

ADMIRALTY NOTICES TO MARINERS

Weekly Edition 01

01 January 2026

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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 (see back pages of this Weekly Edition)	e-mail: sdr@ukho.gov.uk 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.

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Plan with ADMIRALTY Maritime Data Solutions, brought to you by the United Kingdom Hydrographic 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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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
NPS011	Symbols and Abbreviations used on ADMIRALTY Paper Charts
NPS012	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

1253

2276

3317

5614_25

DE 87

DE 103

INT 1412

INT 1413

NP 131

NP 286(6)

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:



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

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 01 January 2026

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2026 Catalogue page</i>
◎2276	Baltic Sea, Lithuania, Klaipėda and Approaches. Ⓐ Klaipėda. Ⓑ Continuation of Klaipėda.	1:35,000 1:12,500 1:12,500	10	36
	On publication of this New Edition former Notice 5181(P)/25 is cancelled. This chart remains affected by Notices 2189(P)/25 and 5468(P)/25.			
◎3317	Black Sea – Georgia, P'ot'i, Bat'umi and Kulevi. Ⓐ Approaches to P'ot'i. Ⓑ P'ot'i. Ⓒ Bat'umi. Ⓓ Kulevi.	1:25,000 1:10,000 1:12,500 1:15,000	31	46
	On publication of this New Edition former Notices 5095(P)/25 and 5405(P)/25 are cancelled. This chart remains affected by Notices 223(T)/23, 906(T)/23, 1488(T)/24 and 4001(P)/25.			
◎DE87 INT 1413	International Chart Series, North Sea, Germany and the Netherlands, Borkum to Neuwerk and Helgoland.	1:150,000	9	32
	This chart remains affected by Notice 4461(P)/23.			
◎DE103 INT 1412	International Chart Series, North Sea, Germany and Denmark, Spiekeroog to Rømø and Helgoland.	1:150,000	9	32
	This chart remains affected by Notice 4461(P)/23.			

ADMIRALTY Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP286(6)	ADMIRALTY List of Radio Signals Pilot Services, Vessel Traffic Services and Port Operations North East Asia and Russia (Pacific Coast) NP286(6) Volume 6(6) 7 th Edition (2026)	01/01/2026	Updated to NM Week 46/25 (13/11/25). First updates in NM Week 1/26 (01/01/26). The 6 th Edition (2025) of NP286(6) is cancelled.

ISBN: 978-0-70-774-8344

◎ 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 15 January 2026

New Editions of ADMIRALTY Charts

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>	<i>2026 Catalogue Folio</i>	<i>2026 Catalogue page</i>
1253	China - Yellow Sea, Lianyungang to Qingdao Gang.	1:300,000	◎1253	52	82

New Editions of ADMIRALTY Small Craft Charts

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>	<i>NP109A Catalogue page</i>
5614_25	Southern North Sea.	1:750,000	5614_25	31

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>
2276	Baltic Sea, Lithuania, Klaipėda and Approaches.	◎2276
3317	Black Sea – Georgia, P'ot'i, Bat'umi and Kulevi.	◎3317
DE87 INT 1413	International Chart Series, North Sea, Netherlands and Germany, Borkum to Neuwerk and Helgoland.	◎DE87 INT 1413
DE103 INT 1412	International Chart Series, North Sea, Germany and Denmark, Spiekeroog to Rømø and Helgoland.	◎DE103 INT 1412

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

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ADMIRALTY DISTRIBUTOR INFORMATION

NP131 - ADMIRALTY Maritime Data Solutions Catalogue, 2026 Edition

Amendments to Part 1, Authorised ADMIRALTY Distributors

Page vi Authorised ADMIRALTY Distributors, Egypt

Insert:

Edwardo Marine Services Co
El-Mahrousa Tower
Mahmoud Sedky & Panama Street
Port Said
+20 66 3230031
info@edwardomarine.com
https://www.edwardo.co
PUBLICATIONS
POD

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

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II

80* ENGLAND - East Coast - Lights.
Source: Port of London Authority

Chart 1186 (INT 1426) (Panel A, Canvey Island to Coalhouse Point) [*previous update 5647/25*] ETRS89 DATUM

Replace		, with <input type="checkbox"/> Dn	51° 30'·297N., 0° 30'·495E. 51° 30'·308N., 0° 30'·580E.
Delete			51° 30'·358N., 0° 30'·744E. 51° 30'·366N., 0° 30'·842E. 51° 30'·490N., 0° 33'·749E. 51° 30'·476N., 0° 33'·866E.

Chart 1186 (INT 1426) (Panel B, Coalhouse Point to Tilbury) [*previous update 5647/25*] ETRS89 DATUM

Delete			51° 26'·756N., 0° 21'·859E. 51° 26'·683N., 0° 23'·606E. 51° 26'·678N., 0° 23'·727E.
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Chart 2151 (INT 1425) [*previous update 5647/25*] ETRS89 DATUM

Delete			51° 26'·755N., 0° 21'·858E.
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Chart 2151 (INT 1425) (Panel A, Continuation at same scale) [*previous update 5647/25*] ETRS89 DATUM

Replace		, with <input type="checkbox"/> Dn	51° 31'·027N., 0° 07'·196E.
Delete			51° 30'·849N., 0° 06'·530E. 51° 30'·944N., 0° 06'·866E. 51° 30'·958N., 0° 06'·995E. 51° 31'·004N., 0° 07'·143E. 51° 30'·022N., 0° 10'·206E.

38 RUSSIA - Baltic Sea Coast - Foul.

Source: Russian Notice 40/4172/25

Chart 2713 [*previous update 5766/25*] WGS84 DATUM

Insert	#	59° 49'·59N., 28° 24'·27E.
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48 POLAND - NM Block.

Source: Polish Notice 34/386/25

Chart 2636 [*previous update 4726/25*] WGS84 DATUM

Insert	the accompanying block, centred on:	54° 31'·9N., 18° 32'·1E.
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II

57 SWEDEN - East Coast - Foul.

Source: Swedish Notice 1096/19659/25

Chart 864 (INT 1764) [previous update 4897/25] WGS84 DATUM

Insert # 58° 37'·70N., 17° 46'·30E.

Chart 2055 (INT 1204) [previous update 5634/25] WGS84 DATUM

Insert # 58° 37'·70N., 17° 46'·30E.

58 SWEDEN - East Coast - Depths.

Source: Swedish Notice 1096/19740/25

Chart 811 (INT 1239) [previous update 4508/25] WGS84 DATUM

Insert depth, 2₃, and extend 3m contour S to enclose (a) 59° 19'·406N., 18° 04'·933E.
Delete depth, 3₈, close E of: (a) above

59 SWEDEN - West Coast - Buoy.

Source: Swedish Notice 1096/19716/25

Chart 858 (INT 1316) [previous update 4956/25] WGS84 DATUM

Replace  with  57° 34'·65N., 11° 47'·89E.

60 SWEDEN - East Coast - Lights.

Source: Swedish Notice 1096/19683/25

Chart 2856 (INT 1326) [previous update 5134/25] WGS84 DATUM

Insert ★ Fl.R.3s 56° 07'·44N., 14° 41'·10E.
★ Fl.G.3s 56° 07'·44N., 14° 41'·07E.

31 NORTH SEA - Norwegian Sector - Platform. Legend.

Source: Norwegian Notice 18/78775/25

Chart 294 [previous update 5786/25] WGS84 DATUM

Insert  Munin (a) 60° 07'·0N., 2° 35'·6E.
legend, Under construction, close E of: (a) above

Chart 2182C (INT 1041) [previous update 5793/25] WGS84 DATUM

Insert  Munin (a) 60° 07'·0N., 2° 35'·6E.
legend, Under construction, close W of: (a) above

II

70* **GERMANY - North Sea Coast - Depths. Foul. Obstruction.**
 Source: WSA Elbe-Nordsee, Survey LP29342; WSA Elbe-Nordsee 359/25

Chart DE 44 (INT 1452) [previous update 5047/25] WGS84 DATUM

Insert	depth, 79, enclosed by 10m contour	(a) 53° 58'·45N., 8° 25'·97E.
Delete	depth, 112, close NW of:	(a) above
Replace	# with 174 Obstr	53° 57'·98N., 8° 34'·14E.

71* **GERMANY - North Sea Coast - Legend.**
 Source: WSA Weser-Jade-Nordsee 40/25

Chart DE 50 (INT 1045) [previous update 5415/25] WGS84 DATUM

Delete	legend, <i>buoyed</i> , centred on:	54° 10'·2N., 7° 51'·0E.
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73* **GERMANY - North Sea Coast - Depths.**
 Source: WSA Elbe-Nordsee, Survey 29343/25

Chart DE 46 (INT 1453) (Panel, Brunsbüttel) [previous update 5530/25] WGS84 DATUM

Insert	depth, 73	(a) 53° 52'·621N., 9° 11'·788E.
Delete	depth, 79, close NW of:	(a) above
Replace	depth, 72, with depth, 67	53° 52'·481N., 9° 08'·453E.

Chart DE 46 (INT 1453) [previous update 5530/25] WGS84 DATUM

Replace	depth, 79, with depth, 73	53° 52'·62N., 9° 11'·79E.
	depth, 72, with depth, 67	53° 52'·48N., 9° 08'·45E.

42 SPAIN - West Coast - Buoyage.
 Source: Spanish Notice 40/305/25

Chart 1730 [previous update 171/25] WGS84 DATUM

Insert	 Q.5M	42° 09'·21N., 8° 53'·43W.
Delete	 Q.5M	42° 09'·29N., 8° 53'·21W.

Chart 3633 (INT 1809) [previous update 5557/25] WGS84 DATUM

Insert	 Q	(a) 42° 09'·21N., 8° 53'·43W.
Delete	 Q, close NE of:	(a) above

II

29 TÜRKİYE - Marmara Denizi - Light.

Source: Turkish Notice 43/214/25

Chart 1004 [previous update New Edition 06/11/2025] WGS84 DATUM

Amend light to, Fl(4)Y.10s3M 40° 24'·08N., 27° 18'·43E.

44 ITALY - East Coast - Light.

Source: Italian Notice 20.12/25

Chart 187 [previous update 683/25] WGS84 DATUM

Amend light to, Fl.G.4s10m6M PA 40° 18'·2N., 18° 24'·1E.

Chart 188 [previous update 5738/25] WGS84 DATUM

Amend light to, Fl.G.4s10m6M PA 40° 18'·2N., 18° 24'·2E.

62 ITALY - West Coast - Radio reporting lines. Legends.

Source: ENCs IT300001, IT300002 and IT300909

Chart 1913 [previous update 3806/25] WGS84 DATUM

Insert	radio reporting line, inbound and outbound, pecked line, joining:	(a) 44° 21'·76N., 8° 35'·95E. (b) 44° 04'·80N., 8° 50'·50E. (c) 43° 55'·50N., 8° 37'·50E. (d) 43° 52'·20N., 8° 34'·72E.
	legend, <i>Savona VTS</i> (see Note - VESSEL REPORTING), along:	(a)-(d) above
Delete	former radio reporting line, inbound and outbound, pecked line, and associated legend, <i>Savona VTS</i> (see Note - VESSEL REPORTING), joining:	44° 21'·74N., 8° 35'·92E. 44° 04'·77N., 8° 50'·52E. 43° 55'·50N., 8° 37'·02E. 43° 52'·20N., 8° 34'·34E.

II

62 ITALY - West Coast - Radio reporting lines. Legends. (continued)

Chart 1998 [previous update 5499/25] WGS84 DATUM

Insert	radio reporting line, inbound and outbound, pecked line, joining:	(a) 44° 21'·8N., 8° 35'·9E. (b) 44° 04'·8N., 8° 50'·5E. (c) 43° 55'·5N., 8° 37'·5E. (d) 43° 39'·5N., 8° 24'·0E. (e) 43° 38'·0N., 8° 07'·0E. (f) 43° 43'·5N., 7° 50'·5E. (g) 43° 56'·9N., 8° 10'·6E.
	legend, <i>Savona VTS</i> (see Note - VESSEL REPORTING), along:	(a)-(g) above
Delete	former radio reporting line, inbound and outbound, pecked line, and associated legend, <i>Savona VTS</i> (see Note - VESSEL REPORTING), joining:	44° 21'·7N., 8° 35'·9E. 44° 04'·8N., 8° 50'·3E. 43° 55'·5N., 8° 37'·0E. 43° 39'·5N., 8° 24'·1E. 43° 38'·0N., 8° 07'·0E. 43° 43'·6N., 7° 50'·5E. 43° 57'·0N., 8° 10'·5E.

63 ITALY - West Coast - Rock.

Source: Italian Notice 20.6/25

Chart 908 [previous update 5827/25] WGS84 DATUM

Insert	 with seabed type, <i>R</i>	40° 45'·34N., 13° 53'·36E.
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77 MOROCCO - North Coast - Buoy. Automatic Identification System.

Source: French Notice 47/150/25

Chart 141 (INT 1972) [previous update 4208/25] WGS84 DATUM

Insert	 <i>Fl(5)Y.20s ODAS</i>	(a) 35° 54'·85N., 5° 28'·90W. (a) above
	Automatic Identification System, <i>AIS</i> , at light-buoy	

Chart 145 (INT 1971) [previous update 4219/25] WGS84 DATUM

Insert	 <i>Fl(5)Y.20s ODAS</i>	(a) 35° 54'·846N., 5° 28'·896W. (a) above
	Automatic Identification System, <i>AIS</i> , at light-buoy	

II

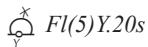
82 TÜRKİYE - West Coast - Buoy.

Source: Turkish Notice 37/171/25

Note: This update is included in New Edition 1086, published late 2025.

Chart 224 [previous update 5386/25] WGS84 DATUM

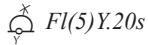
Delete



40° 02'·6N., 26° 02'·2E.

Chart 1608 [previous update 2199/25] WGS84 DATUM

Delete



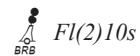
40° 02'·38N., 26° 02'·25E.

43 SENEGAL - NM Block. Buoy. Restricted areas. Works. Legend.

Source: French Notice 36/167/25

Chart 1000 (INT 1993) [previous update 1450/24] WGS84 DATUM

Insert



maritime limit, pecked line, joining:

14° 42'·292N., 17° 22'·063W.

(a) 14° 41'·133N., 17° 25'·200W.

(b) 14° 41'·079N., 17° 25'·134W.

(c) 14° 41'·002N., 17° 25'·003W.

(d) 14° 41'·001N., 17° 24'·700W.

(e) 14° 41'·120N., 17° 24'·700W.

(f) 14° 41'·615N., 17° 25'·287W.

(a) - (f) above

legend, Works in progress (2025), within:

14° 41'·122N., 17° 25'·191W.

limit of restricted area, entry prohibited, pecked line, joining:

(g) 14° 41'·078N., 17° 25'·134W.

Delete

former limit of restricted area, entry prohibited, pecked line, joining:

(g) above

14° 41'·165N., 17° 25'·126W.

14° 41'·301N., 17° 25'·282W.

32* UNITED ARAB EMIRATES - NM Blocks. Submarine pipeline. Legend.

Source: ADNOC

Chart 2442 [previous update 3502/25] WGS84 DATUM

Insert

the accompanying block, centred on:

25° 19'·2N., 53° 28'·4E.

Chart 2443 (INT 7238) [previous update 5278/25] WGS84 DATUM

Insert

the accompanying block, centred on:

25° 19'·1N., 53° 24'·3E.

submarine pipeline, -----, joining:

25° 12'·18N., 53° 13'·06E.

25° 13'·68N., 53° 13'·11E.

25° 14'·12N., 53° 13'·24E.

25° 15'·22N., 53° 16'·72E.

II

32* UNITED ARAB EMIRATES - NM Blocks. Submarine pipeline. Legend. (continued)

Chart 2444 (INT 7239) [previous update 5377/25] WGS84 DATUM

Insert	the accompanying block, centred on: submarine pipeline,  , joining:	25° 18' 5N., 53° 24' 2E. 25° 12' 18N., 53° 13' 06E. 25° 13' 68N., 53° 13' 11E. 25° 14' 12N., 53° 13' 24E. 25° 15' 06N., 53° 16' 23E.
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Chart 2886 (INT 7243) [previous update 5407/25] WGS84 DATUM

Insert	submarine pipeline,  , joining: legend, <i>Gas</i> (see Note - PIPELINES), along:	25° 11' 8N., 53° 13' 0E. (a) 25° 14' 1N., 53° 13' 1E. (b) 25° 17' 7N., 53° 24' 6E. 25° 19' 4N., 53° 26' 6E. 25° 19' 5N., 53° 27' 0E. (a) -(b) above
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Chart 2887 (INT 7232) [previous update 5547/25] WGS84 DATUM

Insert	submarine pipeline,  , joining: legend, <i>Gas</i> (see Note - PIPELINES), along:	25° 11' 8N., 53° 13' 0E. (a) 25° 14' 1N., 53° 13' 1E. (b) 25° 17' 7N., 53° 24' 6E. 25° 19' 4N., 53° 26' 6E. 25° 19' 7N., 53° 27' 6E. 25° 19' 4N., 53° 28' 1E. (a) -(b) above
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Chart 2889 (INT 7211) [previous update 5547/25] WGS84 DATUM

Insert	submarine pipeline,  , joining: legend, <i>Gas</i> (see Note - PIPELINES), along:	25° 11' 8N., 53° 13' 0E. (a) 25° 14' 1N., 53° 13' 1E. (b) 25° 17' 7N., 53° 24' 6E. 25° 19' 4N., 53° 26' 6E. 25° 19' 7N., 53° 27' 6E. 25° 19' 4N., 53° 28' 1E. (a) -(b) above
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33* QATAR - Buoy.

