmd.all@wartsila.com
www.wartsila.com/transas
Digital, Publications

Page 3, Sub-Distributor Section

Amend:

Navicharts Philippines Inc
SUB DISTRIBUTOR OF: Elcome International LLC Bldg. 1 Cebu Yacht Club Ibo Lapu-Lapu City 6015
T: +63 32 340 1193
Navchart@mozcom.com
www.navicharts.org
Digital, POD, Publications

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

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4344* ENGLAND - East Coast - Depths.

Source: Port of London Authority

Chart 2151 (INT 1425) [*previous update 4209/25*] ETRS89 DATUM

Insert	depth, 6	(a) 51° 27'·966N., 0° 15'·665E.
Delete	depth, 82, close SE of:	(a) above

4345* SCOTLAND - West Coast - Marine farm.

Source: Crown Estate Scotland

Chart 2529 [*previous update New Edition 11/09/2025*] ETRS89 DATUM

Insert		58° 05'·69N., 6° 31'·16W.
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Chart 3282 [*previous update 4609/24*] ETRS89 DATUM

Insert		60° 38'·67N., 1° 02'·80W.
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Chart 3292 [*previous update 1770/24*] ETRS89 DATUM

Insert	limit of marine farm, pecked line, joining:	(a) 60° 38'·75N., 1° 02'·74W.
		(b) 60° 38'·57N., 1° 02'·63W.
		(c) 60° 38'·54N., 1° 02'·85W.
		(d) 60° 38'·72N., 1° 02'·96W.
	 , within:	(a)-(d) above

4374* SCOTLAND - East Coast - Light.

Source: Wick Harbour Notice 2/25

Chart 115 (INT 1503) [*previous update 3700/25*] ETRS89 DATUM

Amend	light to, Dir.WRG.2s10M	58° 26'·53N., 3° 05'·25W.
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Chart 1954 (INT 1601) [*previous update 3876/25*] ETRS89 DATUM

Amend	light to, Dir.WRG	58° 26'·54N., 3° 05'·34W.
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4376* WALES - West Coast - Beacon. Buoy.

Source: Dwr Cymru - Welsh Water

Chart 1512 (Panel B, Saint Tudwal's Roads) [*previous update New Edition 13/05/2021*] ETRS89 DATUM

Replace	 with 	52° 49'·59N., 4° 29'·64W.
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Chart 1971 [*previous update 3874/25*] ETRS89 DATUM

Replace	 with 	52° 49'·59N., 4° 29'·64W.
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4376* WALES - West Coast - Beacon. Buoy. (continued)

Chart 5609_3 (Panel A, Saint Tudwal's Roads) [*previous update New Chart 04/11/2021*] ETRS89 DATUM

Replace  with  52° 49'·59N., 4° 29'·64W.

Chart 5609_4 [*previous update 3874/25*] ETRS89 DATUM

Replace  with  52° 49'·59N., 4° 29'·64W.

4378* IRELAND - West Coast - Obstructions.

Source: Irish Maritime Administration Notice 45/25

Chart 1547 [*previous update 1340/23*] ETRS89 DATUM

Insert  Obstn 52° 35'·41N., 9° 26'·44W.

Chart 1548 [*previous update 4189/22*] ETRS89 DATUM

Insert  Obstn 52° 35'·41N., 9° 26'·44W.

 Obstn 52° 35'·51N., 9° 23'·58W.

 Obstn 52° 36'·09N., 9° 20'·97W.

Chart 1549 [*previous update 3664/25*] ETRS89 DATUM

Insert  Obstn 52° 39'·22N., 9° 05'·40W.
52° 37'·99N., 9° 06'·44W.

4379* ENGLAND - East Coast - Depths.

Source: ABP Humber

Chart 1188 (INT 1553) [*previous update 4154/25*] ETRS89 DATUM

Insert depth, 55 (a) 53° 36'·72N., 0° 03'·47W.

Delete depth, 59, close NW of: (a) above

Insert depth, 69, and extend 7m contour SW to enclose (b) 53° 35'·99N., 0° 02'·30W.

Delete depth, 72, close W of: (b) above

Insert depth, 7, enclosed by 7m contour (c) 53° 35'·72N., 0° 01'·66W.

Delete depth, 74, close S of: (c) above

Insert depth, 75 (d) 53° 35'·75N., 0° 01'·31W.

Delete depth, 82, close NE of: (d) above

Insert depth, 7, enclosed by 7m contour 53° 35'·52N., 0° 00'·26W.

Chart 5614_16 [*previous update 3871/25*] ETRS89 DATUM

Insert depth, 7, enclosed by 7m contour 53° 35'·52N., 0° 00'·26W.

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4379* ENGLAND - East Coast - Depths. (continued)

Chart 5614_17 (Panel A, Approaches to Grimsby) [*previous update New Edition 17/04/2025*] ETRS89 DATUM

Insert	depth, 55	(a)	53° 36'·72N., 0° 03'·47W.
Delete	depth, 59, close NW of:	(a)	above
Insert	depth, 69, and extend 7m contour SW to enclose	(b)	53° 35'·99N., 0° 02'·30W.
Delete	depth, 72, close W of:	(b)	above
Insert	depth, 7, enclosed by 7m contour	(c)	53° 35'·72N., 0° 01'·66W.
Delete	depth, 74, close S of:	(c)	above
Insert	depth, 75	(d)	53° 35'·75N., 0° 01'·31W.
Delete	depth, 82, close NE of:	(d)	above
Insert	depth, 7, enclosed by 7m contour		53° 35'·52N., 0° 00'·26W.

4395* IRISH SEA - Legend.

Source: Northern Lighthouse Board

Chart 1121 (INT 1062) [*previous update 5637/24*] ETRS89 DATUM

Insert	legend, AIS, at light	54° 25'·0N., 4° 22'·2W.
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Chart 1320 [*previous update 989/25*] ETRS89 DATUM

Insert	legend, AIS, at light	54° 24'·95N., 4° 22'·10W.
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Chart 1411 (INT 1608) [*previous update 3874/25*] ETRS89 DATUM

Insert	legend, AIS, at light	54° 24'·95N., 4° 22'·10W.
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Chart 1826 (INT 1607) [*previous update 2340/25*] ETRS89 DATUM

Insert	legend, AIS, at light	54° 24'·95N., 4° 22'·10W.
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Chart 2094 [*previous update New Edition 14/11/2024*] ETRS89 DATUM

Insert	legend, AIS, at light	54° 24'·95N., 4° 22'·10W.
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Chart 5613_21 (Panel A, Isle of Man East Coast) [*previous update New Edition 26/12/2024*] ETRS89 DATUM

Insert	legend, AIS, at light	54° 24'·95N., 4° 22'·10W.
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Chart 5613_2 [*previous update 2340/25*] ETRS89 DATUM

Insert	legend, AIS, at light	54° 24'·94N., 4° 22'·09W.
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Chart 5613_23 [*previous update 4735/24*] ETRS89 DATUM

Insert	legend, AIS, at light	54° 25'·0N., 4° 22'·2W.
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4407* ENGLAND - East Coast - Drying heights.

Source: Port of London Authority

Chart 3337 (Panel A, Barking Creek) [*previous update 4166/25*] ETRS89 DATUM

Insert	drying height, 14	(a)	51° 31'·6N., 0° 05'·5E.
Delete	drying height, 11, close NW of:	(a)	above

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4407* ENGLAND - East Coast - Drying heights. (continued)

Chart 3337 [*previous update 4166/25*] ETRS89 DATUM

Insert	drying height, <i>14</i>	51° 31'·6N., 0° 05'·5E.
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4417* ENGLAND - East Coast - Depths. Buoy.

Source: ABP Humber and ABP Humber Notice 118/25

Chart 3497 (INT 1554) [*previous update 4154/25*] ETRS89 DATUM

Insert	depth, <i>14</i> , and extend 2m contour N to enclose	(a) 53° 43'·45N., 0° 17'·59W.
Delete	depth, <i>34</i> , close NW of:	(a) above
	depth, <i>35</i> , close NE of:	(a) above
Insert	depth, <i>14</i> , enclosed by 2m contour	(b) 53° 43'·55N., 0° 17'·93W.
Delete	depth, <i>35</i> , close SE of:	(b) above
Insert	depth, <i>05</i> , and extend 2m contour S to enclose	(c) 53° 43'·64N., 0° 17'·93W.
Delete	depth, <i>16</i> , close NW of:	(c) above
	depth, <i>26</i> , close NE of:	(c) above
Insert	depth, <i>04</i>	(d) 53° 43'·67N., 0° 18'·20W.
Delete	depth, <i>15</i> , close NW of:	(d) above
	depth, <i>24</i> , close SE of:	(d) above
Move	 <i>Q.G Hull Middle</i> , from:	53° 43'·60N., 0° 18'·25W.
	to:	53° 43'·56N., 0° 18'·24W.
Replace	depth, <i>37</i> , with depth, <i>23</i>	53° 43'·44N., 0° 18'·43W.

Chart 5614_19 (Panel A, Kingston Upon Hull to Humber Bridge) [*previous update 3265/25*] ETRS89 DATUM

Insert	depth, <i>14</i> , and extend 2m contour N to enclose	(a) 53° 43'·45N., 0° 17'·59W.
Delete	depth, <i>34</i> , close NW of:	(a) above
	depth, <i>35</i> , close NE of:	(a) above
Insert	depth, <i>14</i> , enclosed by 2m contour	(b) 53° 43'·55N., 0° 17'·93W.
Delete	depth, <i>35</i> , close SE of:	(b) above
Insert	depth, <i>05</i> , and extend 2m contour S to enclose	(c) 53° 43'·64N., 0° 17'·93W.
Delete	depth, <i>16</i> , close NW of:	(c) above
	depth, <i>26</i> , close NE of:	(c) above
Insert	depth, <i>04</i>	(d) 53° 43'·67N., 0° 18'·20W.
Delete	depth, <i>15</i> , close NW of:	(d) above
	depth, <i>24</i> , close SE of:	(d) above
Move	 <i>Q.G Hull Middle</i> , from:	53° 43'·60N., 0° 18'·25W.
	to:	53° 43'·56N., 0° 18'·24W.
Replace	depth, <i>37</i> , with depth, <i>23</i>	53° 43'·44N., 0° 18'·43W.

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4424* ENGLAND - East Coast - Depths. Drying contour. NM Block.

Source: CEFAS

Chart 1610 (INT 1511) [*previous update 3993/25*] ETRS89 DATUM

Insert	depth, 5, and extend 5m contour E to enclose	52° 16'·59N., 1° 38'·50E.
	depth, 34	(a) 52° 14'·62N., 1° 38'·94E.
Delete	depth, 42, close N of:	(a) above
Insert	depth, 49, and extend 5m contour S to enclose	52° 13'·81N., 1° 39'·07E.
	depth, 19	(b) 52° 12'·14N., 1° 38'·95E.
Delete	depth, 26, close S of:	(b) above
Insert	circular limit of 0m low water line, radius 0·05NM (100m), centred on:	52° 11'·27N., 1° 37'·76E.

Chart 5614_1 (Panel A, Orford Ness to Benacre Ness) [*previous update 3993/25*] ETRS89 DATUM

Insert	the accompanying block, centred on:	52° 13'·9N., 1° 38'·6E.
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4436 ENGLAND - South Coast - Submarine cables. Note.

Source: Global Marine Group

Note: Charts 536, 1652, 2154, 2450, 2656, 5605_4 and 5605_5 are to be deleted from the list of charts affected by Notice 2369(P)/25.

Chart 536 (INT 1740) [*previous update 3541/25*] ETRS89 DATUM

Insert	submarine cable,  , joining:	50° 46'·96N., 0° 03'·99E.
		50° 37'·64N., 0° 04'·07E.
		50° 36'·28N., 0° 05'·49E.
		50° 34'·43N., 0° 14'·37E.
		50° 33'·00N., 0° 26'·66E.
		50° 34'·50N., 0° 37'·98E.
		50° 34'·36N., 0° 43'·56E.
		50° 33'·07N., 0° 47'·34E.
		50° 32'·94N., 0° 48'·86E.
		50° 32'·63N., 0° 49'·16E.

Chart 1652 [*previous update 876/25*] ETRS89 DATUM

Insert	submarine cable,  , joining:	50° 46'·93N., 0° 03'·99E.
		50° 37'·64N., 0° 04'·07E.
		50° 36'·28N., 0° 05'·49E.
		50° 34'·43N., 0° 14'·37E.
		50° 34'·11N., 0° 17'·10E.

Chart 2154 (INT 1735) [*previous update 4476/24*] ETRS89 DATUM

Insert	submarine cable,  , joining:	50° 46'·955N., 0° 03'·988E.
		50° 46'·903N., 0° 04'·011E.
		50° 46'·296N., 0° 03'·878E.
	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	50° 47'·470N., 0° 04'·344E.

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4436 ENGLAND - South Coast - Submarine cables. Note. (continued)

Chart 2450 (INT 1703) [*previous update 1670/25*] ETRS89 DATUM

Insert submarine cable, , joining:

50° 46'·94N., 0° 04'·00E.
 50° 45'·09N., 0° 03'·82E.
 50° 43'·59N., 0° 04'·29E.
 50° 37'·88N., 0° 03'·96E.
 50° 36'·14N., 0° 05'·45E.
 50° 34'·38N., 0° 14'·04E.
 50° 34'·00N., 0° 20'·63E.
 50° 33'·62N., 0° 21'·95E.

Chart 2656 [*previous update 3499/25*] WGS84 DATUM

Insert submarine cable, , joining:

50° 41'·0N., 0° 04'·0E.
 50° 37'·6N., 0° 04'·1E.
 50° 36'·3N., 0° 05'·5E.
 50° 34'·4N., 0° 14'·4E.
 50° 33'·0N., 0° 26'·7E.
 50° 33'·4N., 0° 29'·9E.

Chart 5605_4 (Panel A, Worthing to Newhaven) [*previous update 3590/25*] ETRS89 DATUM

Insert submarine cable, , joining:

50° 46'·92N., 0° 04'·00E.
 50° 46'·20N., 0° 03'·86E.
 50° 45'·63N., 0° 03'·90E.
 50° 45'·14N., 0° 03'·82E.
 50° 44'·27N., 0° 04'·22E.
 50° 43'·85N., 0° 04'·29E.
 50° 42'·81N., 0° 04'·21E.
 50° 42'·13N., 0° 04'·24E.

Chart 5605_5 (Panel A, Newhaven to Hastings) [*previous update 3541/25*] ETRS89 DATUM

Insert submarine cable, , joining:

50° 46'·95N., 0° 03'·99E.
 50° 46'·90N., 0° 04'·01E.
 50° 46'·19N., 0° 03'·87E.
 50° 45'·04N., 0° 03'·84E.
 50° 44'·37N., 0° 04'·19E.
 50° 43'·85N., 0° 04'·30E.
 50° 40'·20N., 0° 04'·14E.
 50° 39'·16N., 0° 03'·83E.
 50° 38'·42N., 0° 04'·18E.
 50° 38'·04N., 0° 04'·10E.

II

4455* ENGLAND - East Coast - Maritime limit. Legend.

Source: Petrodec

Chart 1408 [previous update 4283/25] WGS84 DATUM

Insert	maritime limit, pecked line, joining:	53° 05'·6N., 2° 49'·4E. 53° 00'·6N., 2° 54'·2E. 52° 59'·1N., 2° 59'·4E. 52° 58'·4N., 2° 58'·8E. (a) 53° 00'·0N., 2° 53'·2E. (b) 53° 05'·2N., 2° 48'·1E.
	legend, <i>GAS FIELD DECOMMISSIONING (see Note)</i> , close W of:	(a)-(b) above

Chart 1503 (INT 1509) [previous update 4283/25] ETRS89 DATUM

Insert	maritime limit, pecked line, joining:	(a) 53° 05'·62N., 2° 49'·36E. (b) 53° 00'·61N., 2° 54'·18E. 52° 59'·09N., 2° 59'·43E. 52° 58'·35N., 2° 58'·82E. 52° 59'·99N., 2° 53'·15E. 53° 05'·22N., 2° 48'·08E.
	legend, <i>GAS FIELD DECOMMISSIONING (see Note)</i> , close E of:	(a)-(b) above

Chart 1631 (INT 1418) [previous update 4242/25] WGS84 DATUM

Insert	maritime limit, pecked line, joining:	(a) 53° 05'·62N., 2° 49'·36E. (b) 53° 00'·61N., 2° 54'·18E. 52° 59'·09N., 2° 59'·43E. 52° 58'·35N., 2° 58'·82E. 52° 59'·99N., 2° 53'·15E. 53° 05'·22N., 2° 48'·08E.
	legend, <i>GAS FIELD DECOMMISSIONING (see Note)</i> , close E of:	(a)-(b) above

4469* SCOTLAND - Orkney Islands - Foul.

Source: Orcades Marine

Chart 2249 [previous update 3876/25] ETRS89 DATUM

Insert	#	58° 59'·57N., 3° 24'·56W.
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4406 RUSSIA - Arctic Coast - Obstructions. Depth.

Source: Russian Notice 24/2547/25

Chart 2685 [previous update New Edition 26/06/2025] WGS84 DATUM

Insert	 Obstn	81° 52'·6N., 61° 01'·3E.
	 Obstn	79° 48'·3N., 59° 31'·2E.
Replace	depth, 220, with depth, 66	81° 48'·6N., 61° 30'·8E.

II

4452 RUSSIA - Arctic Coast - Lights.

Source: Russian Notice 22/2331(T)/25

Chart 2967 [*previous update 3753/25*] WGS84 DATUM

Delete	★ Fl(2)10s41m9M Lyamchin and associated circular white arc	69° 51'·8N., 59° 07'·0E.
	★ Fl.6s9M and associated circular white arc	70° 04'·2N., 58° 36'·6E.

4453 RUSSIA - Barents Sea Coast - Well.

Source: Russian Notice 36/3768/25

Chart 2683 [*previous update 4040/25*] WGS84 DATUM

Insert	○ Well	72° 08'·2N., 43° 52'·8E.
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4456 NORWAY - West Coast - Light.

Source: Norwegian Notice 13/78178/25

Chart 2348 (INT 9314) [*previous update 4040/25*] WGS84 DATUM

Delete	★ Iso 4s	68° 17'·6N., 15° 21'·5E.
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4372 SWEDEN - West Coast - Wreck.

Source: Swedish Notice 1084/19406/25

Chart 870 (INT 1310) [*previous update New Edition 11/09/2025*] WGS84 DATUM

Insert	⊕	58° 04'·34N., 11° 25'·86E.
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4375* GERMANY - Baltic Coast - Buoyage.

Source: WSA Stralsund 265/25

Chart DE 36 (INT 13520) [*previous update 3815/25*] WGS84 DATUM

Delete	⚓ Fl(5)Y.20s ODAS	54° 45'·60N., 13° 33'·48E.
		54° 41'·28N., 13° 06'·10E.
	⚓ Fl(5)Y.20s ODAS	54° 27'·27N., 12° 15'·27E.

Chart DE 162 (INT 13421) [*previous update 3882/25*] WGS84 DATUM

Delete	⚓ Fl(5)Y.20s ODAS	54° 41'·28N., 13° 06'·10E.
		54° 45'·60N., 13° 33'·59E.
		54° 37'·40N., 13° 38'·30E.

II

4375* GERMANY - Baltic Coast - Buoyage. (continued)

Chart DE 163 (INT 13510) [*previous update 3427/25*] WGS84 DATUM

Delete  *Fl(5)Y.20s ODAS* 54° 27'·27N., 12° 15'·27E.

Chart DE 164 (INT 13420) [*previous update 2869/25*] WGS84 DATUM

Delete  *Fl(5)Y.20s ODAS* 54° 41'·28N., 13° 06'·10E.

Chart DE 1671 (INT 1354) [*previous update 3427/25*] WGS84 DATUM

Delete  *Fl(5)Y.20s ODAS* 54° 27'·27N., 12° 15'·27E.

Chart 2015 (INT 1201) [*previous update 4337/25*] WGS84 DATUM

Delete  *Fl(5)Y.20s ODAS* 54° 45'·60N., 13° 33'·28E.
54° 37'·40N., 13° 38'·30E.

Chart 2601 [*previous update 3815/25*] WGS84 DATUM

Delete  *Fl(5)Y.20s ODAS* 54° 27'·27N., 12° 15'·27E.

4377 POLAND - Harbour limits. Legend.

Source: Polish Notice 22/237/25

Chart 2453 (INT 12992) [*previous update 2490/25*] WGS84 DATUM

Insert harbour limit, pecked line, joining: 53° 55'·584N., 14° 16'·633E.
53° 55'·830N., 14° 16'·348E.
53° 55'·956N., 14° 16'·287E.
(a) 53° 56'·307N., 14° 16'·254E.
(b) 53° 56'·500N., 14° 17'·752E.
(a)-(b) above

legend, *Limit of Swinoujscie Port*, along SE side of:

Chart 2453 (INT 12992) (Panel A, Continuation of Świnoujście) [*previous update 2490/25*] WGS84 DATUM

Insert harbour limit, pecked line, joining: 53° 51'·581N., 14° 17'·298E.
53° 51'·409N., 14° 17'·171E.
and
53° 51'·140N., 14° 17'·061E.
53° 51'·112N., 14° 16'·881E.

Chart 2677 (INT 1297) [*previous update 3789/25*] WGS84 DATUM

Insert harbour limit, pecked line, joining: 53° 55'·58N., 14° 16'·63E.
53° 55'·83N., 14° 16'·35E.
53° 55'·96N., 14° 16'·29E.
53° 56'·31N., 14° 16'·25E.
(a) 53° 56'·53N., 14° 17'·97E.
(b) 53° 56'·57N., 14° 19'·68E.
53° 54'·74N., 14° 19'·80E.
(a)-(b) above

legend, *Limit of Swinoujscie Port*, along S side of:

II

4377 POLAND - Harbour limits. Legend. (continued)

Chart 2679 [*previous update 3380/25*] WGS84 DATUM

Insert	harbour limit, pecked line, joining:	53° 55'·58N., 14° 16'·63E. 53° 55'·83N., 14° 16'·35E. 53° 55'·96N., 14° 16'·29E. 53° 56'·31N., 14° 16'·25E. (a) 53° 56'·53N., 14° 17'·97E. (b) 53° 56'·57N., 14° 19'·68E. 53° 54'·74N., 14° 19'·80E. (a)-(b) above
	legend, <i>Limit of Swinoujscie Port</i> , along S side of:	

4393 POLAND - Obstructions. Foul.

Source: Polish Notices 25/277-278/25

Chart 2636 [*previous update 4115/25*] WGS84 DATUM

Replace	 <i>Obstns</i> with  <i>Obstns</i>	54° 32'·074N., 18° 31'·247E.
	# (5 ₂) with # (6)	54° 32'·041N., 18° 31'·204E.

4410 DENMARK - Islands - Rock.

Source: Danish Chart Correction 20/13/25

Chart 2595 (INT 1332) [*previous update 3729/25*] WGS84 DATUM

Insert		55° 31'·16N., 12° 16'·03E.
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4431* GERMANY - Baltic Coast - Restricted area. Legend.

Source: WSA Ostsee 268/25

Chart DE 151 (INT 13430) [*previous update 4196/25*] WGS84 DATUM

Delete	circular limit of restricted area, radius 500m,  <i>TTTT</i> , and associated legend, <i>Foul (Expl.)</i> , centred on:	54° 16'·53N., 13° 46'·39E.
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Chart 2015 (INT 1201) [*previous update 4375/25*] WGS84 DATUM

Delete	circular limit of restricted area, radius 500m (0·27M),  <i>TTTT</i> , and associated legend, <i>Explosives</i> , centred on:	54° 16'·53N., 13° 46'·39E.
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II

4460 FINLAND - South Coast - Coastline. Buoyage. Beacons. Light-beacons.

Source: Finnish Notices 17/142/25 and 17/144/25

Note: Former Notice 5030(T)/21 is cancelled.

Chart 2219 (INT 1160) [previous update 2094/25] WGS84 DATUM

Insert	coastline, single firm line, joining:	(a)	60° 12'·51N., 25° 11'·43E. 60° 12'·52N., 25° 11'·45E. 60° 12'·47N., 25° 11'·54E. 60° 12'·45N., 25° 11'·50E. 60° 12'·46N., 25° 11'·46E. 60° 12'·47N., 25° 11'·45E.
Delete	former coastline, single firm line, joining:	(b)	60° 12'·51N., 25° 11'·31E. (a) above 60° 12'·51N., 25° 11'·45E. 60° 12'·50N., 25° 11'·44E. 60° 12'·50N., 25° 11'·43E. 60° 12'·50N., 25° 11'·42E. 60° 12'·51N., 25° 11'·37E. 60° 12'·52N., 25° 11'·35E. 60° 12'·52N., 25° 11'·34E. 60° 12'·51N., 25° 11'·32E. (b) above 60° 12'·47N., 25° 11'·53E. 60° 12'·49N., 25° 11'·53E. 60° 12'·57N., 25° 11'·35E. 60° 12'·59N., 25° 11'·37E. 60° 12'·75N., 25° 11'·06E. 60° 12'·77N., 25° 11'·06E.



Chart 3813 (INT 1246) [previous update 3033/25] WGS84 DATUM

Replace	 with  FF1.6s KIRKONMAANSAARI	60° 24'·31N., 27° 00'·95E.
	 with  Q	60° 24'·30N., 27° 00'·91E.

II

4460 FINLAND - South Coast - Coastline. Buoyage. Beacons. Light-beacons. (continued)

Chart 3818 (INT 1250) [*previous update 2597/25*] WGS84 DATUM

Insert	coastline, single firm line, joining:	(a) 60° 12'·51N., 25° 11'·43E. 60° 12'·52N., 25° 11'·45E. 60° 12'·47N., 25° 11'·54E. 60° 12'·45N., 25° 11'·50E. 60° 12'·46N., 25° 11'·46E. 60° 12'·47N., 25° 11'·45E. 60° 12'·51N., 25° 11'·31E.
Delete	former coastline, single firm line, joining:	(a) above 60° 12'·51N., 25° 11'·45E. 60° 12'·50N., 25° 11'·43E. 60° 12'·50N., 25° 11'·42E. 60° 12'·52N., 25° 11'·34E. 60° 12'·51N., 25° 11'·32E. 60° 12'·47N., 25° 11'·53E. 60° 12'·49N., 25° 11'·53E. 60° 12'·57N., 25° 11'·35E. 60° 12'·59N., 25° 11'·37E. 60° 12'·75N., 25° 11'·06E. 60° 12'·77N., 25° 11'·06E.



4461 SWEDEN - West Coast - Swept area.

Source: Swedish Notice 1083/19476/25

Chart 857 (INT 1317) (Panel B, Göta Älv) [*previous update New Edition 18/09/2025*] WGS84 DATUM

Replace	 6 ₃ (2022) with  6 ₃ (2025)	57° 42'·807N., 11° 57'·853E.
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4343 NETHERLANDS - Lights. Piles.

Source: Netherlands Notice 37/237/25

Chart 114 (INT 1476) (Part A, Terneuzen to Sluiskil) [*previous update 4267/25*] WGS84 DATUM

Amend	6 light to, Fl.Y.5s	51° 19'·56N., 3° 49'·37E.
	20 light to, Fl.Y.5s	51° 19'·38N., 3° 49'·48E.
Replace	pile, • with pile, • Fl.Y.5s	51° 19'·40N., 3° 49'·19E. 51° 19'·22N., 3° 49'·33E.

II

4396 NORTH SEA - Norwegian Sector - Historic wrecks. Legend.

Source: UKHO

Chart 1405 (INT 1400) [previous update 3842/25] WGS84 DATUM

Insert 

(a) 57° 02'·6N., 6° 01'·9E.

legend, *Historic Wk*, close E of:

(a) above

Delete

 *Wk Historic Wk PA*

57° 00'·0N., 6° 03'·6E.

Chart 1422 (INT 1044) [previous update 4007/25] WGS84 DATUM

Insert 

(a) 57° 02'·6N., 6° 01'·9E.

legend, *Historic Wk*, close E of:

(a) above

Delete

 *Wk Historic Wk PA*

57° 00'·0N., 6° 03'·6E.

4400* NORTH SEA - United Kingdom Sector - Obstruction.

Source: SSE Renewables

Chart 267 [previous update 3345/25] WGS84 DATUM

Insert  *Obstn*

55° 22'·10N., 2° 18'·70E.

Chart 268 [previous update 3193/23] WGS84 DATUM

Insert  *Obstn*

55° 22'·10N., 2° 18'·70E.

Chart 2182A (INT 1043) [previous update 4180/25] WGS84 DATUM

Insert  *Obstn*

55° 22'·1N., 2° 18'·7E.

Chart 2182B (INT 1042) [previous update 4309/25] WGS84 DATUM

Insert  *Obstn*

55° 22'·1N., 2° 18'·7E.

Chart 5615_23 [previous update 4180/25] WGS84 DATUM

Insert  *Obstn*

55° 22'·1N., 2° 18'·7E.

4432* NORTH SEA - German Sector - Buoyage.

Source: WSA Elbe-Nordsee 270/25

Note: AIS remains unchanged.

Chart DE 50 (INT 1045) [previous update 4159/25] WGS84 DATUM

Insert  *Fl(5)Y.20s ODAS 2 buoys*

54° 46'·7N., 6° 08'·0E.

Replace

 *Fl(5)Y.20s ODAS* with  *ODAS*

54° 46'·7N., 6° 10'·8E.

II

4357 FRANCE - North Coast - Beacon tower. Beacon.

Source: French Notice 21/40/25

Chart 2669 [*previous update 3953/25*] WGS84 DATUM

Replace  with  (ru) 48° 54'·06N., 1° 44'·22W.

Chart 3656 [*previous update 3953/25*] WGS84 DATUM

Replace  Canuette with  Canuette (ru) 48° 54'·06N., 1° 44'·22W.

Chart 5604_5 [*previous update 3953/25*] WGS84 DATUM

Replace  with  (ru) 48° 54'·06N., 1° 44'·22W.

4364 SPAIN - North Coast - Buoy. Superbuoy.

Source: Spanish Notice 27/220/25

Chart 1094 [*previous update 2157/25*] WGS84 DATUM

Delete  *Q(5)Y.20s3M ODAS* 43° 27'·26N., 8° 20'·62W.

Chart 1118 (INT 1855) [*previous update 2157/25*] WGS84 DATUM

Delete  *Fl(5)Y.20s3M ODAS* 43° 27'·260N., 8° 20'·620W.

4394 FRANCE - West Coast - Buoy.

Source: French Notice 26/65/25

Chart 2664 (INT 1804) [*previous update 4028/25*] WGS84 DATUM

Amend light buoy to, *Fl(4)Y.4s* 45° 06'·1N., 1° 26'·0W.

4398 PORTUGAL - West Coast - Buoyage.

Source: Portuguese Notice 7/226/25

Chart 3222 (INT 1877) [*previous update 3245/25*] WGS84 DATUM

Delete  38° 41'·254N., 9° 06'·974W.
symbol, spherical mooring buoy 38° 41'·492N., 9° 06'·665W.

4435 FRANCE - North Coast - Buoy.

Source: French Notice 29/37/25

Chart 2700 (INT 1754) [*previous update 3465/25*] WGS84 DATUM

Amend designation of buoy to, *Buharats* 48° 40'·236N., 2° 07'·350W.

II

4435 FRANCE - North Coast - Buoy. (continued)

Chart 3659 [*previous update 3953/25*] WGS84 DATUM

Amend designation of buoy to, *Buharats* 48° 40'·24N., 2° 07'·35W.