Source: MENAS Notice 333/25

Chart 2523 (INT 7250) [previous update 5407/25] WGS84 DATUM

Insert	 Mo(U)15s	26° 42' 32N., 51° 52' 06E.
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II

76 OMAN - Restricted area. Platform. Storage tanker. Legend. Submarine pipeline.
Source: Omani Notice 8/12/25

Chart 3763 [previous update 3027/25] WGS84 DATUM

Insert limit of restricted area, entry prohibited,  joining:

- (a) $19^{\circ} 55' \cdot 62N., 58^{\circ} 04' \cdot 35E.$
- (b) $19^{\circ} 55' \cdot 61N., 58^{\circ} 05' \cdot 57E.$
- (c) $19^{\circ} 54' \cdot 46N., 58^{\circ} 05' \cdot 56E.$
- (d) $19^{\circ} 54' \cdot 47N., 58^{\circ} 04' \cdot 35E.$

legend, *Yumna Oil & Gas Field* within:

- 
- 

submarine pipeline,  joining:

- (a) - (d) above
- (e) $19^{\circ} 55' \cdot 11N., 58^{\circ} 04' \cdot 81E.$
- (f) $19^{\circ} 55' \cdot 03N., 58^{\circ} 05' \cdot 09E.$
- (e) - (f) above

Chart 3785 [previous update 5373/25] WGS84 DATUM

Insert  $19^{\circ} 55' \cdot 0N., 58^{\circ} 05' \cdot 1E.$

39 INDIA - West Coast - Wreck.

Source: Indian Notice 23/158/25

Chart IN 22 (INT 752) [previous update 4285/25] WGS84 DATUM

Insert  $8^{\circ} 06' \cdot 0N., 76^{\circ} 51' \cdot 0E.$

Chart IN 32 (INT 754) [previous update 3676/25] WGS84 DATUM

Insert  $8^{\circ} 06' \cdot 0N., 76^{\circ} 51' \cdot 0E.$

Chart IN 261 (INT 7363) [previous update 5817/25] WGS84 DATUM

Insert  $8^{\circ} 06' \cdot 0N., 76^{\circ} 51' \cdot 0E.$

Chart 709 [previous update 362/24] WGS84 DATUM

Insert  $8^{\circ} 06' \cdot 0N., 76^{\circ} 51' \cdot 0E.$

40 INDIA - West Coast - Buoyage.

Source: Indian Notice 15/107/25

Chart IN 2051 (INT 7333) [previous update 4526/25] WGS84 DATUM

Insert  $22^{\circ} 26' \cdot 28N., 69^{\circ} 40' \cdot 25E.$

 $22^{\circ} 26' \cdot 22N., 69^{\circ} 40' \cdot 37E.$

II

40 INDIA - West Coast - Buoyage. (continued)

Chart IN 2060 (INT 7332) (Panel, Pathfinder Inlet) [*previous update 4526/25*] WGS84 DATUM

Insert	 <i>Q.G</i> No 1	22° 26'·28N., 69° 40'·24E.
	 <i>Q.Y</i> No 2	22° 26'·22N., 69° 40'·37E.

Chart IN 2060 (INT 7332) [*previous update 4526/25*] WGS84 DATUM

Insert	 <i>Q.G</i>	22° 26'·28N., 69° 40'·28E.
	 <i>Q.Y</i>	22° 26'·22N., 69° 40'·37E.

81 MYANMAR (BURMA) - NM Block.

Source: UKHO

Chart 830 [*previous update 1566/25*] WGS84 DATUM

Insert	the accompanying block, centred on:	14° 15'·3N., 95° 51'·1E.
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27 CHINA - East Coast - Anchorage area.

Source: UKHO

Chart 2400 [*previous update New Edition 27/11/2025*] CGCS 2000 DATUM

Insert		26° 10'·20N., 119° 56'·52E.
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28 CHINA - East Coast - Danger line. Legend. Obstruction.

Source: Chinese Notice 32/971/25

Chart 1721 [*previous update 5660/25*] CGCS 2000 DATUM

Insert	circular limit of danger line, radius 500m, dotted line, centred on:	(a) 27° 46'·54N., 121° 03'·69E.
	legend, <i>Obstn (2025) Rep</i> , close W of:	(a) above

30 CHINA - East Coast - Buoyage.

Source: Chinese Notice 38/1127/25

Chart 1716 [*previous update 5391/25*] CGCS 2000 DATUM

Insert	 <i>Mo(C)Y.12s</i> No 2	24° 57'·25N., 119° 01'·90E.
	 <i>Mo(C)Y.12s</i> No 1	24° 56'·98N., 119° 01'·59E.

II

41 CHINA - East Coast - Explosive dumping ground. Wrecks.

Source: Chinese Notice 30/910/25

Note: This update is included in New Edition 1759, published late 2025.

Chart 2412 [previous update 5747/25] WGS84 DATUM

Insert	symbol, explosives dumping ground, centred on:	29° 18'·1N., 122° 44'·3E.
Delete	 Rep(2024)	29° 09'·7N., 122° 56'·1E.
	 Rep(2023)	28° 51'·4N., 122° 58'·0E.
		28° 41'·6N., 122° 39'·0E.
		28° 35'·5N., 122° 30'·1E.

Chart 4509 (INT 509) [previous update 4056/25] WGS84 DATUM

Delete	 Rep(2024)	29° 09'·7N., 122° 56'·1E.
		28° 51'·4N., 122° 58'·0E.

49 TAIWAN - Buoyage.

Source: UKHO

Chart 3658 [previous update 5709/25] WGS84 DATUM

Insert		25° 09'·94N., 121° 46'·42E.
		25° 09'·26N., 121° 47'·88E.

50 CHINA - East Coast - Buoyage.

Source: Chinese Notice 35/1037/25

Chart 1303 [previous update 5781/25] CGCS 2000 DATUM

Insert	 Mo(O)Y.12s L1	30° 53'·36N., 122° 08'·79E.
	 Mo(O)Y.12s L2	30° 52'·95N., 122° 08'·69E.

74 CHINA - South Coast - Depths.

Source: Hong Kong Notice 23/62/25

Chart 4121 [previous update 5733/25] WGS84 DATUM

Insert	depth, 157	(a) 22° 12'·436N., 114° 06'·020E.
Delete	depth, 153, close SE of:	(a) above

II

46 KOREA - West Coast - Buoy.

Source: Korean Notice 32/479/25

Note: This update is included in New Editions 1258 and 3480, published early 2026.

Chart 1256 [previous update 5644/25] WGS84 DATUM

Insert

 Fl(5)Y.20s ODAS

36° 45'·0N., 125° 36'·5E.

61 KOREA - South Coast - Light.

Source: Korean Notice 34/517/25

Note: This update is included in New Edition 3480, published early 2026.

Chart 3365 (INT 5252) [previous update 5769/25] WGS84 DATUM

Amend

range of light to, 6M

33° 43'·76N., 126° 21'·44E.

75 KOREA - East Coast - Light.

Source: Korean Notice 40/609/25

Chart 896 (INT 5355) [previous update 4467/25] WGS84 DATUM

Amend

light to, Fl.Y.4s21m9M

35° 19'·34N., 129° 18'·24E.

79 KOREA - South Coast - Buoyage. Light.

Source: Korean Notices 39/599-600/25

Chart 1163 [previous update 4506/25] WGS84 DATUM

Delete

★ Fl(4)Y.8s9m7M

35° 04'·324N., 128° 44'·550E.

 Fl.Y.4s B

35° 03'·722N., 128° 46'·552E.

 Fl.Y.4s A

35° 03'·672N., 128° 46'·488E.

78 INDONESIA - Kalimantan - Depths. NM Block.

Source: ENC ID400259

Chart 1852 (Panel C, Lingkas) [previous update 2686/25] WGS84 DATUM

Replace

depth, 5, with depth, 45

3° 17'·17N., 117° 35'·05E.

depth, 64, with depth, 58

3° 16'·50N., 117° 35'·53E.

II

78 INDONESIA - Kalimantan - Depths. NM Block. (continued)

Chart 1852 (Panel B, Approaches to Lingkas and Bunyu) [previous update 2686/25] WGS84 DATUM

Insert	the accompanying block, centred on: depth, 48, and extend 5m contour NE to enclose depth, 49, enclosed by 5m contour depth, 4, extend 5m contour NE to enclose	3° 16'·6N., 117° 37'·2E. 3° 10'·98N., 117° 33'·22E. 3° 11'·16N., 117° 34'·18E. (a) 3° 10'·95N., 117° 43'·68E.
Delete	depth, 8, close SW of:	(a) above
Insert	depth, 39, and extend 5m contour NE to enclose depth, 94, enclosed by 10m contour	3° 10'·90N., 117° 44'·43E. (b) 3° 25'·16N., 117° 49'·30E.
Delete	depth, 104, close SW of:	(b) above

66 UNITED STATES OF AMERICA - West Coast - Obstruction.

Source: ENC US5PDXJU

Chart 2849 (Panel A) [previous update New Edition 27/11/2025] NAD83 DATUM

Insert	 Obstn	45° 53'·68N., 122° 48'·10W.
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67 UNITED STATES OF AMERICA - West Coast - Obstruction. Depth.

Source: ENC US5PDXNO

Chart 2839 (Panel B) [previous update 5820/25] NAD83 DATUM

Insert	 Obstn	(a) 46° 09'·93N., 123° 13'·75W.
Delete	depth, 124, close NE of:	(a) above

47 BRAZIL - East Coast - NM Blocks.

Source: Brazilian Notice 15/E 130/24

Note: Former Notice 5187(P)/24 is cancelled.

Chart 598 (Porto De Vitória) [previous update 5062/24] WGS84 DATUM

Insert	the accompanying block A, centred on: the accompanying block B, centred on:	20° 19'·4S., 40° 20'·6W. 20° 19'·4S., 40° 19'·9W.
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37 VENEZUELA - Buoy. Light.

Source: ENC VE400304

Chart 1628 [previous update 5770/25] WGS84 DATUM

Delete	 Fl(2+1)10s  Fl.G.3s24m10M	10° 33'·25N., 68° 03'·02W. 10° 29'·41N., 68° 05'·71W.
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II

52(T)/26 IRELAND - East Coast - Buoy.

Source: Dublin Port Company Notice 42/25

1. The Leac Buidhe light-buoy, *Fl(4)R.6s*, in position 53° 16'·65N., 6° 05'·10W. is reported off station.
2. Mariners are advised to navigate with caution in the area.
(ETRS89 DATUM)

Charts affected - 1415 (INT 1663) - 5621_12

54(T)/26 ENGLAND - East Coast - Platform.

Source: ODE Ltd.

1. The platform, Southwark, in position 53° 11'·00N., 2° 05'·81E. has been reported to be unlit and all navigational aids inoperative.
2. Mariners are advised to navigate with caution in the area.
(ETRS89 DATUM)

Charts affected - 105 - 1408 - 1503 (INT 1509)

55(T)/26 ENGLAND - South Coast - Works. Buoyage.

Source: KHM Portsmouth, 122/25

1. Southsea Coastal Scheme works are taking place, with a floating line and steel sinker line established, in the vicinity of position 50° 46'·506N., 1° 05'·183W.
2. The floating line is marked by 4 special mark light-buoys, *Fl.Y.5s*, in the following positions:

<i>Characteristic</i>	<i>Position</i>
Yellow Buoy	50° 46'·429N., 1° 05'·313W.
Orange Buoy	50° 46'·429N., 1° 05'·268W.
Yellow Buoy	50° 46'·404N., 1° 05'·229W.
Yellow Buoy	50° 46'·351N., 1° 05'·128W.

3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
4. Charts will be updated when works are complete.
(ETRS89 DATUM)

Charts affected - 2036 (INT 1730) - 2037 (INT 1731) - 2625 - 5600_13

56(T)/26 IRELAND - West Coast - Scientific instruments.

Source: Irish Maritime Administration Notice 65/25

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

52° 35'·22N., 9° 23'·58W.
52° 37'·740N., 9° 07'·380W.
52° 38'·46N., 9° 07'·08W.

2. The instruments are approximately 0·8m high off the seabed.
3. Mariners are advised to navigate with caution in the area.
(ETRS89 DATUM)

Charts affected - 1548 - 1549

II

65(P)/26 ENGLAND - East Coast - Depths. Wrecks.

Source: mv Northern Storm

- Recent survey information has shown that depths less than charted exist east of Black Halls Point. The most significant is as follows:

<i>Depth</i>	<i>Position</i>
18·9m	54° 45'·42N., 1° 12'·51W.
2.	The least depth over the wreck in position 54° 48'·83N., 1° 13'·81W. is reported to be 22·0m.
3.	*The least depth over the wreck in position 54° 53'·88N., 1° 08'·21W. is reported to be 43·5m.
4.	Mariners are advised to navigate with caution in the area.
5.	Charts will be updated when full details are available.
6.	*Former Notice 5522(P)/25 is cancelled. *Indicates new or revised entry (ETRS89 DATUM)

Charts affected - 152 (INT 1549) - 1191 (INT 1507) - 1192 (INT 1506) - 2567 - 5615_1 - 5615_5

72(P)/26 SCOTLAND - South West Coast - Depths. Wreck.

Source: mv Northern Gale

- *Recent survey information has shown that numerous depths less than charted exist within Luce Bay and Beaufort's Dyke. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
*25·9m	54° 46'·34N., 5° 04'·81W.
*17·8m	54° 45'·03N., 5° 00'·92W.
*26·1m	54° 44'·72N., 5° 01'·79W.
*21·3m	54° 44'·17N., 5° 01'·10W.
*18·3m	54° 43'·54N., 4° 59'·35W.
*26·3m	54° 42'·97N., 5° 00'·22W.
*26·6m	54° 38'·42N., 4° 57'·35W.
*24·9m	54° 37'·65N., 4° 55'·30W.
*27·5m	54° 37'·06N., 4° 54'·12W.
14·2m	54° 38'·23N., 4° 53'·65W.
17·1m	54° 37'·89N., 4° 53'·68W.
*26·7m	54° 37'·99N., 4° 50'·22W.
18·4m	54° 38'·73N., 4° 51'·27W.
*8·4m	54° 39'·29N., 4° 49'·61W.
*13·6m	54° 40'·36N., 4° 50'·69W.
*5·4m	54° 40'·58N., 4° 51'·39W.
17·4m	54° 41'·08N., 4° 46'·33W.
18·4m	54° 40'·44N., 4° 46'·28W.
*30·3m	54° 35'·54N., 4° 43'·77W.
2.	A non-dangerous wreck, depth 56m exists in position 54° 44'·22N., 5° 04'·16W.
3.	Charts will be updated when full details are available.
4.	Mariners are advised to navigate with caution in the area.
5.	*Former Notice 5315(P)/25 is cancelled. *Indicates new or revised entry (ETRS89 DATUM)

Charts affected - 1411 (INT 1608) - 1826 (INT 1607) - 2093 - 2094 - 2198 - 2724 (INT 1606) - 5610_17 - 5612_1 - 5612_11 - 5613_19 - 5613_2

II

83(P)/26 ENGLAND - East Coast - Channel limit.

Source: Port of London Authority

1. The southern Yantlet Secondary Channel has been extended up until position 51° 28'·998N., 0° 27'·747E., maintaining a 130m width.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
3. These changes will be included in a New Edition of Chart 1186 to be published early 2026.
(ETRS89 DATUM)

Chart affected - 1186 (INT 1426)

45(P)/26 NORWAY - West Coast - Wells. Manifolds. Obstructions. Wrecks.

Source: Norwegian Chart 307

1. Numerous wells, manifolds and obstructions exist in the vicinity of positions:

61° 50'·5N., 1° 25'·6E.

60° 59'·9N., 1° 52'·0E.

60° 31'·1N., 4° 11'·7E.

61° 50'·5N., 4° 10'·8E.

and

59° 57'·1N., 3° 49'·2E.

58° 49'·4N., 3° 49'·3E.

58° 49'·5N., 5° 11'·9E.

59° 58'·4N., 5° 11'·8E.

2. Wrecks, not dangerous to surface navigation, exist in the following positions:

59° 09'·1N., 3° 29'·7E.

61° 26'·7N., 2° 35'·5E.

61° 43'·0N., 4° 18'·8E.

61° 42'·9N., 4° 35'·1E.

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

4. These and other changes will be included in the next New Edition of Charts 292, 294, 295, 1405, 1427 and 1428, to be published early 2026.

5. Chart 274 will be updated by Notice to Mariners.
(WGS84 DATUM)

Charts affected - 292 - 294 - 295 - 1405 (INT 1400) - 1427 (INT 1401) - 1428 (INT 1402)

36(P)/26 POLAND - Wind farm. Works. Buoyage. Piles. Restricted areas.

Source: Polish Notices 52/631(T)/24, 1/2(T)/25, 1/12(T)/25 and 40/442/25

1. *Wind farm construction works are taking place within an area, marked by cardinal light-buoys, bounded by the following positions:

55° 02'·09N., 17° 33'·10E.

55° 06'·65N., 17° 37'·30E.

55° 06'·65N., 17° 46'·27E.

55° 04'·94N., 17° 46'·66E.

55° 05'·11N., 17° 43'·09E.

55° 00'·30N., 17° 43'·09E.

*54° 59'·62N., 17° 38'·65E.

54° 59'·66N., 17° 38'·89E.

54° 58'·66N., 17° 33'·85E.