4459 FRANCE - North Coast - Depths.

Source: French Notice 36/33/25

Chart 2148 [*previous update 3851/25*] WGS84 DATUM

Insert	depth, 122	(a)	50° 01'·40N., 0° 52'·07E.
Delete	depth, 135, close SW of:	(a)	above
Insert	depth, 175, and extend 20m contour E to enclose	(b)	50° 01'·21N., 0° 52'·77E.
Delete	depth, 194, close SW of:	(b)	above

Chart 2451 (INT 1704) [*previous update 3750/25*] WGS84 DATUM

Insert	depth, 122	(a)	50° 01'·40N., 0° 52'·07E.
Delete	depth, 135, close SW of:	(a)	above
Insert	20m contour, joining:	(b)	50° 01'·30N., 0° 52'·41E.
		(c)	50° 01'·30N., 0° 52'·89E.
		(d)	50° 01'·13N., 0° 52'·95E.
		(e)	50° 01'·09N., 0° 52'·45E.
Delete	former 20m contour, joining:	(b)-(e)	above

Chart 2675 (INT 1070) [*previous update 3663/25*] ETRS89 DATUM

Insert	depth, 122	(a)	50° 01'·4N., 0° 52'·1E.
Delete	depth, 135, close SE of:	(a)	above

Chart 5605_1 (Panel A, Western Approaches to Dover Strait) [*previous update 4189/25*] ETRS89 DATUM

Insert	depth, 122	(a)	50° 01'·4N., 0° 52'·1E.
Delete	depth, 135, close SE of:	(a)	above

4353 SPAIN - Islas Baleares - Automatic Identification System.

Source: Spanish Notice 24/194/25

Chart 2761 [*previous update 1144/24*] WGS84 DATUM

Insert Automatic Identification System, AIS, at light 40° 03'·79N., 4° 07'·92E.

4361 SPAIN - Mediterranean Sea Coast - Buoy. Beacon.

Source: Spanish Notice 27/222/25

Chart 1850 (INT 3156) [*previous update 1942/24*] WGS84 DATUM

Insert	 <i>VQ(6)+LFl.10s1M</i>	(a)	36° 34'·67N., 4° 32'·27W.
Delete	 , close NE of:	(a)	above

II

4362 SPAIN - Mediterranean Sea Coast - Marine farms.

Source: Spanish Notice 24/191/25

Chart 1460 [*previous update 3897/24*] WGS84 DATUM

Delete limit of marine farm, pecked line, joining:

- (a) 39° 38'·571N., 0° 12'·495W.
- (b) 39° 38'·530N., 0° 12'·353W.
- (c) 39° 38'·492N., 0° 12'·353W.
- (d) 39° 38'·530N., 0° 12'·495W.
- and
- (e) 39° 38'·257N., 0° 12'·646W.
- (f) 39° 38'·252N., 0° 12'·593W.
- (g) 39° 37'·992N., 0° 12'·656W.
- (h) 39° 37'·998N., 0° 12'·706W.

, within:

- (a)-(d) above
- (e)-(h) above

4365 GREECE - Aegean Sea Coast - Depths.

Source: ENC GR3CFV6G

Chart 1556 [*previous update 1596/25*] WGS84 DATUM

Insert depth, 29

- (a) 39° 15'·75N., 22° 51'·38E.

Delete depth, 40, close NE of:

- (a) above

Insert depth, 30

- (b) 39° 15'·00N., 22° 51'·30E.

Delete depth, 35, close NW of:

- (b) above

4367 ITALY - East Coast - Dolphins. Depth.

Source: Italian Notices 11.10-12/25

Chart 1442 [*previous update 3983/25*] WGS84 DATUM

Insert ☐ Dn

45° 25'·751N., 12° 18'·410E.

Delete depth, 34, and associated 5m contour

45° 25'·894N., 12° 21'·058E.

Chart 1480 (Panel B, Porto Margher) [*previous update 3430/25*] WGS84 DATUM

Insert ☐ Dn

45° 25'·751N., 12° 18'·410E.

45° 26'·726N., 12° 16'·854E.

4399 FRANCE - South Coast - Buoy.

Source: French Notice 25/85/25

Chart 155 (INT 3192) [*previous update 3946/25*] WGS84 DATUM

Delete  Fl(5)Y.20s Monabiop

43° 18'·93N., 4° 54'·95E.

II

4399 FRANCE - South Coast - Buoy. (continued)

Chart 2116 [*previous update 3946/25*] WGS84 DATUM

Delete  Fl(5)Y.20s 43° 18'·93N., 4° 54'·92E.

4402 SPAIN - Mediterranean Sea Coast - Buoy.

Source: Spanish Notice 25/205/25

Chart 1180 (INT 3185) [*previous update 877/25*] WGS84 DATUM

Insert  Fl(5)Y.20s3M ODAS 41° 22'·542N., 2° 12'·972E.

Chart 1196 (INT 3184) [*previous update 3287/25*] WGS84 DATUM

Insert  Fl(5)Y.20s3M ODAS 41° 22'·54N., 2° 12'·97E.

4405 ITALY - Sicilia - Restricted area.

Source: Italian Notice 13.6/25

Chart 966 (Panel A, Rada di Augusta) [*previous update 541/25*] WGS84 DATUM

Delete limit of restricted area, entry prohibited, pecked line, joining: 37° 14'·35N., 15° 12'·16E.
37° 14'·32N., 15° 12'·20E.
37° 14'·30N., 15° 12'·16E.
37° 14'·32N., 15° 12'·13E.

4408 TÜRKİYE - Marmara Denizi - Lights.

Source: Turkish Lights List

Chart 1004 (Panel B, İçdaş 2) [*previous update 3607/25*] WGS84 DATUM

Amend range of light to, 5M 40° 24'·686N., 27° 02'·326E.
40° 24'·431N., 27° 02'·634E.

Chart 1004 [*previous update 3607/25*] WGS84 DATUM

Amend range of light to, 5M 40° 24'·69N., 27° 02'·33E.
40° 24'·43N., 27° 02'·63E.

4420 UKRAINE - Buoy. Light.

Source: Ukrainian Notices 26/430-431/25

Chart 2243 (Panel B, Chornomors'k) [*previous update 3746/25*] WGS84 DATUM

Insert  Fl.R.3s (a) 46° 19'·96N., 30° 39'·56E.

Delete ★ LFl.R.6s12m4M, close NW of: (a) above

II

4438 FRANCE - South Coast - Restricted area.

Source: French Notice 25/94/25

Chart 2245 (INT 3191) [*previous update 4319/25*] WGS84 DATUM

Insert limit of restricted area, , joining:

- (a) 43° 42'·48N., 7° 20'·80E.
- (b) 43° 42'·55N., 7° 20'·66E.
- (c) 43° 42'·65N., 7° 20'·75E.
- (d) 43° 42'·81N., 7° 21'·25E.
- (e) 43° 42'·73N., 7° 21'·28E.
- (f) 43° 42'·58N., 7° 20'·84E.

, within:

(a)-(f) above

4442 CROATIA - Anchorage area.

Source: ENC HR400512

Chart 2773 (Panel D, Pašmanski Kanal and Southern Approaches) [*previous update 3947/25*] WGS84 DATUM

Replace  with 

43° 49'·66N., 15° 35'·11E.

4466 TÜRKIYE - Marmara Denizi - Buoy.

Source: Turkish Notice 29/135/25

Chart 1004 [*previous update 4408/25*] WGS84 DATUM

Amend light-buoy to, *Fl.Y.3s*

40° 18'·71N., 27° 46'·02E.

4421 MOROCCO - West Coast - NM Block.

Source: ENC MA52003A

Chart 862 (Panel C, El Jadida) [*previous update New Edition 12/06/2025*] WGS84 DATUM

Insert the accompanying block, centred on:

33° 15'·6N., 8° 29'·3W.

4368 EGYPT - Red Sea Coast - Wreck.

Source: ENC EG5EGR16

Chart 2374 (INT 7134) [*previous update 3233/24*] WGS84 DATUM

Insert wreck out of position, 

28° 18'·70N., 33° 07'·70E.

II

4380* UNITED ARAB EMIRATES - Restricted areas. Legend.

Source: Dubai Maritime City Authority

Chart 3176 (INT 7216) [*previous update 4025/25*] WGS84 DATUM

Delete	limit of restricted area, entry prohibited, pecked line, joining:	25° 01'·30N., 55° 02'·60E. 25° 01'·66N., 55° 02'·44E. and 25° 02'·37N., 55° 01'·51E. 25° 02'·11N., 55° 01'·79E. 25° 01'·49N., 55° 02'·21E. 25° 01'·42N., 55° 01'·93E. 25° 01'·47N., 55° 01'·61E. 25° 01'·69N., 55° 01'·38E. 25° 01'·94N., 55° 01'·30E. 25° 02'·21N., 55° 01'·37E.
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Chart 3739 (INT 7220) (Panel, Jebel Ali (Mīnā' Jabal 'Ālī)) [*previous update 1360/25*] WGS84 DATUM

Delete	limit of restricted area, entry prohibited, pecked line, joining:	25° 01'·30N., 55° 02'·60E. 25° 01'·66N., 55° 02'·44E.
	limit of restricted area, entry prohibited, pecked line, and associated legend, Works in progress (2015) (see Note), joining:	25° 02'·11N., 55° 01'·80E. 25° 01'·49N., 55° 02'·21E. 25° 01'·45N., 55° 02'·08E. 25° 01'·42N., 55° 01'·92E. 25° 01'·43N., 55° 01'·80E.

Chart 3739 (INT 7220) [*previous update 1360/25*] WGS84 DATUM

Delete	limit of restricted area, entry prohibited, pecked line, joining:	25° 01'·30N., 55° 02'·60E. 25° 01'·66N., 55° 02'·44E.
	limit of restricted area, entry prohibited, pecked line, and associated legend, Works in progress (2015) (see Note), joining:	25° 02'·37N., 55° 01'·51E. 25° 02'·13N., 55° 01'·78E. 25° 01'·49N., 55° 02'·21E. 25° 01'·41N., 55° 01'·93E. 25° 01'·47N., 55° 01'·61E. 25° 01'·69N., 55° 01'·38E. 25° 01'·94N., 55° 01'·30E. 25° 02'·21N., 55° 01'·37E.

4434 IRAN - Light.

Source: ENC IR403110

Chart 2886 (INT 7243) [*previous update 4234/25*] WGS84 DATUM

Amend	light to, Fl(2)12s12M	26° 47'·7N., 53° 24'·6E.
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Chart 2887 (INT 7232) [*previous update 4223/25*] WGS84 DATUM

Amend	light to, Fl(2)12s12M	26° 47'·7N., 53° 24'·2E.
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II

4434 IRAN - Light. (continued)

Chart 3409 (Panel E, Lavan Oil Terminal) [*previous update New Edition 06/03/2025*] WGS84 DATUM

Amend light to, Fl(2)12s12M 26° 47'·68N., 53° 24'·20E.

4358 INDIAN OCEAN - Seychelles - Marine farm.

Source: Seychelles Maritime Safety Authority

Chart 740 (INT 7740) [*previous update 3210/25*] WGS84 DATUM

Insert limit of marine farm, pecked line, joining:

(a) 4° 33'·4S., 55° 24'·2E.
 (b) 4° 35'·2S., 55° 23'·9E.
 (c) 4° 35'·2S., 55° 22'·6E.
 (d) 4° 33'·3S., 55° 22'·8E.

, within:

(a)-(d) above

Chart 742 (INT 7741) [*previous update 3210/25*] WGS84 DATUM

Insert limit of marine farm, pecked line, joining:

(a) 4° 33'·36S., 55° 24'·17E.
 (b) 4° 35'·19S., 55° 23'·94E.
 (c) 4° 35'·24S., 55° 22'·63E.
 (d) 4° 33'·27S., 55° 22'·81E.

, within:

(a)-(d) above

4388 INDIA - East Coast - Foul. Wrecks.

Source: Indian Notice 14/98/25

Chart IN 313 [*previous update 964/25*] WGS84 DATUM

Insert # 13° 06'·94N., 80° 20'·98E.

Replace  with  Wk 13° 05'·93N., 80° 19'·06E.

Chart 317 (INT 7400) [*previous update 2758/25*] WGS84 DATUM

Insert # 13° 07'·0N., 80° 20'·9E.

Replace  Wks, with  Wk 13° 05'·9N., 80° 19'·1E.

Chart IN 357 (INT 7397) [*previous update New Chart 30/04/2024*] WGS84 DATUM

Insert # 13° 07'·0N., 80° 20'·7E.

Replace  Wks, with  Wk 13° 05'·9N., 80° 19'·1E.

Chart IN 3001 (INT 7402) [*previous update 964/25*] WGS84 DATUM

Insert # 13° 06'·94N., 80° 20'·91E.

Replace  with  Wk 13° 05'·93N., 80° 19'·06E.

II

4388 INDIA - East Coast - Foul. Wrecks. (continued)

Chart IN 3004 (INT 7403) [*previous update 343/25*] WGS84 DATUM

Insert		13° 06'·94N., 80° 20'·91E.
Replace	 with  Wk	13° 05'·93N., 80° 19'·06E.

4366 CHINA - East Coast - Buoyage. Radar beacons.

Source: Chinese Notice 12/368/25

Note: This update is included in New Edition 1304, published late 2025.

Chart 1143 [*previous update 4310/25*] CGCS 2000 DATUM

Delete	 <i>Mo(O)Y.12s Daishanfengdian L21</i> , and associated radar beacon, <i>Racon(C)</i>	30° 25'·69N., 121° 38'·69E.
	 <i>Mo(O)Y.12s L22</i>	30° 25'·71N., 121° 41'·02E.

Chart 1303 [*previous update 4310/25*] CGCS 2000 DATUM

Delete	 <i>Mo(O)Y.12s L23</i>	30° 23'·76N., 121° 42'·79E.
	 <i>Mo(O)Y.12s L24</i> , and associated radar beacon, <i>Racon(X)</i>	30° 21'·81N., 121° 44'·56E.
	 <i>Mo(O)Y.12s L25</i>	30° 20'·48N., 121° 44'·29E.

4383 CHINA - Yellow Sea Coast - Obstruction.

Source: Chinese Notice 28/868/25

Chart 1201 [*previous update 3910/25*] CGCS 2000 DATUM

Insert	 <i>Obstn</i>	35° 09'·13N., 119° 24'·41E.
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4384 CHINA - Yellow Sea Coast - Depths.

Source: Chinese Chart 12112

Chart 1289 [*previous update 3118/25*] CGCS 2000 DATUM

Insert	depth, 229	(a) 37° 27'·60N., 122° 37'·97E.
Delete	depth, 29 , close SE of:	(a) above

II

4389 CHINA - South Coast - Depths. Obstructions.

Source: Hong Kong Notice 15/41/25

Chart 4122 [previous update 3415/25] WGS84 DATUM

Insert	depth, 88	22° 21'·852N., 114° 05'·829E.
	depth, 56	(a) 22° 21'·800N., 114° 05'·825E.
Delete	depth, 68, close NE of:	(a) above
Insert	depth, 16, enclosed by 2m contour	22° 21'·744N., 114° 05'·728E.
	depth, 38, and extend 5m contour NE to enclose	22° 21'·764N., 114° 05'·320E.
Replace	 Obstrn with  Obstrn	22° 21'·837N., 114° 05'·419E.
	depth, 31, with depth, 26	22° 21'·740N., 114° 05'·655E.

4403 CHINA - East Coast - Power transmission line. Fixed points. Safe vertical clearance.

Source: Chinese Notice 12/370/25

Note: This update is included in New Edition 1304, published late 2025.

Chart 1126 [previous update 3791/25] CGCS 2000 DATUM

Insert		(a) 29° 53'·52N., 121° 57'·09E.
		(b) 29° 53'·40N., 121° 56'·97E.
	power transmission line, pecked line, joining:	(c) (a) above
		(d) (b) above
	symbol, safe vertical clearance 51m, close SW of:	(c)-(d) above

4426 TAIWAN - Depth.

Source: UKHO

Chart 2618 (Panel B, Su'ao) [previous update 4226/25] WGS84 DATUM

Insert	depth, 47, enclosed by 5m contour	24° 36'·31N., 121° 53'·74E.
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4427 CHINA - East Coast - Light-beacons.

Source: Chinese Notice 15/481/25

Chart 1143 [previous update 4366/25] CGCS 2000 DATUM

Insert	 Mo(C)Y.12s8m1M Zhonggang No 1	30° 50'·90N., 121° 43'·83E.
	 Mo(C)Y.12s6m1M Nanmen No 1	30° 50'·64N., 121° 39'·40E.
	 Mo(C)Y.12s6m1M Hangtang No 1	30° 50'·32N., 121° 37'·66E.

Chart 1303 [previous update 4366/25] CGCS 2000 DATUM

Insert	 Mo(C)Y.12s8m1M Zhonggang No 1	30° 50'·90N., 121° 43'·83E.
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II

4428 CHINA - East Coast - Buoyage. Depth.

Source: Chinese Notices 36/1080-1081/25

Chart 3449 [*previous update 3944/25*] CGCS 2000 DATUM

Delete  *VQ(6)+LFl.10s No 409* 24° 25'·27N., 118° 02'·29E.

Chart 3453 [*previous update 2564/25*] CGCS 2000 DATUM

Insert  *Fl.G.4s No 413* 24° 24'·95N., 118° 00'·13E.

 *Fl(2)R.6s No 412* 24° 25'·12N., 118° 00'·76E.

 *Q.G No 411* 24° 25'·43N., 118° 01'·16E.

depth, 34, enclosed by 5m contour 24° 25'·26N., 118° 01'·20E.

 *Fl(2)G.6s No 409* 24° 25'·29N., 118° 02'·13E.

Delete  *Mo(O)Y.12s No 410* 24° 25'·22N., 118° 02'·05E.

 *VQ(6)+LFl.10s No 409* 24° 25'·27N., 118° 02'·28E.

4439 CHINA - East Coast - NM Block.

Source: Chinese Notice 14/442/25

Chart 1759 [*previous update 3970/25*] CGCS 2000 DATUM

Insert the accompanying block, centred on: 29° 11'·0N., 122° 05'·2E.

4445 THAILAND - Gulf of Thailand Coast - Wrecks.

Source: Thai Notice 4/2568 (2025)

Chart 67 [*previous update 4190/25*] WGS84 DATUM

Insert  *Wk* 12° 53'·8N., 100° 47'·0E.

Chart 1046 [*previous update 4190/25*] WGS84 DATUM

Insert  *Wk* 12° 53'·83N., 100° 47'·03E.

Chart 3727 [*previous update 3780/25*] WGS84 DATUM

Replace  with  *Wk* 12° 37'·99N., 100° 51'·94E.

Chart 3965 [*previous update 4190/25*] WGS84 DATUM

Insert  *Wk* 12° 53'·83N., 100° 47'·03E.

II

4448 JAPAN - Honshū - Fish havens.

Source: Japanese Notice 38/401/25

Chart JP 1051 [*previous update 3236/25*] WGS84 DATUM

Insert	limit of fish haven, dotted line, joining:	(a) 34° 32'·35N., 137° 11'·83E.
		(b) 34° 32'·35N., 137° 11'·92E.
		(c) 34° 32'·07N., 137° 12'·13E.
		(d) 34° 31'·90N., 137° 11'·95E.
		(e) 34° 32'·00N., 137° 11'·62E.
	 within:	
		(a) -(e) above
Delete	former, 	34° 32'·11N., 137° 11'·86E.

4449 JAPAN - Honshū - Depths. Fish haven. Rocks.

Source: Japanese Notice 38/405/25

Note: Former Notices 2705(T)/16, 3930(T)/15, 3684(T)/15 and 3806(T)/15 are cancelled.

Chart JP 93 [*previous update 3236/25*] WGS84 DATUM

Insert	depth, 119, with seabed type, R	(a) 34° 20'·18N., 136° 54'·86E.
Delete	depth, 146, with seabed type, R, close SE of:	(a) above
Insert	depth, 14	(b) 34° 20'·89N., 136° 54'·69E.
Delete	depth, 151, close SE of:	(b) above
Insert	depth, 48, enclosed by 5m contour, with seabed type, R	34° 20'·29N., 136° 53'·50E.

Chart JP 1051 [*previous update 4448/25*] WGS84 DATUM

Insert	depth, 144, with seabed type, R	(a) 34° 20'·20N., 136° 54'·51E.
Delete	depth, 18, close W of:	(a) above
Insert	depth, 89, with seabed type, R	(b) 34° 21'·41N., 136° 54'·74E.
Delete	depth, 128, with seabed type, R, close SE of:	(b) above
Insert	depth 14	(c) 34° 20'·89N., 136° 54'·69E.
Delete	depth, 151, close SE of:	(c) above
Insert	depth, 119, with seabed type, R	(d) 34° 20'·18N., 136° 54'·86E.
Delete	depth, 146, with seabed type R, close SE of:	(d) above
Insert	depth, 48, enclosed by 5m contour, with seabed type, R	(e) 34° 20'·29N., 136° 53'·50E.
Delete	 , close S of:	(e) above
Insert	depth, 61	34° 20'·25N., 136° 53'·33E.

II

4381 KOREA - East Coast - Depths. Obstruction.

Source: Korean Notice 27/349/25

Chart 898 (Panel A, Ulsan and Mipo) [*previous update 4157/25*] WGS84 DATUM

Insert	obstruction out of position, 	(a)	35° 29'·63N., 129° 23'·27E.
Delete	depth, 96 , close NW of:	(a)	above
Insert	depth, 68	(b)	35° 29'·44N., 129° 23'·37E.
Delete	depth, 75 , close NW of:	(b)	above
Insert	depth, 79		35° 29'·34N., 129° 23'·44E.
	depth, 179	(c)	35° 28'·75N., 129° 23'·52E.
Delete	depth, 191 , close SW of:	(c)	above

4416 RUSSIA - Pacific Ocean Coast - Wreck. Buoy.

Source: Russian Notice 23/2498/25

Note: Former Notice 1518(T)/25 is cancelled.

Chart 2161 (Panel C, Port Korsakov) [*previous update 3964/25*] WGS84 DATUM

Insert			46° 37'·70N., 142° 44'·09E.
	 Fl(2)5s		46° 37'·63N., 142° 44'·09E.

4464 KOREA - East Coast - Legend.

Source: Korean Notice 28/375/25

Chart 898 (Panel B, Pohang and Approaches) [*previous update 4381/25*] WGS84 DATUM

Insert	legend, Under construction (2025), centred on:		36° 03'·73N., 129° 22'·75E.
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4467 KOREA - East Coast - Virtual aid to navigation.

Source: Korean Notice 30/433/25

Chart 896 (INT 5355) [*previous update 3760/25*] WGS84 DATUM

Move	symbol, Virtual aid to navigation, V-AIS from:		35° 21'·80N., 129° 26'·19E.
	to:		35° 22'·31N., 129° 25'·99E.

4359 INDONESIA - Timor - Depth.

Source: ENC ID300378

Chart 3296 (Panel C, Outer Approaches to Dili) [*previous update 740/25*] WGS84 DATUM

Insert	depth, 3, enclosed by 5m contour		8° 12'·99S., 125° 37'·64E.
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II

4369* MALAYSIA - Sarawak - Fish havens.

Source: Malaysian Notice 106/25

Chart 1844 [*previous update 3948/25*] WGS84 DATUM

Insert



4° 57'·62N., 115° 16'·66E.
4° 57'·62N., 115° 16'·93E.
4° 57'·36N., 115° 16'·85E.
4° 57'·36N., 115° 16'·59E.

4401 INDONESIA - Banda Sea - Depths.

Source: ENC ID4143R3

Chart 2910 [*previous update 3043/25*] WGS84 DATUM

Insert	depth, 255	(a)	6° 14'·7S., 120° 23'·9E.
Delete	depth, 41, close S of:	(a)	above
Insert	depth, 37	(b)	6° 14'·3S., 120° 25'·4E.
Delete	depth, 7, close NE of:	(b)	above
Replace	depth, 4, with depth, 19		6° 15'·4S., 120° 25'·6E.
	depth, 5, with depth, 43, extend 10m contour SW to enclose		6° 04'·9S., 120° 25'·7E.

Chart 2954 [*previous update 3960/25*] WGS84 DATUM

Insert	depth, 255	(a)	6° 14'·7S., 120° 23'·9E.
Delete	depth, 41, close S of:	(a)	above
Insert	depth, 37	(b)	6° 14'·3S., 120° 25'·4E.
Delete	depth, 7, close NE of:	(b)	above
Replace	depth, 4, with depth, 19		6° 15'·4S., 120° 25'·6E.
	depth, 5, with depth, 43, extend 10m contour SW to enclose		6° 04'·9S., 120° 25'·7E.

4411 INDONESIA - Banda Sea - NM Block. Submarine cables.

Source: UKHO

Chart 4603 (INT 603) [*previous update 3429/25*] WGS84 DATUM

Insert	the accompanying block, centred on:	8° 51'·9S., 127° 57'·2E.
	submarine cable,  , joining:	6° 15'·6S., 132° 55'·0E.
		6° 24'·6S., 132° 59'·5E.
		6° 32'·5S., 132° 58'·1E.
		6° 50'·3S., 132° 42'·1E.
		7° 48'·7S., 131° 56'·4E.
		8° 08'·3S., 131° 28'·9E.
		8° 00'·8S., 131° 18'·7E.

II

4411 INDONESIA - Banda Sea - NM Block. Submarine cables. (continued)

Chart 4722 (INT 722) [*previous update 4351/25*] WGS84 DATUM

Insert submarine cable, , joining:

8° 10'·1S., 125° 50'·6E.
 8° 10'·2S., 125° 47'·8E.
 7° 50'·5S., 125° 27'·3E.
 7° 48'·1S., 125° 16'·7E.
 7° 58'·7S., 124° 50'·4E.
 8° 10'·2S., 124° 38'·4E.

4418 INDONESIA - Jawa - Buoy. Light-beacon. Light.

Source: Indonesian Notice 26/228/25

Chart 945 [*previous update 3966/25*] WGS84 DATUM

Insert

 Fl.R.6s
 Q(9)4s12m12M

7° 13'·44S., 113° 23'·65E.

7° 18'·67S., 113° 11'·81E.

Chart 2876 [*previous update 3967/25*] WGS84 DATUM

Insert

★ Q(9)4s12M

7° 18'·7S., 113° 11'·8E.

4419 INDONESIA - Jawa - Light. Submarine pipeline.

Source: Indonesian Notice 27/239/25 and ENC ID400529

Chart 2797 [*previous update 3518/25*] WGS84 DATUM

Insert

★ 2Fl.Y.12M

6° 14'·9S., 108° 01'·8E.

Chart 2862 [*previous update 3008/25*] WGS84 DATUM

Insert

★ 2Fl.Y.12M

6° 14'·9S., 108° 01'·8E.

Chart 3729 [*previous update 3008/25*] WGS84 DATUM

Insert

★ 2Fl.Y.10m12M

(a) 6° 14'·87S., 108° 01'·81E.

submarine pipeline, , joining:

6° 18'·32S., 108° 01'·80E.
 (a) above

II

4440 INDONESIA - Jawa - Wreck. Depth.

Source: Indonesian Notice 29/254/25

Chart 3726 (Panel, Selat Bali) [*previous update 3967/25*] WGS84 DATUM

Insert		(a) 8° 11'·68S., 114° 25'·13E.
Delete	depth, 44, close S of:	(a) above

Chart 3726 [*previous update 3967/25*] WGS84 DATUM

Insert		8° 11'·68S., 114° 25'·13E.
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4444 MALAYSIA - Sarawak - Fish haven.

Source: Marine Department, Sarawak Notice 105/25

Chart 3835 [*previous update 2864/25*] WGS84 DATUM

Insert		2° 34'·19N., 111° 08'·56E.
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Chart 3836 [*previous update 2864/25*] WGS84 DATUM

Insert		2° 34'·19N., 111° 08'·56E.
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4462* MALAYSIA - Sarawak - Fish havens.

Source: Malaysian Notice 115(T)/25

Chart 1844 [*previous update 4369/25*] WGS84 DATUM

Insert		4° 56'·96N., 115° 17'·85E.
		4° 56'·96N., 115° 18'·11E.
		4° 56'·71N., 115° 18'·11E.
		4° 56'·70N., 115° 17'·83E.

4351 AUSTRALIA - Western Australia - Depths.

Source: Australian Notice 18/778/25

Chart Aus 57 [*previous update 3581/25*] WGS84 DATUM

Insert	depth, 124, enclosed by 15m contour	20° 19'·43S., 116° 50'·38E.
Replace	depth, 188, with depth, 126	(a) 20° 18'·58S., 116° 50'·84E.
Delete	depth, 202, close NE of:	(a) above

Chart Aus 327 [*previous update 2713/25*] WGS84 DATUM

Insert	depth, 126, and extend contour W to enclose	(a) 20° 18'·5S., 116° 50'·9E.
Delete	depth, 152, close NE of:	(a) above
Replace	depth, 142, with depth, 124	20° 19'·3S., 116° 50'·6E.

II

4351 AUSTRALIA - Western Australia - Depths. (continued)

Chart 4722 (INT 722) [*previous update 923/25*] WGS84 DATUM

Replace depth, *142*, with depth, *124* 20° 19'·2S., 116° 51'·3E.

Chart 4723 (INT 723) [*previous update 2713/25*] WGS84 DATUM

Replace depth, *142*, with depth, *124* 20° 19'·3S., 116° 51'·5E.

4354 AUSTRALIA - Queensland - Depths. Legends.

Source: Australian Notice 18/774/25

Chart 4060 (INT 60) [*previous update 3366/25*] WGS84 DATUM

Replace depth, *1622*, with depth, *543 Rep (2025)* 19° 44'·0S., 154° 34'·0E.

Chart 4602 (INT 602) [*previous update 4276/25*] WGS84 DATUM

Replace depth, *1622*, with depth, *543 Rep (2025)* 19° 44'·0S., 154° 34'·0E.

Chart 4604 (INT 604) [*previous update 4276/25*] WGS84 DATUM

Replace depth, *1622*, with depth, *543 Rep (2025)* 19° 44'·0S., 154° 34'·0E.

4360 UNITED STATES OF AMERICA - Alaska - Depth.

Source: ENC US4AK5F0

Chart 3754 [*previous update 2974/25*] NAD27 DATUM

Insert depth, *122*, enclosed by 20m contour 54° 50'·93N., 131° 36'·97W.

4422 UNITED STATES OF AMERICA - West Coast - Buoy.

Source: ENC US3CA85M

Note: This update is included in New Edition 4912, published late 2025.

Chart 2530 [*previous update 3972/25*] NAD83 DATUM

Delete  35° 42'·7N., 121° 52'·0W.

4363 MEXICO - Pacific Ocean Coast - Lights.

Source: Mexican Notice 11/40/25

Chart 1938 (Panel B, Ensenada) [*previous update 57/24*] WGS84 DATUM

Insert ★ Fl.R.5s14m7M (a) 31° 50'·756N., 116° 37'·259W.

Delete ★ Fl.R.5s10m10M, close SE of: (a) above

II

4355 BRAZIL - East Coast - Depths.

Source: Brazilian Notice 11/E 95/25

Chart 545 (Panel B, Porto de Madre de Deus and Approaches) [*previous update 3100/24*] WGS84 DATUM

Insert	depth, 99, and extend 10m contour SW to enclose	(a)	12° 46'·39S., 38° 35'·22W.
Delete	depth, 103, close NE of:	(a)	above
Insert	depth, 99, and extend 10m contour SW to enclose	(b)	12° 46'·71S., 38° 35'·05W.
Delete	depth, 102, close N of:	(b)	above
Insert	depth, 115	(c)	12° 47'·30S., 38° 34'·63W.
Delete	depth, 127, close E of:	(c)	above

4409 BRAZIL - East Coast - Foul.

Source: Brazilian Notice 12/E 108/25

Chart 495 [*previous update 2167/25*] WGS84 DATUM

Insert	#	21° 53'·62S., 40° 56'·67W.
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Chart 496 [*previous update 3792/25*] WGS84 DATUM

Insert	#	21° 53'·62S., 40° 56'·67W.
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4457 BRAZIL - East Coast - Buoyage.

Source: Brazilian Notice 10/E 90/25

Chart 960 (Panel A, Porto de Cabedelo) [*previous update New Edition 27/02/2025*] WGS84 DATUM

Insert	 Fl.Y.3s	6° 58'·48S., 34° 50'·50W.
	 Fl.R.3s '15'	(a) 6° 58'·21S., 34° 50'·60W.
Delete	 Fl.R.3s '17', close SE of:	(a) above
Move	 Fl.G.3s '16', from:	6° 57'·90S., 34° 50'·65W.
	to:	6° 57'·87S., 34° 50'·64W.
	 Fl.G.3s '14', from:	6° 57'·70S., 34° 50'·68W.
	to:	6° 57'·64S., 34° 50'·66W.
	 Fl.G.3s '12', from:	6° 57'·47S., 34° 50'·66W.
	to:	6° 57'·42S., 34° 50'·60W.
	 Fl.G.3s '4', from:	6° 56'·43S., 34° 49'·19W.
	to:	6° 56'·51S., 34° 49'·32W.
	 Fl.R.3s '3', from:	6° 56'·42S., 34° 49'·29W.
	to:	6° 56'·43S., 34° 49'·34W.
Replace	 Fl(2+1)R.12s '15' with  Fl(2+1)R.12s	6° 57'·92S., 34° 50'·72W.

II

4463 ARGENTINA - Buoyage.

Source: Argentine Notice 7/86/25

Chart 1329 [*previous update New Edition 06/03/2025*] WGS84 DATUM

Move	 Fl(5)Y.20s Km 419-2, from:	32° 56'·46S., 60° 37'·48W.
	to:	32° 56'·60S., 60° 37'·00W.

Chart 1330 (Panel C, Puerto San Lorenzo) [*previous update New Edition 19/12/2024*] WGS84 DATUM

Insert	 Fl(5)Y.20s Km 447	32° 44'·100S., 60° 43'·270W.
Delete	former  Fl(5)Y.20s Km 447	32° 43'·731S., 60° 43'·279W.

Chart 1330 [*previous update New Edition 19/12/2024*] WGS84 DATUM

Move	 Fl(5)Y.20s, from:	32° 43'·73S., 60° 43'·28W.
	to:	32° 44'·10S., 60° 43'·27W.
	 Fl(5)Y.20s Km 419-2, from:	32° 56'·46S., 60° 37'·48W.
	to:	32° 56'·60S., 60° 37'·00W.

4382 UNITED STATES OF AMERICA - Gulf of Mexico - Light-beacon.

Source: ENC US4TX1OJ

Chart 3187 (Panel 2) [*previous update 2595/24*] NAD83 DATUM

Insert	symbol, yellow light-beacon with diamond topmark, Fl.Y.2·5s 'A'	29° 45'·894N., 95° 04'·728W.
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4414 VENEZUELA - Light.

Source: ENC VE400505

Chart 1966 [*previous update 2819/25*] WGS84 DATUM

Delete	★ Fl.11M	11° 05'·0N., 64° 13'·1W.
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Chart 2191 [*previous update 2301/25*] WGS84 DATUM

Delete	★ Fl.12s12m11M and associated circular white arc	11° 04'·9N., 64° 13'·1W.
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4370 UNITED STATES OF AMERICA - East Coast - Buoy.

Source: ENC US5MA1VH

Chart 1227 [*previous update 3557/25*] NAD83 DATUM

Insert		42° 49'·08N., 70° 48'·05W.
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II

4397 UNITED STATES OF AMERICA - East Coast - Buoy.

Source: ENC US5FAVCA

Chart 2732 (Panel 4, Fall River Harbor) [*previous update 4156/25*] NAD83 DATUM

Insert

 *Fl.Y.6s 'MHB'*

41° 42'·064N., 71° 11'·261W.

4415 UNITED STATES OF AMERICA - East Coast - Light-beacon. Light.

Source: ENC US5ILGBE and US5ILGAE

Chart 2603 (Panel 1) [*previous update 3524/25*] NAD83 DATUM

Insert

 Fl.4s15ft4M

39° 27'·84N., 75° 34'·20W.

Amend

light to, F.R.22ft & Fl.4s15ft

39° 26'·76N., 75° 34'·58W.

4423 UNITED STATES OF AMERICA - East Coast - Superbuoy.

Source: ENC US2EC03M

Chart 2861 [*previous update 3517/25*] NAD83 DATUM

Insert

 *Fl(4)Y.20s '41025' ODAS*

35° 01'·6N., 75° 23'·8W.

Chart 2864 [*previous update 3127/25*] NAD83 DATUM

Move

 *Fl(4)Y.20s '41025' ODAS PA*, from:

35° 00'·6N., 75° 27'·3W.

to:

35° 01'·5N., 75° 23'·8W.

4437 UNITED STATES OF AMERICA - East Coast - Buoy.

Source: ENC US3NY01M

Chart 2492 [*previous update 4290/25*] NAD83 DATUM

Delete

 *Fl.Y.5s 'Sent3'*

40° 36'·6N., 70° 47'·0W.

Chart 2670 [*previous update 3669/25*] WGS84 DATUM

Delete

 *Fl.Y.5s 'Sent3'*

40° 36'·2N., 70° 47'·3W.

Chart 2860 [*previous update 4290/25*] NAD83 DATUM

Delete

 *Fl.Y.5s 'Sent3'*

40° 36'·6N., 70° 47'·0W.

II

4443 UNITED STATES OF AMERICA - East Coast - Buoy.

Source: ENC US4VA1AF

Chart 2919 [*previous update 3517/25*] NAD83 DATUM

Insert	 <i>FL.Y.6s 'A'</i>	36° 51'·60N., 75° 54'·23W.
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4446 UNITED STATES OF AMERICA - East Coast - Obstructions. Depths. Rocks.

Source: ENC US5NYCAG

Chart 3204 [*previous update 4037/25*] NAD83 DATUM

Insert	 <i>Obstn</i> depth, 35, with seabed type, <i>R</i> depth, 33, with seabed type, <i>R</i> depth, 22, enclosed by 3ft contour, with seabed type, <i>R</i> depth, 25, enclosed by 3ft contour, with seabed type, <i>R</i>	40° 29'·97N., 73° 57'·45W. 40° 29'·60N., 73° 58'·10W. 40° 29'·47N., 73° 58'·34W. 40° 29'·81N., 73° 58'·33W. (a) 40° 29'·75N., 73° 58'·59W.
Delete	depth, 33, close SE of:	(a) above
Insert	depth, 23, enclosed by 3ft contour, with seabed type, <i>R</i>	40° 29'·72N., 73° 58'·74W.
	 <i>Obstn</i>	40° 29'·11N., 74° 00'·89W.

Chart 3459 [*previous update 3749/25*] NAD83 DATUM

Insert	 <i>Obstn</i>	(a) 40° 29'·97N., 73° 57'·45W.
Delete	depth, 28, close SW of:	(a) above
Insert	depth, 23, with seabed type, <i>R</i>	40° 29'·60N., 73° 58'·10W.
	depth, 21, with seabed type, <i>R</i>	(b) 40° 29'·47N., 73° 58'·34W.
Delete	depth, 25, close NE of:	(b) above
Insert	depth, 14, enclosed by 18ft contour, with seabed type, <i>R</i>	40° 29'·81N., 73° 58'·33W.
	 <i>Obstn</i>	(c) 40° 29'·73N., 73° 58'·42W.
Delete	depth, 23, close SW of:	(c) above
Insert	depth, 17, enclosed by 18ft contour, with seabed type, <i>R</i>	40° 29'·75N., 73° 58'·59W.
	depth, 15, enclosed by 18ft contour, with seabed type, <i>R</i>	40° 29'·72N., 73° 58'·74W.
	depth, 20, with seabed type, <i>R</i>	40° 29'·57N., 73° 59'·70W.
	depth, 23	(d) 40° 29'·32N., 74° 00'·04W.
Delete	depth, 27, close SW of:	(d) above
Insert	 <i>Obstn</i>	40° 29'·11N., 74° 00'·89W.

4447 UNITED STATES OF AMERICA - East Coast - Buoy.

Source: ENC US5MA1EL

Chart 2456 [*previous update 4023/25*] NAD83 DATUM

Move	 '13', from: to:	41° 31'·39N., 70° 30'·95W. 41° 31'·97N., 70° 30'·76W.
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II

4458 UNITED STATES OF AMERICA - East Coast - Buoy. Beacon. Light-beacon.

Source: ENC US4MD20M

Chart 2921 (Panel 1) [*previous update 3393/25*] NAD83 DATUM

Insert	symbol, orange and white pillar light-buoy, <i>Fl.2.5s</i>	38° 13'·60N., 76° 04'·65W.
	symbol, black and white unlit beacon with diamond topmark, Hooper Strait	(a) 38° 13'·61N., 76° 04'·53W.
Delete	symbol, black and white light-beacon with diamond topmark, Fl.WR.6s 41ft 8/6M Hooper Strait and associated sectors, close SE of:	(a) above

4346(P)/25 ENGLAND - East Coast - Depths.

Source: mv Northern Storm

- Recent survey information has shown that depths less than charted exist within Beadnell Bay. The most significant is as follows:

<i>Depth</i>	<i>Position</i>
13·7m	55° 32'·61N., 1° 35'·99W.

- Recent survey information has shown that depths less than charted exist within Warkworth Harbour. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
10·5m	55° 21'·244N., 1° 33'·515W.
21·3m	55° 21'·338N., 1° 31'·998W.

- Mariners are advised to navigate with caution in the area.
- Charts will be updated when surveying activities are complete.
(ETRS89 DATUM)

Charts affected - 156 - 1627 (INT 1551) - 5615_6 - 5615_7

4371(P)/25 ENGLAND - South Coast - Wreck.

Source: mv Northern Gale

- The least depth over the wreck in position 50° 34'·61N., 2° 33'·99W. is reported to be 19·1m.
- Mariners are advised to navigate with caution in the area.
(ETRS89 DATUM)

Charts affected - 2454 (INT 1702) - 2615 - 3315 - 5601_3 - 5601_4

II

4441(P)/25 SCOTLAND - West Coast - Depths. Depth information. Obstruction.

Source: mv Northern Gale and mv Northern Remote

- Recent survey information has shown that depths less than charted exist within the vicinity of Boreray, St Kilda. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
63m	57° 53'·79N., 8° 31'·88W.
65m	57° 53'·60N., 8° 29'·28W.
60m	57° 53'·29N., 8° 28'·83W.
64m	57° 52'·37N., 8° 31'·33W.
61m	57° 51'·83N., 8° 32'·00W.
23·3m	57° 51'·73N., 8° 30'·62W.
48m	57° 51'·56N., 8° 29'·69W.
39m	57° 51'·18N., 8° 27'·91W.
34m	57° 51'·09N., 8° 28'·01W.
59m	57° 51'·09N., 8° 31'·04W.
47m	57° 51'·05N., 8° 32'·82W.
47m	57° 50'·66N., 8° 27'·55W.
60m	57° 50'·42N., 8° 29'·05W.
50m	57° 49'·84N., 8° 28'·47W.
18·3m	57° 53'·01N., 8° 30'·14W.
38m	57° 52'·98N., 8° 29'·63W.
36m	57° 52'·77N., 8° 30'·03W.
34m	57° 52'·37N., 8° 28'·92W.
19·7m	57° 51'·59N., 8° 28'·86W.

- Recent survey information has shown that depths less than charted exist within the vicinity of Soay, St Kilda. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
71m	57° 52'·51N., 8° 38'·04W.
70m	57° 51'·03N., 8° 39'·78W.
56m	57° 50'·28N., 8° 39'·11W.
21·2m	57° 50'·07N., 8° 38'·83W.

- Recent survey information has shown that depths less than charted exist within the vicinity of Hirta, St Kilda. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
60m	57° 51'·44N., 8° 34'·83W.
50m	57° 49'·98N., 8° 34'·13W.
13·9m	57° 49'·54N., 8° 35'·73W.
29m	57° 49'·37N., 8° 36'·02W.
18·6m	57° 49'·34N., 8° 35'·82W.
40m	57° 48'·43N., 8° 36'·90W.
61m	57° 47'·91N., 8° 35'·11W.
38m	57° 47'·79N., 8° 34'·91W.
38m	57° 47'·64N., 8° 34'·52W.
43m	57° 47'·63N., 8° 34'·23W.
33m	57° 47'·49N., 8° 33'·81W.
45m	57° 47'·44N., 8° 33'·88W.
73m	57° 47'·38N., 8° 38'·99W.
58m	57° 46'·35N., 8° 34'·77W.
43m	57° 49'·80N., 8° 33'·92W.
43m	57° 49'·72N., 8° 33'·60W.
43m	57° 49'·59N., 8° 33'·41W.
44m	57° 49'·31N., 8° 33'·26W.
44m	57° 48'·81N., 8° 32'·66W.

- *An obstruction, depth 1·2m, is reported to exist in position 57° 48'·60N., 8° 34'·11W.

II

4441(P)/25 SCOTLAND - West Coast - Depths. Depth information. Obstruction. (continued)

5. Recent survey information has shown that depths less than charted exist within the vicinity of Levenish, St Kilda. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
6·5m	57° 47'·55N., 8° 31'·49W.
7·1m	57° 47'·54N., 8° 31'·56W.
61m	57° 47'·74N., 8° 29'·71W.
14·9m	57° 47'·60N., 8° 30'·81W.

6. Mariners are advised to navigate with caution in the area.
7. Charts will be updated when full details are available.
8. *Former Notice 3351(P)/25 is cancelled.
*Indicates new or revised entry
(ETRS89 DATUM)

Charts affected - 1128 - 2524 - 2635 (INT 1061) - 2721 (INT 1603) - 2722 (INT 1604)

4348(T)/25 NORTH SEA - United Kingdom Sector - Scientific instruments. Buoyage.

Source: Northern Endurance Partnership

1. A seabed mounted scientific instrument has been established in position 54° 15'·92N., 0° 56'·08E.
2. A seabed mounted scientific instrument has been established in position 54° 12'·18N., 0° 55'·00E.
3. A seabed mounted scientific instrument has been established in position 54° 12'·50N., 1° 09'·20E.
4. Further scientific instruments marked by 4 cardinal buoys, have been established in the area bounded by
54° 11'·46N., 1° 03'·34E.
54° 11'·04N., 1° 03'·34E.
54° 11'·04N., 1° 02'·54E.
54° 11'·46N., 1° 02'·54E.
5. Positions may be subject to change.
6. Mariners are advised to navigate with caution in the area and maintain a safe operating distance of at least 500m from the underwater instruments.
(ETRS89 DATUM)

Charts affected - 266 - 1187 - 1191 (INT 1507)

II

4356(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
55° 01'·41N., 3° 41'·11E.	266
53° 34'·62N., 5° 40'·35E.	1633
53° 35'·29N., 5° 45'·05E.	1633
54° 00'·32N., 5° 52'·55E.	1633
54° 00'·32N., 5° 52'·82E.	1633
54° 01'·55N., 5° 48'·02E.	1633
54° 02'·44N., 5° 55'·74E.	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

4356(T)/25 NORTH SEA - Netherlands Sector - Buoyage. Measuring instruments. (continued)

4. Mariners are advised to navigate with caution in the area.
5. *Former Notice 4279(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) - 266 - 1632 (INT 1420) - 1633 (INT 1417) - BE 101 (INT 1474) - BE 102 (INT 1480) - DE 50 (INT 1045) - DE 90 (INT 1461)

4430(T)/25 NORTH SEA - Norwegian Sector - Buoyage.

Source: Norwegian Notices 4/77079(T)/25, 14/78345(T)/25 and Norwegian Bulletin 15/25 T and P section

1. Yellow spherical ODAS buoys, *Fl(5)Y.20s*, have been deployed in the following positions:

*59° 57'·10N., 2° 30'·95E.
60° 04'·25N., 2° 33'·97E.

2. Mariners are advised to navigate with caution in the area.
3. *Former Notice 3950(T)/25 is cancelled.
*Indicates new or revised entry
(WGS84 DATUM)

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

4349(P)/25 CYPRUS - Works. Berth. Submarine pipelines.

Source: Cyprus Department of Lands and Surveys.

1. Works are taking place to construct an LPG Berth and subsea pipelines in an area bounded by the following positions:

34° 43'·172N., 33° 18'·752E.
34° 42'·876N., 33° 18'·671E.
34° 42'·712N., 33° 18'·829E.
34° 42'·546N., 33° 18'·626E.
34° 42'·711N., 33° 18'·424E.
34° 42'·871N., 33° 18'·563E.
34° 43'·188N., 33° 18'·713E.

2. Mariners are advised to keep clear of the construction area at all times and consult the local port authorities for the latest information.
3. Charts will be updated when works are complete.
(WGS84 DATUM)

Charts affected - 849 - 850

4404(P)/25 MEDITERRANEAN SEA - Submarine cables.

Source: Alcatel Submarine Networks and UKHO

1. The Medusa submarine fibre optic cable system is due to be laid. The proposed positions in depths of less than 200m are listed below with details of the relevant, largest scale Admiralty Charts affected [in brackets]. The accompanying diagram shows the overall coverage of the proposed cables.
2. A - Morocco (Melilla) to Spain (Barcelona) and France (Marseille) [153, 580, 1196, 1704, 1705, 2116, 2437]:

35° 18'·9N., 2° 41'·1W.
35° 08'·6N., 2° 42'·2W.
35° 06'·8N., 2° 43'·0W.

II

4404(P)/25 MEDITERRANEAN SEA - Submarine cables. (continued)

3. and

41° 24'·1N., 2° 41'·7E.
41° 24'·2N., 2° 41'·4E.
41° 24'·6N., 2° 39'·0E.
41° 24'·8N., 2° 35'·6E.
41° 24'·9N., 2° 32'·8E.
41° 24'·7N., 2° 30'·0E.
41° 24'·1N., 2° 23'·2E.
41° 24'·1N., 2° 21'·1E.
41° 24'·4N., 2° 19'·1E.
41° 25'·39N., 2° 14'·02E.

4. and

43° 15'·01N., 5° 22'·40E.
43° 15'·04N., 5° 22'·24E.
43° 14'·99N., 5° 21'·67E.
43° 15'·02N., 5° 21'·45E.
43° 15'·15N., 5° 21'·10E.
43° 15'·17N., 5° 20'·90E.
43° 15'·27N., 5° 20'·36E.
43° 15'·24N., 5° 19'·87E.
43° 15'·15N., 5° 19'·53E.
43° 14'·39N., 5° 17'·71E.
43° 14'·33N., 5° 16'·86E.
43° 13'·46N., 5° 12'·90E.
43° 11'·95N., 5° 11'·24E.
43° 06'·9N., 5° 08'·6E.
43° 06'·1N., 5° 03'·8E.
43° 06'·2N., 5° 02'·7E.
43° 06'·0N., 5° 01'·4E.
43° 04'·1N., 4° 59'·7E.
43° 02'·2N., 4° 56'·8E.
43° 00'·7N., 4° 47'·0E.
42° 59'·2N., 4° 44'·2E.
42° 56'·2N., 4° 42'·2E.
42° 51'·6N., 4° 42'·5E.

II

4404(P)/25 MEDITERRANEAN SEA - Submarine cables. (continued)

5. **B** – France (Marseille) to Tunisia (Bizerte), Italy (Mazara del Vallo) and Malta (Ras il-Wahx) [153, 194, 964, 1705, 2116, 2121, 2122, 2123, 2537, 2538]:

43° 04'·6N., 5° 17'·9E.
43° 04'·8N., 5° 17'·9E.
43° 05'·2N., 5° 17'·7E.
43° 05'·5N., 5° 17'·6E.
43° 05'·7N., 5° 17'·6E.
43° 07'·3N., 5° 17'·3E.
43° 07'·6N., 5° 17'·4E.
43° 08'·05N., 5° 17'·24E.
43° 08'·31N., 5° 17'·27E.
43° 08'·87N., 5° 17'·34E.
43° 09'·52N., 5° 17'·32E.
43° 09'·77N., 5° 17'·51E.
43° 11'·22N., 5° 17'·48E.
43° 12'·03N., 5° 17'·68E.
43° 12'·66N., 5° 17'·71E.
43° 13'·35N., 5° 17'·91E.
43° 13'·49N., 5° 18'·01E.
43° 14'·13N., 5° 18'·77E.
43° 14'·31N., 5° 19'·06E.
43° 14'·62N., 5° 19'·72E.

6. and

43° 14'·70N., 5° 19'·88E.
43° 15'·01N., 5° 20'·60E.
43° 15'·02N., 5° 20'·65E.
43° 15'·03N., 5° 20'·76E.
43° 15'·06N., 5° 20'·90E.
43° 15'·07N., 5° 21'·04E.
43° 14'·94N., 5° 21'·59E.
43° 15'·00N., 5° 22'·24E.
43° 14'·98N., 5° 22'·40E.

7. and

37° 17'·4N., 9° 52'·5E.
37° 17'·6N., 9° 53'·5E.
37° 17'·7N., 9° 53'·7E.
37° 18'·0N., 9° 54'·0E.
37° 18'·5N., 9° 54'·2E.
37° 19'·5N., 9° 54'·3E.
37° 27'·5N., 9° 52'·8E.
37° 29'·2N., 9° 51'·9E.

II

4404(P)/25 MEDITERRANEAN SEA - Submarine cables. (continued)

8. and

37° 39'·61N., 12° 34'·11E.
37° 34'·5N., 12° 26'·5E.
37° 33'·8N., 12° 26'·4E.
37° 29'·7N., 12° 28'·3E.
37° 28'·3N., 12° 29'·5E.
37° 28'·1N., 12° 29'·7E.
37° 27'·4N., 12° 31'·0E.
37° 27'·0N., 12° 31'·4E.
37° 13'·2N., 12° 33'·4E.
37° 12'·7N., 12° 33'·6E.
37° 07'·7N., 12° 37'·4E.
37° 07'·2N., 12° 37'·7E.
37° 06'·6N., 12° 37'·8E.
37° 06'·2N., 12° 37'·8E.
37° 05'·9N., 12° 37'·6E.
36° 57'·0N., 12° 33'·7E.
36° 56'·7N., 12° 33'·6E.
36° 54'·3N., 12° 33'·1E.
36° 54'·0N., 12° 32'·9E.
36° 52'·7N., 12° 31'·6E.
36° 52'·1N., 12° 30'·5E.
36° 51'·8N., 12° 30'·1E.
36° 50'·1N., 12° 29'·4E.
36° 48'·8N., 12° 28'·8E.
36° 47'·5N., 12° 27'·3E.

9. and

36° 44'·9N., 12° 25'·5E.
36° 42'·5N., 12° 24'·5E.
36° 44'·5N., 12° 23'·0E.
36° 46'·5N., 12° 22'·0E.
36° 48'·9N., 12° 20'·5E.
36° 52'·6N., 12° 19'·0E.
36° 54'·9N., 12° 17'·7E.
36° 58'·1N., 12° 14'·0E.
36° 59'·5N., 12° 12'·5E.
37° 02'·1N., 12° 07'·8E.
37° 06'·5N., 12° 01'·4E.
37° 07'·8N., 12° 00'·1E.
37° 15'·0N., 11° 55'·7E.
37° 16'·5N., 11° 55'·8E.
37° 17'·5N., 11° 55'·0E.
37° 21'·0N., 11° 51'·0E.
37° 22'·4N., 11° 49'·8E.
37° 27'·5N., 11° 43'·2E.
37° 30'·6N., 11° 40'·5E.
37° 31'·2N., 11° 38'·9E.
37° 31'·9N., 11° 38'·0E.

II

4404(P)/25 MEDITERRANEAN SEA - Submarine cables. (continued)

10. and

35° 56'·04N., 14° 20'·63E.
35° 55'·86N., 14° 20'·38E.
35° 55'·68N., 14° 20'·01E.
35° 55'·42N., 14° 19'·68E.
35° 55'·09N., 14° 19'·48E.
35° 54'·64N., 14° 19'·07E.
35° 54'·29N., 14° 18'·90E.
35° 54'·07N., 14° 18'·71E.
35° 52'·51N., 14° 16'·87E.
35° 52'·04N., 14° 16'·20E.
35° 51'·69N., 14° 15'·48E.
35° 51'·59N., 14° 15'·09E.
35° 51'·53N., 14° 14'·68E.
35° 51'·54N., 14° 14'·36E.

11. C – Libya (Ṭarābulus, Miṣrātah and Banghāzī) to Greece (Kolpos and Irakleion), Cyprus (Ktima) and Egypt (Port Said) [183, 775, 849, 1038, 1091, 1093, 1657, 2578, 3352, 3401, 3402, 3403, 3678]:

32° 51'·0N., 13° 27'·4E.
32° 54'·2N., 13° 30'·2E.
32° 55'·6N., 13° 31'·7E.
32° 57'·1N., 13° 33'·6E.
32° 59'·5N., 13° 34'·6E.
33° 03'·9N., 13° 34'·8E.
33° 14'·9N., 13° 36'·1E.

12. and

32° 32'·2N., 14° 59'·2E.
32° 29'·9N., 14° 56'·8E.
32° 26'·0N., 14° 55'·1E.

13. and

32° 10'·3N., 19° 47'·6E.
32° 06'·8N., 19° 49'·4E.
32° 05'·5N., 19° 50'·5E.
32° 04'·6N., 19° 51'·8E.
32° 04'·0N., 19° 53'·5E.
32° 03'·87N., 19° 55'·61E.
32° 04'·18N., 19° 58'·63E.
32° 04'·13N., 20° 02'·09E.
32° 04'·00N., 20° 02'·43E.

14. and

37° 51'·80N., 24° 02'·40E.
37° 51'·88N., 24° 02'·69E.
37° 51'·85N., 24° 03'·03E.
37° 51'·31N., 24° 04'·83E.
37° 49'·03N., 24° 10'·08E.
37° 48'·26N., 24° 10'·92E.
37° 47'·03N., 24° 11'·91E.
37° 45'·04N., 24° 12'·32E.
37° 44'·56N., 24° 12'·63E.
37° 41'·75N., 24° 12'·97E.
37° 38'·83N., 24° 12'·89E.
37° 38'·33N., 24° 12'·73E.

II

4404(P)/25 MEDITERRANEAN SEA - Submarine cables. (continued)

15. and

35° 19'·91N., 25° 11'·73E.
35° 20'·10N., 25° 11'·81E.
35° 20'·43N., 25° 12'·11E.
35° 21'·23N., 25° 12'·29E.
35° 21'·79N., 25° 12'·56E.
35° 22'·55N., 25° 12'·67E.
35° 23'·11N., 25° 12'·48E.
35° 23'·56N., 25° 12'·07E.
35° 24'·64N., 25° 11'·08E.

16. and

34° 44'·01N., 32° 26'·98E.
34° 43'·98N., 32° 26'·93E.
34° 43'·94N., 32° 26'·91E.
34° 43'·37N., 32° 26'·80E.
34° 43'·28N., 32° 26'·75E.
34° 43'·19N., 32° 26'·68E.
34° 43'·13N., 32° 26'·59E.
34° 42'·65N., 32° 25'·59E.
34° 42'·43N., 32° 25'·38E.
34° 41'·55N., 32° 25'·08E.
34° 40'·58N., 32° 25'·12E.
34° 39'·99N., 32° 24'·89E.
34° 39'·58N., 32° 24'·54E.

17. and

31° 16'·41N., 32° 18'·08E.
31° 16'·53N., 32° 18'·08E.
31° 19'·16N., 32° 16'·18E.
31° 19'·66N., 32° 16'·36E.
31° 20'·41N., 32° 16'·15E.
31° 20'·77N., 32° 15'·70E.
31° 27'·47N., 32° 13'·02E.
31° 28'·16N., 32° 11'·90E.
31° 28'·71N., 32° 10'·18E.
31° 28'·88N., 32° 09'·97E.
31° 30'·92N., 32° 09'·06E.
31° 31'·03N., 32° 07'·86E.
31° 31'·21N., 32° 07'·23E.
31° 33'·07N., 32° 05'·82E.
31° 33'·20N., 32° 04'·76E.
31° 33'·43N., 32° 04'·08E.
31° 35'·46N., 32° 02'·09E.
31° 35'·56N., 32° 01'·78E.
31° 35'·41N., 32° 00'·55E.
31° 35'·45N., 31° 59'·95E.
31° 35'·77N., 31° 59'·29E.
31° 36'·31N., 31° 58'·87E.
31° 37'·27N., 31° 58'·57E.
31° 37'·83N., 31° 58'·16E.
31° 38'·85N., 31° 58'·01E.

II

4404(P)/25 MEDITERRANEAN SEA - Submarine cables. (continued)

18. and

31° 39'·23N., 31° 57'·87E.
31° 39'·52N., 31° 57'·61E.
31° 40'·03N., 31° 57'·22E.
31° 41'·67N., 31° 56'·42E.
31° 42'·41N., 31° 56'·22E.
31° 46'·70N., 31° 54'·15E.
31° 47'·11N., 31° 54'·00E.
31° 47'·44N., 31° 54'·09E.
31° 47'·72N., 31° 54'·31E.
31° 48'·03N., 31° 54'·39E.
31° 48'·34N., 31° 54'·28E.
31° 49'·37N., 31° 53'·06E.
31° 52'·77N., 31° 47'·30E.
31° 53'·55N., 31° 45'·60E.
31° 53'·84N., 31° 45'·42E.
31° 54'·74N., 31° 45'·43E.
31° 55'·11N., 31° 45'·27E.
31° 57'·5N., 31° 41'·4E.
31° 58'·7N., 31° 41'·2E.
32° 00'·4N., 31° 38'·8E.
32° 01'·4N., 31° 38'·5E.
32° 02'·8N., 31° 37'·9E.
32° 03'·5N., 31° 37'·8E.

19. Vessels are advised to monitor NAVAREA III; also local warnings and Notices to Mariners of other nations for the latest information regarding the cable laying activity.

20. Vessels should give the cable laying vessels a wide berth and avoid anchoring or trawling in the vicinity of the cable.

21. For further information regarding submarine cables, see The Mariner's Handbook (NP100).

22. Charts will be updated when works are complete.
(WGS84 DATUM)

Charts affected - 153 (INT 3195) - 183 - 194 - 580 - 775 - 849 - 964 - 1038 - 1091 - 1093 - 1196 (INT 3184) - 1657 - 1704 - 1705 - 2116 - 2121 - 2122 - 2123 - 2437 - 2537 - 2538 - 2578 (INT 3550) - 3352 - 3401 (INT 3508) - 3402 (INT 3512) - 3403 (INT 3216) - 3678

4454(P)/25 FRANCE - South Coast - Anchorage areas. Restricted area.

Source: French Notice 36/89/25

1. New anchorage areas have been established in the approaches to the Port du Crouton, bounded by the following positions:

43° 33'·463N., 7° 07'·007E.
43° 33'·485N., 7° 07'·109E.
43° 33'·425N., 7° 07'·136E.
43° 33'·408N., 7° 07'·037E.