2. *Numerous piles have been established within the area.

II

36(P)/26 POLAND - Wind farm. Works. Buoyage. Piles. Restricted areas. (continued)

3. *There is an entry prohibited area, radius 500 metres, around each pile.
4. Mariners are advised to navigate with caution in the area.
5. *Charts will be updated when works are complete.
6. *Former Notice 2042(T)/25 is cancelled.
*Indicates new or revised entry.
(WGS84 DATUM)

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

68(T)/26 ESTONIA - Buoy.

Source: Estonian Notice 11/182(T)/25

1. An ODAS buoy, *Fl(5)Y.20s*, has been deployed, until further notice, in position 58° 05'·16N., 21° 53'·37E.
2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Chart affected - 2059 (INT 1216)

53(T)/26 NIGERIA - Platform.

Source: Nigeria National Hydrographic Agency

1. A collapsed jack up barge has been reported in the vicinity of position 5° 53'·6N., 4° 47'·3E.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(WGS84 DATUM)

Chart affected - 1385 (INT 2808)

II

51(P)/26 DJIBOUTI - Pier. Channel. Restricted area. Leading lights. Leading line. Buoy.

Source: French Notice 43/194/25

1. A new pier has been established, joining the following positions:

11° 30'·15N., 43° 13'·77E.
11° 30'·50N., 43° 14'·16E.
11° 31'·14N., 43° 14'·67E.
11° 31'·16N., 43° 14'·88E.

2. A buoied approach channel and restricted area, anchoring, trawling and dredging prohibited has been established, joining the following positions:

11° 31'·05N., 43° 14'·69E.
11° 31'·23N., 43° 14'·67E.
11° 31'·51N., 43° 14'·94E.
11° 32'·16N., 43° 14'·91E.
11° 32'·28N., 43° 14'·89E.
11° 32'·51N., 43° 14'·80E.
11° 32'·56N., 43° 14'·76E.
11° 32'·82N., 43° 14'·70E.
11° 33'·37N., 43° 14'·66E.
11° 35'·05N., 43° 14'·59E.
11° 35'·21N., 43° 14'·57E.
11° 35'·62N., 43° 14'·39E.
11° 35'·85N., 43° 14'·16E.
11° 36'·01N., 43° 13'·94E.
11° 36'·03N., 43° 13'·85E.
11° 37'·17N., 43° 11'·74E.
11° 37'·72N., 43° 12'·01E.
11° 36'·65N., 43° 14'·73E.
11° 36'·56N., 43° 14'·87E.
11° 36'·41N., 43° 15'·04E.
11° 36'·30N., 43° 15'·09E.
11° 36'·12N., 43° 15'·19E.
11° 35'·89N., 43° 15'·23E.
11° 33'·99N., 43° 15'·23E.

3. and

11° 32'·93N., 43° 15'·29E.
11° 32'·73N., 43° 15'·29E.
11° 32'·30N., 43° 15'·13E.
11° 31'·61N., 43° 15'·18E.
11° 31'·52N., 43° 15'·15E.
11° 31'·35N., 43° 15'·19E.
11° 31'·22N., 43° 15'·16E.
11° 30'·92N., 43° 15'·15E.

4. Leading lights have been established as follows:

<i>Leading Light</i>	<i>Characteristic</i>	<i>Position</i>
Front	Dir VQ.5M	11° 30'·92N., 43° 15'·07E.
Rear	Dir VQ.5M	11° 30'·81N., 43° 15'·08E.

The bearing of the associated leading line is 177°

5. An east cardinal buoy, *Q(3)10s*, has been established in position 11° 37'·93N., 43° 10'·21E.
6. These changes will be included in a New Edition of Chart 264 to be published 2026.
7. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(WGS84 DATUM)

Chart affected - 264 (INT 7115)

II

34(T)/26 CHINA - South Coast - Anchorage areas.

Source: Chinese Bulletin Section 1 33/25

1. The following temporary Typhoon Shelters and Anchorages have been established:

Name	Positions	Depth (m)	Nature of Seabed	Purpose
Outer Lingding SE	22° 04'·60N., 114° 02'·58E.	26.6-28.8	Mud with sand	Cargo vessels
	22° 03'·33N., 114° 02'·58E.			
	22° 03'·33N., 114° 05'·28E.			
	22° 04'·60N., 114° 05'·28E.			
Lingding Hangdao W	22° 30'·00N., 113° 43'·45E.	2.6-5.3	Mud with sand	Cargo vessels
	22° 26'·35N., 113° 43'·73E.			
	22° 26'·28N., 113° 44'·88E.			
	22° 30'·08N., 113° 44'·12E.			
Lingding Hangdao E	22° 30'·27N., 113° 45'·23E.	5.3-18	Mud with sand	Cargo vessels
	22° 25'·08N., 113° 45'·97E.			
	22° 25'·15N., 113° 46'·92E.			
	22° 28'·08N., 113° 46'·47E.			
Fuzhou No 1	22° 30'·35N., 113° 46'·18E.		Mud with sand	Cargo vessels
	22° 45'·32N., 113° 37'·63E.	7.2		
	22° 45'·13N., 113° 37'·40E.			
	22° 44'·73N., 113° 37'·75E.			
Fuzhou No 2	22° 44'·92N., 113° 37'·97E.		Mud	Cargo vessels
	22° 45'·95N., 113° 36'·93E.	6-15.4		
	22° 45'·37N., 113° 37'·45E.			
	22° 45'·58N., 113° 37'·73E.			
2. and				

Name	Positions	Depth (m)	Nature of Seabed	Purpose
Xidatan	22° 50'·47N., 113° 35'·03E.	2.3-10.9	Mud with sand	Cargo vessels
	22° 49'·15N., 113° 36'·20E.			
	22° 49'·28N., 113° 36'·35E.			
	22° 50'·02N., 113° 35'·85E.			
	22° 50'·67N., 113° 35'·23E.			
Dahu	22° 49'·57N., 113° 34'·22E.	2-13.1	Mud	Cargo vessels
	22° 48'·82N., 113° 35'·22E.			
	22° 48'·58N., 113° 35'·72E.			
	22° 48'·82N., 113° 35'·92E.			
	22° 49'·12N., 113° 35'·50E.			
	22° 48'·88N., 113° 35'·30E.			
Nizhou	22° 49'·58N., 113° 34'·25E.		Sand	Cargo vessels
	22° 52'·90N., 113° 33'·50E.	3.7-14		
	22° 52'·08N., 113° 33'·50E.			
	22° 52'·08N., 113° 33'·75E.			
Dongjiangkou	22° 52'·90N., 113° 33'·75E.		Sand	Cargo vessels
	23° 02'·58N., 113° 30'·33E.	0.8-6.3		
	23° 00'·98N., 113° 30'·80E.			
	23° 00'·98N., 113° 30'·82E.			
	23° 01'·48N., 113° 30'·83E.			
	23° 02'·02N., 113° 30'·70E.			
23° 02'·58N., 113° 30'·37E.				

II

34(T)/26 CHINA - South Coast - Anchorage areas. (continued)

3. and

Name	Positions	Depth (m)	Nature of Seabed	Purpose
Dahaozhou	23° 04'·12N., 113° 28'·63E.	2.6-4.1	Mud with sand	Cargo vessels
	23° 03'·85N., 113° 28'·72E.			
	23° 03'·82N., 113° 28'·78E.			
	23° 03'·92N., 113° 28'·85E.			
	23° 04'·15N., 113° 28'·68E.			
Xinzao	23° 03'·63N., 113° 24'·83E.	0.2-6.1	Mud	Tankers
	23° 03'·60N., 113° 24'·92E.			
	23° 03'·93N., 113° 25'·08E.			
	23° 03'·97N., 113° 25'·00E.			
Yufgangsha	23° 02'·02N., 113° 21'·52E.	2.9-6	Sand	Cargo vessels
	23° 01'·93N., 113° 21'·55E.			
	23° 02'·07N., 113° 21'·98E.			
	23° 02'·12N., 113° 21'·97E.			
	23° 02'·10N., 113° 21'·80E.			
Xiaozhou	23° 02'·95N., 113° 21'·52E.	1.5-6.4	Mud with sand	Cargo vessels
	23° 02'·87N., 113° 21'·60E.			
	23° 02'·97N., 113° 21'·72E.			
	23° 03'·05N., 113° 21'·62E.			
Lijiao	23° 03'·33N., 113° 17'·95E.	3.5-6.3	Sand	Cargo vessels
	23° 03'·23N., 113° 17'·93E.			
	23° 03'·18N., 113° 18'·60E.			
	23° 03'·28N., 113° 18'·60E.			

4. and

Name	Positions	Depth (m)	Nature of Seabed	Purpose
Daganwei	23° 03'·65N., 113° 16'·75E.	0.3-8.3	Mud with sand	Cargo vessels
	23° 03'·52N., 113° 16'·75E.			
	23° 03'·50N., 113° 17'·00E.			
	23° 03'·53N., 113° 17'·02E.			
Datanwei	23° 07'·12N., 113° 12'·90E.	0.5-5.5	Mud with sand	Cargo vessels
	23° 07'·08N., 113° 12'·87E.			
	23° 06'·99N., 113° 13'·06E.			
	23° 07'·03N., 113° 13'·09E.			
Dongpu	23° 06'·65N., 113° 23'·12E.	0.7-5.7	Sand	Cargo vessels
	23° 06'·48N., 113° 23'·43E.			
Hongshengsha	23° 06'·60N., 113° 23'·47E.		Sand with mud	Cargo vessels
	23° 05'·45N., 113° 26'·35E.	3-7		
	23° 05'·35N., 113° 26'·35E.			
	23° 05'·42N., 113° 26'·70E.			
	23° 05'·42N., 113° 26'·83E.			
	23° 05'·37N., 113° 27'·10E.			
	23° 05'·43N., 113° 27'·12E.			
	23° 05'·48N., 113° 26'·57E.			
Yuzhu	23° 05'·87N., 113° 25'·11E.	3-5	Sand with mud	Cargo vessels
	23° 05'·82N., 113° 25'·08E.			
	23° 05'·74N., 113° 25'·35E.			
	23° 05'·79N., 113° 25'·38E.			

II

34(T)/26 CHINA - South Coast - Anchorage areas. (continued)

5. and

<i>Name</i>	<i>Positions</i>	<i>Depth (m)</i>	<i>Nature of Seabed</i>	<i>Purpose</i>
Boluomiao	23° 04'·60N., 113° 29'·25E.	3-7	Sand with mud	Cargo vessels
	23° 04'·35N., 113° 29'·37E.			
	23° 04'·22N., 113° 29'·40E.			
	23° 04'·23N., 113° 29'·43E.			
	23° 04'·42N., 113° 29'·38E.			
	23° 04'·62N., 113° 29'·30E.			
Wenchongkou	23° 05'·12N., 113° 28'·33E.	2-4	Sand with mud	Cargo vessels
	23° 05'·08N., 113° 28'·31E.			
	23° 05'·07N., 113° 28'·39E.			
	23° 05'·00N., 113° 28'·53E.			
	23° 05'·04N., 113° 28'·55E.			
	23° 05'·10N., 113° 28'·41E.			

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

Charts affected - 341 - 343 - 344 - 346 - 347 - 937 (INT 5508) - 1555 - 3026

35(P)/26 CHINA - South Coast - Lights.

Source: UKHO

1. A leading front light, Fl.R.35m, has been reported in position: 22° 36'·78N., 114° 43'·84E.
2. A leading rear light, Fl.R.50m, has been reported in position: 22° 37'·37N., 114° 43'·84E.
3. Chart 340 will be updated when full details are available.
4. 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 - 340

69(T)/26 RUSSIA - Pacific Ocean Coast - Buoyage.

Source: Russian Notice 44/4598(T)/25

1. Two yellow special purpose pillar buoys have been established in the following positions:
42° 58'·42N., 131° 46'·97E.
42° 57'·92N., 131° 48'·67E.
2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Chart affected - 3045

II

64(P)/26 AUSTRALIA - Western Australia - Depths. Buoy.

Source: Australian Chart Aus55

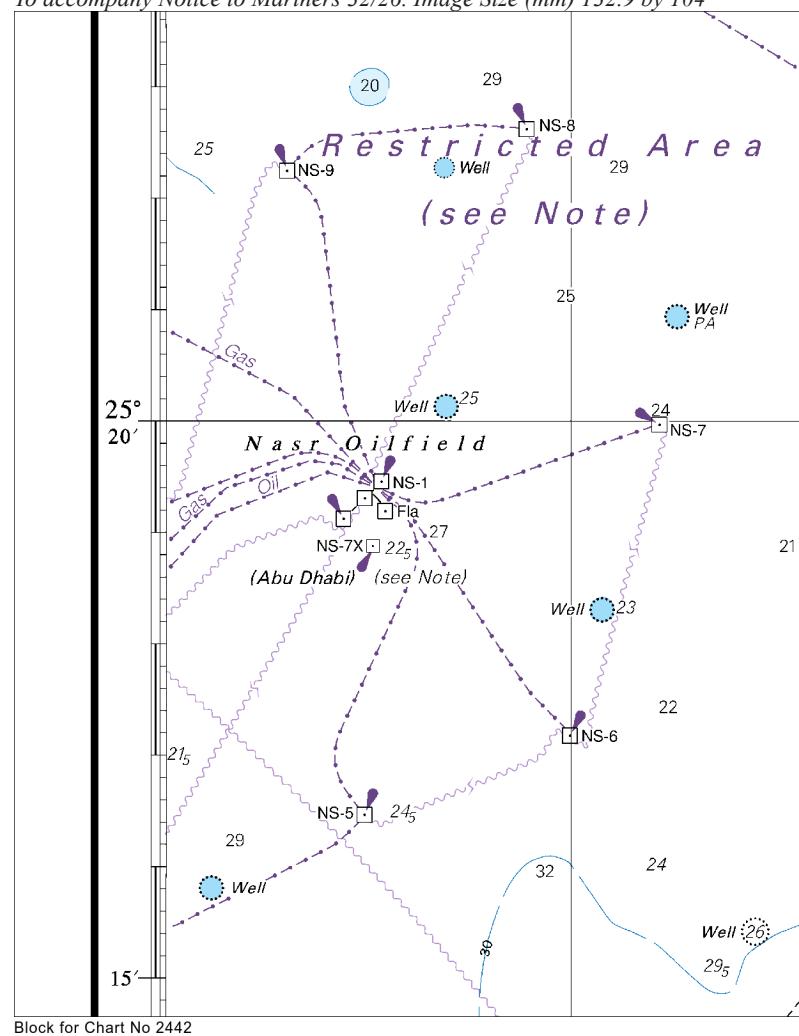
1. Depths less than charted exist within the approaches to Port Walcott. The most significant are as follows:

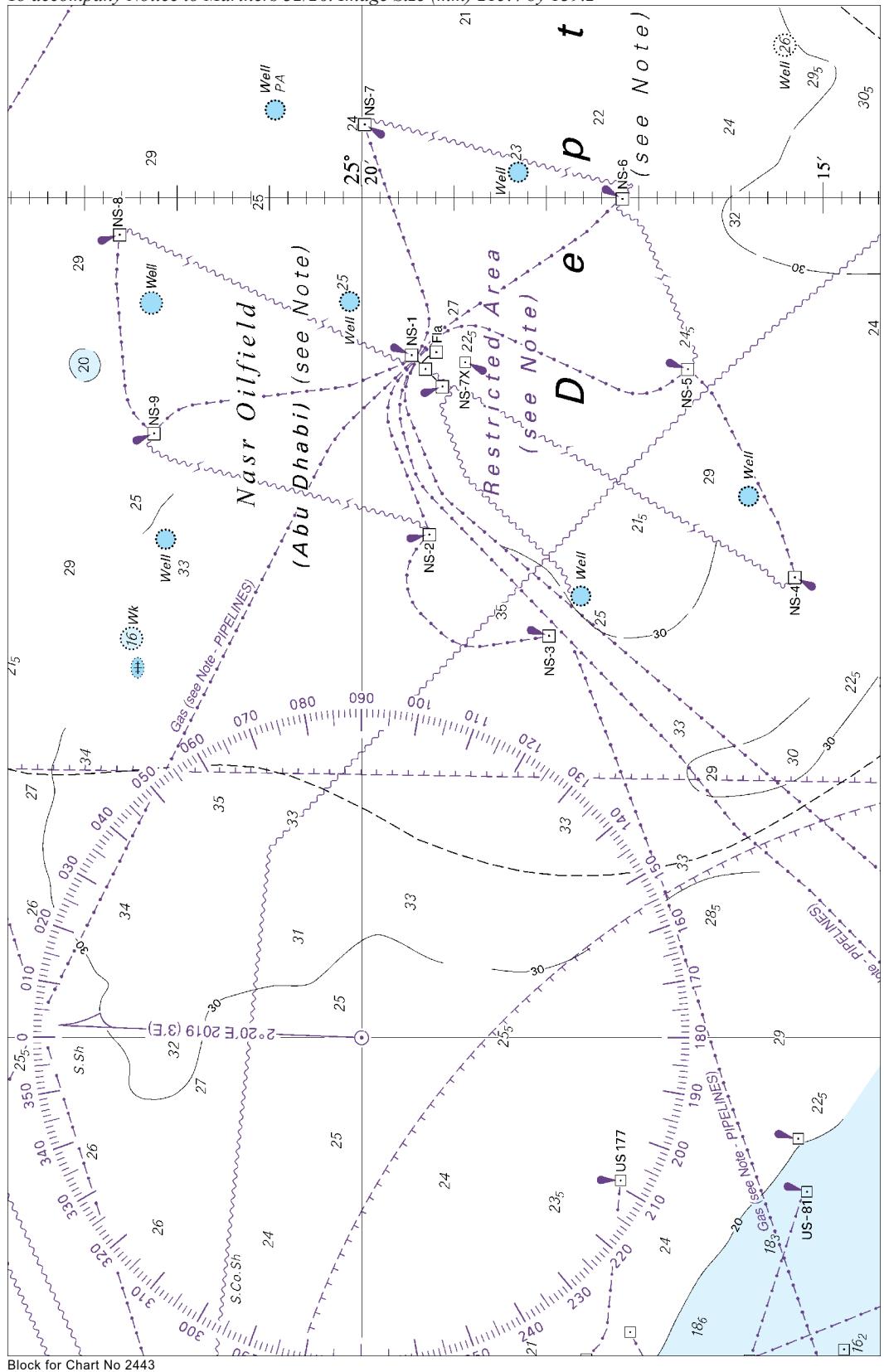
<i>Depth</i>	<i>Position</i>
17.5m	20° 23'·18S., 117° 26'·04E.
13.9m	20° 31'·55S., 117° 26'·64E.
13.5m	20° 32'·02S., 117° 26'·34E.
13.5m	20° 30'·99S., 117° 25'·19E.
12.7m	20° 31'·78S., 117° 25'·10E.
14.7m	20° 31'·16S., 117° 24'·18E.
10.3m	20° 32'·70S., 117° 24'·50E.
13.7m	20° 32'·56S., 117° 23'·96E.
15m	20° 31'·83S., 117° 23'·29E.
14.5m	20° 31'·57S., 117° 22'·66E.
14.2m	20° 32'·24S., 117° 22'·98E.
13.2m	20° 32'·57S., 117° 23'·24E.
13m	20° 32'·93S., 117° 22'·90E.
13.7m	20° 31'·70S., 117° 22'·01E.