2. and

43° 33'·385N., 7° 07'·021E.
43° 33'·392N., 7° 07'·149E.
43° 33'·353N., 7° 07'·171E.
43° 33'·329N., 7° 07'·122E.
43° 33'·346N., 7° 07'·018E.

II

4454(P)/25 FRANCE - South Coast - Anchorage areas. Restricted area. (continued)

3. and

43° 33'·354N., 7° 06'·858E.
43° 33'·318N., 7° 07'·150E.
43° 33'·274N., 7° 07'·160E.
43° 33'·256N., 7° 07'·079E.
43° 33'·236N., 7° 06'·836E.

4. and

43° 33'·221N., 7° 06'·885E.
43° 33'·244N., 7° 07'·069E.
43° 33'·243N., 7° 07'·167E.
43° 33'·197N., 7° 07'·173E.
43° 33'·131N., 7° 07'·168E.
43° 33'·171N., 7° 06'·892E.

5. and

43° 33'·138N., 7° 07'·020E.
43° 33'·118N., 7° 07'·166E.
43° 33'·045N., 7° 07'·077E.

6. and

43° 33'·141N., 7° 07'·001E.
43° 33'·039N., 7° 07'·059E.
43° 33'·011N., 7° 06'·963E.
43° 33'·131N., 7° 06'·913E.

7. A restricted area, anchoring and diving prohibited, has been established in the approach to Ports de Golfe Juan, bounded by the following positions:

43° 33'·841N., 7° 04'·665E.
43° 33'·774N., 7° 04'·598E.
43° 33'·667N., 7° 04'·338E.
43° 33'·790N., 7° 04'·155E.

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

9. These changes will be included in a New Edition of Chart 2247 to be published late 2025.
(WGS84 DATUM)

Chart affected - 2247

4468(P)/25 UKRAINE - Channels. Dredging areas. Maintained channel. Depths.

Source: ENC UA5ECF75

1. Numerous changes to charted detail have taken place within the port of Chornomors'k. The most significant changes are as follows:

2. The port approach channel, bounded by the following positions, is now dredged to 16·0m (2024):

46° 19'·16N., 30° 40'·64E.
46° 18'·89N., 30° 41'·82E.
46° 18'·81N., 30° 41'·75E.
46° 19'·09N., 30° 40'·57E.

II

4468(P)/25 UKRAINE - Channels. Dredging areas. Maintained channel. Depths. (continued)

3. The charted dredged areas and channels centred on the following positions no longer exist:

<i>Dredged Depth</i>	<i>Date of Survey</i>	<i>Position</i>
12·0m	2018	46° 18'·947N., 30° 40'·223E.
14·5m	2018	46° 19'·104N., 30° 40'·170E.
11·3m	2018	46° 19'·236N., 30° 39'·536E.
11·0m	2018	46° 19'·489N., 30° 39'·917E.
12·0m	2018	46° 19'·461N., 30° 39'·611E.
12·0m	2018	46° 20'·162N., 30° 39'·196E.
12·0m	2018	46° 20'·591N., 30° 38'·602E.
9·5m	2018	46° 20'·236N., 30° 39'·342E.

4. The maintained depth channel, 11·5m, centred on position 46° 20'·748N., 30° 38'·743E. no longer exists.
 5. Depths less than charted exist. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
10·4m	46° 18'·821N., 30° 40'·279E.
8·8m	46° 19'·547N., 30° 39'·952E.
7·9m	46° 19'·649N., 30° 39'·847E.
10·2m	46° 19'·672N., 30° 39'·284E.
8·3m	46° 20'·111N., 30° 39'·159E.

6. Mariners are advised to navigate with caution in the area and consult the local port authority for the latest information.
 7. These and other changes will be included in a New Edition of Chart 2243 to be published late 2025. Chart 2212 will be updated by Notice to Mariners.
 (WGS84 DATUM)

Chart affected - 2243

4433(P)/25 LIBERIA - Beacons. Buoyage. Lights. Leading line.

Source: Liberia Maritime Authority

1. Mariners are advised that there have been numerous changes to buoyage, beacons and lights withing the Port of Monrovia.
 2. A new sectored light, Dir WRG.20m12M, with centre line, 121°, has been established in position 6° 20'·42N., 10° 47'·80W. with sectors as follows:

<i>Characteristics</i>	<i>Sector range</i>
Q.G	114·5° - 119·5° (5°)
Q.W	119·5° - 122·4° (2·9°)
Q.R	122·4° - 127·4° (5°)

3. The existing leading lights, F.R.17m11M and F.R.21m11M, in positions 6° 20'·42N., 10° 47'·81W. and 6° 20'·33N., 10° 47'·64W. and associated leading line have been withdrawn.
 4. An ODAS buoy, *Fl(5)Y.20s SADO*, has been established in position 6° 21'·09N., 10° 49'·07W.
 5. These changes will be included in a New Edition of Chart 2478 to be published late 2025.
 6. Charts 1363 and 1364 will be updated by Notice to Mariners.
 (WGS84 DATUM)

Chart affected - 2478

II

4385(T)/25 BAHRAIN - Buoyage.

Source: MENAS Notice 19/22 and SHOM

1. *The emergency wreck marking light-buoy, *Al.Oc.BuY.3s*, in position 26° 36'·03N., 50° 58'·66E. is reported to be unlit and off station.
2. *The safe water light-buoy, *LFl.10s Ra's Tannūrah*, in position 27° 06'·11N., 50° 57'·54E. is reported to be unlit.
3. *The isolated danger light-buoy, *Fl(2)12s 5FTM Patch*, in position 26° 30'·81N., 51° 18'·05E. is reported to be off station.
4. Mariners are advised to navigate with caution in the area.
5. *Former Notice 716(T)/22 is cancelled.
(WGS84 DATUM)

Charts affected - 2837 (INT 7017) - 2847 (INT 7018) - 2858 (INT 750) - 2883 (INT 7260) - 2886 (INT 7243) - 3788 (INT 7265) - 3790 (INT 7252)

4387(P)/25 INDIA - West Coast - Platform. Works.

Source: Indian Notice 14/104(P)/25

1. Platform construction works are taking place in the vicinity of position 22° 37'·27N., 68° 27'·15E.
2. Mariners are advised to keep 500 metres away from the above location and consult the local port authorities for the latest information.
(WGS84 DATUM)

Charts affected - 39 - 707 - IN 202 - IN 251 (INT 7318)

4347(T)/25 MALAYSIA - Peninsular Malaysia, East Coast - Works. Dredged area. Spoil ground.

Source: Marine Department, Malaysia Notice 184(T)/25

1. Dredging works are taking place within an area bounded by the following positions:
1° 26'·17N., 103° 55'·41E.
1° 25'·98N., 103° 55'·39E.
1° 25'·98N., 103° 55'·34E.
1° 26'·09N., 103° 55'·26E.
1° 26'·09N., 103° 55'·22E.
1° 26'·17N., 103° 55'·22E.
2. A spoil ground has been established, within an area bounded by the following positions:
1° 26'·02N., 104° 23'·75E.
1° 26'·01N., 104° 24'·00E.
1° 25'·52N., 104° 23'·81E.
1° 25'·52N., 104° 23'·51E.
3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(WGS84 DATUM)

Charts affected - 2403 - 3831 - 4044

4386(T)/25 TAIWAN - Works.

Source: UKHO

1. Dredging works are taking place within areas bounded by the following positions:
24° 16'·68N., 120° 31'·00E.
24° 16'·33N., 120° 30'·86E.

II

4386(T)/25 TAIWAN - Works. (continued)

24° 16'·32N., 120° 30'·88E.

24° 16'·64N., 120° 31'·02E.

24° 16'·60N., 120° 31'·13E.

24° 16'·63N., 120° 31'·14E.

and

24° 16'·75N., 120° 31'·40E.

24° 16'·45N., 120° 31'·57E.

24° 16'·45N., 120° 31'·61E.

24° 16'·76N., 120° 31'·43E.

and

24° 17'·03N., 120° 31'·53E.

24° 17'·05N., 120° 31'·52E.

24° 17'·04N., 120° 31'·39E.

24° 17'·01N., 120° 31'·41E.

and

24° 17'·24N., 120° 31'·76E.

24° 17'·22N., 120° 31'·82E.

24° 17'·20N., 120° 31'·62E.

24° 17'·23N., 120° 31'·62E.

and

24° 17'·36N., 120° 31'·02E.

24° 17'·35N., 120° 31'·04E.

24° 17'·27N., 120° 31'·01E.

24° 17'·23N., 120° 31'·06E.

24° 17'·22N., 120° 31'·06E.

24° 17'·26N., 120° 30'·99E.

24° 17'·27N., 120° 30'·99E.

24° 17'·27N., 120° 30'·97E.

2. Works to install a floating dock are taking place within an area bounded by the following positions:

24° 15'·96N., 120° 31'·45E.

24° 15'·96N., 120° 31'·37E.

24° 16'·07N., 120° 31'·41E.

24° 16'·07N., 120° 31'·44E.

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

Chart affected - 2618

II

4392(T)/25 CHINA - East Coast - Dredging area. Works.

Source: Chinese Bulletin Section 1 28/25

1. Dredging works are taking place in the area bounded by the following positions:

31° 07'·44N., 121° 53'·76E.

31° 07'·77N., 121° 53'·18E.

31° 08'·31N., 121° 52'·47E.

31° 08'·49N., 121° 52'·66E.

31° 07'·97N., 121° 53'·33E.

31° 07'·65N., 121° 53'·91E.

2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(CGCS 2000 DATUM)

Chart affected - 1602

4412(T)/25 CHINA - East Coast - Wreck.

Source: Chinese Notice 28/879(T)/25

1. A dangerous wreck has been reported drifting in the vicinity of position 30° 50'·1N., 123° 09'·6E.
2. Mariners are advised to navigate with caution in the area.
(CGCS 2000 DATUM)

Charts affected - 1199 - 2412 - 3480

4413(P)/25 CHINA - Bo Hai - Obstruction.

Source: Chinese Bulletin Section 1 29/25

1. An obstruction exists in position 39° 27'·6N., 119° 35'·7E.
2. Mariners are advised to navigate with caution in the area.
(CGCS 2000 DATUM)

Chart affected - 1249

4425(P)/25 CHINA - East Coast - Depths. Obstruction. Buoy. Submarine power cable. Ferry route. Works.

Source: Chinese Chart 13519

1. Depths less than charted exist within *Luotou Shuidao*. The most significant are as follows:

Depth

30m

31m

Position

29° 55'·93N., 122° 03'·27E.

29° 55'·99N., 122° 01'·67E.

2. Depths less than charted exist within *Xiazhi Men* and *Tiaozhou Men*. The most significant are as follows:

Depth

38m

4·7m

1·2m

Position

29° 49'·18N., 122° 10'·56E.

29° 45'·81N., 122° 12'·27E.

29° 48'·26N., 122° 11'·16E.

3. Depths less than charted exist to the south of Liuheng Dao island. The most significant is as follows:

Depth

7·1m

Position

29° 37'·51N., 122° 07'·45E.

II

4425(P)/25 CHINA - East Coast - Depths. Obstruction. Buoy. Submarine power cable. Ferry route. Works. (continued)

4. Depths less than charted exist within *Xiangshan Gang*. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
4·7m	29° 43'·57N., 121° 57'·50E.
3·1m	29° 44'·51N., 121° 56'·70E.
3·3m	29° 43'·06N., 121° 55'·77E.
4·7m	29° 41'·55N., 121° 53'·65E.
5·6m	29° 41'·22N., 121° 53'·91E.
7·9m	29° 38'·94N., 121° 53'·63E.

5. A shoal depth of 6·9m exists in position 29° 52'·18N., 122° 16'·45E.
6. A shoal depth of 19·9m exists in position 29° 56'·19N., 122° 26'·18E.
7. A shoal depth of 5·5m exists in position 29° 50'·30N., 122° 04'·48E.
8. There has been significant development between Fodu Dao and Meishan Dao, extending to the following positions:
- 29° 45'·36N., 121° 56'·94E.
 29° 42'·38N., 121° 59'·33E.
 29° 42'·92N., 122° 00'·16E.
 29° 43'·11N., 122° 00'·31E.
 29° 43'·32N., 122° 00'·57E.
 29° 43'·37N., 122° 00'·63E.
9. The Works in progress (2023) within *Fodu Shuidao* has been expanded, and covers an area bounded by the following positions:
- 29° 50'·07N., 122° 02'·21E.
 29° 49'·80N., 122° 02'·42E.
 29° 50'·25N., 122° 03'·90E.
 29° 49'·43N., 122° 04'·55E.
 29° 48'·03N., 122° 02'·43E.
 29° 47'·47N., 122° 02'·27E.
 29° 47'·37N., 122° 01'·73E.
10. A 5·6m obstruction exists in position 29° 53'·56N., 122° 26'·37E.
11. A special purpose buoy, *Mo(O)Y.12s*, has been established in position 29° 40'·41N., 122° 17'·29E.
12. A submarine power cable has been laid, joining the following positions:
- 29° 35'·13N., 122° 01'·73E.
 29° 35'·10N., 122° 02'·18E.
 29° 34'·77N., 122° 02'·55E.
 29° 34'·30N., 122° 04'·15E.
13. A ferry route exists, joining the following positions:
- 29° 49'·81N., 122° 01'·79E.
 29° 48'·66N., 122° 02'·64E.
 29° 46'·12N., 122° 04'·08E.
14. Mariners are advised to navigate with caution in the area.
15. These and other changes will be included in a New Edition of Chart 1126 to be published late 2025.
 (CGCS 2000 DATUM)

Chart affected - 1126

II

4429(T)/25 CHINA - East Coast - Dredging area. Works.

Source: Chinese Notice 30/936(T)/25

1. Dredging works and reef removal operations are taking place in the area bounded by the following positions:

29° 45'·32N., 122° 00'·45E.

29° 45'·03N., 122° 00'·58E.

29° 45'·52N., 122° 01'·23E.

29° 45'·63N., 122° 01'·47E.

29° 45'·72N., 122° 01'·26E.

29° 45'·53N., 122° 00'·94E.

2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(CGCS 2000 DATUM)

Chart affected - 1126

4450(T)/25 JAPAN - Honshū - Buoy. Automatic Identification System.

Source: Japanese Notice 38/5407(T)/25

1. A yellow pillar buoy, *Mo(U) 8s 3M*, with Automatic Identification System, *AIS*, has been established, until further notice, in position 37° 38'·42N., 137° 02'·68E.
(WGS84 DATUM)

Chart affected - JP 1163

4390(T)/25 KOREA - South Coast - Platform.

Source: : Korean Notice 30/454(T)/25

1. A lit platform, *Mo(U)10s17m9M*, has been established in position: 34° 25'·20N., 127° 09'·09E.
2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Chart affected - 3929

4391(T)/25 KOREA - South Coast - Buoyage. Automatic Identification Systems. Virtual aids to navigation.

Source: Korean Notice 31/470(T)/25

1. Special purpose light-buoys, *Fl(4)Y.8s*, with Automatic Identification Systems (*AIS*), have been established in the following positions:

<i>Designation</i>	<i>Position</i>
<i>A</i>	35° 06'·33N., 129° 03'·68E.
<i>B</i>	35° 06'·33N., 129° 04'·00E.

2. Virtual aids to navigation (V-AIS), X-shaped topmarks, have been established in the following positions:

35° 06'·40N., 129° 03'·66E.

35° 06'·06N., 129° 03'·77E.

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

Chart affected - 1259

II

4352(T)/25 BRUNEI - Works. Buoyage.

Source: Brunei Notice 41(T)/25

1. Harbour works are taking place in the vicinity of position $5^{\circ} 01' \cdot 30\text{N.}$, $115^{\circ} 04' \cdot 09\text{E.}$
2. Special buoys have been established marking the limit of the works area.
3. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Chart affected - 2134

4451(T)/25 NORTH PACIFIC OCEAN - General information.

Source: Japanese Notice 38/5410(T)/25

1. A rocket launch is due to take place from the Tanegashima Space Center between 20 October to 30 November 2025.
2. A sea warning area will be established, bounded by the following positions:

$30^{\circ} 25' \cdot 67\text{N.}$, $130^{\circ} 58' \cdot 35\text{E.}$
 $30^{\circ} 22' \cdot 33\text{N.}$, $130^{\circ} 57' \cdot 68\text{E.}$
 $30^{\circ} 21' \cdot 95\text{N.}$, $130^{\circ} 57' \cdot 82\text{E.}$
 $30^{\circ} 16' \cdot 20\text{N.}$, $130^{\circ} 57' \cdot 82\text{E.}$
 $30^{\circ} 16' \cdot 20\text{N.}$, $131^{\circ} 16' \cdot 80\text{E.}$
 $30^{\circ} 26' \cdot 40\text{N.}$, $131^{\circ} 16' \cdot 80\text{E.}$
 $30^{\circ} 26' \cdot 40\text{N.}$, $130^{\circ} 59' \cdot 37\text{E.}$

3. Between 21 October and 30 November 2025, rocket debris is predicted to fall within areas bounded by the following positions:

$28^{\circ} 39' \cdot 0\text{N.}$, $134^{\circ} 02' \cdot 0\text{E.}$
 $28^{\circ} 21' \cdot 5\text{N.}$, $134^{\circ} 58' \cdot 8\text{E.}$
 $28^{\circ} 24' \cdot 6\text{N.}$, $135^{\circ} 26' \cdot 4\text{E.}$
 $29^{\circ} 00' \cdot 0\text{N.}$, $135^{\circ} 38' \cdot 0\text{E.}$
 $29^{\circ} 17' \cdot 9\text{N.}$, $134^{\circ} 43' \cdot 8\text{E.}$
 $29^{\circ} 14' \cdot 3\text{N.}$, $134^{\circ} 12' \cdot 3\text{E.}$
and

$26^{\circ} 50' \cdot 8\text{N.}$, $136^{\circ} 38' \cdot 6\text{E.}$
 $25^{\circ} 53' \cdot 4\text{N.}$, $138^{\circ} 10' \cdot 2\text{E.}$
 $25^{\circ} 51' \cdot 6\text{N.}$, $138^{\circ} 47' \cdot 7\text{E.}$
 $26^{\circ} 45' \cdot 0\text{N.}$, $139^{\circ} 21' \cdot 0\text{E.}$
 $26^{\circ} 55' \cdot 8\text{N.}$, $139^{\circ} 21' \cdot 5\text{E.}$
 $27^{\circ} 52' \cdot 0\text{N.}$, $137^{\circ} 51' \cdot 0\text{E.}$
 $27^{\circ} 53' \cdot 9\text{N.}$, $137^{\circ} 12' \cdot 2\text{E.}$
 $26^{\circ} 59' \cdot 6\text{N.}$, $136^{\circ} 39' \cdot 0\text{E.}$
and

$16^{\circ} 09' \cdot 0\text{N.}$, $147^{\circ} 58' \cdot 0\text{E.}$
 $09^{\circ} 14' \cdot 0\text{N.}$, $154^{\circ} 25' \cdot 0\text{E.}$
 $10^{\circ} 45' \cdot 0\text{N.}$, $156^{\circ} 01' \cdot 0\text{E.}$
 $17^{\circ} 40' \cdot 0\text{N.}$, $149^{\circ} 35' \cdot 0\text{E.}$
and

$45^{\circ} 00' \cdot 0\text{S.}$, $105^{\circ} 00' \cdot 0\text{W.}$
 $45^{\circ} 00' \cdot 0\text{S.}$, $165^{\circ} 00' \cdot 0\text{W.}$
 $49^{\circ} 00' \cdot 0\text{S.}$, $165^{\circ} 00' \cdot 0\text{W.}$
 $53^{\circ} 00' \cdot 0\text{S.}$, $155^{\circ} 00' \cdot 0\text{W.}$

II

4451(T)/25 NORTH PACIFIC OCEAN - General information. (continued)

53° 00'·0S., 105° 00'·0W.

4. Mariners are advised to navigate with caution within these areas.
(WGS84 DATUM)

Charts affected - 762 - 764 - 2347 - 2412 - 3237 - 3551 - 3552 - 4052 (INT 52) - 4053 (INT 53) - 4061 (INT 61) - 4062 (INT 62) - 4063 - 4064 (INT 64) - 4065 (INT 65) - 4506 (INT 506) - 4507 (INT 507) - 4509 (INT 509) - 4510 (INT 510) - 4610 - 4611 - 4612 - JP 1221

4373(P)/25 CANADA - British Columbia - Submarine cables.

Source: Canadian Notices 7/3441-3443/25

1. Submarine cables have been laid joining the following positions:

48° 44'·96N., 123° 33'·05W.
48° 44'·85N., 123° 33'·20W.
48° 44'·04N., 123° 32'·32W.
48° 42'·61N., 123° 29'·80W.
48° 43'·20N., 123° 26'·26W.
48° 43'·68N., 123° 25'·38W.
48° 44'·18N., 123° 25'·10W.

2. and

48° 40'·57N., 123° 23'·80W.
48° 40'·56N., 123° 22'·22W.
48° 40'·83N., 123° 21'·56W.
48° 42'·14N., 123° 22'·29W.
48° 42'·92N., 123° 23'·99W.
48° 44'·18N., 123° 25'·10W.

3. and

48° 47'·74N., 123° 12'·08W.
48° 48'·75N., 123° 14'·79W.
48° 49'·50N., 123° 18'·46W.
48° 49'·53N., 123° 19'·78W.
48° 49'·26N., 123° 20'·17W.
48° 48'·56N., 123° 20'·02W.

4. and

48° 44'·48N., 123° 25'·88W.
48° 43'·83N., 123° 24'·19W.
48° 47'·21N., 123° 19'·16W.
48° 50'·02N., 123° 20'·99W.
48° 52'·28N., 123° 23'·61W.
48° 52'·47N., 123° 23'·50W.
48° 53'·91N., 123° 24'·93W.
48° 56'·23N., 123° 31'·47W.
49° 02'·40N., 123° 38'·97W.
49° 03'·84N., 123° 39'·99W.
49° 07'·39N., 123° 45'·47W.
49° 08'·18N., 123° 47'·42W.
49° 08'·34N., 123° 48'·76W.
49° 09'·62N., 123° 52'·37W.
49° 10'·59N., 123° 52'·63W.
49° 10'·66N., 123° 52'·31W.
49° 10'·51N., 123° 51'·89W.

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

II

4373(P)/25 CANADA - British Columbia - Submarine cables. (continued)

6. These and other changes will be included in New Editions of Charts 4954, 4955, 4956 to be published in late 2025.
7. Charts 4957 and 4958 will be updated by Notice to Mariners.
(NAD83 DATUM)

Charts affected - 4954 - 4955 - 4956

4350(P)/25 BRAZIL - South Coast - Wreck.

Source: HYDROLANT 1548/25

1. A dangerous wreck has been reported in position 24° 16'·15S., 46° 28'·07W.
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 - 191 - 530 - 3980

4465(P)/25 COLOMBIA - Caribbean Sea Coast - Submarine cables.

Source: ENC CO200008

1. Submarine cables have been laid joining the following positions:

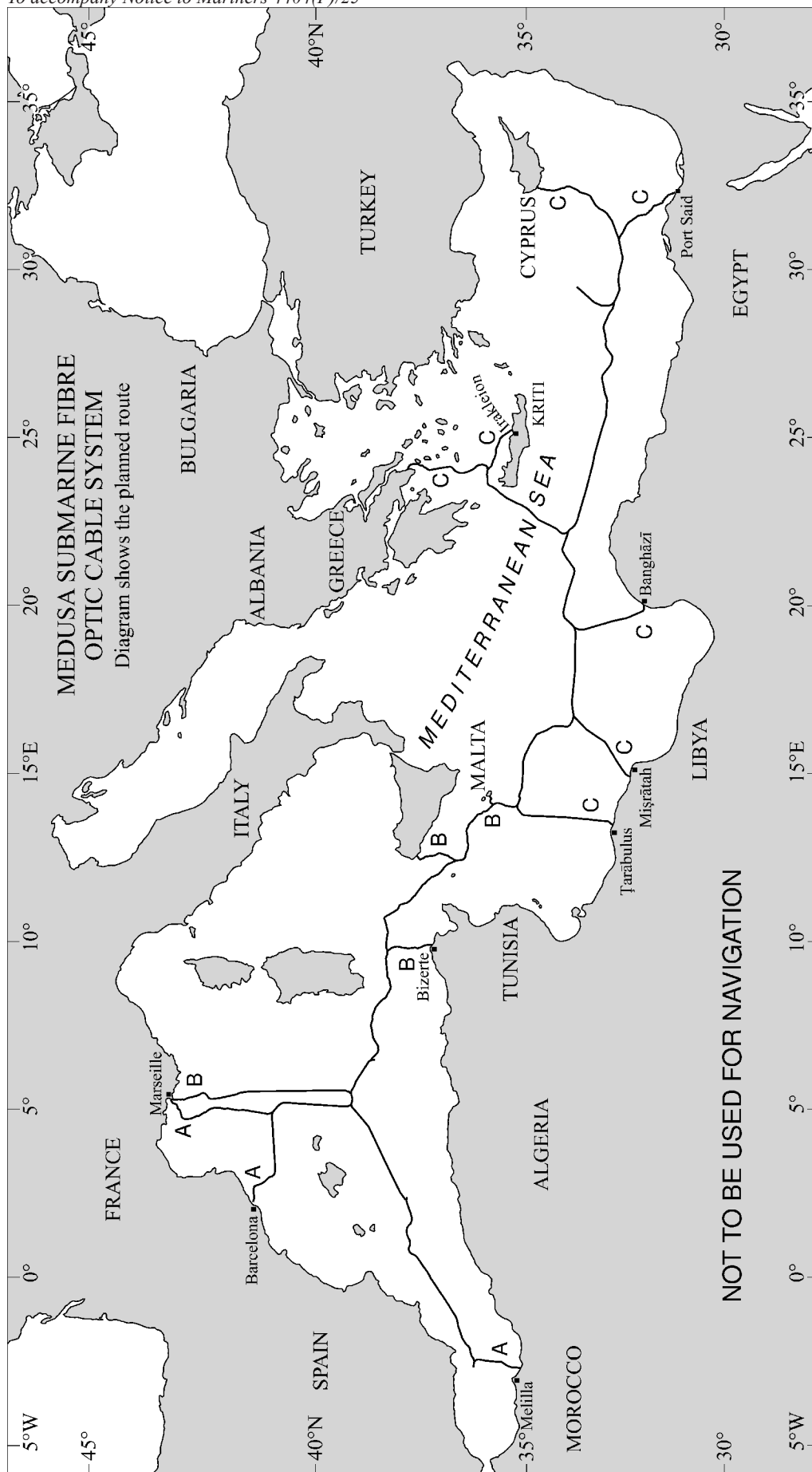
9° 31'·44N., 75° 35'·12W.
9° 40'·08N., 75° 57'·95W.
9° 40'·64N., 75° 58'·04W.
9° 43'·92N., 75° 57'·80W.
9° 44'·31N., 75° 57'·81W.

2. and

9° 31'·43N., 75° 35'·12W.
9° 33'·00N., 75° 43'·00W.
9° 36'·77N., 75° 53'·00W.
9° 37'·29N., 75° 56'·50W.
9° 39'·48N., 76° 00'·13W.
9° 43'·52N., 76° 08'·00W.
9° 44'·80N., 76° 11'·00W.
9° 46'·09N., 76° 13'·01W.

3. Charts 396 and 4402 will be updated by Notice to Mariners.
4. These changes will be included in a New Edition of Chart 1277 to be published late 2025.
(WGS84 DATUM)

Chart affected - 1277

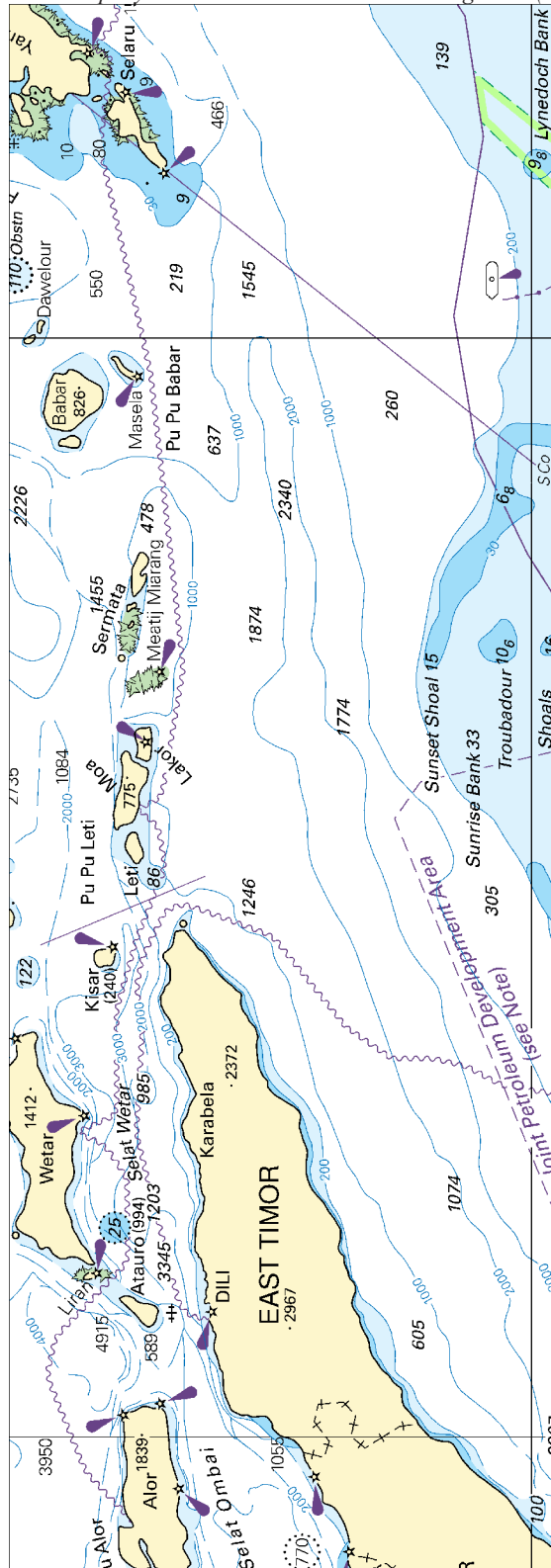


To accompany Notice to Mariners 4436/25

On Chart 2154

SUBMARINE CABLES AND PIPELINES
Mariners should not anchor, trawl or engage in seabed operations in the vicinity of submarine cables and pipelines. Submarine cables support national infrastructure; damage to them may affect critical services and can result in serious consequences, as well as creating a potential hazard to mariners. Wilful or neglectful damage to a cable may result in legal action. Pipelines are not always buried and their presence may significantly reduce the charted depth. They may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger.

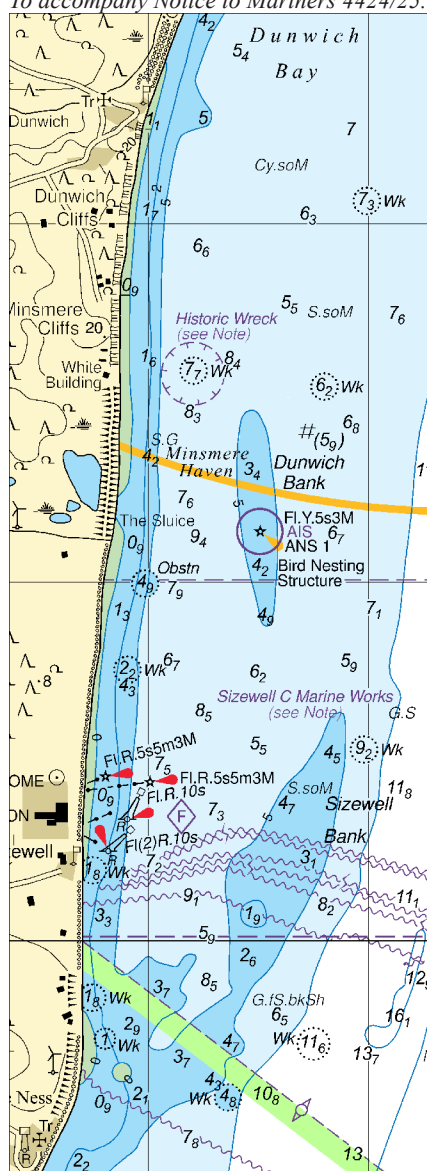
To accompany Notice to Mariners 4411/25. Image Size (mm) 209.6 by 72.7



Block for Chart No 4603

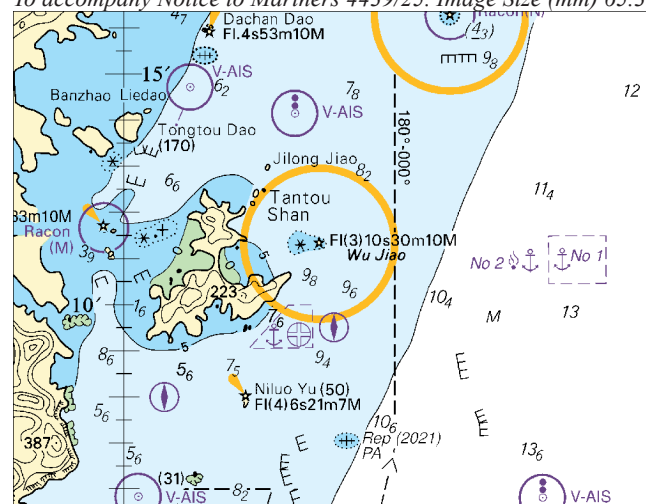
Wk41/25

To accompany Notice to Mariners 4424/25. Image Size (mm) 153.6 by 55.4



Block for Chart No 5614_1

To accompany Notice to Mariners 4439/25. Image Size (mm) 65.3 by 84.4



Block for Chart No 1759

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 41 published on the UKHO website 29 Sep 25.

Navarea I (NE Atlantic) *Weekly Edition 41*

The following NAVAREA I warnings were in force at 290500 UTC Sep 2025.

2025 series: 157, 225, 226.

Summary of Navarea I warnings issued since Weekly Edition 40:

225 1. NAVAREA I WARNINGS IN FORCE AT 261000 UTC SEP 2025. 2. CANCEL 221/25.

226 1. RIGLIST. CORRECT AT 290500 UTC SEP 2025.

SOUTHERN NORTH SEA: 51N TO 55N

	52-07.7N	003-56.4E	VALARIS 123 ACP P18-A
	53-05.1N	002-49.2E	HAEVA
	53-07.1N	002-06.3E	ENSCO 92 ACP LEMAN GAS FIELD
	53-34.8N	002-47.5E	SEAFOX 4 ACP CARRACK GAS FIELD
	53-35.6N	004-26.0E	SWIFT 10
	53-38.7N	000-36.2E	OBANA ACP AMETHYST GAS FIELD
	54-05.7N	003-21.8E	WELL SAFE PROTECTOR ACP E17A-A
NEW	54-18.0N	001-39.6E	ERDA ACP TRENT GAS FIELD
	54-34.2N	002-17.6E	VALARIS NORWAY ACP CYGNUS GAS FIELD

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

	56-16.5N	003-23.9E	NOBLE INVINCIBLE ACP VALHALL OIL FIELD
	56-32.7N	003-13.4E	LINUS ACP EKOFISK COMPLEX
	56-32.9N	003-12.8E	WEST ELARA ACP EKOFISK COMPLEX
	56-40.0N	003-48.0E	NOBLE INTREPID
	56-41.9N	002-20.2E	VALARIS 120 ACP JUDY OIL FIELD
	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
	57-16.5N	000-46.5E	SHELF DRILLING FORTRESS
	57-22.5N	001-59.8E	NOBLE INNOVATOR ACP MUNGO OIL FIELD
	57-48.9N	004-32.0E	MAERSK INSPIRER ACP YME OIL FIELD
NEW	58-06.0N	001-08.1E	PAUL B LOYD JR
	58-18.5N	001-46.4W	SAFE CALEDONIA ACP CAPTAIN OIL FIELD
	58-25.1N	001-43.0E	NOBLE LLOYD NOBLE ACP SLEIPNER GAS FIELD
	58-42.3N	001-36.7E	DEEPSEA ATLANTIC
	58-58.0N	002-17.0E	DEEPSEA NORDKAPP
	59-10.5N	002-22.5E	COSL PIONEER
	59-15.2N	002-36.1E	DEEPSEA ABERDEEN
	59-52.3N	002-34.0E	NOBLE INTEGRATOR

III

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

	60-00.2N	002-23.5E	DEEPSEA STAVANGER
	60-26.4N	003-01.4E	DEEPSEA YANTAI
	60-30.3N	002-00.8E	ASKEPOTT ACP MARTIN LINGE
	61-04.7N	001-59.3E	ASKELODDEN
	61-15.2N	000-44.2E	NOBLE PATRIOT
	61-16.5N	002-06.9E	COSL PROMOTER
	61-39.6N	002-43.3E	COSL INNOVATOR
NEW	OLEN		TRANSOCEAN ENCOURAGE
	64-56.8N	006-57.0E	TRANSOCEAN NORGE

SOUTH AND WEST COASTS OF THE BRITISH ISLES

NEW	53-34.0N	003-27.2W	VALARIS 72 ACP HAMILTON GAS FIELD
	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 224/25.

UPDATES TO ADMIRALTY SAILING DIRECTIONS

NP18 Baltic Pilot Volume 1 (2022 Edition)

Denmark - København - Enghave Brygge — Traffic regulations; prohibited area

203

Paragraph 6.91 4 including existing Section IV Notice Week 12/24 *Replace by:*

4 **Prohibited areas:**

A prohibited area, marked by buoys and light buoys (special), has been established to protect the development E of Refshaleøen (see 6.94). Larger vessels intending to use the port facilities at Prøvesten (6.113) must follow the route via Hollænderdybet (6.161) and the S part of Kongedybet (6.102). Lynetteløbet is closed to all traffic.

Opposite Christiansholm (55°40'·75N 12°35'·92E). The area is marked by buoys (special).

In Kronløbsbassin (6.110), within areas marked by buoys (special).

In Yderhavnen on the E side of Langelinie (6.110), within an area marked by buoys (special).

A prohibited area, centred on 55°39'·67N 12°34'·08E, marked by buoys (special), is situated in the vicinity of Bryggebroen (6.87).

Danish Notice 40/1017/24 [NP18-No 127-Wk 41/25]

Baltic Sea – The Sound – Drogden to Falsterborev — Directions; wind farm; dangerous wreck

221

Paragraph 6.203 *Replace by:*

- 1 From a position W of Drogden Light (55°32'·19N 12°42'·69E) (6.171), the track leads 7½ miles SSW, passing:

WNW of Lillgrund Wind Farm (6.168), thence:
ESE of rock (55°28'·47N 12°39'·96E), with a depth of 8·9 m, and:

WNW of a dangerous wreck (55°28'·11N 12°43'·04E), lying in the vicinity of a pilot boarding position, thence:

- 2 WNW of Viragogrund (55°27'·50N 12°45'·67E), marked by a buoy (W cardinal), thence:
WNW of M41 Light Buoy (safe water) (55°25'·00N 12°40'·55E) to enter the S-bound traffic lane of the TSS off Falsterborev (6.195), which passes on the W side of Falsterborev Light, thence:
ESE of a dangerous wreck (55°23'·33N 12°36'·16E).

The track then leads to a position about 1 mile S of Falsterborev Light (55°18'·53N 12°39'·35E) (6.202)

UKHO; Danish Notice 36/894/24

[NP18-No 126-Wk 41/25]

Denmark - Storebælt - Nyborg — Directions; obstruction

274

Paragraph 8.74 5 lines 8–12 *Replace by:*

ENE of an obstruction (55°17'·97N 10°47'·63E), marked by a buoy (port hand), on the extremity of Avernakke Hage, the coastal bank that extends SSE from Avernakke Pynt.

Danish Notice 46/1145/24 [NP18-No 128-Wk 41/25]

Denmark - Storebælt - Nyborg - Avernakke Pier — Directions; light

275

Paragraph 8.75 1 *Replace by:*

- 1 From a position in the white sector of Nyborg Havn Mole Head Light (8.74), on the alignment (306°) of Nyborg Fjord Leading Lights (8.74), the track continues NW on the alignment of the same lights through to Avernakke Pier.

Danish Notice 46/1145/24 [NP18-No 129-Wk 41/25]

NP19 Baltic Pilot Volume 2 (2022 Edition)

Sweden - East coast - Kalmarsund — Anchorage

163

Paragraph 4.47 1-2 *Replace by:*

- 1 Anchorage may be obtained in a number of areas in the vicinity of Kalmarsunds Djuprännan and Kalmar as follows:

(a) Anchorage A (56°36'·45N 16°21'·34E), in depths of about 16 m, fine sand.

- 2 (b) Anchorage B (56°38'·30N 16°22'·50E), for cruise vessels with a maximum draught of 8 m, in depths from about 9 to 15 m, clay, sand. A pilot must be embarked to use this anchorage.

Swedish Notice 1043/18848/24; UKHO

[NP19-No 209-Wk 41/25]

Sweden - Baltic Sea – Norrköping — Limiting conditions; controlling depths

214

Paragraph 5.186 including existing Section IV Notice Week 04/23 *Replace by:*

- 1 The following minimum charted depths exist (2025) within the port and its approaches:

Entrance channel — 14·7 m.

Bråvikenshamn channel and basin — 8·6 m.

Pampushamnen — 14·0 m.

- 2 Berth 3 and RoRo basin — 9 m.
Lindökanalen — 8·8 m; maximum permitted draught:
7·8 m.
Islet Blixholmen to Ståthögahamnen — 6·9 m.
Cementkajen basin — 6·9 m.

ENC SE6DIC1S (65.006) [NP19-No 208-Wk 41/25]

**Sweden - Mälaren - Södra Björkfjärden to
Västerås — Directions; light sector**

246

Paragraph 6.134 4 lines 7–10 *Replace by:*

SW of Sandviksgrund (59°20'·44N 17°29'·68E). The
white sector (126·5°–136°), astern, of Gåsholm
Light and the white sector (308·5°–312·5°),
ahead, of Lilla Hallstaskär Light (floodlit)
(59°21'·06N 17°28'·02E) lead through this part of
the fairway.

The track then leads NNW, passing:

Swedish Notice 1040/18843/24

[NP19-No 207-Wk 41/25]

NP21 Bay of Bengal Pilot (2025 Edition)

**India - East coast - Visakhapatnam —
Limiting conditions; controlling depths**

85

Paragraph 2.169 1 line 4 *For 22·0 m Read 21·0 m*

Paragraph 2.169 1 line 6 *For 10·7 m Read 9·0 m*

ENC IN63012P (3.000) [NP21-No 10-Wk 41/25]

**India - East coast - Visakhapatnam —
Arrival information; traffic regulations**

86

Paragraph 2.175 2 *Replace by:*

- 2 **Arrival and departure restrictions.** Berth specific
regulations on maximum permissible LOA, beam,
draught and height of tide requirements are found
within *Restrictions and Allowable Drafts of the Vessels
in Inner and Outer Harbour*, available on the Port
Authority website (2.168).

Only one vessel is permitted to enter or leave at a
time.

UKHO [NP21-No 11-Wk 41/25]

**India - East coast - Visakhapatnam —
Berths; container terminal**

88

Paragraph 2.187 2 lines 6–7 *Replace by:*

Container Terminal (17°41'·52N 83°18'·09E), two
berths, VCTPL-1 and VCTPL-2, with lengths of
451 m and 395 m respectively, maximum draught
16·0 m.

Indian Notice 10/74/25 [NP21-No 12-Wk 41/25]

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

**Türkiye - Port of İstanbul and approaches -
Galata — Development**

108

Paragraph 2.324 1 including heading *Replace by:*

**Spare
2.324**

Turkish Notice 21/103/24 [NP24-No 150-Wk 41/25]

**Türkiye - Port of İstanbul and approaches -
Galata — Berths; cruise terminal**

108

Paragraph 2.325 1 including heading *Replace by:*

**Basins and berths
2.325**

- 1 The main berths in the harbour are:
Galataport Cruise Terminal (41°01'·50N
28°59'·00E); can accommodate three
oasis-class cruise vessels with depths alongside
from about 5 to 9 m.

Turkish Notice 21/103/24 [NP24-No 151-Wk 41/25]

**Türkiye - Giresun and approaches —
Limiting conditions; controlling depths**

137

Paragraph 3.184 1 lines 1–2 *Replace by:*

- 1 Depths in the entrance and within the harbour
generally exceed 10 m.

Turkish Notice 19/95/24 [NP24-No 152-Wk 41/25]

**Türkiye - Black Sea - Sürmene Koyu —
Anchorages and harbours;
marine farms; caution**

143

Paragraph 3.237 1–3 *Replace by:*

- 1 **Description.** Sürmene Koyu is entered between
Narlık Burnu (40°57'·45N 40°02'·54E) and the town of
Of (3.229), which stands at the mouth of the Solaklı
Çayı, 10 miles E.

The town of Sürmene is situated at the head of
Sürmene Koyu, 4 miles SE of Narlık Burnu at the
mouth of Mahanoz Çayı.

Marine farms, marked by light buoys (special), are
situated in the vicinity of the harbour and anchorages.

- 2 **Anchorage.** Designated anchorage areas are as follows:

Area No 1 (40°56'·10N 40°11'·18E);
 Area No 2 (40°58'·00N 40°16'·70E);
 Area No 3 (40°55'·50N 40°08'·00E);
 Area No 4 (40°55'·73N 40°10'·36E), explosives and quarantine;
 Area No 5 (40°56'·00N 40°05'·00E).

Pilotage. The pilot boarding position is 40°56'·25N 40°12'·00E, ESE of Narlık Burnu.

Turkish Notice 20/97/24; ENC TR3IH000 (1.000)
 [NP24-No 149-Wk 41/25]

NP30 China Sea Pilot Volume 1 (2024 Edition)

Vietnam - East coast - Song Huong - Cua Thuan An — Vertical clearance

197

Paragraph 6.25 2 including existing Section IV Notice Week 40/25 *Replace by:*

- 2 **Vertical clearance.** A bridge, with an unknown vertical clearance, spans the channel in the vicinity of 16°34'·11N 107°37'·41E.

Tidal levels. Mean maximum range about 0·4 m; mean minimum range about 0·2 m. See *ADMIRALTY Tide Tables Volume 5*.

Outer anchorages are designated in positions 16°36'·60N 107°37'·85E and 16°35'·49N 107°38'·02E, with dredged depths of 24 and 17 m, respectively.

Pilotage. The pilot boards in an area centred on 16°36'·37N 107°37'·71E.

Tidal streams are strong over the bar and within the river.

Vietnamese Notice 69/25 [NP30-No 157-Wk 41/25]

China - Hainan Dao - Yangpu — Arrival information; anchorage; wreck

246

Paragraph 7.164 2 including existing Section IV Notice Week 09/25 *Replace by:*

- 2 **Cautions.** A dangerous wreck (19°43'·62N 109°02'·47E), reported (2023), lies in the N part of anchorage No 9. An obstruction (19°40'·02N 109°08'·54E) lies in the SW corner of anchorage No 13. Marine farms may exist in the vicinity of anchorages Nos 11, 12 and 13.

Chinese Notice 12/446/24 [NP30-No 154-Wk 41/25]

China - Hong Kong - Black Point to Kau Yi Chau — Traffic regulations; restricted areas

297

Paragraph 8.241 3-7 *Replace by:*

- 3 **Kap Shui Mun Special area.** Except with the permission of the Director of Marine, Marine Department Hong Kong, vessels more than 10 m in length shall navigate only in a south-easterly direction.
Entry is restricted in an area surrounding Tuen Mun Ferry Terminal (22°22'·26N 113°57'·94E).

- 4 **Prohibited anchorages:**
 In Sulphur Channel (22°16'·93N 114°06'·97E).
 In the corridor centred on (22°17'·37N 114°09'·95E) between the Star Ferry Piers of Sheung Wan Central District and the SW extremity of the Kowloon peninsula.
 5 In the corridor centred on 22°17'·46N 114°10'·82E extending NNW from the Yacht Club to the Kowloon peninsula.
 In the corridor, centred on 22°17'·96N 114°11'·82E, running NNW from North Point (8.171) to the Kowloon peninsula.

UKHO [NP30-No 155-Wk 41/25]

China - Hong Kong - Black Point to Kau Yi Chau — Marine nature reserve

297

After Paragraph 8.242 Insert:

Marine nature reserve 8.242a

- 1 Within the following marine parks, a speed limit of 10 kn applies and no vessel shall moor or anchor outside charted anchorages without the permission of the Country and Marine Parks Authority:

The Brothers Marine Park (22°19'·67N 113°59'·24E); marked by light buoys (special), extending from The Brothers (8.245) to Lantau Island.

- 2 **Sha Chau and Lung Kwu Chau Marine Park** (22°21'·76N 113°53'·00E), marked by light buoys (special), surrounding the islands of Lung Kwu Chau (8.324), Pak Chau (8.324) and Sha Chau (8.253).

North Lantau Marine Park (22°20'·45N 113°54'·41E), surrounding Hong Kong International Airport (8.256) and connecting The Brothers and Sha Chau and Lung Kwu Chau Marine Parks.

Hong Kong Notice 23/52/24 [NP30-No 156-Wk 41/25]

NP31 China Sea Pilot Volume 2 (2021 Edition)

Brunei - Seria - Lumut Terminal — Arrival information; anchorages

114

Paragraph 5.32 1 *Replace by:*

- 1 **Outer anchorages.** The following designated anchorages with depths of 16 to 25 m have been established:

Anchorage Area C1 (4°45'·46N 114°26'·59E), for dangerous cargoes.
 Anchorage Area C2 (4°45'·46N 114°27'·76E), for oil and chemical cargoes.
 Anchorage Area C3 (4°44'·72N 114°27'·76E), for chemical cargoes.

Bruneian Notice 40/25 [NP31-No 70-Wk 41/25]

NP32A China Sea Pilot Volume 3 (2024 Edition)

China - Sheshan Dao to Dawenchong Dao - Shipu Gang — Directions; wreck

201

Paragraph 6.166 *1 Replace by:*

- 1* **Approaches.** The deepest approach is from SE, via two fairways partially marked by light buoys (lateral). A foul area (29°04'·94N 121°59'·33E), with rocks awash, and a dangerous wreck (29°03'·88N 121°58'·97E) lie close to the W limit of the S approach fairway. The fairways lead to Xiawan Men (29°10'·45N 121°57'·20E), a strait, least width 1 cables, with a tortuous approach, and marked by lights and a light buoy (E cardinal), which marks a dangerous wreck and an underwater rock.

Chinese Notice 12/435/24; UKHO
 [NP32A-No 91-Wk 41/25]

NP32B China Sea Pilot Volume 4 (2022 Edition)

China - Bo Hai - Laizhou Wan — Directions; buoy

126

Paragraph 4.80 *3* including existing Section IV Notice Week 44/24 *Replace by:*

- 3* S of a dangerous wreck (37°42'·70N 119°49'·40E), reported (2022), thence:
 N of a dangerous wreck (37°34'·50N 119°39'·28E), reported (2022).
 The track then continues to the vicinity of 37°38'·00N 119°28'·90E, SW of KL16-1WHPA Platform (lit).

Chinese Notice 12/431/24 [NP32B-No 112-Wk 41/25]

NP38 West Coast of India Pilot (2023 Edition)

India - West coast - Kollam — Limiting conditions; controlling depth

172

Paragraph 5.33 *1 Replace by:*

- 1* A charted depth of about 6 m can be maintained throughout the approaches to the port.

ENC IN62104O (2.003) [NP38-No 56-Wk 41/25]

India - West coast - Kollam — Arrival information; pilotage

173

Paragraph 5.36 *1* lines 1-3 *Replace by:*

- 1* Pilotage is compulsory and provided by Port Officer, Kollam. Pilot boards in position 8°51'·77N 76°35'·24E.

Indian Notice 10/Indian Publication 1/25
 [NP38-No 57-Wk 41/25]

NP49 Mediterranean Pilot Volume 5 (2025 Edition)

Türkiye - Fethiye Körfezi - Fethiye Limanı — Arrival information; anchorage

151

Paragraph 5.60 *1* lines 4-6 *Replace by:*

Area No 4 (36°37'·77N 29°06'·56E), for leisure craft.

Turkish Notice 17/86/24; ENC TR403122 (8.000)
 [NP49-No 7-Wk 41/25]

Türkiye - South-east coast - İskenderun Körfezi - Karataş — Anchorages and harbours; pilotage

174

After Paragraph 5.236 *1* line 9 *Insert:*

Pilotage. Pilots board in position 36°32'·50N 35°26'·00E.

Turkish Notice 20/101/24 [NP49-No 8-Wk 41/25]

NP56 Norway Pilot Volume 1 (2022 Edition)

Sweden - West coast - Sekken and Singlefjorden — Traffic regulations

215

After Paragraph 7.107 *Insert:*

Traffic regulations 7.107a

- 1* **Restricted areas.** Anchoring and fishing are prohibited in areas centred on 58°59'·95N 11°06'·40E and 59°00'·71N 11°07'·04E.

Swedish Notice 1043/18820/24
 [NP56-No 46-Wk 41/25]

Sweden - West coast - Oslofjorden to Ramskär - Approaches to Strömstad — Traffic regulations

223

Paragraph 8.23 *Replace by:*

- 1* **Restricted areas.** Anchoring is prohibited in the area between the W side of Nord-Koster (58°54'·15N 11°00'·30E) and Grisbådarna (8.26), 3½ miles W. This area is a fishing ground.

Anchoring and fishing are prohibited within areas centred on:

58°56'·20N 10°54'·30E.

58°57'·29N 11°04'·29E.

58°58'·24N 11°05'·39E.

Swedish Notice 1043/18820/24

[NP56-No 47-Wk 41/25]

**Sweden - West coast - Oslofjorden to Ramskär
- Approaches to Strömstad — Traffic regulations**

224

Paragraph 8.34 *Replace by:*

1 **Restricted areas.** Anchoring is prohibited within 100 m of submarine power cables laid across Kosterfjorden (58°51'·00N 11°06'·00E), as given at 8.40.

Anchoring and fishing are prohibited within areas centred on:

58°41'·75N 11°02'·45E.

58°49'·50N 11°04'·90E.

58°52'·40N 11°05'·30E.

Swedish Notice 1043/18820/24

[NP56-No 48-Wk 41/25]

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

**Nicaragua - Puerto Cabezas to
Cabo Gracias á Dios —
Directions; continuity**

79

Paragraph 3.102 3 line 8 *For (Directions continue at 3.116)*
Read (Directions continue at 3.117)

UKHO

[NP69A-No 100-Wk 41/25]

**Nicaragua - Cabo Gracias á Dios to
Cabo Falso — Directions; principal marks**

80

Paragraph 3.116 1 including heading *Replace by:*

**Spare
3.116**

Corr. Honduras National Port Company 28/07/25

[NP69A-No 101-Wk 41/25]

**Nicaragua - Cabo Gracias á Dios to
Cabo Falso — Directions; light**

81

Paragraph 3.117 2 lines 3-7 *Replace by:*

The track then leads to a position NE of Cabo Falso (15°12'·23N 83°21'·50W), a low point with brushwood and several isolated trees.

Directions continue at 3.126

Corr. Honduras National Port Company 28/07/25

[NP69A-No 102-Wk 41/25]

**Nicaragua - Cabo Falso to Cabo Camarón —
Directions; principal marks**

81

Paragraph 3.125 1 including heading *Replace by:*

**Spare
3.125**

Corr. Honduras National Port Company 28/07/25

[NP69A-No 103-Wk 41/25]

**Nicaragua - Cabo Falso to
Cabo Camarón — Directions; light**

81

Paragraph 3.127 1 lines 8-11 *Replace by:*

N of Cabo Camarón (15°59'·29N 85°01'·52W), a low rounded and wooded point.

(Directions continue at 4.16)

Corr. Honduras National Port Company 28/07/25

[NP69A-No 104-Wk 41/25]

**Honduras - Cabo Camarón to
Cabo de Honduras — Directions; lights**

86

Paragraph 4.15 including heading *Replace by:*

**Spare
4.15**

Corr. Honduras National Port Company 28/07/25

[NP69A-No 86-Wk 41/25]

**Honduras - Cabo De Honduras to
Isla De Utila — Directions; lights**

87

Paragraph 4.26 1 lines 6-9 *Delete*

Paragraph 4.26 2 lines 3-6 *Delete*

Corr. Honduras National Port Company 28/07/25

[NP69A-No 87-Wk 41/25]

**Honduras - Islas de la Bahía - Isla de Roatán -
Punta Oeste — Directions; light**

87

Paragraph 4.27 1 lines 5-6 *Replace by:*

S of Punta Oeste (16°16'·05N 86°36'·12W).

Corr. Honduras National Port Company 28/07/25

[NP69A-No 88-Wk 41/25]

**Honduras - Bahía de Castilla -
Puerto Castilla — Light**

87

Paragraph 4.28 *1 Replace by:*

- 1* **Position and function.** Puerto Castilla (15°59'88N 85°58'15W) situated on the N shore of Bahía de Trujillo, handles bulk and general cargo. The town is a centre for the meat and shrimping trades. A Coast Guard station is situated at the port.

Corr. *Honduras National Port Company* 28/07/25
[NP69A-No 89-Wk 41/25]

**Honduras - Bahía de Castilla -
Puerto Castilla — Directions; light**

87

Paragraph 4.32 *1 lines 1-2 Delete*

Corr. *Honduras National Port Company* 28/07/25
[NP69A-No 90-Wk 41/25]

**Honduras - Islas de Cochinos -
Cochino Grande — Light**

88

Paragraph 4.36 *1 lines 5-7 Replace by:*

...the N to the W. Both islands are covered with...

Paragraph 4.36 *2 lines 3-4 Replace by:*

...Cochino Grande (15°58'43N 86°28'62W), in depths of 11 to 13 m. Local knowledge is required.

Corr. *Honduras National Port Company* 28/07/25
[NP69A-No 91-Wk 41/25]

**Honduras - Islas de la Bahía -
Isla de Guanaja — Directions; light**

89

Paragraph 4.48 *1 lines 1-5 Replace by:*

- 1* From a position off the NE extremity of Isla de Guanaja, the track leads SW for about 21 miles to a position S Guanaja Town (4.49), thence W for 12 miles, passing:

Corr. *Honduras National Port Company* 28/07/25
[NP69A-No 92-Wk 41/25]

**Honduras - Islas de la Bahía -
Isla de Guanaja - Guanaja Town — Position**

89

Paragraph 4.49 *1 line 2 For* (16°26'52N 85°53'23W) *Read* (16°26'11N 85°54'24W)

UKHO [NP69A-No 93-Wk 41/25]

**Honduras - Islas de la Bahía - Isla de Guanaja -
Guanaja Town — Arrival information; pilotage**

89

Paragraph 4.51 *1 lines 1-3 Replace by:*

- 1* **Pilotage.** The pilot boards in the vicinity of 16°26'06N 85°52'27W. Contact is reported to be available via RT.

UKHO [NP69A-No 94-Wk 41/25]

**Honduras - Islas de la Bahía - Isla de Guanaja -
Guanaja Town — Berths; anchorage**

89

Paragraph 4.53 *1 lines 1-5 Replace by:*

- 1* **Anchorage.** Good anchorage may be obtained 6 cables E of Guanaja Town (4.49) in depths of 15 m, sand and coral. Anchorage may also be obtained 1¼ miles ENE of Guanaja Town in similar depths.

UKHO [NP69A-No 95-Wk 41/25]

**Honduras - Islas de la Bahía - Isla de Roatán -
Punta Oeste — Directions; light**

89

Paragraph 4.61 *1 line 3 Delete*

Corr. *Honduras National Port Company* 28/07/25
[NP69A-No 96-Wk 41/25]

**Honduras - Islas de la Bahía - Isla de Roatán -
Punta Oeste — Directions; light; continuity**

90

Paragraph 4.62 *3 lines 3-4 Delete*

Paragraph 4.62 *3 line 11 For* 4.78 *Read* 4.79

UKHO; Corr. *Honduras National Port Company* 28/07/25
[NP69A-No 97-Wk 41/25]

**Honduras - Islas de la Bahía -
Isla de Utila — Directions; light**

91

Paragraph 4.78 including heading *Replace by:*

**Spare
4.78**

Corr. *Honduras National Port Company* 28/07/25
[NP69A-No 98-Wk 41/25]

**Honduras - Isla de Utila to
Puerto Cortés — Directions; lights**

92

Paragraph 4.88 *1 line 2 Delete*

Paragraph 4.88 *1 lines 5-6 Delete*

Corr. *Honduras National Port Company* 28/07/25
[NP69A-No 99-Wk 41/25]

UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

NP74, Vol A Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 40, dated 02 October 2025.

A5317-81 Status changed: **TE 2025**

A7879 DK, , 144A	SVEND OILFIELD - Great Fisher Bank. South-westward. Hejre Platform (DK) -----	56 14-81 N 3 57-54 E	Mo(U)W 15s	..	15 Platform	..
	-----	..	Horn Mo(U) 30s	..		..
	-----	..	AIS	..		MMSI No 992191531 *
A8167-3	- <i>Fladen Ground.</i> <i>Northward. 9/13a. SPM 2</i> (GB) -----	59 33-22 N 1 33-66 E	Mo(U)W 15s	..	.. Superbuoy	..
	-----	..	Horn Mo(U) 30s	..		(bl 0-7, si 1) x 2, bl 2-5, si 24-1. TD 2025
*	*	*	*	*	*	*

NP76, Vol C Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 40, dated 02 October 2025.