2. The buoy in position 20° 34'·28S., 117° 12'·61E. has been amended to, Red Pillar Buoy, cylinder topmark, *Fl.R.3s No 30*.
3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
4. These changes will be included in a New Edition of Chart Aus55 to be published early 2026.
(WGS84 DATUM)

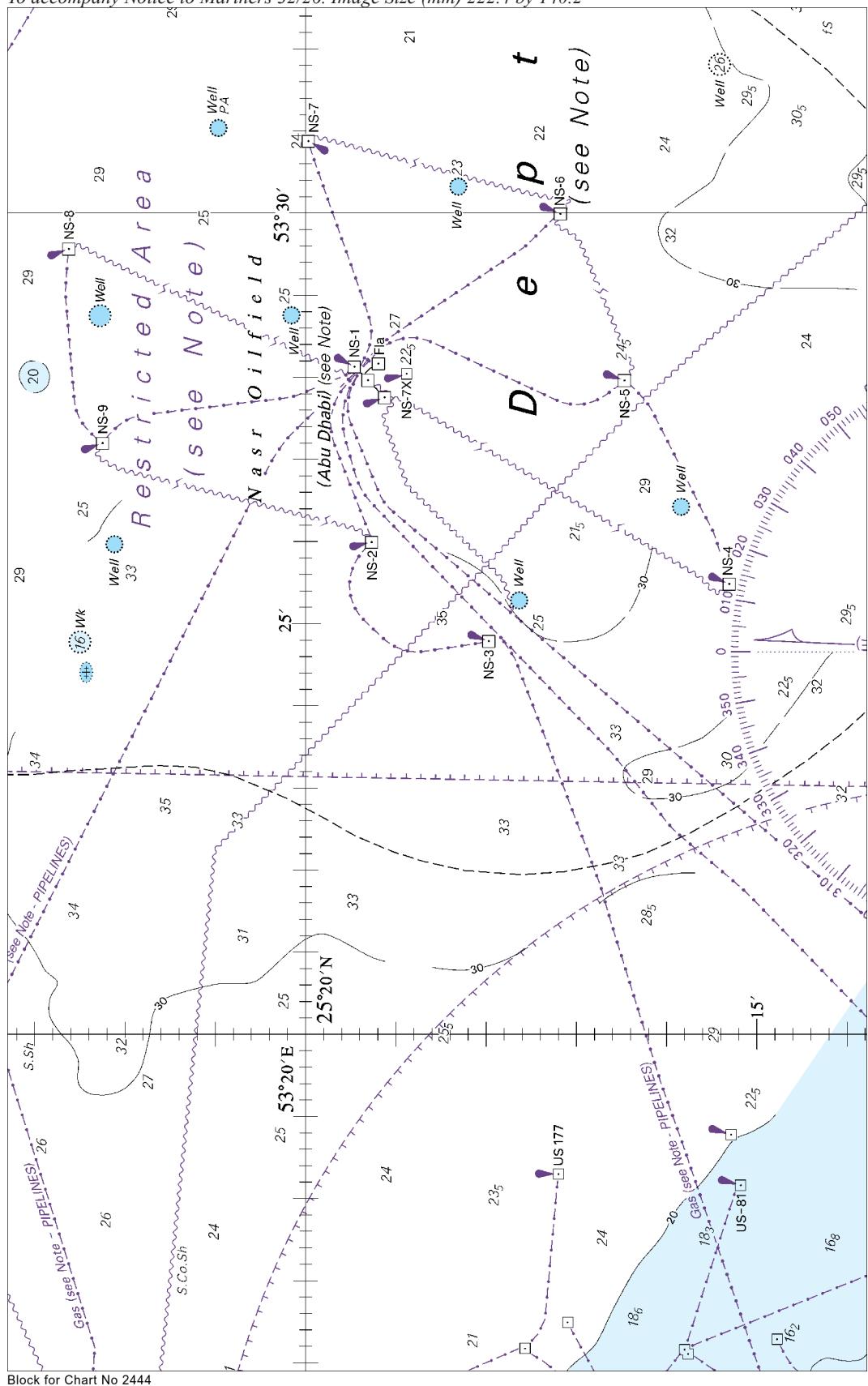
Chart affected - Aus 55

To accompany Notice to Mariners 32/26. Image Size (mm) 132.9 by 104



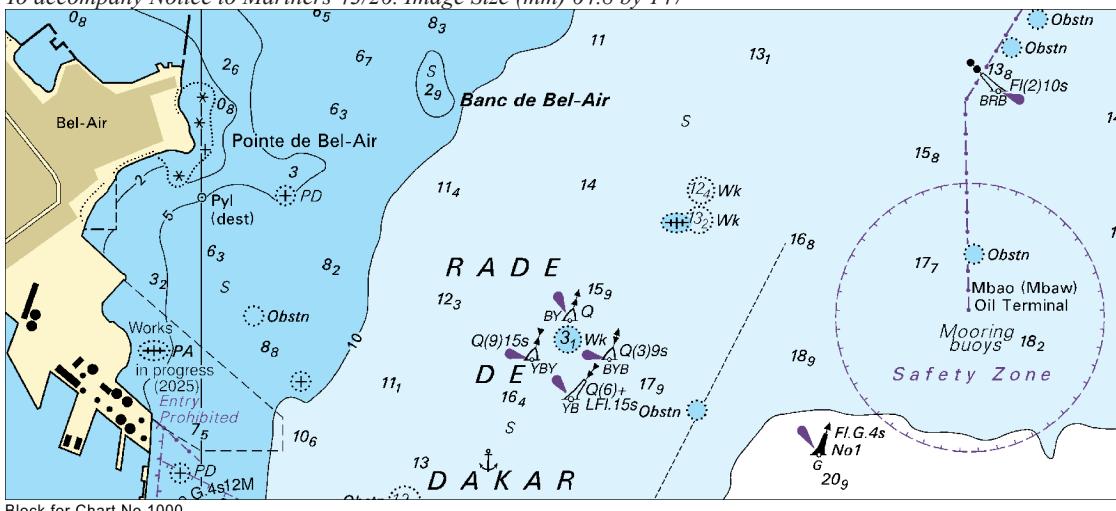


Block for Chart No 2443



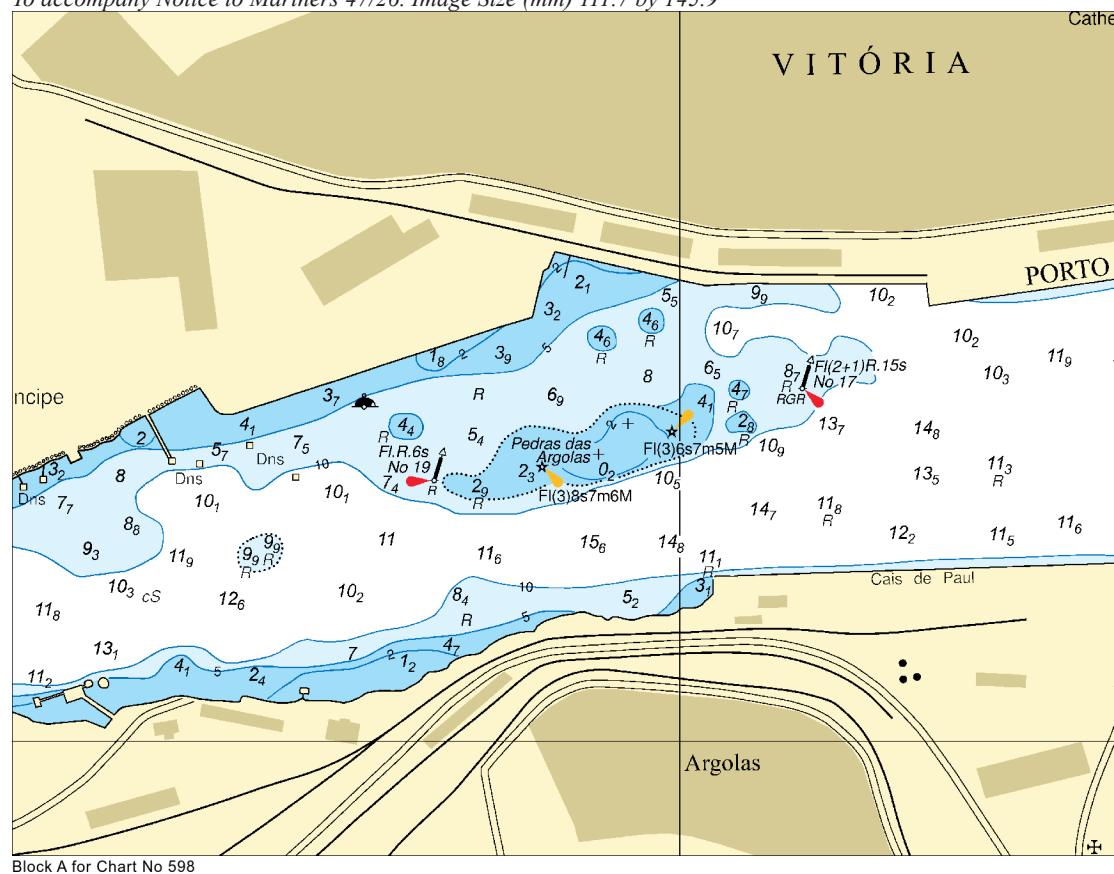
Block for Chart No 2444

To accompany Notice to Mariners 43/26. Image Size (mm) 64.8 by 147

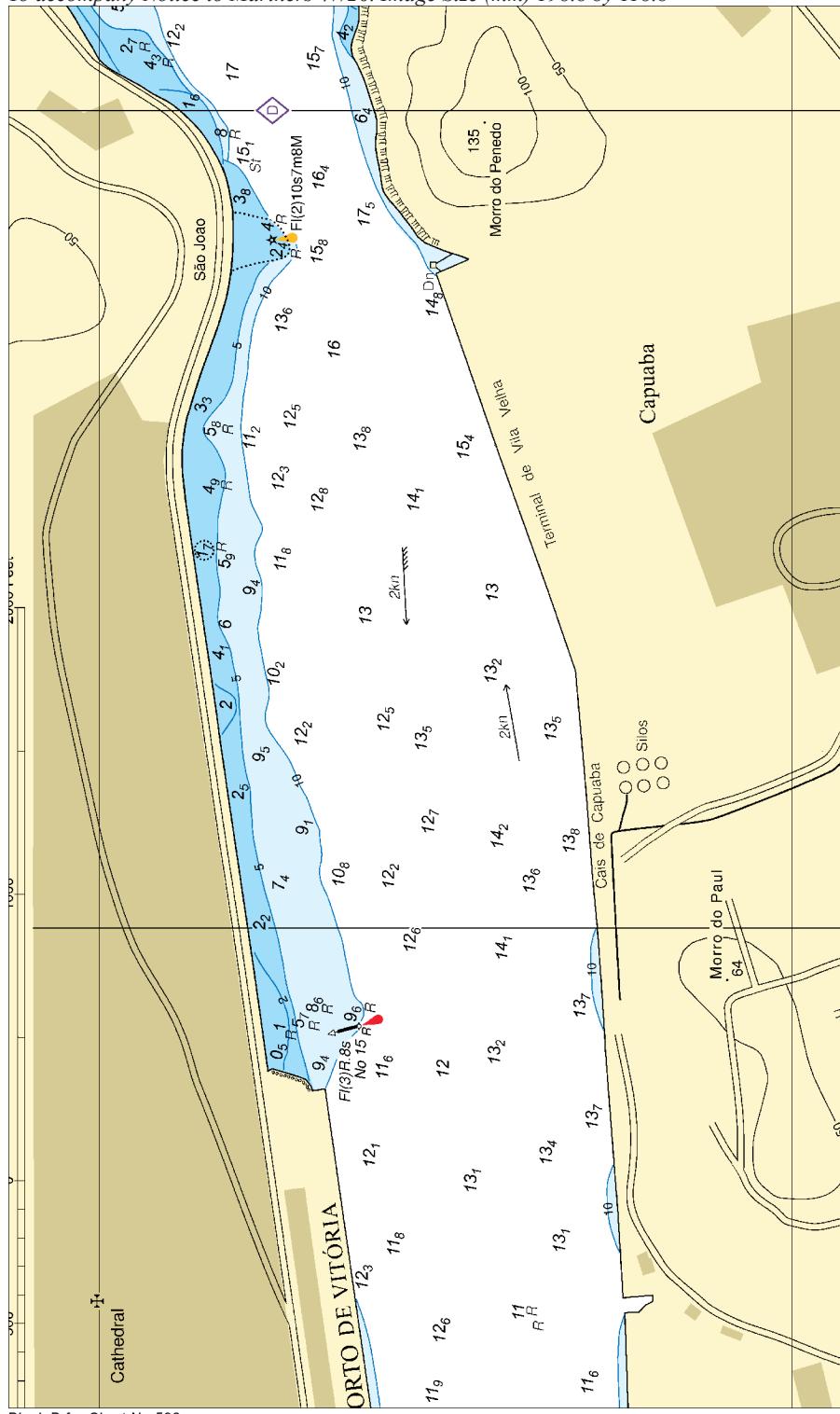


Block for Chart No 1000

To accompany Notice to Mariners 47/26. Image Size (mm) 111.7 by 145.9

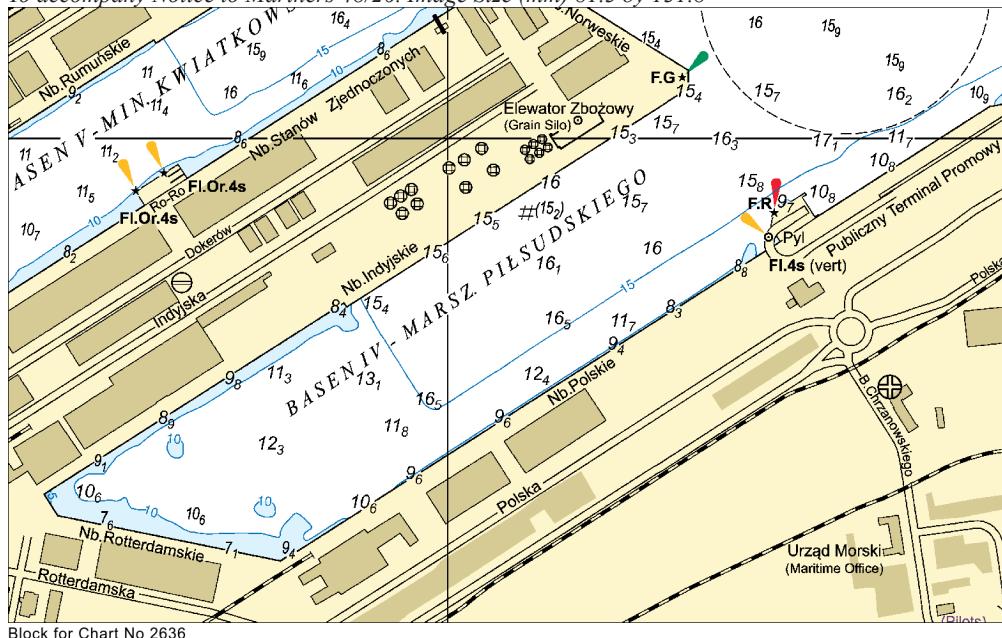


To accompany Notice to Mariners 47/26. Image Size (mm) 198.8 by 118.8

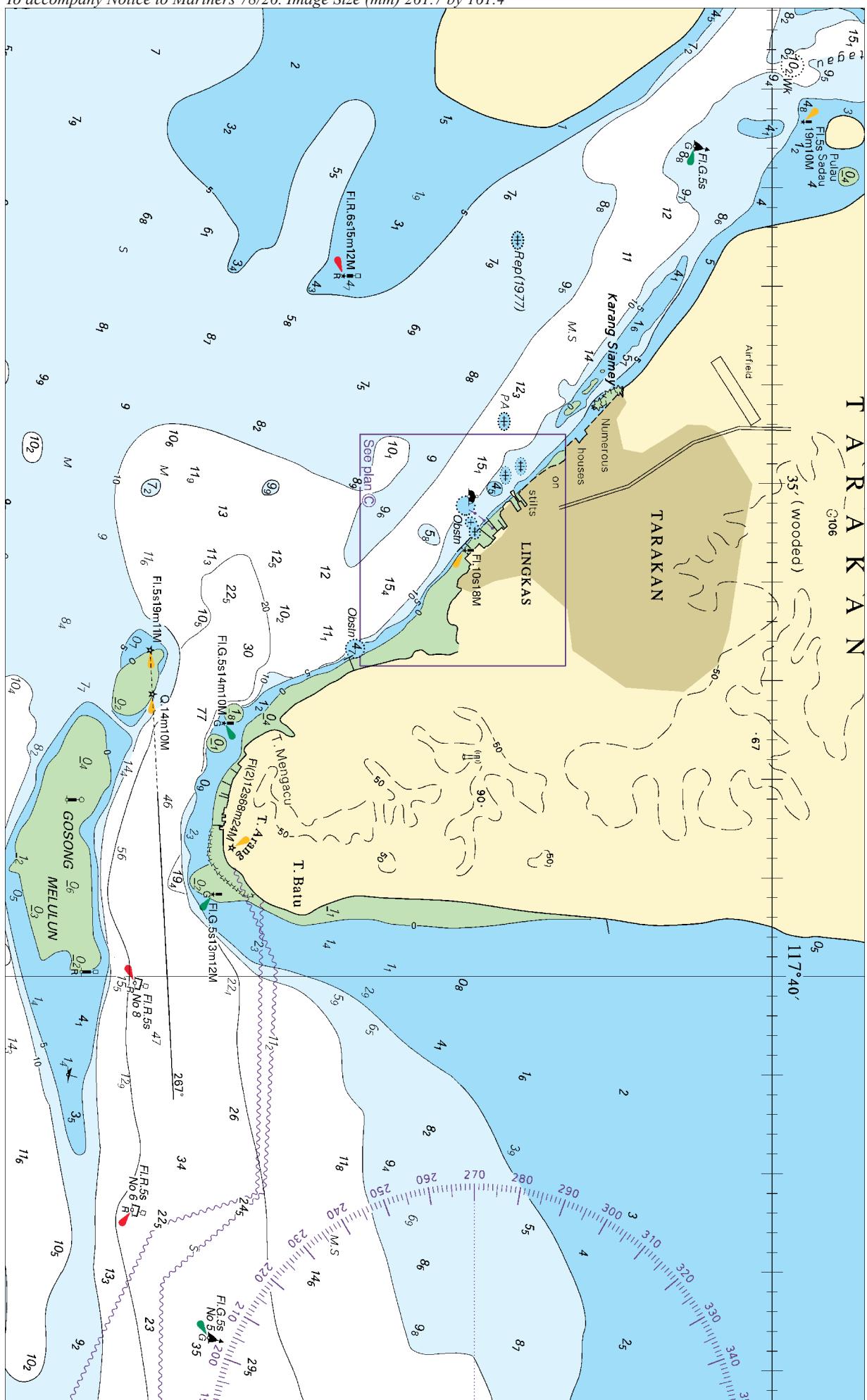


Block B for Chart No 598

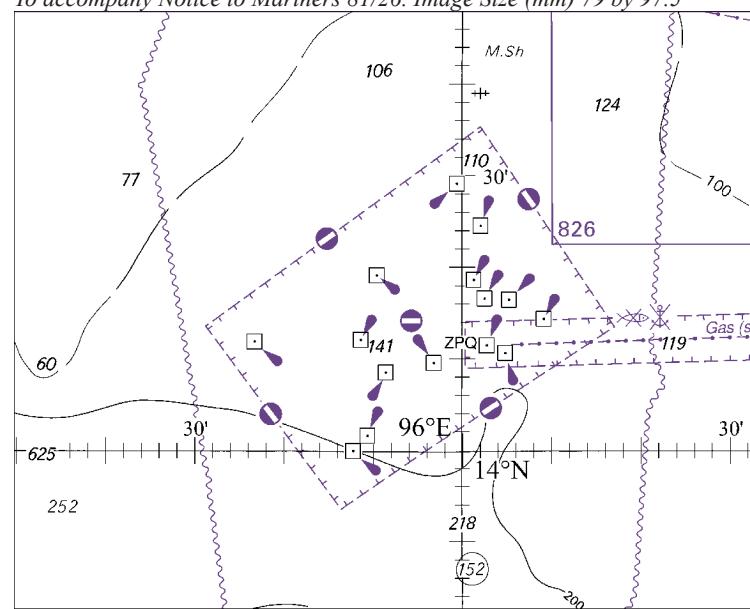
To accompany Notice to Mariners 48/26. Image Size (mm) 81.3 by 131.8



To accompany Notice to Mariners 78/26. Image Size (mm) 261.7 by 161.4



To accompany Notice to Mariners 81/26. Image Size (mm) 79 by 97.5



Block for Chart No 830

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 01 published on the UKHO website 22 Dec 25.

Navarea I (NE Atlantic) Weekly Edition 01

The following NAVAREA I warnings were in force at 220500 UTC Dec 2025.

2025 series: 157, 257, 287, 295, 297.

Summary of Navarea I warnings issued since Weekly Edition 52:

294 CANCELLED. CANCEL 286/25.

295 1. NAVAREA I WARNINGS IN FORCE AT 191000 UTC DEC 2025. 2. CANCEL 292/25.

296 CANCELLED. CANCEL 289/25.

297 1. RIGLIST. CORRECT AT 220500 UTC DEC 2025.

SOUTHERN NORTH SEA: 51N TO 55N

52-07.7N 003-56.4E VALARIS 123 ACP P18-A
53-00.2N 002-53.7E HAEVA ACP DAVY GAS FIELD
53-07.1N 002-06.3E ENSCO 92 ACP LEMAN GAS FIELD
53-13.0N 003-55.1E SEAFOX 4 ACP K15-FK-1
53-24.3N 004-01.4E NOBLE RESOLUTE ACP L10-M
53-37.4N 000-47.4E OBANA ACP AMETHYST GAS FIELD
53-37.8N 003-04.0E SHELF DRILLING WINNER ACP K7-FB-1

NEW 53-39.7N 004-32.4E SWIFT 10 ACP WINTERSHALL GAS FIELD

NEW 53-41.1N 006-21.6E PROSPECTOR 1 ACP N05-A

NEW ABERDEEN WELL SAFE PROTECTOR

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
56-41.7N 002-14.8E PAUL B LOYD JR
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
57-11.6N 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
58-18.5N 001-46.4W SAFE CALEDONIA ACP CAPTAIN OIL FIELD
58-19.9N 001-35.6E DEEPSEA ATLANTIC
58-25.1N 001-43.0E NOBLE LLOYD NOBLE ACP SLEIPNER GAS FIELD
58-42.8N 002-12.6E DEEPSEA NORDKAPP
59-13.1N 002-25.4E COSL PIONEER
59-52.3N 002-34.0E NOBLE INTEGRATOR

III

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

60-06.7N	002-35.5E	DEEPSEA STAVANGER	
60-30.3N	002-00.8E	ASKEPOTT ACP MARTIN LINGE	
60-50.3N	003-34.9E	DEEPSEA ABERDEEN	
61-04.7N	001-59.3E	ASKELADDEN	
61-16.5N	002-06.9E	COSL PROMOTER	
61-18.0N	002-21.7E	DEEPSEA BOLLSTA	
61-23.6N	003-22.3E	TRANSOCEAN NORGE	
61-30.9N	000-57.1E	NOBLE PATRIOT	
NEW	64-20.5N	007-43.3E	DEEPSEA YANTAI
	64-48.8N	007-03.6E	TRANSOCEAN ENCOURAGE

SOUTH AND WEST OF GREAT BRITAIN

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 293/25.

Cumulative list of other NAVAREA I Warnings in-force at 220500 UTC Dec 25

2025 SERIES:

157 SOUTHERN, SOUTHEASTERN, CENTRAL AND NORTHERN BALTIC, GULF OF FINLAND, GULF OF RIGA AND SEA OF AALAND.
1. GNSS, AIS, RADAR AND DGPS INTERFERENCE OBSERVED WITHIN THE AREA.
MARINERS ADVISED TO EXERCISE CAUTION AND BE PREPARED FOR DISRUPTION TO NAVIGATION.
2. BALTIC SEA NAVIGATION WARNING 026/25 REFERS.

257 SCOTLAND, EAST COAST.
MORAY FIRTH.
CHART GB 115 (INT 1503).
MORAY WEST OFFSHORE WINDFARM 58-06N 003-00W PERIMETER BUOYS PERMANENTLY DISCONTINUED.

287 GMDSS.
ENGLAND AND SCOTLAND, EAST COAST.
MF R/T AND DSC SERVICES OFF AIR FROM SITES:
A. GREGNESS 57-07.7N 002-03.2W.
B. CULLERCOATS 55-04.4N 001-27.8W.
C. LANGHAM 52-56.5N 000-57.2E.
D. BAWDSEY 51-59.6N 001-24.5E.

UPDATES TO ADMIRALTY SAILING DIRECTIONS

NP13 Australia Pilot Volume 1 (2020 Edition)	Tasmania - East coast - Mercury Passage — Directions; marine farm	273
Northern Territory - New Year Island to Smith Point - Bowen Strait — Offshore dangers; wreck	Paragraph 10.35 3 lines 9-10 <i>Delete</i>	
130	Australian Notice 23/985/25 [NP14-No 9-Wk 01/26]	
Paragraph 3.51 4 <i>Replace by:</i>		
4 Offshore dangers. A shoal (11°04'·04S 132°20'·45E) with a depth of 7·4 m, Campbell Reef (11°10'·25S 132°23'·82E) and a dangerous wreck (11°09'·77S 132°25'·61E).	Paragraph 10.36 1 lines 7-8 <i>Delete</i>	
Australian Notice 17/736/25 [NP13-No 131-Wk 01/26]	Australian Notice 23/985/25 [NP14-No 10-Wk 01/26]	
NP14 Australia Pilot Volume 2 (2025 Edition)	Tasmania - East coast - Mercury Passage — Directions; marine farm	273
Victoria - Lakes Entrance to Point Hicks — Traffic regulations; area to be avoided; restricted area	Paragraph 10.36 1 lines 7-8 <i>Delete</i>	
175	Australian Notice 23/985/25 [NP14-No 10-Wk 01/26]	
After Paragraph 6.113 4 line 6 <i>Insert:</i>		
Traffic regulations	New South Wales - Port Kembla — Limiting conditions; under-keel clearance	306
6.113a	Paragraph 12.24 <i>Replace by:</i>	
1 Area to be avoided. See 6.9.	1 Vessels with a draught of 9 m or greater are required to use a Dynamic Under-keel Clearance (DUKC) system for determining the depth of water under the keel. See <i>Harbour Master Directions</i> (12.22) for calculation and further information.	
Entry is restricted into an area surrounding an historic wreck (38°07'·33S 148°43'·85E). See 1.79.	2 The following UKCs are required: Vessels undertaking pilotage within the port: 1·25 m. Outer Harbour berths: 0·6 m. Inner Harbour berths: 0·3 m.	
Australian Notice 17/740/25 [NP14-No 6-Wk 01/26]	Harbour Master Directions Port Kembla [NP14-No 11-Wk 01/26]	
Tasmania - East coast - Mercury Passage — Prohibited area; marine farm	New South Wales - Port Kembla — Limiting conditions; draughts	306
269	Paragraph 12.25 including heading <i>Replace by:</i>	
Paragraph 10.12 1 lines 5-9 <i>Delete</i>	Spare	
Australian Notice 23/985/25 [NP14-No 7-Wk 01/26]	12.25	
Tasmania - East coast - Mercury Passage — Directions; marine farm; wreck	UKHO [NP14-No 12-Wk 01/26]	
269	New South Wales - Port Kembla — Arrival information; port operations	308
Paragraph 10.13 8 lines 4-8 <i>Replace by:</i>	Paragraph 12.28 <i>Replace by:</i>	
From the position W of Return Point the track leads either NNE out into open water or NW towards Spring Bay (42°32'·00S 147°55'·00E) (10.31).	1 The port operates on a 24-hour basis. The port receives vessels up to 300 m LOA and 50 m beam. Vessels greater than this will not be permitted entry without the approval of the Harbour Master.	
UKHO [NP14-No 8-Wk 01/26]	Corr. Australian Hydrographic Office 27/11/25 [NP14-No 13-Wk 01/26]	

**New South Wales - Port Kembla —
Arrival information; outer anchorages**

308

Paragraph 12.30 3-4 *Replace by:*

3 Masters are advised to exercise extreme caution when anchoring in these waters as the holding ground is considered poor.

Waiting vessels. Vessels not wishing to anchor, or in instances when all anchorages are occupied, will be required to drift at least 12 miles from the coast at all times.

4 Masters are advised that in heavy weather conditions the anchorage area off Port Kembla may not be safe. During such weather vessels should be prepared to weigh anchor and proceed to sea without waiting to receive instructions from Port Kembla VTS.

Corr. Australian Hydrographic Office 27/11/25
[NP14-No 14-Wk 01/26]

**New South Wales - Port Kembla —
Arrival information; pilotage**

308

Paragraph 12.31 *Replace by:*

1 Pilotage is compulsory for all vessels more than 35 m LOA, except those exempted by the Port Authority, and is available 24 hours. Pilots board at the following positions:

Outer: for vessels 226 m LOA or more, in position 34°24'·20S 150°57'·60E.

Inner: in position 34°25'·15S 150°56'·85E.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Corr. Australian Hydrographic Office 27/11/25
[NP14-No 15-Wk 01/26]

**New South Wales - Port Kembla —
Arrival information; traffic regulations;
prohibited anchorage**

308

Paragraph 12.32 *Replace by:*

1 **Anchoring is prohibited** except within the designated anchorages (12.30).

Corr. Australian Hydrographic Office 27/11/25
[NP14-No 16-Wk 01/26]

**New South Wales - Port Kembla —
Arrival information;
regulations concerning entry; draughts**

308

Paragraph 12.33 *Replace by:*

1 **Minimum draught.** Port Kembla Harbour Authority stipulates that a vessel entering the port shall have a draught subject to the following conditions: forward, at least 2% of LOA and aft, at least 3% of LOA. The propeller should also be fully immersed.

Maximum draught. Port Kembla is a DUKC managed port and applicable vessels will be managed using this system, see 12.22 and 12.24 for details.

2 **No passing zone.** Vessels are not to pass each other in the entrance to Outer Harbour; outbound vessels have right of way.

Abort fairway. A charted abort fairway (34°28'·00S 150°55'·60E), marked by V-AIS (lateral), is established for the emergency use of vessels under pilotage.

Corr. Australian Hydrographic Office 27/11/25
[NP14-No 17-Wk 01/26]

**New South Wales - Port Kembla —
Berths; depths**

310

Paragraph 12.42 *Replace by:*

1 Depths alongside berths are subject to change; the latest information should be obtained from the Port Authority (12.22). Principal berths are as follows:

Berth 201 (Flammable Liquids Berth) (34°27'·82S 150°54'·40E); bunker fuel imports berth; length with dolphins 80 m; maximum length of vessel berthed 232 m.

2 Berths 202-205 (Port Kembla Gateway) (34°28'·10S 150°54'·20E); bulk and break bulk berths; maximum length of vessel berthed 220 m.

3 Berth 206 (No 4 Jetty) (34°28'·35S 150°54'·70E); bulk liquids facility; the berth is an extension on the W side of the head of the jetty, length with dolphins 203 m; maximum length of vessel berthed 180 m.

Corr. Australian Hydrographic Office 27/11/25
[NP14-No 18-Wk 01/26]

**New South Wales - Port Kembla —
Berths; depths**

310

Paragraph 12.43 *Replace by:*

1 Depths alongside berths are subject to change; the latest information should be obtained from the Port Authority (12.22). Principal berths are as follows:

Berth 101 (LNG) (34°27'·59S 150°53'·89E); length 300 m. The facility is expected to begin operations (2027) and will facilitate the transfer of cargo from LNG tankers.

2 Berth 102 (Port Kembla Coal Terminal) (34°27'·32S 150°53'·78E); length 300 m; maximum length of vessel 315 m; allowable air draught 22·4 m.

Berth 103 (Australian Amalgamated Terminals) (34°27'·16S 150°53'·77E); length 210 m; car carrying vessel berth; maximum length of vessel 260 m.

3 Berth 104 (Grain and cement terminal) (34°27'·26S 150°53'·63E); length 235 m; maximum length of vessel 315 m; allowable air draught 17 m.

Berths 105-107 (Australian Amalgamated Terminals) (34°27'·31S 150°53'·35E); largest

berth is No 106 with a length of 300 m; general, bulk and break bulk berths.

4 Berth 109 (Bluescope Steel) (34°27'·30S 150°53'·16E); length 220 m; products berth; maximum length of vessel berthed 240 m.

5 Berth 111 (Bluescope Steel) (34°27'·58S 150°53'·43E); length 310 m; iron ore discharge berth; maximum length of vessel berthed 310 m.

Berth 112 (Bluescope Steel) (34°27'·72S 150°53'·62E); length 280 m; iron ore discharge berth; maximum length of vessel berthed 270 m.