C1775-2 DK, , 5302	- Guldberg Bridge. S Side	54 52-27 N 11 44-92 E	F R	3		..
						*
C2681-65 PL, 521, 0763 *	- Basen Mulnik. Water Intake. N End	53 52-48 N 14 15-75 E	Iso G 2s	4	1 Green post	Sync with C2691-6
	*	*	*	*	* * *	*
C3081-45	GULF OF GDAŃSK. PORT PÓLNOCNY Remove from list; deleted					
C3081-459 PL, 521, 0182-3 *	- Container Terminal. E Corner	54 23-14 N 18 43-96 E	Fl Y 2s	7	1-5 Yellow post	<i>fl 0-5</i>
	*	*	*	*	* * *	*
C3081-46 PL, 521, 0182-2 *	- Container Terminal. E Corner	54 23-11 N 18 44-02 E	Fl Y 2s	7	1-5 Yellow post	<i>fl 0-5</i>
	*	*	*	*	* * *	*
C3081-47 PL, 521, 0182-1 *	- Container Terminal. S Corner	54 22-82 N 18 43-58 E	Fl Y 2s	7	1-5 Yellow post	<i>fl 0-5</i>
	*	*	*	*	* * *	*
C6680-6	- Långhällsudde	59 17-05 N 17 36-39 E	Fl WRG 3s	4	W 6 White lantern R 4 G 3	R025°-053-2°(28-2°) Bearing 340° is the approximate SSE Shoreline Limit, G053-2°-109-7°(56-5°), W109-7°-113-2°(3-5°), R113-2°-122-8°(9-6°), G122-8°-133-9°(11-1°), W133-9°-136-1°(2-2°), R136-1°-168-2°(32-1°), G168-2°-255°(86-8°). For lights south-eastward, see C6716-4
			*			

NP76, Vol C Edition 2025 *continued.*

C6682-1	- Ytterholm	59 25.95 N 17 22.86 E	Fl R 3s	..	6 Beacon	..
			*			
C6692-8	- Galten. Brobygrund. Lts in line 253°. Front	59 26.86 N 16 15.03 E	Fl(2)WRG 3s	8	W 8 Red daymark on R 5 framework tower G 4	W091.6°-105.6°(14°), R105.6°-181.2°(75.6°), G181.2°-252.2°(71°), W252.2°-257.2°(5°), R257.2°-270°(12.8°), G270°-091.6°(181.6°)
			*		*	
C6694-6	- Kalvö Hampetorp. Skylgrund	59 27.66 N 16 11.46 E	Fl(2)WRG 3s	5	W 4 White tower, black R 2 base G 1	G043°-063°(20°), W063°-071.8°(8.8°), R071.8°-135°(63.2°), G135°-218.2°(83.2°), W218.2°-230.4°(12.2°), R230.4°-254.1°(23.7°), G254.1°-274°(19.9°). Floodlit
			*		*	
C7538	Status changed: Range 12M SE (T) 2025					

NP77, Vol D Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 40, dated 02 October 2025.

D2510 MA, ., 00050 ES, II, 20490 ES, I, 13100 FR, L2, 13020 FR, L2, 16000 ES, II, 20491 ES, I, 13101	Cap Spartel - Emergency light - 375m SW of D2510	35 47.47 N 5 55.43 W 	Fl(4)W 20s Fl(2)W 12s Dia(4) 90s	92 	30 Yellow square tower 24 10	Aeromarine. <i>(fl 0-2, ec 2-3) x 3, fl 0-2, ec 12-3.</i> TE 2025 .. <i>(bl 2, si 3) x 3, bl 2, si 73</i>
					*	*
D2618-9 FR, L2, 18220 ES, I, 13797.2	Cap Juby (Tarfaya). Port de Tarfaya. Main Breakwater. Head	27 56.33 N 12 56.35 W *	Fl(4)R 15s	6	5 Red pylon	.. *
D3106 US, 113, 24704	MONROVIA BAY - N Breakwater. Head	6 21.03 N 10 48.66 W	Fl R 10s	10	7 White pylon	..
			*			
D3107 US, 113, 24700	- S Breakwater. Head	6 20.92 N 10 48.78 W	LFl G 10s	11	4 White framework tower	..
			*			
D3108	MONROVIA BAY Remove from list; deleted					
D3108-05 * .. *	- Dir Lt 121° * .. *	6 20.42 N 10 47.80 W * .. *	Dir WRG * .. *	20 * .. *	12 Red and white △ on metal tower 20 * .. *	Q G114.5°-119.5°(5°). Q W119.5°-122.4°(2.9°). Q R122.4°-127.4°(5°) * .. *
D3108-1	MONROVIA BAY Remove from list; deleted					

V

NP78, Vol E Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 40, dated 02 October 2025.

E0810-1	- Port de Golfe-Juan. W Jetty. Head	43 33-84 N 7 04-68 E	Fl(2)R 4s	2	3	White mast, red top 1	..
*	*	*	*	*	*	*	*
E1763-7	GOLFO DI GIOIA Status changed: TE 2025						
E1770 IT, , 2720	- Punta Pezzo	38 13-86 N 15 38-20 E	Fl(3)R 15s	26	15	White round tower, red bands 23	(fl 0-2, ec 2-3) x 2, fl 0-2, ec 9-8. R010°-246°(236°). Reduced range (T) 2025
	- - Reserve light	..	..	..	11	..	..
	- -	..	AIS	..	..	..	MMSI No 992471054 *
E1956 IT, , 3112	ISOLA MARETTIMO - Punta Libeccio	37 57-40 N 12 03-00 E	Fl(2)W 15s	71	19	White tower on white building, black bands 24	fl 0-3, ec 3-5, fl 0-3, ec 10-9. W298°-151°(213°)
	- - Reserve light	..	..	..	16	..	..
	- -	..	AIS	..	..	..	MMSI No 992471074 *
E2024	Status changed: TE 2025						
E6340-5 TN, , 6645	- Boughrara (Bou Grara). Fishing Port	33 32-40 N 10 41-37 E	Iso W 2s	7	8	..	..
							*
E6344-8 TN, , 5741	GULF OF GABÈS - Zarat. Desalination Plant Intake. N	33 42-30 N 10 23-97 E	VQ W	7	3	..	(P) 2025
*	*	*	*	*	*	*	*
E6344-9 TN, , 5742	- Zarat. Desalination Plant Intake. S	33 41-69 N 10 23-50 E	VQ(6)+LFI W 10s	7	3	..	(P) 2025
*	*	*	*	*	*	*	*
E6373-915 TN, , 3430	- Té Boulba. Secondary Channel. No 7	35 40-50 N 10 59-00 E	Fl G 6s	3	2	Green round beacon	fl 1-5
							*
E6373-922 TN, , 3520	- Té Boulba. Secondary Channel. No 14	35 40-40 N 10 58-20 E	Fl R 6s	3	2	Red round beacon	fl 1-5
							*
E6373-924 TN, , 3540	- Té Boulba. Secondary Channel. No 16	35 40-40 N 10 58-10 E	Fl R 6s	3	2	Red round beacon	fl 1-5
							*
E6389-8	Status changed: TE 2025						
E6484 DZ, , 4300 FR, L2, 07460	Ras Rosa	36 56-86 N 8 14-16 E	Fl(2)W 6s	130	19	White round tower 13	fl 1, ec 1, fl 1, ec 3. Supervised
							*
E6559-5	Status changed: TE 2025						

V

NP80, Vol G Edition 2024. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 40, dated 02 October 2025.

G3147	GOLFO DE TIBUGÁ						
CO, P, 5	- Nuquí	5 42-75 N 77 16-61 W	Fl(2)W 20s	100	12	Red metal tower, white bands 28	<i>fl 1, ec 3, fl 1, ec 15</i>
				*	*	*	

NP82, Vol J Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 40, dated 02 October 2025.

J0922-5 LONG ISLAND SOUND
 Remove from list; deleted

J4052-6 GALVESTON BAY AND APPROACHES. INTRACOASTAL WATERWAY. GALVESTON - FREEPORT
 Remove from list; deleted

J4052-61 GALVESTON BAY AND APPROACHES. INTRACOASTAL WATERWAY. GALVESTON - FREEPORT
 Remove from list; deleted

J4842-5 Remove from list; deleted

J4843 Remove from list; deleted

J4843-5 Remove from list; deleted

J4918	Cayo Paredón Grande	22 28-99 N 78 09-86 W	Fl(3)W 15s	48	22	Black and yellow chequered truncated pyramidal tower 41	Aeromarine
CU, P2101, 327							
	- Reserve light	..	..	..	22	..	..
	-	..	AIS	..	..	..	MMSI No 993231070
		*			*		*

J4946	Punta Mangles	21 15-00 N 76 18-71 W	Fl W 12s	15	14	White framework tower 12	<i>fl 1</i>
CU, P2101, 423							
			*		*		

J5078-7	- Médano de Manuel Gómez	21 01-53 N 78 51-78 W	Fl R 6s	5	3	Red △ on red GRP tower on pile	..
CU, P2101, 817							*

J5083	- Canal de Balandras. Cayuelo Sábicú. No 9	21 30-14 N 78 50-00 W	Fl G 5s	5	3	Green □ on green GRP tower on pile	..
CU, P2101, 806							*

J5160 GOLFO DE BATABANO. ENSENADA DE LA BROA
 Remove from list; deleted

J5783-25	WEST COAST. BAIE DE FORT-DE-FRANCE. FORT-DE-FRANCE						
FR, L2, 68860	- No 0 (FR)	14 35-49 N 61 04-46 W	Fl(2+1)G 6s	..	3	Green □ on green articulated beacon	..
			*	*			

J5784	- Carénage. Ldg Lts 004°. Front. Morne Pichevin (FR)	14 36-24 N 61 03-73 W	Dir Oc(2)G 4s	41	9	Red □, on white pylon, black bands 12	Intens 3° each side of leading line
FR, L2, 68900			*		*		

V

NP82, Vol J Edition 2025 *continued.*

J5784-1 FR, L2, 68901	- Carénage. Ldg Lts 004°. Rear. 145m from front (FR)	14 36:33 N 61 03:73 W	Dir Oc(2)G 4s	50	9 Red □ on white pylon, black bands 14	Intens 3° each side of leading line. Sync with front
			*		*	
J5787-4 FR, L2, 68940	- Grande Sèche. No 1 (FR)	14 35:21 N 61 03:79 W	Fl R 2-5s	7	3 Red △ on red articulated beacon	<i>fl 0-5</i>
	*					
J6266-51 CO, C, 76	- Ldg Lts 147°. Rear. 615m from front	12 14:89 N 71 57:13 W	Iso Bu 4s	10	12 White □, red stripe, on column	..
			*			

NP83, Vol K Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.

Last Updates: Weekly Edition No. 40, dated 02 October 2025.

K2525	- Franklin Channel. No 1	38 45:56 S 146 21:51 E	Fl G 6s	5	4 Green △ on green beacon	<i>fl 1</i>
	*				*	
K2525-3	Remove from list; renumbered to K2525.95					
K2525-5	- Stockyard Channel. No 1	38 44:92 S 146 19:05 E	VQ(6)+LFl W 10s	7	5 ▽ on black beacon, yellow top	..
	*					
K2525-8	- Stockyard Channel. No 3	38 44:77 S 146 17:49 E	LFl G 8s	5	2 Green △ on green beacon	..
	*					
K2525-82	- Stockyard Channel. No 5	38 44:14 S 146 15:96 E	LFl G 8s	5	2 Green △ on green beacon	..
	*					
K2525-85	- Stockyard Channel. No 6	38 43:85 S 146 15:12 E	LFl R 8s	5	2 Red □ on red beacon	..
	*					
K2525-88	- Stockyard Channel. No 7	38 43:62 S 146 14:45 E	LFl G 8s	5	2 Green △ on green beacon	..
	*					
K2525-95	Renumbered; was previously K2525.3					
	- Franklin River Channel. No 3	38 44:80 S 146 19:38 E	Q G	6	2 Green △ on green beacon	..
*	*					
K2526	- Franklin River Channel. No 5	38 44:39 S 146 19:20 E	Fl G 4s	..	.. Green △ on green beacon	<i>fl 0-5</i>
	*					
K2527	- Franklin River Channel. No 2	38 43:64 S 146 19:59 E	Fl R 7s	6	2 Red □ on red beacon	..
	*					

V

NP83, Vol K Edition 2025 *continued.*

K2527-4	- Franklin River Channel. No 6	38 43-38 S 146 19-49 E	Fl(2)R 5s	6	2 Red □ on red beacon	..
	*					
K2527-5	- Franklin River Channel. No 8	38 42-99 S 146 18-95 E	LFl R 10s	6	2 Red □ on red beacon	..
	*					
K2528	- Franklin River Channel. No 10	38 42-63 S 146 18-61 E	Fl R 4s	6	2 Red □ on red beacon	<i>fl 0-5</i>
	*					
K2528-3	- Franklin River Channel. No 9	38 42-56 S 146 18-25 E	Fl G 4s	6	2 Green △ on green beacon	..
	*					
K2528-5	- Franklin River Channel. No 11	38 42-52 S 146 18-04 E	Fl(3)G 10s	6	2 Green △ on green beacon	..
	*					
K2528-7	- Franklin River Channel. No 13	38 42-42 S 146 17-68 E	Fl G 6s	..	.. Green △ on green beacon	..
	*					
K2529	- Franklin River Channel. No 12	38 42-41 S 146 17-55 E	Fl WR 2s	6	3 Red □ on red beacon	R050°-350°(300°), W350°-050°(60°)
	*					
K2529-2	- Franklin River Channel. No 15	38 42-37 S 146 17-56 E	Fl G 2s	..	.. Green △ on green beacon	..
	*					
K2529-7	- Franklin River Channel. No 14	38 42-24 S 146 17-45 E	Fl R 4s	6	2 Red □ on red beacon	..
	*					
K2530-1	- Franklin River Channel. No 17	38 42-01 S 146 17-32 E	LFl G 5s	..	.. Green △ on green beacon	..
	*					
K2530-6	- Franklin River Channel. No 19	38 41-87 S 146 17-11 E	Fl(2)G 5s	6	2 Green △ on green beacon	..
	*					
K2530-8	- Franklin River Channel. No. 21	38 41-39 S 146 16-88 E	Fl G 5s	6	2 Green △ on green beacon	..
	*					
K2530-9	- Port Franklin	38 41-02 S 146 16-83 E	F W	..		..
*	*	*	*	*	*	*
K2541	Remove from list; deleted					
K2783-25	-	32 10-92 S 152 30-16 E	Fl Y 5s	..	2 Yellow × on yellow beacon	<i>fl 1</i>
					*	
K3450-5	LOUISIADE ARCHIPELAGO. ROSSEL ISLAND Status changed: TE 2025					

V

NP83, Vol K Edition 2025 continued.

K4682 FJ, F201, 4682	- Lami Beacon	18 07:59 S 178 24:55 E	Q R	5	4 Red 6-sided concrete tower, round top	..	*
K4812 FR, L2, 46140	PASSE DE DUMBEA. PORT NOUMÉA. SOUTH APPROACHES - Ldg Lts 346-9°. Front. Île Nou. S Side (FR)	22 16:35 S 166 25:00 E	Dir Fl(4)W 15s	23	8 White metal support 10	(fl 1, ec 1.5) x 3, fl 1, ec 6.5. Vis 5° each side of bearing	*
K4968-88 FR, L2, 62730 *	ÎLES DU VENT. ÎLE SOUS LE VENT. ATOLL MAIAO - Port (FR)	17 38:20 S 150 38:26 W	Fl R 2.5s	5	4 Red □ on beacon 6	fl 0.5	*
K4968-89 FR, L2, 62735 *	- Starboard (FR)	17 38:22 S 150 38:27 W	Fl G 2.5s	5	4 Red △ on beacon	fl 0.5	*
K5000-12 FR, L2, 54860	ATOLL DE ARATIKA - Passe Tamaketa. AKA-1 (FR)	15 29:12 S 145 34:79 W	Fl R 2.5s	6	5 Red □ on red beacon 7	..	*
K5004-7 FR, L2, 56620	ATOLL DE RAROÏA - Passe Ngarue. Récif Outo. Ldg Lts 090°07'. Front (FR)	16 01:02 S 142 26:93 W	Iso R 4s	6	7 Red □ on red beacon 6	..	*
K5004-71 FR, L2, 56621	- Passe Ngarue. Récif Outo. Ldg Lts 090°07'. Rear. 0.94M from front (FR)	16 01:03 S 142 25:95 W	Iso R 4s	13	7 Red 6-sided metal column, white band 13	Sync with front	*
K5004-74 FR, L2, 56660	- Récif Tauraroa (FR)	16 01:36 S 142 27:23 W	Fl R 2.5s	4	4 Red □ on red beacon 5	fl 0.5	*
K5004-76 FR, L2, 56680	- Récif Napenape (FR)	16 01:48 S 142 27:40 W	Fl G 2.5s	4	3 Green △ on green beacon 5	fl 0.5	*
K5004-77 FR, L2, 56700	- Récif Teruahine (FR)	16 01:84 S 142 27:62 W	Fl R 2.5s	4	3 Red □ on red beacon 5	fl 0.5	*
K5004-78 FR, L2, 56720	- Récif Neketaotao (FR)	16 02:25 S 142 28:12 W	VQ(3)W 5s	4	4 ◇ on black beacon, yellow band 6	..	*
K5004-8 FR, L2, 56740	- Récif Ohuhe (FR)	16 02:42 S 142 28:22 W	Fl G 2.5s	4	3 Green △ on green beacon 5	fl 0.5	*

NP84, Vol L Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 40, dated 02 October 2025.

L0320-5 NO, , 257215	Havrenesbåen	61 36-02 N 4 59-75 E *	Q G	7	2	Column	Floodlit	
				*	*	*		*
L0320-6 NO, , 257216	Balderflua	61 36-16 N 5 00-26 E *	Iso R 6s	8	2-1	Column 21	Floodlit	
				*	*	*		*
L0320-8 NO, , 257217	Nordnes	61 36-10 N 5 00-45 E *	Iso G 6s	8	2-1	Column 17	Floodlit	
				*	*	*		*
L0323-2 NO, , 257219	Hamneflua	61 36-14 N 5 00-95 E	F G	8	2	Column 17	Floodlit	
				*	*	*		*
L0323-7 NO, , 257222	Langholmflua. W	61 36-28 N 5 02-20 E	F R	7	2-2	Column 21	Floodlit	
				*	*	*		*
L3516 NO, , 857000	- Hamn. Hellandsneset	69 24-81 N 17 08-43 E	Oc(2)WRG 8s	15	W5-4 R4-6 G4-6	Post 3	G076-4°-086-3°(9-9°), W086-3°-091-1°(4-8°), R091-1°-111-6°(20-5°), G111-6°-124-2°(12-6°), W124-2°-126-4°(2-2°), R126-4°-239-8°(113-4°), G239-8°-249-7°(9-9°)	
			*		*	*		*
L3528 NO, , 858400	- Flatneset	69 25-44 N 17 17-84 E	Iso WRG 6s	9	W6-2 R5-3 G5-3	Post 3	R036-6°-043-7°(7-1°), G043-7°-067-2°(23-5°), W067-2°-079-3°(12-1°), R079-3°-101-9°(22-6°), G101-9°-128-8°(26-9°), W128-8°-139°(10-2°), R139°-156-9°(17-9°), G156-9°-181-6°(24-7°), W181-6°-228-4°(46-8°), R228-4°-239-5°(11-1°)	
					*	*		*
L3532 NO, , 859000	SENJA - NW SIDE - Røra	69 29-82 N 17 11-91 E	Fl(2)WRG 5s	9	W6-6 R5-7 G5-7	Post 8	G352-3°-063-5°(71-2°), R063-5°-090-6°(27-1°), G090-6°-149°(58-4°), W149°-154-3°(5-3°), R154-3°-160-2°(5-9°), G160-2°-169-3°(9-1°), W169-3°-183-2°(13-9°), R183-2°-188-2°(5°)	
			*		*	*		*
L3534 NO, , 859500	- Kjølva	69 36-05 N 17 29-57 E	Fl(2)WRG 5s	28	W 8 R7-2 G7-2	Column 6	G077°-087-5°(10-5°), W087-5°-105-3°(17-8°), R105-3°-112-1°(6-8°), G112-1°-114°(1-9°), W114°-197-3°(83-3°), R197-3°-214-8°(17-5°), G214-8°-217-7°(2-9°), W217-7°-221-3°(3-6°), R221-3°-265-4°(44-1°), G265-4°-272°(6-6°)	
			*		*			*
L3536 NO, , 859800	- Bergsfjord. Ldg Lts 186-9°. Front. Lille Teistholmen	69 27-11 N 17 08-43 E	Iso WRG 6s	6	W5-6 R4-9 G4-9	Cairn 6	G158°-183-2°(25-2°), W183-2°-194-2°(11°), R194-2°-267-2°(73°)	
	*		*		*	*		*

NP84, Vol L Edition 2025 *continued.*

L3536-1 NO, , 859700	- Bergsfjorden. Ldg Lts 186-9°. Rear. 0-7M from front. Kjøpmandsøya	69 26-48 N 17 08-21 E	Oc(2)WRG 8s	25	W5-4 Cairn R4-7 6 G4-7	G053-7°-070-4°(16-7°), W070-4°-074-3°(3-9°), R074-3°-095-6°(21-3°), W184-4°-190°(5-6°)
	*				*	*
L3540 NO, , 860300	SENJA - NW SIDE. ERSFJORDEN - Tungeneset	69 29-37 N 17 20-06 E	Oc(2)WRG 8s	23	W5-4 Post R4-6 4 G4-6	G014°-035°(21°), W035°-041°(6°), R041°-092°(51°), G092°-119-4°(27-4°), W119-4°-126-6°(7-2°), R126-6°-144-3°(17-7°), G144-3°-147-9°(3-6°), W147-9°-164-4°(16-5°), R164-4°-182-6°(18-2°), G182-6°-192-1°(9-5°), W192-1°-254-8°(62-7°), R254-8°-261-5°(6-7°)
		*			*	*
L3544 NO, , 861000	SENJA - NW SIDE - Medfjorden. På Knuten	69 31-53 N 17 25-93 E	Iso WRG 6s	36	W8-3 Post R7-4 3 G7-4	G111-2°-129-4°(18-2°), W129-4°-155-5°(26-1°), R155-5°-170-2°(14-7°), G170-2°-179-6°(9-4°), W179-6°-189-3°(9-7°), R189-3°-200-7°(11-4°), G200-7°-211-9°(11-2°), W211-9°-288-8°(76-9°), R288-8°-305-5°(16-7°)
	*				*	*
L3556 NO, , 863900	- Hillesøy. Skavskjær	69 37-71 N 17 58-67 E	Iso WRG 4s	5	W2-8 Tripod R2-4 6 G2-4	G249-3°-257-9°(8-6°), W257-9°-262-2°(4-3°), R262-2°-300-3°(38-1°), G300-3°-357-1°(56-8°), W357-1°-006°(8-9°), R006°-011-7°(5-7°), G011-7°-037-2°(25-5°), W037-2°-039-7°(2-5°), R039-7°-063-3°(23-6°), G063-3°-079-5°(16-2°), W079-5°-088-6°(9-1°), R088-6°-097-4°(8-8°), G097-4°-120-6°(23-2°)
				*	*	*
L3558 NO, , 865000	SOMMARØYA - Ørnfløyenakken	69 36-96 N 18 02-99 E	Iso WRG 6s	8	W5-1 Post R4-3 3 G4-3	G026-3°-055-8°(29-5°), W055-8°-064-2°(8-4°), R064-2°-090-1°(25-9°), G090-1°-133-4°(43-3°), W133-4°-135-8°(2-4°), R135-8°-196-8°(61°), G196-8°-204°(7-2°)
	*	*			*	*
L3560 NO, , 866000	- Saltholmen	69 38-47 N 18 01-98 E	Iso WRG 6s	7	W6-7 Tower R5-7 6 G5-7	R072-5°-091-3°(18-8°), G091-3°-130°(38-7°), W130°-131-9°(1-9°), R131-9°-217-4°(85-5°), G217-4°-276-6°(59-2°), W276-6°-323-1°(46-5°), R323-1°-342-1°(19°)
					*	*

V

NP84, Vol L Edition 2025 *continued.*

L3562 NO, , 866300	- Hillesøya. Verholmen	69 39.05 N 17 58.84 E	Fl(2)WRG 5s	32 W7.8 Tripod R6.8 6 G6.8	G081.2°-086.1°(4.9°), R086.1°-110.7°(24.6°), G110.7°-130.4°(19.7°), W130.4°-135.9°(5.5°), R135.9°-148.8°(12.9°), G148.8°-159.7°(10.9°), W159.7°-162.2°(2.5°), R162.2°-273.3°(111.1°), G273.3°-279.8°(6.5°), R279.8°-299.8°(20°) *
	*		*	*	*
L3574 NO, , 869000	Russholmen	69 47.41 N 18 08.34 E	Iso WRG 6s	36 W 7 Post R6.1 3 G6.1	G255.5°-265.6°(10.1°), W265.6°-286.9°(21.3°), R286.9°-306.7°(19.8°), G306.7°-324.2°(17.5°), W324.2°-329.9°(5.7°), R329.9°-003.8°(33.9°), G003.8°-020.4°(16.6°), W020.4°-106.6°(86.2°), R106.6°-139.1°(32.5°), G139.1°-184°(44.9°), W184°-195.9°(11.9°), R195.9°-208.9°(13°) *
	*			*	
L3590 NO, , 872500	Gåsvær. Kvalsundet	69 53.75 N 18 40.30 E	Oc(2)WRG 8s	15 W6.8 Post R6.1 3 G6.1	G016.7°-021.4°(4.7°), W021.4°-035.6°(14.2°), R035.6°-072.7°(37.1°), G072.7°-100.3°(27.6°), W100.3°-101°(0.7°), R101°-112.1°(11.1°), G112.1°-125.1°(13°), W125.1°-191°(65.9°), R191°-233.1°(42.1°), G233.1°-262.7°(29.6°), W262.7°-284.1°(21.4°), R284.1°-318.7°(34.6°) *
	*			*	
L3592 NO, , 872900	Litje Lyngøya	69 55.47 N 18 27.90 E	Fl(2)WRG 10s	26 W9.4 Tripod R8.3 11 G8.3	G268.5°-271.6°(3.1°), W271.6°-277.6°(6°), R277.6°-289.7°(12.1°), G289.7°-302.3°(12.6°), W302.3°-308.5°(6.2°), R308.5°-063°(114.5°), G063°-106.8°(43.8°), W106.8°-108.4°(1.6°), R108.4°-126.3°(17.9°), G126.3°-237.1°(110.8°), W237.1°-239.6°(2.5°), R239.6°-242.9°(3.3°) *
	*			*	
L6229.5 RU, 2103, 333	- Ostrov Zelënyy. NE Side. Aleksyeva	69 16.79 N 33 24.76 E	Fl WR 3.5s	46 W 4 Black 4-sided R 2 truncated pyramid with yellow stripe 6	<i>fl 0-5.</i> R234°-270°(36°), W270°-234°(324°) *
L8115.79 RU, 2111, 1387	- Pur	67 34.95 N 77 42.37 E	Fl(2)R 5s	. . . White square panel, red bands 4	Destroyed (T) 2025 *
*	*	*	*	*	*

NP85, Vol M Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 40, dated 02 October 2025.

M4208-7 Remove from list; deleted

M4255-15 KR, 410, 2665-7	Sindo-ri	33 16-63 N 126 10-11 E	Fl R 6s	10	7 Red round metal post 9 *	..	
M4255-35 KR, 410, 2666-7	Yongsu Hang	33 19-34 N 126 09-84 E	Fl G 6s	11	8 White round metal tower 9 *	..	
M4256-5 KR, 410, 2671	Suyeonggot	33 23-44 N 126 13-33 E	Fl W 6s	14	6 White 8-sided concrete tower 13 *	..	
M4265-53 KR, 410, 2678-15	Yeondae Hang	33 29-76 N 126 25-68 E	Fl R 4s	11	7 Red round metal tower 9 *	..	
M4265-56 KR, 410, 2678-17 *	Iho Hang. W Breakwater. Head	33 30-11 N 126 27-13 E	Fl(3)R 7s	19	7 Red 4-sided metal tower 12 *	..	
M4274-65 KR, 410, 2614	HWADO - Hwado	33 43-76 N 126 21-44 E	Fl W 5s	91	6 White 4-sided concrete tower 7 *	..	
	- -	..	Racon	..	 *		ALRS Vol 2 Station 82625
M4322-05 KR, 410, 2079-6 *	Seolli Hang. Breakwater	34 42-28 N 128 01-73 E	Fl G 4s	13	7 White 4-sided concrete tower 8 *	..	
	*	*	*	*	*	*	*
M4397-697 KR, 410, 1299-6 *	Haseo Hang. N Breakwater	35 40-67 N 129 28-10 E	Fl R 6s	11	7 Red round metal post 8 *	..	
	*	*	*	*	*	*	*
M4413-575 KR, 410, 1339-2 *	Odo 2 Hang. N Breakwater	36 10-02 N 129 23-96 E	Fl R 6s	13	7 Red round metal post 8 *	..	
	*	*	*	*	*	*	*
M4431-1 KR, 410, 1284-3	Giseong Hang. E Breakwater	36 48-13 N 129 27-65 E	Fl R 4s	12	7 Red metal pile 6 *	..	
M7910-3 RU, 2401, 2799	- Zaliv Baykal. Third leg. Ldg Lts 011-4°. Front	53 38-66 N 142 29-18 E	Iso R 3s	23	14 White □, black stripe, on metal framework tower 15	Vis 1-5° each side of leading line. Shown 15/6 to 25/11. Sync with rear. Destroyed (T) 2025	
	- - - - Reserve light	..	..	..	5 ..	..	*

NP87, Vol P Edition 2025. Weekly Edition No. 41, Dated 09 October 2025.
Last Updates: Weekly Edition No. 39, dated 25 September 2025.

P3317-7	- Beigangguli	21 37.18 N 108 20.08 E	Fl W 6s	42	8 White column, red bands 39	..
*	*	*	*	*	*	*
P3581-2748	HUIZHOU GANG. DONGMA GANGQU - Landing Point No 2. Sign CN, G103, 4086-462 Board	22 44.45 N 114 36.18 E	Fl R 2s	10	4 Red □, white stripes marked No Anchoring 7	..
*	*	*	*	*	*	*
P3587-6261	Chaozhou Huaying. Intake CN, G103, 4009-951	23 34.80 N 117 08.11 E	Mo(C)Y 12s	4	3 Yellow × on white pipe, red bands 1	..
*	*	*	*	*	*	*
P3587-6262	Chaozhou Huaying. Outfall CN, G103, 4009-952	23 34.68 N 117 07.86 E	Mo(C)Y 12s	4	3 Yellow × on white pipe, red bands 1	..
*	*	*	*	*	*	*
P3618-2	- Xiamen Bridge. No 10. CN, G102, 3142-6 Opening	24 33.39 N 118 06.04 E	Mo(P)Y 12s	..	2 Black × on yellow square	No navigation sign
*	*	*	*	*	*	*
P4629-23	- New Harbour. S Outer TW, 5, 30270 Breakwater. Head	22 57.64 N 120 08.94 E	Iso R 3s	25	13 ..	..
				*		
P4629-24	- New Harbour. N Outer TW, 5, 30260 Breakwater. Head	22 57.76 N 120 08.85 E	Iso G 3s	25	17 ..	..
				*		

VI

ONGOING MAINTENANCE PROCESS IN ADMIRALTY RADIO SIGNALS VOLUMES

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

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

UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 41 dated 09 October 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 1, NP281(1), Fifth Edition, 2024

Published Wk 42/24

(Last Updates: Weekly Edition No. 40 dated 02 October 2025)

MARITIME RADIO STATIONS

PAGE 272, below SEYCHELLES, PRE-ARRIVAL QUARANTINE REPORTING entry.

Insert new section:

SIERRA LEONE					
FREETOWN MRSC					
Control Centre: 8°29'46N 13°14'13W					
Telephone: +232 88812963 (SAR Coordinator)					
+232 76872411 (SAR Coordinator)					
+232 75134055 (AIS Unit)					
+232 99028933 (Control Tower)					
			Email: aisgflbrief@yahoo.com		

[Freetown MRSC correspondence \(RSDRA2025000437241\) 41/25](#)

MARITIME SECURITY THREATS

PAGE 329, MARITIME SECURITY THREATS Contact Table (Part 1).

Delete table and replace by new table on page 6.2

[52nd Shade Conference and UKMTO correspondence \(RSDRA2025000386870 & RSDRA2025000425127\) 41/25](#)

PAGE 331, MARITIME SECURITY THREATS Contact Table (Part 2).