Corr. Australian Hydrographic Office 27/11/25
[NP14-No 19-Wk 01/26]

New South Wales - Port Kembla — Port services; harbour regulations

311

Paragraph 12.47 Replace by:

1 During a vessel's stay the engines should be kept in readiness at all times and repairs only undertaken after approval has been received by VTS.

Corr. Australian Hydrographic Office 27/11/25
[NP14-No 20-Wk 01/26]

NP15 Australia Pilot Volume 3 (2025 Edition)

Queensland - Abbot Bay - Abbot Point Terminal — Traffic regulations; restricted area; historic wreck

236

After Paragraph 7.113 1 line 2 Insert:

Traffic regulations 7.113a

1 **Entry is restricted** within an area surrounding the historic wreck (19°50'·28S 148°19'·02E) of *Catalina A24-24*. See 1.101.

Australian Notice 17/729/25 [NP15-No 11-Wk 01/26]

NP20 Baltic Pilot Volume 3 (2022 Edition)

Finland - Gulf of Bothnia - Eastern shore — General information; regulations

277

Paragraph 7.6a including heading and existing Section IV Notice Week 11/25 Delete

Corr. Finntraffic 25/11/25; UKHO
[NP20-No 259-Wk 01/26]

Finland - Gulf of Bothnia - Rauma and approaches — Arrival information; traffic regulations

286

Paragraph 7.59a including existing Section IV Notice Week 11/25 Replace by:

1 **Passing and overtaking** in Rauma Channel (7.67) are prohibited between longitudes 21°15'·50E, near Erkki Light Beacon (port hand), and 21°23'·80E, near Hanskloppi Light Buoy (starboard hand). This prohibition does not apply in situations where at least one of the vessels is less than 45 m LOA.

Corr. Finntraffic 25/11/25 [NP20-No 260-Wk 01/26]

Finland - Gulf of Bothnia - Eurajoki-Olkiluoto — Traffic regulations

291

Paragraph 7.88 1-2 existing Section IV Notice Week 11/25 Replace by:

1 **Description.** Eurajoki (61°14'·90N 21°29'·20E) is a small harbour situated on the N side of the peninsula of Olkiluoto.

Pilotage. Pilots board at Valkeakari (61°10'·76N 21°13'·48E). See also 1.54 and *ADMIRALTY List of Radio Signals Volume 6(2)*.

Approach. The harbour is approached via a channel from seaward, marked by buoys, light buoys and light beacons, with a design draught of 5·8 m.

Speed limit. Speed is restricted in the channel to 10 kn to a position N of Vahonkari (61°15'·15N 21°26'·05E); thereafter the restriction reduces to 7 kn.

Passing and overtaking in the channel are prohibited between longitudes 21°22'·30E, between Eurajoki Nos 4 and 7 Light Buoys (lateral), and 21°28'·90E, near Eurajoki No 31 Light Buoy (starboard hand).

2 **Directions.** From a position about 2 miles NNW of Kalla Light (61°16'·12N 21°21'·23E) (7.84) the recommended track, leads generally SE for a distance of 4 miles, through a buoyed fairway, marked in turn by the following light beacons, to a position close N of the islet of Valkaikari (61°15'·28N 21°26'·66E):

Corr. Finntraffic 25/11/25 [NP20-No 261-Wk 01/26]

Finland - Gulf of Bothnia - Pori — Controlling depths; draught

292

Paragraph 7.91 including existing Section IV Week 25/24 Replace by:

1 The channels into the harbours listed below have the following limiting draughts:

Mäntyluoto main approach (7.102) - design draught 12·0 m.
Mäntyluoto alternative approach (7.104) - design draught 6·5 m.
Reposaari fishing harbour (7.107) - authorised draught 5·0 m.

2 The harbour on the E side of Reposaari (7.106)
- authorised draught 3·4 m.
Pori (7.108) - authorised draught 0·9 m.
Tahkoluoto north-west deep-water approach
(7.110) - design draught 15·3 m.
Tahkoluoto south-west approach (7.111) - design
draught 10·0 m.

Finnish Notice 19/171/24 [NP20-No 258-Wk 01/26]

**Finland - Gulf of Bothnia -
Merikarvia — Traffic regulations**

298

Paragraph 7.128 2 including existing Section IV Notice
Week 11/25 *Replace by*:

2 **Pilotage.** Pilots are provided by Pori; see 7.97.
Local knowledge is required.
Speed limit. The approach channel has a speed
limit of 7·5 kn until Typpyrä and Siikiari Buoys (lateral)
(61°52'·66N 21°23'·62E).
3 **Passing and overtaking** in the main channel are
prohibited between latitudes 61°53'·60N, between
Marjakari and Rosagrund Buoys (cardinal), and
61°50'·80N, between Brändöö and Silkunni Buoys
(lateral).

Corr. Finntraffic 25/11/25 [NP20-No 262-Wk 01/26]

**Finland - Gulf of Bothnia - Kristiinankaupunki —
Arrival information; traffic regulations**

299

Paragraph 7.141a including existing Section IV Notice
Week 11/25 *Replace by*:

1 **Speed limit.** The channel to the outer harbour has
a speed limit of 12 kn.
Passing and overtaking in the channel to the
outer harbour (7.147) are prohibited between
longitudes 21°10'·20E, near Kristiinankaupungin
Majakka, and 21°18'·50E, near the entrance to the
outer harbour. This prohibition does not apply in
situations where at least one of the vessels is less
than 45 m LOA.

Corr. Finntraffic 25/11/25 [NP20-No 263-Wk 01/26]

**Finland - Gulf of Bothnia - Kaskinen —
Arrival information; traffic regulations**

304

Paragraph 7.168 2-3 including existing Section IV Notice
Week 11/25 *Replace by*:

2 **Pilotage.** Pilots board vessels in the following
positions:
Kaskinen S (62°15'·51N 21°05'·11E);
Kaskinen N (62°17'·90N 21°11'·50E).
For further information see *ADMIRALTY List of
Radio Signals Volume 6(2)*.

3 **Traffic regulations.** Passing and overtaking in the
channel (7.170) are prohibited between latitudes
62°19'·30N, near Rasken Light Buoy (port hand), and
62°20'·80N, near Fiskehamnen Light Buoy (starboard
hand). This prohibition does not apply in situations
where at least one of the vessels is less than 45 m
LOA.

Corr. Finntraffic 25/11/25 [NP20-No 264-Wk 01/26]

**Finland - Gulf of Bothnia -
North-west approaches to Vaasa —
General information; traffic regulations**

312

Paragraph 7.212 2 including existing Section IV Notice
Week 11/25 *Replace by*:

2 **Speed.** A speed limit of 10 kn is in force for the
channel between Nygrund and Vaasa. For vessels
with a draught exceeding 8·0 m, the recommended
speed limit is 8 kn.
Passing and overtaking in the channel (7.216) are
prohibited between longitudes 21°18'·10E, between
Nygrund N and Nygrund S Light Buoys (lateral), and
21°32'·10E, near the entrance to Vaskiluoto Harbour.
This prohibition does not apply in situations where at
least one of the vessels is less than 45 m LOA.

Corr. Finntraffic 25/11/25 [NP20-No 265-Wk 01/26]

NP30 China Sea Pilot Volume 1 (2024 Edition)

**China - Gulf of Tonkin - Beihai Gang —
Berths; anchorage**

230

Paragraph 7.48 1 including existing Section IV Notice
Week 09/25 *Replace by*:

1 All anchorages may be used for loading, unloading
or shelter:
No 2 (21°29'·55N 109°04'·94E). Mariners should
note the anchorage is encumbered by a
dangerous wreck (21°29'·53N 109°05'·14E),
marked by a light buoy (isolated danger).
No 3 (21°29'·74N 109°05'·38E).

Chinese Notice 37/1476/24 [NP30-No 204-Wk 01/26]

**China - South coast - Qiongzhou Haixa -
Macun Gangqu — Anchorage**

237

After Paragraph 7.94 1 line 2 Insert:

Macun Gang Outer Anchorage (20°03'·77N
110°01'·52E), waiting and emergency anchorage
for large and medium sized vessels.

Chinese Notice 47/1832/24 [NP30-No 205-Wk 01/26]

**China - South coast - Qiongzhou Haixa -
Haikou Gang — Anchorage**

239

After Paragraph 7.100 2 line 2 *Insert:*

Xiuying 20°07'·18N Waiting and emergency for
Gange 110°18'·18E large and medium sized
Outer vessels

Chinese Notice 47/1831/24 [NP30-No 206-Wk 01/26]

**China - South Coast - Qiongzhou Haixa —
Anchorage**

239

After Paragraph 7.105 1 line 8 *Insert:*

Anchorage. A designated anchorage (20°00'·42N 109°45'·84E) is established in the bay. No further information is known.

Chinese Notice 37/1436/24 [NP30-No 203-Wk 01/26]

China - Hainan Dao - Basuo — Anchorage

244

Paragraph 7.139 1 lines 1-3 *Replace by:*

1 There are seven anchorages, holding ground is moderate:

<i>Anchorage</i>	<i>Position</i>	<i>Remarks</i>
Basuo	19°06'·68N	Emergency
Gang Outer	108°23'·67E	

Chinese Notice 47/1835/24 [NP30-No 209-Wk 01/26]

**China - Hainan Dao - Basuo to Yangpu —
Depths**

245

Paragraph 7.153 1 lines 1-2 *Replace by:*

1 Depths greater than about 34 m can be maintained on this route.

Chinese Notice 47/1836/24 [NP30-No 207-Wk 01/26]

**China - Hainan Dao - Basuo To Yangpu —
Wrecks**

245

After Paragraph 7.153 1 line 2 *Insert:*

Hazards and dangers
7.153a

1 **Wrecks and obstructions.** Numerous dangerous wrecks and obstructions exist in the area; the chart is the best guide.

Chinese Notice 47/1836/24 [NP30-No 218-Wk 01/26]

**China - Hainan Dao - Basuo to Yangpu —
Anchorage**

245

After Paragraph 7.156 2 line 3 *Insert:*

Changjiang Haiwei Outer Anchorage (19°30'·50N 108°53'·50E); waiting and emergency anchorage in depths from about 14 to 18 m, mud.

Chinese Notice 47/1835/24 [NP30-No 208-Wk 01/26]

**China - Hainan Dao - Yangpu —
Arrival information; outer anchorages; buoy**

246

Paragraph 7.164 1 lines 1-2 *Replace by:*

1 Principal anchorages are as follows:

<i>Anchorage</i>	<i>Position</i>	<i>Remarks</i>
No 1 Outer Anchorage	19°40'·14N 108°56'·68E	Emergency anchorage and awaiting orders. A light buoy (special) is located in the S part of the anchorage
No 2 Outer Anchorage	19°53'·63N 109°10'·71E	Emergency anchorage and awaiting orders

Chinese Notices 36/1404/24; 37/1438/24; Chinese Chart 16510 (2024) [NP30-No 210-Wk 01/26]

**China - Hainan Dao - Yinggehai to Sanya -
Yazhou Wan — Anchorages**

249

Paragraph 7.192 2 *Replace by:*

2 **Anchorage.** Designated anchorages are established as follows:

Nanshan Maodi (18°18'·39N 109°06'·82E).
Nanshan Outer Anchorage No 1 (18°20'·13N 109°04'·49E); emergency and awaiting orders anchorage for small vessels.
Nanshan Outer Anchorage No 2 (18°19'·08N 109°03'·12E); emergency and awaiting orders anchorage for medium and large vessels.

Chinese Notice 48/1881/24 [NP30-No 213-Wk 01/26]

**China - Hainan Dao - Yinggehai to Sanya —
Anchorage**

249

Paragraph 7.193 1 lines 1-8 *Replace by:*

1 **Anchorage.** Hongtang Outer Anchorage (18°16'·62N 109°14'·65E) is established for vessels awaiting orders.

Berth. A jetty (18°17'·94N 109°15'·89E), belonging to the Hongtang Ridge Pacific Petroleum Company, lies on the W side of Sanya Wan. The T-shaped jetty is 275 m in length with a depth alongside of 9·1 m. The berth accepts tankers up to 20 000 tonnes.

Chinese Notice 48/1882/24 [NP30-No 214-Wk 01/26]

**China - Hainan Dao - Sanya to Dazhou Dao -
Ling-shui Wan — Anchorages**

252

Paragraph 7.219 *Replace by:*

1 **Description.** Ling-shui Wan (18°20'·30N 109°50'·00E), wide and exposed with a lagoon, Xincun Gang (Hsi-ts'un Gang), at the NE end. Vessels with a draught of 2·4 m or less may enter the lagoon. Sandbanks and coral reefs within the lagoon make navigation difficult.

Local knowledge is required.

2 **Anchorage** may be obtained within designated anchorages as follows:

Qingshui Wan Outer (18°22'·82N 109°53'·17E); for medium and large vessels in depths of about 30 m, mud and sand.

Xincun Outer (18°23'·27N 109°56'·48E); quarantine anchorage in depths from about 9 to 16 m, mud and sand.

Chinese Notice 48/1880/24 [NP30-No 215-Wk 01/26]

**China - Hainan Dao -
Dazhou Dao to Baohu Jiao - Longwan Gang —
Anchorages**

253

After Paragraph 7.230 *Insert:*

Logwan Gang

7.230a

1 **Anchorage.** Longwan Outer Anchorage (19°16'·90N 110°40'·60E) is established for emergencies and awaiting orders, depths from about 11 to 17 m, mud and sand.

Berth. A jetty (19°17'·33N 110°38'·64E) extends about 5 cables from the shore, with a berth, about 200 m in length, on the N side.

Chinese Notice 48/1878/24 [NP30-No 216-Wk 01/26]

**China - Hainan Dao -
Dazhou Dao to Baohu Jiao - Qinglan Gang —
Anchorages**

253

After Paragraph 7.232 2 line 9 *Insert:*

Outer Anchorage (19°30'·78N 110°53'·78E); emergency and awaiting orders anchorage.

Chinese Notice 48/1877/24 [NP30-No 217-Wk 01/26]

**China - South coast - Yangjiang to Gaolan —
Hazards and dangers; wrecks**

265

After Paragraph 7.337 *Insert:*

Hazards and dangers

7.337a

Wrecks and obstructions. Numerous dangerous wrecks exist in this area; the chart is the best guide.

UKHO

[NP30-No 211-Wk 01/26]

**China - South coast - Yangjiang to Gaolan —
Directions**

265-266

Paragraph 7.340 *Replace by:*

1 From a position in the vicinity of No 1 Light Buoy (starboard hand) (21°31'·87N 111°47'·47E), the track leads generally E, passing:
S of No 2 Explosives Anchorage (7.323), thence:
N of a Hailing Dao Wind Tower No 1 (21°29'·79N 111°58'·66E), marked by light beacons (special), thence:
2 N of Huangchengshan (21°33'·39N 112°06'·61E), from where a light (white round concrete structure, 10 m in height) is exhibited, thence:
S of Erhuo Dao (21°36'·54N 112°08'·43E), thence:
N of Nanpeng Dao (21°33'·13N 112°10'·84E), from which Nanpeng Dao Light (7.339) is exhibited, thence:
3 N of Zhongguangheshi wind farm (21°25'·72N 112°13'·66E), under construction (2022), marked by light buoys and beacons (special), thence:
N of Fanzai (21°28'·16N 112°21'·23E), thence:
S of Sangchuan Jiao (21°34'·13N 112°46'·06E), thence:
4 To a position SE of Weijia Dao Light (21°34'·25N 112°47'·74E) (7.339), the track then leads NE, avoiding charted wrecks and obstructions, passing:
SE of the SE extremity (21°36'·00N 112°53'·22E) of Wuzhu Zhou, thence:
The track then leads to the vicinity of A1 Light Buoy (21°47'·13N 113°14'·16E) at the start of the entrance channel for Gaolan.
5 **Useful marks:**
Beiluohuan Light (21°33'·69N 111°49'·39E) (white tower, 10 m in height).
Sanshan Light (21°35'·79N 111°56'·06E) (white pillar, 10 m in height).
Depeng Jiao Light (21°36'·24N 112°00'·20E) (white 4-sided concrete pile, 8 m in height).
Guishan Light (21°37'·10N 112°00'·86E) (white pillar, 10 m in height).
6 Qinglan Tou Light (21°46'·39N 112°52'·28E) (white round brick tower, 4 m in height).
Gaolan Dao Breakwater Head Light (21°53'·12N 113°13'·51E) (white GRP dolphin, red bands, 7 m in height).

(Directions continue at 7.371
and for Gaolan at 7.363)

Chinese Notice 49/1915/24 [NP30-No 212-Wk 01/26]

NP32A China Sea Pilot Volume 3 (2024 Edition)**China - Sheshan Dao to Dawenchong Dao - Shipu Gang — Arrival information; outer anchorages****201**

Paragraph 6.164 including existing Section IV Notice Week 11/25 *Replace by:*

1 Outer anchorages. Shipu Gang has the following designated anchorage areas:

Tantou Shandong Anchorage (29°09'·46N 122°04'·08E); quarantine and pilot boarding anchorage.

No 1 Outer Anchorage (29°10'·98N 122°11'·22E).

2 No 2 Outer Anchorage (29°10'·97N 122°10'·03E); for vessels carrying dangerous cargo.

Wind farm. Guodian Xiangshan No 1 Wind Farm (29°04'·08N 122°01'·77E), marked by light beacons (special), is situated to the E of the S approach fairway.

3 Piloteage. Pilot boards at 29°08'·00N 122°01'·00E or within the Tantou Shandong Anchorage (29°09'·46N 122°04'·08E).

Traffic regulations. Navigation is prohibited in the passage between Fanzeng Shan (29°08'·92N 121°49'·21E) and Gaotang Dao (6.162).

Chinese Notice 36/1407/24 [NP32A-No 125-Wk 01/26]

China - Sheshan Dao to Dawenchong Dao - Shipu Gang — Berths; anchorage**201**

Paragraph 6.167 including heading *Replace by:*

**Spare
6.167**

Chinese Notice 47/1823/24 [NP32A-No 126-Wk 01/26]

NP32B China Sea Pilot Volume 4 (2022 Edition)**China - Yellow Sea - Dongjiakou — Arrival information; outer anchorages****64**

After Paragraph 2.116 3 line 6 *Insert:*

LNG Emergency Anchorage (35°20'·25N 120°08'·82E).

Chinese Notice 46/1759/24 [NP32B-No 180-Wk 01/26]

China - Bo Hai - Longkou Gang — Outer anchorages**122**

Paragraph 4.42 1-2 including existing Section IV Notice Week 22/23 *Replace by:*

1 There are five anchorage areas, centred as follows:

	<i>Designation</i>	<i>Position</i>	<i>Remarks</i>
	1	37°37'·73N 120°15'·80E	Unrestricted use for vessels less than 500 gt.
	1	37°39'·37N 120°12'·10E	Temporary use for vessels less than 10 000 gt.
	2	37°37'·60N 120°13'·07E	Unrestricted use for vessels less than 1000 gt.
2	3	37°39'·50N 120°08'·84E	Vessels less than 20 000 gt carrying dangerous cargo.
	4	37°41'·23N 120°08'·45E	Unrestricted use for vessels less than 30 000 gt.

Chinese Notice 39/1497/24 [NP32B-No 179-Wk 01/26]

China - Bo Hai - Haigang Gangqu — Arrival information; pilotage**128**

Paragraph 4.100 2 line 3 *Replace by:*

No 2 (38°21'·70N 118°13'·85E); for vessels with a draught equal or less than 6 m.

Chinese Notice 49/Marine Information/24

[NP32B-No 178-Wk 01/26]

China - Bo Hai - Jingtang — Directions; entrance channel; tonnage**140**

Paragraph 4.203 5 line 3 *For* 200 000 dwt *Read* 250 000 dwt

Chinese Notice 46/1753/24 [NP32B-No 181-Wk 01/26]

NP60 Pacific Islands Pilot Volume 1 (2018 Edition)**Solomon Islands - New Georgia Group - Munda Harbour to Gizo Harbour — Directions; lights****140**

Paragraph 4.16 1 line 2 *For* (054°) *Read* (052.5°)

UKHO [NP60-No 77-Wk 01/26]

NP62 Pacific Islands Pilot Volume 3 (2020 Edition)**United States — National regulations; United States Coast Guard****10**

Paragraph 1.81 3 *Replace by:*

3 USCG Oceania District. The coastguard district for the area covered by this volume is situated in Honolulu, Hawaii.

UKHO [NP62-No 92-Wk 01/26]

**United States — National regulations;
Code of Federal Regulations**

10

Paragraph 1.82 *1 Replace by:*

1 The US Code of Federal Regulations (CFR) governs all marine regulatory requirements and should be consulted for detailed information on any of the following summarised regulations, or any other US Federal Regulation. Extracts from CFR can be found in the relevant edition of the US Coast Pilots. Full details can be found at www.ecfr.gov.

UKHO

[NP62-No 93-Wk 01/26]

United States — National regulations

11

After Paragraph 1.85 *Insert:*

Pacific Islands Heritage Marine National Monument

1.85a

1 The Pacific Islands Heritage Marine National Monument incorporates approximately 490 000 square miles of open ocean, coral reef, and island habitats within its boundaries.

2 Permission is not required for innocent passage through these waters. However, vessels should not stop or conduct any other form of activity within them. Reefs and emergent land should be passed at a distance of at least 3 miles but preferably 12 miles.

3 Commercial fishing, disturbance to wildlife or sensitive habitats, introduction of invasive species or grounding are all prohibited. More information can be found at www.fpir.noaa.gov.

National Wildlife Refuges

1.85b

1 The areas designated as refuges are managed as highly restricted marine reserves to prevent the introduction of invasive species and protect the habitats. The waters, submerged and emergent lands of National Wildlife Refuges are subject to the regulations governing the National Wildlife Refuge System found in 50 CFR 25-38.

2 Permission is not required for innocent passage through the refuges. However, vessels should not stop or conduct any other form of activity within them. Commercial fishing, the disturbance to wildlife or sensitive habitats, the introduction of invasive species or grounding are all prohibited. Reefs and emergent land should be passed at a distance of at least 3 miles but preferably 12 miles.

3 For more information visit the US Fish and Wildlife Service National Wildlife Refuge and Marine Monuments at www.fws.gov.

Corr. US Fish and Wildlife Service 08/04/25
[NP62-No 94-Wk 01/26]

**United States Minor Outlying Islands —
General information; prohibited areas**

225

Paragraph 9.4 *1 including heading Replace by:*

Spare

9.4

UKHO

[NP62-No 101-Wk 01/26]

**United States Minor Outlying Islands —
General information; regulations**

232

Paragraph 9.75 including heading *Replace by:*

Regulations

9.75

1 **Pacific Islands Heritage Marine National Monument.** The boundaries of the monument extend from the mean low water line of the territories as follows:

Jarvis Island (9.76): 200 miles.

Palmyra Atoll (9.84): 50 miles.

Kingman Reef (9.99): 50 miles.

See 1.85a for further details.

2 **National Wildlife Refuges.** Jarvis Island, Palmyra Atoll and Kingman Reef are US National Wildlife Refuges. The outward boundaries of the refuges extend 12 miles. See 1.85b for further details.

Corr. US Fish and Wildlife Service 08/04/25

[NP62-No 95-Wk 01/26]

**United States Minor Outlying Islands - Central
Line Group - Jarvis Island — General
information; traffic regulations**

233

Paragraph 9.79 including heading *Replace by:*

Traffic regulations

9.79

1 **Pacific Islands Heritage Marine National Monument.** See 9.75.

National Wildlife Refuges. See 9.75.

Corr. US Fish and Wildlife Service 08/04/25

[NP62-No 96-Wk 01/26]

**United States Minor Outlying Islands -
Northern Line Group - Palmyra Atoll —
General information; traffic regulations**

234

Paragraph 9.89 including heading *Replace by:*

Traffic regulations

9.89

1 **Pacific Islands Heritage Marine National Monument.** See 9.75.

National Wildlife Refuges. See 9.75.

Corr. US Fish and Wildlife Service 08/04/25

[NP62-No 97-Wk 01/26]

**United States Minor Outlying Islands -
Northern Line Group - Kingman Reef —
General information; traffic regulations**

235

Paragraph 9.102 including heading *Replace by*:

Traffic regulations

9.102

1 Pacific Islands Heritage Marine National Monument. See 9.75.

National Wildlife Refuges. See 9.75.

2 Prohibited area. Kingman Reef is a US Defensive Sea Area and Airspace Reservation. No vessels or aircraft may navigate in or over the waters extending 3 miles from the reef without the permission of the US Authorities. Restrictions on the use of airspace have been suspended but can be re-introduced at any time.

Corr. US Fish and Wildlife Service 08/04/25

[NP62-No 98-Wk 01/26]

**United States Minor Outlying Islands -
Johnston Atoll — Arrival information;
national wildlife refuge**

335

Paragraph 15.112 1 including heading *Replace by*:

Spare

15.112

UKHO

[NP62-No 102-Wk 01/26]

**United States Minor Outlying Islands —
General information; regulations**

334

After Paragraph 15.100 *Insert*:

Regulations

15.100a

1 Pacific Islands Heritage Marine National Monument. The boundaries of the monument extend 200 miles from the mean low water line of Johnston Atoll. See 1.85a for further details.

2 National Wildlife Refuges. Johnston Atoll is a US National Wildlife Refuge. The outward boundaries of the refuge extend 12 miles. See 1.85b for further details.

Corr. US Fish and Wildlife Service 08/04/25

[NP62-No 99-Wk 01/26]

**United States Minor Outlying Islands -
Johnston Atoll — Arrival information;
traffic regulations**

335

After Paragraph 15.110 *Insert*:

Traffic regulations

15.110a

1 Pacific Islands Heritage Marine National Monument. See 15.100a.

National Wildlife Refuges. See 15.100a.

Corr. US Fish and Wildlife Service 08/04/25

[NP62-No 100-Wk 01/26]

V

UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

NP74, Vol A Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

A2225-5 - Orwell Bridge. Centre. 52 01.62 N F Y 39 3 *

Downstream 1 09.86 E

A7876-9 Status changed: **TE 2025**

NP75, Vol B Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

B2205 - Knivsöyholmen. S Side 59 06.74 N Oc(2)WRG 8s 8 W 7 Post G231.9°-252.4°(20.5°),
 NO. , 002200 11 19.56 E R5.1 3 W252.4°-258.5°(6.1°),
 NO. , 003024 G4.7 R258.5°-056.8°(158.3°),
 - - - .. Iso R 2s 6 3.5 Post W056.8°-065°(8.2°),
 * * * * * 6 G065°-084.6°(19.6°)
 Floodlit *

B2222 LAUERSVÆLJEN - Homlungen 59 00.96 N Oc WRG 6s 12 W10 Tower W239°-083.2°(204.2°),
 NO. , 005500 11 01.45 E R7.9 12 G083.2°-094.8°(11.6°),
 G7.5 W094.8°-095.7°(0.9°),
 R095.7°-116.2°(20.5°) *

B2478 - Horten. Canal Mole Arm. 59 24.99 N Iso WRG 4s 3 W4.2 Cairn G180.5°-189.2°(8.7°),
 NO. , 030700 W 10 29.91 E R3.5 3 W189.2°-216.7°(27.5°),
 G3.5 R216.7°-259.3°(42.6°),
 G259.3°-274.5°(15.2°),
 W274.5°-319.3°(44.8°),
 R319.3°-350.7°(31.4°),
 G350.7°-358.2°(7.5°),
 W358.2°-008.7°(10.5°),
 R008.7°-024.4°(15.7°) *

B2495 - Hollenderbåen. SE of 59 09.64 N Oc(3)WRG 10s 18 W13 Column W316.9°-007.5°(50.6°),
 Fulehuk 10 37.56 E R10 30 R007.5°-019.5°(12°),
 G9.6 G019.5°-034.4°(14.9°),
 W034.4°-035.9°(1.5°),
 R035.9°-102.4°(66.5°),
 G102.4°-156.1°(53.7°),
 W156.1°-169.8°(13.7°),
 R169.8°-199.4°(29.6°),
 G199.4°-231.2°(31.8°),
 W231.2°-240.6°(9.4°),
 R240.6°-275.4°(34.8°),
 G275.4°-279.9°(4.5°),
 W279.9°-284.7°(4.8°),
 R284.7°-292.5°(7.8°),
 W292.5°-301.3°(8.8°),
 G301.3°-316.9°(15.6°).
 Floodlit

- - - .. Racon * ALRS Vol 2 Station 64640 *

B2674 KRAGERØ - Mejulen. NW Side 58 57.79 N Iso G 2s 3 2.6 Post Floodlit
 NO. , 050505 9 41.29 E * 8 *

V

NP75, Vol B Edition 2025 *continued.*

	TONERLEIA					
B2676 NO., 050700	- Danholmen	58 56-43 N 9 38-26 E	Oc(2)WRG 8s	11 W4-7 Post R 4 6 G 4		G224-7°-225-2°(0-5°), W225-2°-227°(1-8°), R227°-015-3°(148-3°), G015-3°-026-1°(10-8°), W026-1°-032°(5-9°), R032°-039-7°(7-7°) *
B3042 NO., 080900	Grønningens. SW Point. Svinør	58 01-49 N 7 14-98 E	Oc(2)WRG 8s	12 W5-4 Post R4-7 3 G4-7	*	G273-3°-327°(53-7°), W327°-012-9°(45-9°), R012-9°-083-6°(70-7°), G098-7°-177-8°(79-1°) *
B3044 NO., 081100	Åvik	58 02-00 N 7 13-13 E	Oc(3)WRG 10s	9 W5-6 Post R4-9 5 G4-9	*	G317-1°-326-2°(9-1°), W326-2°-330-3°(4-1°), R330-3°-339-1°(8-8°), G339-1°-037-1°(58°), W037-1°-042-6°(5-5°), R042-6°-048-1°(5-5°), G048-1°-071-6°(23-5°) *
B3048 NO., 081200	Imsa. SE Point	58 01-63 N 7 11-25 E	Iso WRG 6s	29 W6-2 Post R5-5 3 G5-5	*	G238-6°-297-6°(59°), W297-6°-303-2°(5-6°), R303-2°-305-3°(2-1°), G305-3°-307-2°(1-9°), W307-2°-325-6°(18-4°), R325-6°-332-2°(6-6°), G332-2°-017-7°(45-5°), W017-7°-025-6°(7-9°), R025-6°-040-1°(14-5°), G040-1°-061-2°(21-1°), W061-2°-075-7°(14-5°), R075-7°-083-5°(7-8°) *
B3144 NO., 090100	ÅNA-SIRA - Løyadden. Egdeholmen	58 16-54 N 6 22-97 E	Oc WRG 4s	51 W6-4 Post R5-5 3 G5-5	*	G309-7°-312-9°(3-2°), W312-9°-000-9°(48°), R000-9°-078-4°(77-5°), G078-4°-089-6°(11-2°), W089-6°-099-3°(9-7°), R099-3°-172-5°(73-2°) *
B3550 NO., 131200	- Kvaløysundet. Gitterøy	59 23-15 N 5 11-03 E	Iso WRG 4s	9 W5-5 Post R4-8 3 G4-8	*	R072-8°-101-7°(28-9°), G101-7°-161-3°(59-6°), W161-3°-182°(20-7°), R182°-189-1°(7-1°), G189-1°-284-4°(95-3°) *

NP76, Vol C Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

C1188 Status changed: **TE 2025**

C1188-1 Status changed: **TE 2025**

C2425 Status changed: **Unreliable (T) 2025**

V

NP76, Vol C Edition 2025 *continued.*

C2425-1 Status changed: **Unreliable (T) 2025**

C3606-1 EE, , 872	- Approach Ldg Lts 023.9°. Rear. 820m from front	58 23.14 N 24 28.28 E	Iso R 6s	40	11 White □, black stripe, on metal framework tower 34	R019.9°-027.9°(8°)
	---	..	F R	.. * *	..
C3978	LUZHISKAYA GUBA Remove from list; deleted					
C3978-1	LUZHISKAYA GUBA Remove from list; deleted					
C4203 FI, , 9071	- Kokkola	63 59.82 N 22 51.82 E	Fl(2)WRG 10s	22	12 White tower, red top 23	fl 1, ec 1, fl 1, ec 7. W065°-199°(134°), R199°-327°(128°), G327°-065°(98°). Helicopter Platform ALRS Vol 2 Station 60480 *
	--	..	Racon	..	.. ..
C7527-73	- Norje. Norjesund	56 07.44 N 14 41.10 E	Fl R 3s	..	.. ..	..
*	*	*	*	*	*	*
C7527-75	- Norje. Norjesund	56 07.44 N 14 41.07 E	Fl G 3s	..	.. ..	..
*	*	*	*	*	*	*

NP77, Vol D Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.

Last Updates: Weekly Edition No. 52, dated 25 December 2025.

D0914
FR, L1, 28941

- Bénodet and Rivière Odet. Ldg Lts 345.5°. Common rear. 348m from front. La Pyramide

47 52.49 N
4 06.77 W

Oc(3)W 12s

48

14 White tower, green top
39

ec 4.5, (lt 1.5, ec 1.5) x 2, lt 1.5.
W338°-016°(38°).
Sync with front D0913.9

*

D1726 Status changed: **TE 2025**

D2349-929
ES, I, 09991-11

- Lock. Traffic Signal. Upstream

37 19.09 N
6 00.46 W

3 F R(vert)

..

1 Green △ on white □

Lock closed

3 F G(vert)

..

.. ..

Lock open.

Irreg (T) 2025

*

D2606 Status changed: **TE 2025**

D7086
FR, L2, 40820

St Philippe. Pointe de la Table (FR)

21 19.71 S
55 48.15 E

Oc(2)W 6s

60

9 White pylon
7

ec 1, lt 1, ec 1, lt 3.
TE 2025

*

D7298-305

Port of Dubā. Marine Service Hub. W Side. A

27 33.68 N
35 31.84 E

Q G

..

2 Green metal pile
3

..