Delete table and replace by new table on page 6.3

[52nd Shade Conference and UKMTO correspondence \(RSDRA2025000386870 & RSDRA2025000425127\) 41/25](#)



MARITIME SECURITY THREATS Contact Table (Part 1)

This Table will be amended when necessary by Notices to Mariners

Authority	UK Maritime Trade Operations (UKMTO)	EU NAVFOR Maritime Security Centre Indian Ocean(MSCIO)	The IMB Anti-Piracy Reporting Centre (IMB-PRC)	NATO Shipping Centre	Naval Cooperation and Guidance for shipping (NCAGS) Detachment Bahrain
Region Covered	Red Sea & Gulf of Aden Arabian Sea & Somali Basin Gulf of Oman Persian Gulf	Red Sea & Gulf of Aden Arabian Sea & Somalia Basin	Worldwide	Red Sea & Gulf of Aden Arabian Sea & Somali Basin Gulf of Oman	US Navy Fifth Fleet Area of Responsibility
Emergency Reporting/ 24/7 Contact	+44 2392 222060 +971 50 189 8389 (Dubai)	+33 298 220220 (MSCIO) +34 956 470534 (EU NAVFOR)	+603 2031 0014	+44 1923 956574	+973 1785 0033 (Watch Floor)
Helplines	+44 2392 222065 +971 4309 4462 (Dubai)	+33 298 220170 (MSCIO)	+603 2078 5763		+973 1785 8105 (Duty Watch Floor) +973 1785 3879 (Battle Watch Floor)
Fax	+971 4309 4254	+33 298 220171 (MSCIO)	+603 2078 5769	+44 1923 956575	+973 1785 4647
Email	watchkeepers@ukmto.org info@ukmto.org (General enquiries)	postmaster@mscio.eu (MSCIO)	piracy@icc-ccs.org imbkl@icc-ccs.org imbsecurity@icc-ccs.org	info@shipping.nato.int	M-BA-NAVCENT-NCAGS@us.navy.mil
Website	www.ukmto.org	www.mscio.eu (MSCIO) www.eunavfor.eu (EU NAVFOR)	www.icc-ccs.org	www.shipping.nato.int	
Notes	Primary point of contact for Emergency response in the UKMTO VRA	Secondary point of contact for Emergency response in the UKMTO VRA		Operation SEA GUARDIAN	



MARITIME SECURITY THREATS Contact Table (Part 2)

This Table will be amended when necessary by Notices to Mariners

Authority	Regional Cooperation Agreement on Combating Piracy & Armed Robbery Against Ships Information Sharing Centre (ReCAAP ISC)	Information Fusion Centre (IFC)	Information Fusion Centre Indian Ocean Region (IFC-IOR)	
Region Covered	Asia	South East Asia	Indian Ocean Region Asia	
Emergency Reporting/ 24/7 Contact	+65 6376 3063	+65 9626 8965 (Hotline)	+91 12422 08385	
Helplines		+65 6594 5728 (Office)	+91 85275 99898 (WhatsApp)	
Fax	+65 6376 3066	+65 6594 5734	+91 12422 09385	
Email	info@recaap.org	ifc_do@defence.gov.sg	ifc-ior.gurugram@nic.in	
Website	www.recaap.org	www.ifc.org.sg	https://ifcior.indiannavy.gov.in	
Notes	Cooperation against piracy & armed robbery in Asia			

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VOLUME 1, NP281(2), Fifth Edition, 2024

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MARITIME RADIO STATIONS

PAGE 382, UNITED STATES (Atlantic Coast).

WHL - ST AUGUSTINE.

Delete entry

Seabourne Electronics correspondence (RSDRA2025000460896) 41/25

MARITIME SECURITY THREATS

PAGE 419, MARITIME SECURITY THREATS Contact Table (Part 1).

Delete table and replace by new table on page 6.5

52nd Shade Conference and UKMTO correspondence (RSDRA2025000386870 & RSDRA2025000425127) 41/25

PAGE 421, MARITIME SECURITY THREATS Contact Table (Part 2).

Delete table and replace by new table on page 6.6

52nd Shade Conference and UKMTO correspondence (RSDRA2025000386870 & RSDRA2025000425127) 41/25



MARITIME SECURITY THREATS Contact Table (Part 1)

This Table will be amended when necessary by Notices to Mariners

Authority	UK Maritime Trade Operations (UKMTO)	EU NAVFOR Maritime Security Centre Indian Ocean(MSCIO)	The IMB Anti-Piracy Reporting Centre (IMB-PRC)	NATO Shipping Centre	Naval Cooperation and Guidance for shipping (NCAGS) Detachment Bahrain
Region Covered	Red Sea & Gulf of Aden Arabian Sea & Somali Basin Gulf of Oman Persian Gulf	Red Sea & Gulf of Aden Arabian Sea & Somalia Basin	Worldwide	Red Sea & Gulf of Aden Arabian Sea & Somali Basin Gulf of Oman	US Navy Fifth Fleet Area of Responsibility
Emergency Reporting/ 24/7 Contact	+44 2392 222060 +971 50 189 8389 (Dubai)	+33 298 220220 (MSCIO) +34 956 470534 (EU NAVFOR)	+603 2031 0014	+44 1923 956574	+973 1785 0033 (Watch Floor)
Helplines	+44 2392 222065 +971 4309 4462 (Dubai)	+33 298 220170 (MSCIO)	+603 2078 5763		+973 1785 8105 (Duty Watch Floor) +973 1785 3879 (Battle Watch Floor)
Fax	+971 4309 4254	+33 298 220171 (MSCIO)	+603 2078 5769	+44 1923 956575	+973 1785 4647
Email	watchkeepers@ukmto.org info@ukmto.org (General enquiries)	postmaster@mscio.eu (MSCIO)	piracy@icc-ccs.org imbkl@icc-ccs.org imbsecurity@icc-ccs.org	info@shipping.nato.int	M-BA-NAVCENT-NCAGS@us.navy.mil
Website	www.ukmto.org	www.mscio.eu (MSCIO) www.eunavfor.eu (EU NAVFOR)	www.icc-ccs.org	www.shipping.nato.int	
Notes	Primary point of contact for Emergency response in the UKMTO VRA	Secondary point of contact for Emergency response in the UKMTO VRA		Operation SEA GUARDIAN	



MARITIME SECURITY THREATS Contact Table (Part 2)

This Table will be amended when necessary by Notices to Mariners

Authority	Regional Cooperation Agreement on Combating Piracy & Armed Robbery Against Ships Information Sharing Centre (ReCAAP ISC)	Information Fusion Centre (IFC)	Information Fusion Centre Indian Ocean Region (IFC-IOR)	
Region Covered	Asia	South East Asia	Indian Ocean Region Asia	
Emergency Reporting/ 24/7 Contact	+65 6376 3063	+65 9626 8965 (Hotline)	+91 12422 08385	
Helplines		+65 6594 5728 (Office)	+91 85275 99898 (WhatsApp)	
Fax	+65 6376 3066	+65 6594 5734	+91 12422 09385	
Email	info@recaap.org	ifc_do@defence.gov.sg	ifc-ior.gurugram@nic.in	
Website	www.recaap.org	www.ifc.org.sg	https://ifcior.indiannavy.gov.in	
Notes	Cooperation against piracy & armed robbery in Asia			

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

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AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 124, ICELAND.
Hvalbakshalli Scientific Buoy WV2024.
Delete entry

[Icelandic Notice 9/76/25 \(RSDRA2025000449014\) 41/25](#)

PAGE 146, MOROCCO.
Casablanca Lt Buoy CE.
Delete entry

[French Notice 37/150/25 \(RSDRA2025000449696\) 41/25](#)

PAGE 178, SPAIN (Mediterranean Coast).
EOLOS FLS200 ODAS Buoy E15.
Delete entry

[Spanish Notice 37/286/25 \(RSDRA2025000454443\) 41/25](#)

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

Published Wk 12/25
(Last Updates: Weekly Edition No. 40 dated 02 October 2025)

RADAR BEACONS

PAGE 70, ARGENTINA, below 93100 Río de la Plata Canal Brown Stbd Lt Buoy Km 37.
Insert:

Río de la Plata Paso Banco Chico Lt Buoy Km 59.0	34°44'·12S 57°44'·83W	3 & 10	360°			0		93120
--	-----------------------	--------	------	--	--	---	--	-------

[Argentine Bulletin 8/25 \(RSDRA2025000395472\) 41/25](#)

PAGE 70, ARGENTINA.
93120 Río de la Plata Canal Intermedio Lt Buoy Km 59.
Delete entry

[Argentine Bulletin 8/25 \(RSDRA2025000395472\) 41/25](#)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 106, ARGENTINA.
Buenos Aires Huergo Channel Arlapa II North Lt Buoy No Km 7.2.
Delete entry

[Argentine Bulletin 8/25 \(RSDRA2025000395472\) 41/25](#)

PAGE 106, ARGENTINA.
Buenos Aires Huergo Channel Stbd Lt Buoy No Km 8.
Delete entry

[Argentine Bulletin 8/25 \(RSDRA2025000395472\) 41/25](#)

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PAGE 110, ARGENTINA, below Gasoducto Buenos Aires - Montevideo SE Km 14.0.

Insert:

Gasoducto Buenos Aires-Montevideo Lt Buoy Km 10.0	34°44'24S 57°55'53W	997019003		Real	
Gasoducto Buenos Aires-Montevideo Lt Buoy Km 12.0	34°43'29S 57°54'92W	997019004		Real	
Gasoducto Buenos Aires-Montevideo Lt Buoy Km 13.5	34°42'57S 57°54'46W	997019005		Real	
Gasoducto Buenos Aires-Montevideo Lt Buoy Km 15.0	34°41'88S 57°53'90W	997019001		Real	
Gasoducto Buenos Aires-Montevideo Lt Buoy Km 23.2	34°38'58S 57°50'38W	997019002		Real	

Argentine Notice 8/91/25 (RSDRA2025000395472) 41/25

PAGE 112, ARGENTINA, below Río de la Plata Canal Brown Stbd Lt Buoy Km 37.

Insert:

Río de la Plata Canal Brown Stbd Lt Buoy No Km 8.0	34°36'29S 58°16'72W	997011069		Real	
--	---------------------	-----------	--	------	--

Argentine Bulletin 8/25 (RSDRA2025000395472) 41/25

PAGE 282, CUBA, below Puerto del Mariel Rear Ldg Lt.

Insert:

Punta Obispo Lt Buoy	23°00'58N 82°46'06W			Real	
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Cuban Notice 9/187/25 (RSDRA2025000453973) 41/25

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

Published Wk 48/24

(Last Updates: Weekly Edition No. 38 dated 18 September 2025)

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

PAGE 222, SWEDEN, FIRING PRACTICE AREAS, Safety Offices.

Delete table and replace by:

Area Name	Call / VHF Ch	Telephone number	Position
Gothenburg		+46(0) 703602459 +46(0) 730834568	57°36'·00N 11°31'·72E
Junkön (R46)	CALL: Junkön Skjutfält / Ch 14	+46(0) 705473515 +46(0) 703162072 +46(0) 730956146	65°25'·00N 22°20'·00E
Kabusa (R55A)	CALL: Kabusa skjutfält / Ch 16 or Ch 68	+46(0) 705527622	55°25'·00N 14°00'·00E
Ravlunda (R34)	CALL: Ravlunda skjutfält / Ch 16 or Ch 68	+46(0) 734222490 +46(0) 44351032 +46(0) 44351096 +46(0) 31692805	55°46'·00N 14°20'·00E
Ringnäs (R41A)		+46(0) 352663955 +46(0) 3553677	56°41'·00N 12°41'·00E
Rinkaby (R38A)	CALL: Rinkaby skjutfält / Ch 16 or Ch 18	+46(0) 702951706	55°56'·78N 14°19'·59E
Såtenäs		+46(0) 510477000	58°28'·00N 12°43'·00E
Sturko (R63A and R63B)	CALL: Sturko skjutfält / Ch 16	+46(0) 708195838	55°59'·78N 15°36'·92E
Tåme (R58)	CALL: Tåme skjutfält / Ch 16	+46(0) 921348405* +46(0) 921349100	64°55'·00N 21°30'·00E
Tofta (R28A, R28B and R28C)	CALL: Tofta skjutfält / Ch 16 or Ch 69	+46(0) 108259719 +46(0) 108295717	57°33'·50N 18°08'·00E
Utö	CALL: Utö skjutfält / Ch 16	+46(0) 108231823 +46(0) 850157045	58°54'·00N 18°20'·00E
Väddö (R15A)	CALL: Väddö skjutfält / Ch 16	+46(0) 108236580* +46(0) 108236582	59°58'·00N 18°54'·00E
Veckholm Firing Danger Area (Stockholm)		+46(0) 171157680	59°30'·00N 17°26'·50E
* When firing is NOT in progress, this number connects to a recorded answering service giving information about current and forthcoming practices, H24 in Swedish only.			

Swedish Notice 1085/19567(T)/25 (RSDRA2025000460782) 41/25

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VOLUME 5, NP285, Sixth Edition, 2025

Published Wk 32/25

(Last Updates: Weekly Edition No. 40 dated 02 October 2025)

DISTRESS, SEARCH AND RESCUE

PAGE 339, NAVAREA II.

CAPE VERDE.

Delete entry and replace by:

CAPE VERDE

See diagrams R4 & R9

National SAR Agency: Joint Rescue Coordination Centre (JRCC) Address: Centro VTMS / JRCC Mindelo - São Vicente, PO Box No. 1449, Cabo Verde Telephone: +238 2325555 +238 5820125 +283 5820119 Fax: +238 2324271 Iridium: +881 631552160 email: jrcc.cv@gmail.com			
Centro Conjunto de coordenação de Salvamento (JRCC) is the authority responsible for coordinating Search and Rescue operations. A H24/7 Alert Post which relays all calls to JRCC is also stationed at Air Traffic Services - Sal Island. Operational procedures for vessels in distress: Activate 406 MHz Distress alert; Call D4A (São Vicente Radio) which maintains a continuous watch on VHF Ch 16, VHF DSC Ch 70, MF DSC 2187.5 kHz and 2182 kHz MF R/T for distress calls.			
	Telephone +238	Fax +238	Others/Ship Earth Stations (SES)
CAPE VERDE JRCC (Cospas-Sarsat SPOC)	2325555 5820125 5820119	2324271	email: jrcc.cv@gmail.com

Cape Verde JRCC correspondence (RSDRA2025000437165) 41/25

PAGE 344, NAVAREA II.

SIERRA LEONE.

Delete entry and replace by:

SIERRA LEONE

See diagrams R4, R9 & R10

National SAR Agency: Harbour Master, Sierra Leone Ports Authority Address: QEII PMB 386, Cline Town, Freetown, Sierra Leone Telephone: +232 22 250033 Fax: +232 22 250616			
The Sierra Leone Ports Authority is responsible for coordinating Search and Rescue operations. VHF equipment has been designated for Search and Rescue purposes and Sierra Leone has excellent telephone links with RCCs in the developed countries.			
	Telephone +232	Fax +232	Others/Ship Earth Stations (SES)
RSC FREETOWN (Cospas-Sarsat SPOC)	88812963 (SAR Coordinator) 76872411 (SAR Coordinator) 75134055 (AIS Unit) 99028933 (Control Tower)		AFTN: GFLLPZX email: aisgflbrief@yahoo.com

RSC Freetown correspondence (RSDRA2025000437241) 41/25

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PAGE 345, NAVAREA II.

SPAIN.

Delete entry and replace by:

SPAIN

See diagrams R1, R4 & R5

National SAR Agency: Sociedad de Salvamento y Seguridad Marítima (SASEMAR) Address: C / Fruela 3, 28011 Madrid Telephone: +34 91 7559100 email: mrcc.madrid@sasemar.es Website: http://www.salvamentomaritimo.es			
Spanish Maritime Safety Agency (SASEMAR) is responsible for coordinating Search and Rescue operations. The Spanish SRR is divided into 4 zones: North Atlantic, Strait, Mediterranean and Canary. These zones are covered by 20 Maritime Rescue Coordination Centres (MRCC), on duty 365/24H. MRCC Madrid is an International Centre and links with other MRCCs. A network of Coast Radio Stations connected by intranet and telephone to all Spanish MRCCs maintains a continuous listening watch on international distress frequencies. Preferred languages are Spanish and English. Please note, e-mail is not to be used for emergency purposes.			
	Telephone +34	Fax +34	Others/Ship Earth Stations (SES)
SPMCC (Cospas-Sarsat SPOC)	928 727105	928 727107	AFTN: GCMPZSZX email: spmcc@inta.es
MRCC MADRID	91 7559132 900 202202		Inmarsat C: 422423124 email: cncc@sasemar.es

North Coast

	Telephone +34	Fax +34	Others/Ship Earth Stations (SES)
MRCC BILBAO	944 839411		email: bilbao@sasemar.es
MRCC CORUÑA	981 209541		email: coruna@sasemar.es
MRCC FINISTERRE	981 767500		Inmarsat C: 422423127 email: finisterre@sasemar.es
MRCC GIJÓN	985 326050		email: gijon@sasemar.es
MRCC SANTANDER	942 213060		email: santander@sasemar.es
MRCC VIGO	986 222230		email: vigo@sasemar.es

Islas Canarias

	Telephone +34	Fax +34	Others/Ship Earth Stations (SES)
MRCC LAS PALMAS	928 467955		email: laspalmas@sasemar.es
MRCC TENERIFE	922 597551		Inmarsat C: 422423125 email: tenerife@sasemar.es

South Coast

	Telephone +34	Fax +34	Others/Ship Earth Stations (SES)
MRCC CÁDIZ	956 214253		email: cadiz@sasemar.es
MRCC HUELVA	959 243000		email: huelva@sasemar.es
MRCC TARIFA	956 684740		Inmarsat C: 422423126 email: tarifa@sasemar.es

MRCC Madrid correspondence (RSDRA2025000437161) 41/25

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PAGE 357, NAVAREA III.

SPAIN.

Delete entry and replace by:

SPAIN

See diagrams R1, R4 & R5

National SAR Agency: Sociedad de Salvamento y Seguridad Marítima (SASEMAR) Address: C / Fruela 3, 28011 Madrid Telephone: +34 91 7559100 email: mrcc.madrid@sasemar.es Website: http://www.salvamentomaritimo.es			
Spanish Maritime Safety Agency (SASEMAR) is responsible for coordinating Search and Rescue operations. The Spanish SRR is divided into 4 zones: North Atlantic, Strait, Mediterranean and Canary. These zones are covered by 20 Maritime Rescue Coordination Centres (MRCC), on duty 365/24H. MRCC Madrid is an International Centre and links with other MRCCs. A network of Coast Radio Stations connected by intranet and telephone to all Spanish MRCCs maintains a continuous listening watch on international distress frequencies. Preferred languages are Spanish and English. Please note, e-mail is not to be used for emergency purposes.			
	Telephone +34	Fax +34	Others/Ship Earth Stations (SES)
SPMCC (Cospas-Sarsat SPOC)	928 727105	928 727107	AFTN: GCMPZSZX email: spmcc@inta.es
MRCC MADRID	91 7559132 900 202202		Inmarsat C: 422423124 email: cncc@sasemar.es

Mediterranean Coast

	Telephone +34	Fax +34	Others/Ship Earth Stations (SES)
MRCC ALGECIRAS	956 580035		email: algeciras@sasemar.es
MRCC ALMERÍA	950 270715		email: almeria@sasemar.es
MRCC BARCELONA	93 2234733		email: barcelona@sasemar.es
MRCC CARTAGENA	968 529594		email: cartagena@sasemar.es
MRCC CASTELLÓN	964 737202		email: castellon@sasemar.es
MRCC PALMA (Mallorca)	971 724562		Inmarsat C: 422423128 email: palma@sasemar.es
MRCC TARRAGONA	977 216215		email: tarragona@sasemar.es
MRCC VALENCIA	96 3679204		email: valencia@sasemar.es

MRCC Madrid correspondence (RSDRA2025000437161) 41/25

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

Published Wk 20/25

(Last Updates: Weekly Edition No. 38 dated 18 September 2025)

PAGES 17 & 24 to 33, BELGIUM AND NETHERLANDS, WESTERSCHELDE.

Delete entry and replace by:

WESTERSCHELDE**51°27'N 3°25'E**

See diagram (A) WEST COAST OF BELGIUM AND NETHERLANDS INDEX OF DIAGRAMS.

See diagram (1A) VESSEL TRAFFIC SERVICE SCHELDDEMOND (VTS-SM) TRAFFIC AREAS.

See diagram (1B) WESTERSCHELDE - WESTERSCHELDE ENTRANCE TO HOEK VAN OSSENISSE, VESSEL TRAFFIC SERVICES.

See diagram (1C) WESTERSCHELDE - HOEK VAN BAARLAND TO ZUID SAEFTINGE LT, VESSEL TRAFFIC SERVICES.

See diagram (1D) WESTERSCHELDE - ZUID SAEFTINGE LT TO ANTWERPEN, VESSEL TRAFFIC SERVICES.

Pilotage**CONTACT DETAILS:****Nederlands Loodswezen Vlissingen BV (via Steenbank)**

Telephone: +31(0)118 489501 (Sea Pilotage)
 +31(0)118 489506 (River Pilotage)
 +31(0)118 489502 (Gent-Terneuzen Canal Pilotage)
 Fax: +31(0)118 412321
 E-mail: scheldepijot@loodswezen.nl (Masters only)
 Website: www.loodswezen.nl

Ghent Pilot Request Service (via Wandelaar)

Telephone: +32(0)9 2505711
 +32(0)9 2505712
 +32(0)9 2505713
 +32(0)9 2505714
 +32(0)478 581480 (Mobile)
 Fax: +32(0)9 2516321
 E-mail: orderpijot@loodswezen.be (Masters only)
 Website: www.loodswezen.be

Antwerp Pilot Request Service, Bovenzeescheide and Zeekanaal (outward-bound)

Telephone: +32(0)3 2320229
 +32(0)3 2318952
 +32(0)476 580149 (Mobile)
 Fax: +32(0)3 2322085
 E-mail: orderpijot@loodswezen.be (Masters only via Wandelaar)
scheldepijot@loodswezen.nl (Masters only via Steenbank)
 Website: www.loodswezen.be

HOURS: H24**PROCEDURE:**

(1) **Pilotage is compulsory** for all seagoing vessels, including all vessels carrying oil, gas or chemicals (fully or partially loaded) or empty but not gas-free, irrespective of length.

(2) **Pilotage is not compulsory** for the following:

- (a) Vessels under 80m LOA
- (b) Vessels under 80m LOA (or vessels of more than 80m LOA but with maximum 75m London Length) and a draught of maximum 5.5m if using the estuaries of the Scheldt from the Magneboei, via the Oostgat, the Galgenput, the Sardijngeul and Vlissingen-Rede to the harbours of Vlissingen Oost (Flushing East)
- (c) Barges E of Flushing Roads

continued on next column

- (d) Vessels on an estuary or fluvial maritime trade
- (e) Vessels at anchor
- (f) Vessels equipped to carry sand, gravel or dredged elements and carrying such
- (g) Vessels with pilotage exemption
- (h) Military vessels
- (i) Vessels owned or managed by the Dutch, Belgian or Flemish authorities
- (j) Vessels owned or managed by the Flemish or Dutch Pilotage Service

(3) Pilot Ordering: Vessels inward-bound (including taking on a Pilot for Rede Van Vlissingen):

- (a) The initial request for Pilots should be sent via the agent no later than 6h in advance of the Pilot order time (the time at which the Pilot is required onboard), using the appropriate electronic ordering system for the port of destination:
 - (i) APICS/LIS21 - Antwerpen, Bovenzeescheide, Zeekanaal
 - (ii) ENIGMA - Gent
 - (iii) LIS21 - Nieuwpoort, Terneuzen, Vlissingen, Middelburg, Hansweert, Walsoorden
- (b) Confirmation of the Pilot order time should be sent 1h before arrival by the vessel's Master or agent
- (c) The Pilot order should contain the following information:
 - (i) Vessel's name
 - (ii) Call sign
 - (iii) Flag
 - (iv) IMO No
 - (v) Port of destination
 - (vi) Mooring berth
 - (vii) Vessels preferred side for mooring
 - (viii) Date, time and Pilot boarding position (dd:mm:hh:mm LT)
 - (ix) Vessels which are exempt from pilotage: State desired Pilot course.
 - (x) Name of agent
 - (xi) LOA
 - (xii) Beam
 - (xiii) Current maximum draught in dm
 - (xiv) Special remarks concerning manoeuvrability, damage to vessel or delay at the Pilot Station
- (d) Vessels bound for Gent or Antwerpen that have ordered Pilots more than 24h in advance must re-confirm the request via the vessel's Master or agent between 12h and 6h in advance of the Pilot order time
- (e) Amendments to the original Pilot order time must be made to the appropriate Pilot service by the vessel's Master or agent, as follows:
 - (i) Delays of more than 1h must be notified no later than 6h in advance of original Pilot order time
 - (ii) If the Pilot order time is brought forward the amendment must be notified no later than 6h in advance of the new Pilot order time
 - (iii) Cancellation of Pilots must be notified immediately
- (f) Vessels not using the electronic ordering system (via the agent) to notify changes or cancellation to Pilot orders should report the following information to the relevant Pilot service by fax, telephone or e-mail:
 - (i) Vessel's name and IMO No
 - (ii) Mooring berth or port of destination
 - (iii) Pilot boarding position
 - (iv) Amended Pilot time or Pilot order time to be cancelled (dd:mm:hh:mm LT)

(4) Pilot Ordering: Vessels outward-bound (or shifting berth within a Flemish Port):

- (a) The initial request for Pilots should be sent via the agent no later than 3h in advance of the Pilot order time (the time at which the Pilot is required onboard), using the appropriate electronic ordering system for the port of departure:
 - (i) APICS/LIS21 - Antwerpen, Bovenzeescheide, Zeekanaal
 - (ii) ENIGMA - Gent
 - (iii) LIS21 - Nieuwpoort, Terneuzen, Vlissingen, Middelburg, Hansweert, Walsoorden
- (b) Confirmation of the Pilot order time should be sent 1h before Pilot order time by vessel's Master or agent
- (c) The Pilot order should contain the following information:
 - (i) Vessel's name
 - (ii) Call sign
 - (iii) Flag
 - (iv) IMO No
 - (v) Berth at which vessel is currently moored

continued on next page

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- (vi) Pilot boarding point or other port in the region with statement of mooring berth and mooring side
 - (vii) Date and time of Pilot order and ETD at mooring berth (behind locks) (dd:mm:hh:mm LT)
 - (viii) Vessels which are exempt from pilotage: State intended route
 - (ix) Name of agent
 - (x) LOA
 - (xi) Beam
 - (xii) Current maximum draught in dm
 - (xiii) Special remarks concerning manoeuvrability, damage to vessel or delays
- (d) Vessels berthed behind the locks must notify the Hr Mr in good time of the vessel's ETD. The Hr Mr will then inform the appropriate Pilot service at least 3h in advance of the vessel's requested time of departure from the locks
- (e) Amendments to the original Pilot order time must be made to the appropriate Pilot service by the vessel's Master or agent as follows:
- (i) Delays of more than 1h must be notified 3h of advance of the Pilot order time
 - (ii) If the Pilot order time is brought forward the amendment must be notified no later than 3h in advance of the new time of departure
 - (iii) Cancellation of Pilots must be notified immediately
- (f) Vessels on a river berth not using the electronic ordering system (via the agent) to notify changes to Pilot orders should report the following information to the relevant Pilot service by fax, telephone or e-mail:
- (i) Vessel's name and IMO No
 - (ii) Destination (Pilot boarding station, other port or berth)
 - (iii) Amended Pilot order time (dd:mm:hh:mm LT)
- (g) Vessels moored behind the locks: Changes to the reported time of departure should be made to the Hr Mr
- (h) Vessels cancelling Pilot orders which are not made via the electronic ordering system, must advise the appropriate Pilot service of the following:
- (i) Name of vessel and IMO No
 - (ii) Pilot order time to be cancelled (dd:mm:hh:mm LT)

ADDITIONAL FORMALITIES:

Vessels calling at a Flemish port for the first time or the vessel's data has been modified, must submit the following documents to the pilotage service in advance (preferably electronically):

- (1) Copy of the Wheelhouse Poster (IMO resolution 601(15)).
- (2) Copy of the Pilot Card if Wheelhouse Poster is not available.
- (3) Registration form for heli-operable vessels.

STATIONS:

Wandelaar (Belgium) Pilot Station

LOCATION: 51°22'·20N 2°42'·92E

CONTACT DETAILS:

Call: Wandelaar Pilot
VHF Channel: Ch 65; 06

HOURS: H24

PROCEDURE:

- (1) Vessels should contact Wandelaar Approach on VHF Ch 60 or Traffic Centre Wandelaar on VHF Ch 65 no later than 1h before arrival at the Pilot boarding position with the following information available:
 - (a) What is the full manoeuvring speed of vessel in still water?
 - (b) Is the vessel fitted with a Pilot door in the vessel's hull? If yes, what is the height of the door above the waterline?
 - (c) What is your freeboard?
 - (d) If your freeboard is more than 9m, can you rig the lower platform of the gangway more than 7m above the water?
 - (e) Is the vessel fitted with fenders on the hull?
 - (f) Is the vessel fitted with stabilising fins?
- (2) After identification by the Traffic Centre, the PV (or Traffic Centre Wandelaar when pilotage is suspended) will provide procedural information on VHF Ch 65.
- (3) Interruption or resumption of the pilotage service will be announced in the Navigational Warnings broadcast by Oostende CRS.
- (4) Vessels intending to anchor in the Westhinder anchorage area should inform Traffic Centre Wandelaar and maintain a listening watch on VHF Ch 65 when anchored.

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

- (a) Wandelaar Pilot Station: 51°22'·20N 2°42'·92E
- (b) Bad Weather: 51°22'·00N 2°52'·00E (near A1 Lt buoy)
- (c) Large LNG vessels (LNG vessels over 200m LOA): 51°21'·15N 2°38'·62E (1 n mile E of A-S Lt buoy)
- (d) Small LNG vessels (LNG vessels under 200m LOA): Wandelaar Pilot Station (51°22'·20N 2°42'·92E)

NOTE:

Provides pilotage for NIEUWPOORT, OOSTENDE and ZEEBRUGGE.

Steenbank (Netherlands) Pilot Station

LOCATION: 51°44'·93N 3°12'·90E

CONTACT DETAILS:

Call: Pilot Steenbank
VHF Channel: Ch 64; 79

HOURS: H24

PROCEDURE:

- (1) Vessels should contact Traffic Centre Steenbank on VHF Ch 64 at least 30 mins before ETA at the Pilot boarding position with the following information available:
 - (a) What is the full manoeuvring speed of vessel in still water?
 - (b) Is the vessel fitted with a Pilot door in the vessel's hull? If yes, what is the height of the door above the waterline?
 - (c) What is your freeboard?
 - (d) If your freeboard is more than 9m, can you rig the lower platform of the gangway more than 7m above the water?
 - (e) Is the vessel fitted with fenders on the hull?
 - (f) Is the vessel fitted with stabilising fins?

After identification by the VTS-SM the Pilot Steenbank will provide procedural information on VHF Ch 64.

- (2) Interruption or resumption of the Netherlands Pilotage Service will be announced in the navigational warnings.
- (3) Vessels intending to anchor in the Schouwenbank anchorage should inform Traffic Centre Steenbank and maintain a listening watch on VHF Ch 64 when anchored.
- (4) **Pilot boards** in the following positions:
 - (a) 51°44'·96N 3°14'·32E
 - (b) Bad weather: In the vicinity of Westkapelle (in case of SBP) (51°32'·50N 3°26'·00E)

NOTE:

Provides pilotage for OOSTERSCHELDE.

Shore Based Pilotage

DESCRIPTION:

- (1) A remote radar controlled Shore Based Pilotage (SBP) service is available from the Wandelaar and Steenbank Pilot boarding positions for vessels bound to Belgian and Netherlands ports on the Westerschelde.
- (2) In the event of Pilot Stations Wandelaar and Steenbank being suspended due to bad weather, Masters of vessels subject to compulsory pilotage will be notified of the following options available prior to entering the VTS area:
 - (a) Pilotage with an alternative Pilot Station (e.g. Swath vessel)
 - (b) Shore Based Pilotage (SBP)
 - (c) Waiting or anchoring offshore

CONTACT DETAILS:

Traffic Centre Wandelaar

Call: Traffic Centre Wandelaar
Radar Pilot Wandelaar
VHF Channel: Ch 65

Traffic Centre Zeebrugge

Call: Traffic Centre Zeebrugge
Radar Pilot Zeebrugge
VHF Channel: Ch 69

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Centrale Vlissingen

Call: Centrale Vlissingen (Flushing)
 Radar Pilot Vlissingen (Flushing)
 VHF Channel: Ch 14

Traffic Centre Steenbank

Call: Traffic Centre Steenbank
 Radar Pilot Steenbank
 VHF Channel: Ch 64 79

PROCEDURE:**(1) Wandelaar Approaches (Scheur/Wielingen Fairway):**

- (a) **Vessels not carrying dangerous cargo**, under 180m LOA, and/or 8m draught
- (b) **RoRo carriers, car carriers and similar vessels**, under 175m LOA, and/or 8m draught
- (c) **Vessels carrying dangerous cargo** under 140m LOA, and/or 6m draught should contact the Traffic Centre Wandelaar on VHF Ch 65, 30 mins before entering the VTS-SM area for advice on the possibility of obtaining Shore Based Pilotage.
- (d) Vessels will then be requested to transfer to Radar Zeebrugge on VHF Ch 04, to receive procedural information. Subsequent control is maintained consecutively by Traffic Centre Wandelaar, Traffic Centre Zeebrugge, and Centrale Vlissingen.

(2) Steenbank Approaches (Oostgat Fairway):

- (a) **Vessels not carrying dangerous cargo** under 125m LOA, 6-4m draught
- (b) **Vessels carrying dangerous cargo** under 110m LOA, 5m draught should contact the Traffic Centre Steenbank on VHF Ch 64, 30 mins before entering the VTS-SM area for advice on the possibility of obtaining Shore Based Pilotage.
- (c) SWATH pilotage procedures take place via VHF Ch 79 to relieve the load on Ch 64. Steenbank Traffic will inform vessels when Ch 79 is to be used.

Vessel Traffic Service Scheldemond (VTS-SM)**DESCRIPTION:**

- (1) **Reporting is compulsory** for all commercial traffic when entering the VTS Scheldemond Traffic Areas both inward-bound and outward-bound. Use Dutch or English language only.
- (2) It is compulsory for all vessels to maintain a continuous listening watch on the VHF Channel for the appropriate Traffic Area (including vessels at anchor).
- (3) Each Traffic Area provides traffic link up, traffic information, traffic instructions, pilotage advice and recommendations. Additional traffic information, radar information and harbour information can be obtained on the specified VHF Channel.
- (4) See the following Traffic Areas for contact details and additional procedures:
 - (a) Traffic Area Wandelaar Approach
 - (b) Traffic Area Wandelaar
 - (c) Traffic Area Zeebrugge
 - (d) Traffic Area Steenbank
 - (e) Traffic Area Vlissingen (Flushing)
 - (f) Traffic Area Terneuzen
 - (g) Traffic Area Gent/Terneuzen (Terneuzen-Gent Canal)
 - (h) Traffic Area Hansweert
 - (i) Traffic Area Zandvliet (Antwerpen)

CONTACT DETAILS:

Call: Scheldt Coordination Centre
 VHF Channel: Ch 67 (Emergency)
 Telephone: +31(0)88 7980758
 +31(0)88 7980760
 Fax: +31(0)88 7980735
 E-mail: gna-scc@vts-scheldt.net
 Website: www.vts-scheldt.net

Hr Mr Westerschelde

Telephone: +31(0)118 424790
 Fax: +31(0)118 472503

Zeeland Seaports

Telephone: +31(0)115 647560
 Fax: +31(0)115 460600

HOURS: H24**PROCEDURE:**

Vessels should report as follows:

- (1) To the appropriate Traffic Centre 30 mins before entering the VTS-SM operational area, stating:
 - (a) Vessel's name
 - (b) Position
 - (c) Draught
 - (d) Destination
 - (e) ETA at the Pilot boarding position
- (2) When entering a VTS-SM Area to the appropriate Traffic Centre (vessels will receive voyage instructions) stating:
 - (a) Vessel's name
 - (b) Position
 - (c) Destination (vessels inward-bound should include ETA, vessels outward-bound should indicate ETA if destination is within VTS-SM operational area)
- (3) To the appropriate Traffic Centre when entering or leaving a port, lock or the traffic flow, mooring, casting off, anchoring or weighing anchor and any other specific manoeuvre or manoeuvring problem, providing the following information:
 - (a) Vessel's name
 - (b) Position
 - (c) Draught
 - (d) Planned route
 - (e) Destination
 - (f) ETA at Pilot station
 - (g) For barges carrying one or more blue cones, the number of cones
- (4) For full details, see REPORTING.

PRE-ENTRY/PRE-DEPARTURE REPORTING:

- (1) **Notice of ETA/ETD:** All seagoing vessels are required to report to Hr Mr Westerschelde, 24h prior to arrival but at the latest prior to entering territorial waters and prior to leaving the harbour, anchorage or load/discharge terminal. The following information shall be provided:
 - (a) Vessel's name, call sign, ship station identity and flag
 - (b) Date and time of report
 - (c) Position
 - (d) Port of departure
 - (e) Destination and ETA
 - (f) Pilot details
 - (g) Intended route
 - (h) Maximum draught
 - (i) Details of dangerous cargo (if applicable)
 - (j) Defects, damage, deficiencies or limitations
 - (k) Vessel's Agent
 - (l) Vessel type, LOA, beam and gt
 - (m) Total number of crew and passengers on board
 - (n) Any additional information
- (2) **Notification of dangerous goods:** All vessels carrying noxious and dangerous goods on the way to or leaving from the harbour, an inland anchorage or load/discharge terminal via the agent (EDI) to Zeeland Seaports (destination Vlissingen, Terneuzen, Dow Chemical and Total Jetty) or Hr Mr Westerschelde (destination Westerschelde or Gent-Terneuzen Canal), 24h prior to arrival but at the latest prior to entering territorial waters and prior to leaving the harbour, anchorage or load/discharge terminal. The following information shall be provided:
 - (a) Vessel's name, call sign, ship station identity and flag
 - (b) Date and time of report
 - (c) Port of departure
 - (d) Date, time and point of entry into system
 - (e) Destination and ETA
 - (f) Intended route
 - (g) Maximum draught
 - (h) Details of dangerous cargo (if applicable)
 - (i) Vessel type, LOA, beam and gt
 - (j) Total number of crew and passengers on board

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(3) Pollution Prevention:

- (a) All vessels carrying noxious and dangerous goods on the way to or leaving an anchorage, load/discharge terminal inside territorial waters and in the approach area are required to provide their details of their International Oil Pollution Prevention Certificate, if possible, 24h prior to arrival but at the latest prior to entering territorial waters to Hr Mr Westerschelde via telephone or fax. The following information shall be provided:
- (i) Vessel's name, call sign, ship station identity and flag
 - (ii) Date and time of report
 - (iii) Port of departure
 - (iv) Date, time and point of entry into system
 - (v) Destination and ETA
 - (vi) Intended route
 - (vii) Maximum draught
 - (viii) Details of dangerous cargo (if applicable)
 - (ix) Vessel type, LOA, beam and gt
 - (x) Total number of crew and passengers on board
- (b) All vessels carrying noxious and dangerous goods on the way to or leaving an anchorage, load/discharge terminal inside territorial waters but outside the approach area are required to provide their details of their International Oil Pollution Prevention Certificate, if possible, 24h prior to arrival but at the latest prior to entering territorial waters to the Netherlands Coastguard via telephone (+31(0)88 9584000), fax (+31(0)223 658358) or e-mail (ccc@kustwacht.nl). The following information shall be provided:
- (i) Vessel's name, call sign, ship station identity and flag
 - (ii) Date and time of report
 - (iii) Port of departure
 - (iv) Date, time and point of entry into system
 - (v) Destination and ETA
 - (vi) Intended route
 - (vii) Maximum draught
 - (viii) Details of dangerous cargo (if applicable)
 - (ix) Vessel type, LOA, beam and gt
 - (x) Total number of crew and passengers on board
- (c) All oil tankers over 150 gt are required to provide details their International Oil Pollution Prevention Certificate via the agent (EDI) to Zeeland Seaports (destination Vlissingen, Terneuzen, Dow Chemical and Total Jetty) or Hr Mr Westerschelde (destination Westerschelde or Gent-Terneuzen Canal).
- (4) **Notification of Waste:** All vessels should, if possible, provide 24h notice for waste removal (or when departing previous port if voyage time is less than 24h) via the agent (EDI) to Zeeland Seaports (destination Vlissingen, Terneuzen, Dow Chemical and Total Jetty) or Hr Mr Westerschelde (destination Westerschelde or Gent-Terneuzen Canal). The following information shall be provided:
- (a) Vessel's name, call sign, IMO number and flag
 - (b) ETA and ETD
 - (c) Last and next port of call
 - (d) Last port and date where waste was discharged
 - (e) Details on what waste is to be discharged
 - (f) Waste Report form
- (5) **Notification of Vessel Security:** All commercial vessels of 500 gt and over and all passenger vessels that are under way to a port or anchorage in the Netherlands as part of an international voyage must provide Ship Security pre-arrival Information to Zeeland Seaports (destination Vlissingen, Terneuzen, Dow Chemical and Total Jetty) or Hr Mr Westerschelde (destination Westerschelde or Gent-Terneuzen Canal) via the agent (EDI), 24h before ETA at the Pilot boarding point or at the time the ship leaves the previous port if the voyage time is less than 24h. The following vessels are not required to report:
- (a) Warships and troop transporting vessels
 - (b) Vessels without propulsion
 - (c) Wooden vessels with primitive construction
 - (d) Fishing vessels

REPORTING:**(1) Vessels inward-bound:**

Reporting Point	Information Required	Traffic Centre	VHF Channel
30 mins before entering the VTS-SM Area	Vessel's name, position, draught and destination	Relevant Traffic Centre for the area which vessel will enter the system	see diagram (1A) VESSEL TRAFFIC SERVICE SCHEDEMOND (VTS-SM)
A line connecting the following: Position 51°25'95N 2°27'50E/OD1 buoy (51°21'45N 2°30'83E)/ Position 51°19'65N 2°31'50E/ Middelkerkebank Lt buoy (51°18'20N 2°42'75E)/ Westende water tower (51°10'60N 2°47'56E)	Vessel's name, position, ETA Vlissingen Roads and planned route	Traffic Centre Wandelaar	65
SBZ Lt buoy (51°42'45N 3°16'62E)	Vessel's name, position, ETA Vlissingen Roads and planned route	Traffic Centre Steenbank	64
A line connecting the following: Lt buoy A1 bis (51°21'69N 2°58'02E)/ Lt buoy S2 (51°23'37N 2°58'07E)/VG6 Lt buoy (51°25'22N 2°56'24E)/ position 51°28'75N 2°56'00E	Vessel's name, position, ETA Vlissingen Roads and planned route	Traffic Centre Zeebrugge	69
A line connecting the following: Lt buoy W5 (51°24'32N 3°24'51E)/Lt buoy OG17 (51°29'05N 3°29'50E)	Vessel's name and position	Traffic Centre Vlissingen	14
Vlissingen Roads	Vessel's name, ETA destination and route	Traffic Centre Vlissingen	14
Lt buoy 15A (51°22'84N 3°42'93E)/Lt buoy E2A (51°24'45N 3°44'47E)	Vessel's name and position	Traffic Centre Terneuzen	03
Lt buoy 35 (51°23'09N 3°57'18E) 3°56'65E)/Lt buoy MG2 (51°23'84N 3°54'27E)	Vessel's name and position	Traffic Centre Hansweert	65

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Reporting Point	Information Required	Traffic Centre	VHF Channel
Lt buoy 35 (51°23'·09N 3°57'·18E)	Vessel's name and position	Schelde Informatie Dienst	19
Lt buoy 55 (51°24'·14N 4°01'·79E)	Vessel's name, position and destination	Traffic Centre Zandvliet	12
Lt buoy 65 (51°22'·11N 4°07'·06E)	Vessel's name, position and destination	Traffic Centre Zandvliet	12
Zuid Saeftinge Lt (51°21'·85N 4°13'·05E)	Vessel's name, position and ETA destination	Traffic Centre Zandvliet	12

(2) Vessels outward-bound:

Reporting Point	Information Required	Traffic Centre	VHF Channel
Lt buoy 100 (51°15'·53N 4°18'·09E) or when entering the river	Vessel's name and destination	Traffic Centre Zandvliet	12
Zuid Saeftinge Lt (51°21'·85N 4°13'·05E)	Vessel's name, position and ETA Vlissingen Roads	Scheepvaart Informatie Dienst	19
Lt buoy 46 (51°24'·14N 4°02'·30E)	Vessel's name and position	Traffic Centre Hansweert	65
Lt buoy 32 (51°23'·19N 3°56'·65E)	Vessel's name and position	Traffic Centre Terneuzen	03
Lt buoy 8 (51°23'·00N 3°43'·59E) / Lt buoy E2A (51°24'·45N 3°44'·47E)	Vessel's name and position	Traffic Centre Vlissingen	14
Vlissingen Roads	Vessel's name, position and ETA Pilot station	Traffic Centre Vlissingen	14
Lt buoy WP4 (51°34'·38N 3°08'·68E)/ Lt buoy OG 14 (51°29'·50N 3°29'·55E)	Vessel's name, position, planned route and ETA pilot station	Traffic Centre Steenbank	64

Reporting Point	Information Required	Traffic Centre	VHF Channel
Lt buoy W4 (51°24'·94N 3°24'·40E)	Vessel's name, position, planned route and ETA Pilot station	Traffic Centre Zeebrugge	69
A line connecting the following: Lt buoy A1 bis (51°21'·69N 2°58'·02E)/ Lt buoy S2 (51°23'·37N 2°58'·07E)/VG6 Lt buoy (51°25'·22N 2°56'·24E)	Vessel's name, position and planned route	Traffic Centre Wandelaar	65
Lt buoy OD1 buoy (51°21'·38N 2°31'·12E)	Vessel's name and position	Traffic Centre Wandelaar	60

(3) Vessels joining the VTS:

Area	Information Required	Traffic Centre	VHF Channel
Zeebrugge Harbour area	Vessel's name and position	Zeebrugge Radar	19
Zeebrugge Roads area	Vessel's name and position	Traffic Centre Zeebrugge	69
Zeebrugge	Vessel's name and position	Traffic Centre Wandelaar	65
Zeebrugge, departure from the quay in NIEUWPOORT	Vessel's name and position	Wandelaar Approach	60
Vlissingen, before heaving anchor	Vessel's name and intentions	Traffic Centre Steenbank	64
Vlissingen	Vessel's name and intentions	Vlissingen Radar	21
Vlissingen	Vessel's name and position	Traffic Centre Vlissingen	14
Terneuzen	Vessel's name and intentions	Traffic Centre Terneuzen	03
Hansweert	Vessel's name and intentions	Traffic Centre Hansweert	65
Antwerpen	Vessel's name and intentions	Traffic Centre Zandvliet	12
Antwerpen	Vessel's name and intentions	Scheepvaart informatie dienst	85

(4) Vessels leaving the VTS:

Area	Information Required	Traffic Centre	VHF Channel
Zeebrugge Harbour area	Vessel's name and position	Zeebrugge Radar	19
Zeebrugge Roads area	Vessel's name and position	Traffic Centre Zeebrugge	69
Zeebrugge	Vessel's name and position	Traffic Centre Wandelaar	65
Zeebrugge, moored at the quay in NIEUWPOORT	Vessel's name and position	Wandelaar Approach	60

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Area	Information Required	Traffic Centre	VHF Channel
Vlissingen	Vessel's name and request anchor information	Vlissingen Radar	21
Vlissingen	Vessel's name and intentions	Traffic Centre Vlissingen	14
Terneuzen (Dow Jetty Lt buoy 22)	Vessel's name and intentions	Traffic Centre Terneuzen	03
Hansweert	Vessel's name and intentions	Traffic Centre Hansweert	65
Antwerpen	Vessel's name and intentions	Traffic Centre Zandvliet	12
Antwerpen	Vessel's name and intentions	Scheepvaart informatie dienst	85

INFORMATION BROADCASTS:

(1) Shipping Reports containing visibility reports, meteorological and tidal data, anchoring positions and movements of vessels (particularly those with dangerous cargoes) are broadcast as follows:

- (a) H+00 on VHF Ch 11 by Terneuzen (in Dutch)
- (b) H+10 on VHF Ch 69 by Zeebrugge (in Dutch)
- (c) H+15 on VHF Ch 04 by Radar Zeebrugge (in English)
- (d) H+30 on VHF Ch 12 by Zandvliet (in Dutch)
- (e) H+50 on VHF Ch 14 by Centrale Vlissingen (in Dutch) and then H+55 on VHF Ch 21 by Radar Vlissingen (in English)

(2) Additional Shipping Reports are broadcast for urgent matters.

TRAFFIC AREAS:

Traffic Area Wandelaar Approach

CONTACT DETAILS:

Traffic Centre

Call: Wandelaar Approach
VHF Channel: Ch 60
Telephone: +32(0)50 550801
+32(0)50 550802
Fax: +32(0)50 547400
E-mail: vts-zeebrugge@vts-scheldt.net

Radar

Call: Radar Zeebrugge
VHF Channel: Ch 04

HOURS: H24

Traffic Area Wandelaar

CONTACT DETAILS:

Traffic Centre

Call: Traffic Centre Wandelaar
VHF Channel: Ch 65
Telephone: +32(0)50 550801
+32(0)50 550802
Fax: +32(0)50 547400
E-mail: vts-zeebrugge@vts-scheldt.net

Radar

Call: Radar Zeebrugge
VHF Channel: Ch 04

HOURS: H24

Traffic Area Zeebrugge

CONTACT DETAILS:

Traffic Centre

Call: Traffic Centre Zeebrugge
VHF Channel: Ch 69
Telephone: +32(0)59 342800
E-mail: vts-zeebrugge@vts-scheldt.net

Radar

Call: Radar Zeebrugge
VHF Channel: Ch 04
E-mail: radartorenzeebrugge@vlaanderen.be

Radar Control Zeebrugge

VHF Channel: Ch 19

HOURS: H24

Traffic Area Steenbank

CONTACT DETAILS:

Traffic Centre

Call: Traffic Centre Steenbank
VHF Channel: Ch 64
Telephone: +31(0)118 424790
Fax: +31(0)118 472503

HOURS: H24

Traffic Area Vlissingen (Flushing)

CONTACT DETAILS:

Traffic Centre

Call: Centrale Vlissingen
VHF Channel: Ch 14
Telephone: +31(0)88 7980790
E-mail: vts-vlissingen@vts-scheldt.net

Radar

Call: Radar Vlissingen
VHF Channel: Ch 21

HOURS: H24

Traffic Area Terneuzen

CONTACT DETAILS:

Traffic Centre

Call: Centrale Terneuzen
VHF Channel: Ch 03
Telephone: +31(0)88 7980500
E-mail: vts-terneuzen@vts-scheldt.net

Radar

Call: Radar Terneuzen
VHF Channel: Ch 03

HOURS: H24

Traffic Area Gent/Terneuzen (Terneuzen-Gent Canal)

CONTACT DETAILS:

Zelzate Observation Post (Uitkijk Zelzate)

Call: Uitkijk Zelzate
VHF Channel: Ch 11
Telephone: +32(0)9 2448160
E-mail: zelzatebrug@vlaanderen.be

Havendienst Gent

Call: Havendienst Gent
VHF Channel: Ch 05 11 78

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Havendienst Terneuzen

Call: Havendienst Terneuzen
VHF Channel: Ch 11

HOURS: H24

PROCEDURE:

(1) **Reporting inward-bound (Terneuzen-Gent):** Vessels should report their name, position and other information as stated to the appropriate station on VHF when passing the following Reporting Points:

Reporting Point	Traffic Centre Call Sign	VHF Ch
Terneuzen Locks	Havendienst Terneuzen	11
Sluiskil Bridge		
Driekwart		
Sas van Gent Bridge	Uitkijk Zelzate	11
After mooring in a Netherlands harbour	Havendienst Terneuzen	11
Before departure from a Netherlands harbour (include draught)		
Zelzate Bridge	Havendienst Gent	11
Passing Sifferdok		
After mooring in the Port of Gent	Havendienst Gent and Uitkijk Zelzate	11

(2) Vessels wishing to obtain mooring information may, once they are located in the Terneuzen Lock Complex, call the Gent Hr Mr on VHF Ch 05.

(3) The Sluiskil Bridge report is primarily intended for other vessels using the canal. Havendienst Terneuzen may not confirm receipt of this report.

(4) Uitkijk Zelzate will call the vessel if an ETA for Zelzate is required.

(5) When passing the Sas van Gent Bridge, Uitkijk Zelzate will advise:

(a) Status of the bridge

(b) Other information regarding the canal and vessel movements

(6) Following passage under Zelzate Bridge, vessels should report to Havendienst Gent to obtain mooring and harbour information. If necessary, vessels will be transferred to another VHF Channel.

(7) The report on passing Sifferdok is primarily intended for vessels arriving from the Ringvaart.

(8) After reporting the vessel's mooring in the Port of Gent, Havendienst Gent will respond first, followed by Uitkijk Zelzate. If Uitkijk Zelzate does not confirm receipt, vessels should repeat the call.

(9) **Reporting outward-bound (Gent-Terneuzen):** Vessels should report their name, position and other information as stated to the appropriate station on VHF when passing the following Reporting Points:

Reporting Point	Traffic Centre Call Sign	VHF Ch
Before leaving berth in the port of Gent (include draught, destination (port and sea passage) and PEC number (include name of PEC holder))	Havendienst Gent and Uitkijk Zelzate	11
When entering the VTS-SM area (include ETA Zelzate)	Uitkijk Zelzate	11
Sidmar Zuid		
Zelzate Bridge	Havendienst Terneuzen	11
Sas van Gent Bridge		
After mooring in a Netherlands harbour		
Before departure from a Netherlands harbour (include draught, destination (port and sea passage) and PEC number (include name of PEC holder))		
Driekwart		
Sluiskil Bridge		

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(10) Prior to departure, vessels should report the following information to Havendienst Gent and Uitkijk Zelzate:

(a) Ready for departure from berth (state berth name and if vessel swinging or not)

(b) Draught

(c) Destination (Destination Harbour to Havendienst Gent, and the sea passage (N or W) to Uitkijk Zelzate)

(d) If applicable, the name and number of the person holding a PEC

(11) Havendienst Gent will respond first, followed by Uitkijk Zelzate.

(12) Havendienst Gent will issue information regarding the canal and vessel movements, which may be supplemented by Uitkijk Zelzate.

(13) If Uitkijk Zelzate does not confirm receipt, vessels may report draught and sea passage information when making the next report. If a vessel fails to do so, Uitkijk Zelzate will request this information.

(14) When entering the VTS-SM area, vessels should inform Uitkijk Zelzate:

(a) Position

(b) ETA Zelzate

(15) Uitkijk Zelzate will issue bridge information.

(16) Vessels should report to Havendienst Terneuzen at Zelzate Bridge, to receive latest lock information.

(17) The Sas van Gent Bridge report is primarily intended for other vessels; Havendienst Terneuzen may not confirm receipt of this report.

(18) The reports at Driekwart and Sluiskil Bridge should be made to receive latest lock information.

(19) Vessels should maintain a continuous listening watch on VHF Ch 11.

NOTE:

Vessels navigating the inland waterways should report to Havendienst Gent on VHF Ch 78.

Traffic Area Hansweert**CONTACT DETAILS:****Traffic Centre**

Call: Centrale Hansweert

VHF Channel: Ch 65

Telephone: +31(0)88 7980300

E-mail: vts-hansweert@vts-scheldt.net

Radar

Call: Radar Hansweert

VHF Channel: Ch 65

HOURS: H24

Traffic Area Antwerpen (Zandvliet)**CONTACT DETAILS:****Traffic Centre**

Call: Centrale Zandvliet

VHF Channel: Ch 12 65

Telephone: +32(0)3 2028200

E-mail: vts-zandvliet@vts-scheldt.net

Radar Waarde (only during visibility less than 2000m)

VHF Channel: Ch 19

Radar Saetfinge (only during visibility less than 2000m)

VHF Channel: Ch 21

Radar Zandvliet (only during visibility less than 2000m)

VHF Channel: Ch 04

Radar Kruisschans (only during visibility less than 2000m)

VHF Channel: Ch 66

Meldepunt Schelde Noord

VHF Channel: Ch 60

Port Operations (see Note 1)

Call: Schelde Informatiedienst Antwerpen

VHF Channel: Ch 85

Ship-to-Ship Communication (Lt buoy 100 to Lt buoy YN) (see Note 2)

VHF Channel: Ch 81

continued on next page

Ship-to-Ship Communication (S of Lt buoy YN) (see Note 3)

VHF Channel: Ch 10

HOURS: H24**PROCEDURE:**

(1) Vessels should report to Centrale Zandvliet on VHF Ch 12 when leaving the Centrale Hansweert area and when entering or departing the following locks:

- (a) Walsoorden
- (b) Zandvlietsluis/Berendrechtlsuis
- (c) Boudewijnsluis/Van Cauwelaertsluis
- (d) Kallosluis

(2) Between Lt buoys 48A/57 and 50/59, approaching commercial shipping is only permitted after coordination with the traffic participants involved. The coordination must take place both with the vessel to be approached and with any oncoming vessel. The relevant traffic control centre must always be informed. The traffic rule does not apply to vessels using the parallel routes (fietspaden).

(3) Essential nautical information for vessels and agreements between users of the fairway take place on VHF Ch 12.

(4) Vessels navigating between Lt buoy 100 and Lt buoy YN are not required to report to Centrale Zandvliet, but they must report their intentions to other traffic on VHF Ch 81 when crossing or entering the fairway.

(5) Vessels navigating S of Lt buoy YN are not required to report to Centrale Zandvliet, but they must report their intentions to other traffic on VHF Ch 10 when crossing or entering the fairway.

(6) **It is compulsory** for all vessels to maintain a continuous listening watch on VHF Ch 81 when between Lt buoy 100 and Lt buoy YN.

(7) **It is compulsory** for all vessels to maintain a continuous listening watch on VHF Ch 10 when S of Lt buoy YN.

(8) Vessels that occupy or vacate a commercial mooring berth or sail into or out of a tidal dock on the Schelde downstream of Royerssluis must report to Meldepunt Schelde Noord on VHF Ch 60 as follows:

- (a) When proceeding to container terminals in Deurganckdok, Europa Terminal and North Sea Terminal
 - (b) In Deurganckdok (also when not mooring)
 - (c) On all commercial Schelde landing stages downstream of Royerssluis
- (9) For the mooring berths upstream of Royerssluis (Schelde quays and Petroleum Pier South), communication should take place on VHF Ch 20 (Royerssluis).

NOTES:

(1) The Port Operations service on VHF Ch 85 is operational from Lt buoy 55 to the Wintamsluis, and is used for all operational information.

(2) VHF Ch 81 is used specifically for ship-to-ship communication. No communication with Centrale Zandvliet is possible on this Channel.

(3) VHF Ch 10 is used specifically for ship-to-ship communication. No communication with Centrale Zandvliet is possible on this Channel.

Netherlands HP1 2025 Ed. (RSDRA2025000176611), 41/25

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

Published Wk 01/25

(Last Updates: Weekly Edition No. 40 dated 02 October 2025)

PAGE 99, CHINA, above JINGHAI entry.

Insert new entry:

JIEYANG**UNCTAD LOCODE:** CN JYG**22°55'N 116°14'E****Pilots****PROCEDURE:****Pilot boards** in position 22°52'·13N 116°13'·67E (1 n mile SW of Lt Buoy L1).**Terminal****NOTE:**

Terminal is operated by PetroChina Guangdong Petrochemical Company. Further information will be provided when available (2025).

UKHO. (RSDRA2025000387637), 41/25

PAGE 445, TAIWAN, KEELUNG, Pilots, PROCEDURE, section (5).

Delete and replace by:

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

- (a) Zone L: For container vessels over 100 000 gt, cargo vessels over 240m LOA or 38m beam, and passenger vessels over 150 000 gt, the Pilot boards within the area delimited by lines joining the following positions:
 - (i) 25°12'·53N 121°44'·26E
 - (ii) 25°12'·41N 121°44'·69E
 - (iii) 25°11'·95N 121°44'·78E
 - (iv) 25°11'·89N 121°44'·37E
- (b) Zone M: For vessels over 160m LOA, the Pilot boards within the area delimited by lines joining the following positions:
 - (i) 25°11'·89N 121°44'·37E
 - (ii) 25°11'·95N 121°44'·78E
 - (iii) 25°10'·96N 121°44'·95E
 - (iv) 25°10'·90N 121°44'·55E
- (c) Zone S: For vessels of 160m LOA and under, the Pilot boards within the area delimited by lines joining the following positions:
 - (i) 25°10'·90N 121°44'·55E
 - (ii) 25°10'·96N 121°44'·95E
 - (iii) 25°10'·47N 121°45'·04E
 - (iv) 25°10'·41N 121°44'·64E
- (d) Shen-ao Oil Terminal: About 1 n mile from Shen-ao Wan

UKHO. (RSDRA2025000339423), 41/25

VII

UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS

There are no updates to miscellaneous Nautical Publications this week

UKRAINE NAVIGATIONAL INFORMATION
Owing to insufficient information, it is not always possible to ensure that ADMIRALTY Nautical Publications are completely up-to-date for new dangers or changes to aids to navigation. Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.

ADMIRALTY DIGITAL SERVICES

1. ENC / ECDIS and AVCS

a) 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)

The ADMIRALTY e-Reader 1.3 currently enables users to view digital versions of our Sailing Directions, which are traditionally available in paper format.

A new version, e-Reader 1.4, was released to the Channel on 01 October 2020. This version retains the same core functionality as version 1.3 but offers improved performance and a more user-friendly interface. To align with Microsoft's end-of-support policy for Windows 7, e-Reader 1.4 is compatible only with Windows 8.1, 10, and 11. In contrast, version 1.3 remains compatible with Windows 7 and 8.1.

If a user has already activated the maximum of three e-Reader installations under their Fleet Manager license, they may need to deactivate one existing installation before activating e-Reader 1.4.

Both e-Reader versions 1.3 and 1.4 continue to be supported by the UK Hydrographic Office (UKHO).

The e-Reader 1.4 software and its data updates are available via the weekly ADP Update and Software DVDs.

To obtain 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	28 August 2025 – 35	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 7	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	9 October 2025 – 41 Small-scale Planning Charts	

ADMIRALTY Vector Chart Service (AVCS) DVDs and ADMIRALTY Information Overlay (AIO) CDs are issued weekly and contain all base and update data available at the time of issue.

6. Supported ADMIRALTY Software Versions

Product	Supported Versions
ADP	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 ☐					