*

*

V

NP77, Vol D Edition 2025 *continued.*

D7298-306	Port of Dubā. Marine Service Hub. E Side. B	27 33-67 N 35 31-93 E	Q R	..	2 Red metal pile 3	..	
*	*	*	*	*	*	*	*
D7298-307	Port of Dubā. Marine Service Berth. W Side. C	27 33-65 N 35 32-15 E	Q G	..	2 Green metal pile 3	..	
*	*	*	*	*	*	*	*
D7298-308	Port of Dubā. Marine Service Berth. E Side. D	27 33-64 N 35 32-28 E	Q R	..	2 Red metal pile 3	..	
*	*	*	*	*	*	*	*

NP78, Vol E Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

E0200 Status changed: **TE 2025**

E1739-65	Acciaroli. Secca del Generale	40 10-32 N 15 01-92 E	Fl(2)W 6s	5	5 Black ♂ on black beacon, red band	<i>fl 1, ec 1, fl 1, ec 3.</i> Private	
IT, , 2665-5						*	
E2190-5	San Foca di Melendugno. Mole. Head	40 18-22 N 18 24-53 E	Fl G 4s	10	6 Green post	<i>fl 1.</i> Private	
IT, , 3609			*	*	*		*
E7520-1	EAST OF RAVENNA. OIL TERMINAL - Terminal Marino PIR PETROLI	44 27-83 N 12 23-88 E	2 Mo(U)W 15s	12	10 Platform 11	Private	
IT, , 4048	- -	..	Mo(U)R 15s	17	5 ..		..
	- -	..	Mo(U)R 15s	15	5 ..		..
	- -	..	Horn Mo(U) 30s	..	2 ..		(bl 1, si 2) x 2, bl 2, si 22
	- -	..	Racon	..	.. ..		ALRS Vol 2 Station 70240
	- -	..	AIS	..	.. ..		MMSI No 992471215
*	*	*	AIS	..	.. ..		MMSI No 992471216
			*	*	*		*

NP79, Vol F Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

F0837	Hambantota. Breakwater. Head	6 06-62 N 81 05-28 E	Fl R 4s	11	4 Red column, white bands 11	TE 2025	
		*		*	*	*	*
F0837-1	Hambantota. Artificial Island	6 06-56 N 81 05-64 E	Fl W 2s	18	4 White column 17	TE 2025	
				*	*	*	*
F0837-2	Hambantota. Artificial Island	6 06-71 N 81 05-96 E	Fl W 2s	18	4 White column 17	TE 2025	
				*	*	*	*

V

NP79, Vol F Edition 2025 *continued.*

F0838	Hambantota. W Breakwater. Head	6 06-78 N 81 06-24 E	Iso R 4s	15	4 Red column, white bands 16	..	
		*	*	*	*	*	
F0838-2	Hambantota. E Breakwater. Head	6 07-01 N 81 06-37 E	Iso G 4s	13	.. Green column, white bands 17	..	
		*	*	*	*	*	
F0838-5	Hambantota. Fishing Harbour. N Breakwater. Head	6 07-57 N 81 07-68 E	Fl G 4s	..	.. Green column, white bands 7	..	
*	*	*	*	*	*	*	*
F0838-6	Hambantota. Fishing Harbour. S Breakwater. Head	6 07-54 N 81 07-71 E	Fl R 4s	..	.. Red column, white bands 7	..	
*	*	*	*	*	*	*	*
F1685-04	- Tuas Channel. Pioneer	1 17-24 N 103 39-40 E	Fl(3)R 15s	5	3 Red □ on red articulated beacon	..	
							*
F2235-3	- Mapanga (PH:CG)	7 02-92 N 125 57-08 E	Fl(2)W 10s	..	.. ..	..
PH, , 0399			*				
DUNG QUAT							
F3200-5	Remove from list; deleted						

NP80, Vol G Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 51, dated 18 December 2025.

G5856	- Langara Point CA, P, 807	54 15-33 N 133 03-55 W	Fl W 5s	49	8 White 8-sided tower, <i>fl I.</i> red top W055°-265°(210°). Shown 24 hours		
	- - Emergency light	..	Lit	..	.. ..	*	..

NP82, Vol J Edition 2026. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

J4416-65 Remove from list; renumbered to J4417.17

J4417-11	- No 1	21 20-37 N 89 40-48 W	Fl G 2s	3	3 ..	..
*	*	*	*	*	*	*	*
J4417-12	- No 3	21 20-37 N 89 40-38 W	Fl G 2s	3	3 ..	..
*	*	*	*	*	*	*	*

V

NP82, Vol J Edition 2026 *continued.*

J4417-13	- No 4	21 20-37 N 89 40-38 W	Fl R 2s	3	3 ..	..
*	*	*	*	*	*	*	*
J4417-14	- No 1	21 20-29 N 89 40-41 W	Iso G 2s	3	5 ..	..
*	*	*	*	*	*	*	*
J4417-15	- No 2	21 20-29 N 89 40-32 W	Iso G 2s	3	5 ..	..
*	*	*	*	*	*	*	*
J4417-17 MX., 31-165.7	Renumbered; was previously J4416.65						
	- Muelle Fiscal Extention. Viaducto. No 4	21 19-89 N 89 40-22 W	Iso R 2s	11	7 White round concrete tower, red bands 7	..	
*							

J5842 NORTH COAST
Status changed: **TE 2025**

NP83, Vol K Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

K2596	- Crookhaven River. Dir Lt 088-6°	34 54-14 S 150 46-02 E	Dir WRG	..	.. ..	F R086-1°-088-1°(2°). F W088-1°-089-1°(1°). F G089-1°-091-1°(2°)	*
	*		*	*	*		
K2596-1	SHOALHAVEN BIGHT Remove from list; deleted						
K2631-9383	BOTANY BAY Remove from list; deleted						
K3741	- Whangaparaoa Peninsula. Huaroa Point (NZ:MSA)	36 35-59 S 174 50-28 E	Fl WR 5s	37	W 8 White metal column R 5 4	fl 1. R091°-133.5°(42.5°), W133.5°-345°(211.5°) except where obscured by land	*
K3962	- S Breakwater. Head	38 40-68 S 178 01-11 E	Iso G 3s	4	4 Green metal tower 4	G349°-236°(247°). Obscured 236°-349°(113°)	*
				*	*		
K4078	Status changed: TE 2025						
K4078-1	Status changed: TE 2025						
K4359	Remove from list; deleted						
K4375-15	- U Shed	45 52-66 S 170 30-86 E	F WRG	11	2 White lattice beacon 9	G251-75°-252-25°(0.5°), W252-25°-252-75°(0.5°), R252-75°-253-25°(0.5°). On shed	*

V

NP84, Vol L Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

L0722 NO., 327000	- Runde. NW Point	62 24.78 N 5 35.21 E	Oc WRG 6s	48	W18 Tower R12 14 G12	G032.1°-044.2°(12.1°), R044.2°-052.3°(8.1°), G052.3°-075.4°(23.1°), W075.4°-194.8°(119.4°), R194.8°-219.2°(24.4°), G219.2°-232.2°(13°), W232.2°-250.9°(18.7°), R250.9°-276.4°(25.5°) *
L0765-5 NO., 328904	HESSAFJORDEN - Hessa. Korsfluda	62 27.12 N 6 06.73 E *	Iso R 2s *	8	1.5 Post	Floodlit *
L0854 NO., 342000	Storholmen	62 38.58 N 5 55.43 E	Oc WRG 6s	39	W9.5 Red tower, white R9.4 stripe G9.4 22	G283.8°-294.4°(10.6°), W294.4°-297.3°(2.9°), R297.3°-341.8°(44.5°), G341.8°-345.7°(3.9°), W345.7°-347.9°(2.2°), R347.9°-027.3°(39.4°), G027.3°-034.5°(7.2°), W034.5°-045°(10.5°), R045°-066.8°(21.8°), G066.8°-073.2°(6.4°), W073.2°-168°(94.8°), R168°-206.7°(38.7°), G206.7°-215.9°(9.2°), R215.9°-232.5°(16.6°). Helicopter Platform *
L0872 NO., 345000	- Kvernholmens. W Side. Ulla	62 41.11 N 6 09.91 E *	Oc(2)WRG 8s	20	W9.4 Tower R9.2 10 G9.2	G010.7°-023.6°(12.9°), W023.6°-035°(11.4°), R035°-093.9°(58.9°), G093.9°-104°(10.1°), W104°-112°(8°), R112°-120.1°(8.1°), G120.1°-132.9°(12.8°), W132.9°-146.8°(13.9°), R146.8°-175.6°(28.8°), G175.6°-187.4°(11.8°), R187.4°-201.2°(13.8°), G201.2°-235.5°(34.3°), R235.5°-272.4°(36.9°), G272.4°-288.4°(16°) *
L0932 NO., 357810	- Kua	62 45.99 N 6 56.52 E *	Iso W 2s	6	2.2 Cairn 8	..
L1990-2 NO., 576012	MELSTEINFJORDEN - Melsteingrunnen. SE	65 10.90 N 11 50.72 E *	Iso R 2s	9	3 Tripod 19	Floodlit *
L3254 NO., 818500	GAVLFJORDEN - Store Sandnes	68 54.06 N 15 24.97 E *	Oc(3)WRG 10s	8	W9.3 Tripod R7.6 10 G7.6	G341.7°-343°(1.3°), W343°-359.1°(16.1°), R359.1°-030.8°(31.7°), G030.8°-048.2°(17.4°), W048.2°-058°(9.8°), R058°-076.3°(18.3°), G076.3°-095.7°(19.4°), W095.7°-097.3°(1.6°), R097.3°-147.8°(50.5°), G147.8°-170.3°(22.5°), W170.3°-176.9°(6.6°), R176.9°-184.9°(8°) *

V

NP84, Vol L Edition 2025 *continued.*

SENJA - NW SIDE, STEINFJORDEN						
L3542	Remove from list; deleted					
L3644 NO, 882600	Skallen	69 45-32 N 19 05-74 E	Oc(3)WRG 10s	14 W5-1 R4-3 15 G4-3	Column	W242-4°-246-9°(4-5°), R246-9°-292-2°(45-3°), G292-2°-011-1°(78-9°), W011-1°-021-1°(10°), R021-1°-030°(8-9°), G030°-041-3°(11-3°), W041-3°-046-4°(5-1°), R046-4°-152-1°(105-7°), G152-1°-242-4°(90-3°)
					*	*
					*	*

NP85, Vol M Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.

Last Updates: Weekly Edition No. 52, dated 25 December 2025.

M4307-62 KR, 410, 2472-1	Isamseoyeo	34 30-66 N 127 48-53 E	Q(3) 10s	12	7 \triangle on black beacon, yellow band 14	..
*	*	*	*	*	*	*
M5005-95 No 8	- Sakiyamabana. Goto Shi.	32 40-29 N 129 00-19 E	Fl(2)Y 6s	..	.. Floating wind turbine	Other wind turbines exist in this area, some marked by lights
*	*	*	*	*	*	*
M5235 JP, 411, 6293	- Nagasaki Airfield	32 54-47 N 129 54-95 E	AlFl(2)WG 4-3s	..	.. Tower	..
*	*	*	*	*	*	*
M6461-5 JP, 411, 1901-5	Shirako Gyoko. Dir Lt 261-4°	34 59-10 N 139 58-20 E	Dir WRG	6	3 White tower 3	FR256-9°-259-9°(3°). FW259-9°-262-9°(3°). FG262-9°-265-9°(3°)
*	*	*	*	*	*	*
M6725 JP, 411, 0035	- Hiura Misaki	41 43-60 N 141 03-19 E	Fl W 5s	23	12 White tower 9	..
*	*	*	*	*	*	*
M6805 JP, 411, 0121-8	Osirabetu Ko. E Breakwater	42 13-64 N 143 19-27 E	Fl(2)G 6s	12	5 White tower 9	..
*	*	*	*	*	*	*
M6822 JP, 411, 0138-5	Katsurakoi Ko	42 56-66 N 144 26-75 E	Fl R 3s	12	5 Red tower 11	..
*	*	*	*	*	*	*
M6826-5 JP, 411, 0139-1	Konbumori Ko	42 56-90 N 144 31-67 E	Fl(2)R 6s	14	5 Red tower 8	..
*	*	*	*	*	*	*
M7023-2 JP, 411, 0613	- Murotu Sima	42 00-89 N 139 27-13 E	Fl W 5s	15	7 White round concrete tower, red band 11	..
*	*	*	*	*	*	*
M8457 US, 111, 10952-2	KOSRAE ISLAND - Lele Harbour. Ldg Lts 277°. Front	5 19-56 N 163 01-43 E	Q R	3	.. Red \square , white stripe, on pile	TE; reported extinguished (T) 2008
*	*	*	*	*	*	*

V

NP85, Vol M Edition 2025 *continued.*

	KOSRAE ISLAND					
M8457-1 US, 111, 10952-4	- Lele Harbour. Ldg Lts 277°. Rear. 465m from front	5 19-59 N 163 01-18 E	Iso R 6s *	6	.. Red □, black stripe, on pile	TE; reported extinguished (T) 2008

NP87, Vol P Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

P3403-03 Status changed: **TE 2025**

P3403-16 Status changed: **TE 2025**

P3718-823 Status changed: **Destroyed (T) 2025**

NP88, Vol Q Edition 2025. Weekly Edition No. 1, Dated 01 January 2026.
Last Updates: Weekly Edition No. 52, dated 25 December 2025.

Q1558-878 *	T. Wowobatu (ID)	4 03-74 S 122 40-24 E	Fl R *	..	.. ..	..	*
Q1560-3 ID, , 5589	- Ldg Lts 268°. Front. No 1 (ID)	3 58-34 S 122 36-23 E	Iso W 4s	9	8 White △ on metal framework structure 6	..	
	*						
Q1560-31 ID, , 5588	- Ldg Lts 268°. Rear. 13m from front. No 2 (ID)	3 58-34 S 122 36-18 E	Iso W 2s	11	8 White ▽ on metal framework structure 8	..	
	*						
Q1560-4 ID, , 5596	- Ldg Lts 106°20'. Front. No 3 (ID)	3 58-84 S 122 36-07 E	Iso W 4s	13	10 White △ on metal framework structure 12	..	
	*						
Q1560-41 ID, , 5597	- Ldg Lts 106°20'. Rear. 98m from front. No 4 (ID)	3 58-85 S 122 36-11 E	Iso W 2s	16	10 White ▽ on metal framework structure 15	..	
	*	*					
Q1560-45	TELUK KENDARI Remove from list; deleted						
Q1562 ID, , 5575	- Kendari (ID)	3 58-42 S 122 35-09 E	Fl(5)W 5s *	10	12 Beacon	<i>fl 0.5</i>	
Q2121	Status changed: TE 2025						

V

NP88, Vol Q Edition 2025 *continued.*

Q2127	Rivoli Bay. Beachport Groynes 6. Head	37 29.01 S 140 00.93 E	Fl R 3s	..	2 Red beacon	<i>fl 0.5.</i> TE 2025	*
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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. 1 dated 01 January 2026

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_2026.pdf)

VOLUME 1, NP281(2), Sixth Edition, 2025

Published Wk 47/25

(Last Updates: Weekly Edition No. 52 dated 25 December 2025)

MARITIME RADIO STATIONS**PAGE 99, CHILE.****ANTARCTICA CHILENA MRSC.**

Delete entry and replace by:

ANTARCTICA CHILENA MRSC					
Control Centre: 62°12'20S 58°57'86W	MMSI 007250450				Diagram page 41
Telephone: +56 32 2208557					
	Email: mrscantarctica@directemar.cl odmcpfildes@directemar.cl odmmaritgobanchi@directemar.cl Website: https://www.directemar.cl/				
NOTE(S): Antarctica Chilena MRSC participates in the Joint Antarctic Patrol along with other Chilean and Argentinian rescue coordination centres.					

MRCC Chile correspondence (RSDRA2025000583889) 1/26

PAGE 102, CHILE.**ARICA MRSC (CBA2).**

Delete entry and replace by:

ARICA MRSC (CBA2)					
Control Centre: 18°29'10S 70°19'16W	MMSI 007250010	DSC VHF MF		OBS	Diagram page 100
Telephone: +56 58 2356770					
+56 58 2356786					
	Email: mrsarica@directemar.cl Website: https://www.directemar.cl/				
NOTE(S): 1. DSC hours of watch: H24. 2. Accepts Ships' Weather Reports addressed to CENMETEOVALP and METEOMAG. 3. Accepts messages for the Chilean Ship Reporting System (CHILREP) and the National Ship Position System. 4. MF temporarily inoperative.					

VHF

		Ch 09 14	HX
		Ch 16	H24

RT (MF)

	Position	Transmits	Receives	Hours of Watch
		2182	2182	H24
		2738	2738	HX

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		4146	4146	HX
		4417 (Ch 421)	4125	HJ

MRCC Chile correspondence (RSDRA2025000583889) 1/26

PAGE 113, CHILE.
COQUIMBO MRSC (CBA4).
Delete entry and replace by:

COQUIMBO MRSC (CBA4)					
Control Centre: 29°56'·97S 71°20'·13W	MMSI 007250110	DSC VHF MF		OBS	Diagram page 98
Telephone: +56 51 2555106					
		Email: mrsccoquimbo@directemar.cl Website: https://www.directemar.cl/			
NOTE(S): 1. DSC hours of watch: H24. 2. Accepts Ships' Weather Reports addressed to CENMETEOVALP and METEOMAG. 3. Accepts messages for the Chilean Ship Reporting System (CHILREP) and the National Ship Position System.					

VHF

		Ch 09 14	HX
		Ch 16	H24

RT (MF)

	Position	Transmits	Receives	Hours of Watch
		2182	2182	H24
		2738	2738	HX
		3023 ¹	3023 ¹	

¹ Aeronautical carrier frequency for radiotelephony. Used in coordinated SAR operations. SAR operations concerning manned space vehicles.

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		4146	4146	HX
		4417 (Ch 421)	4125	HJ
		5680 ¹	5680 ¹	HX

¹ Aeronautical carrier frequency for radiotelephony. Used in coordinated SAR operations. SAR operations concerning manned space vehicles.

MRCC Chile correspondence (RSDRA2025000583889) 1/26

PAGE 129, CHILE.
PUERTO AYSÉN MRSC.
Delete entry and replace by:

PUERTO AYSÉN MRSC					
Control Centre: 45°24'·29S 72°43'·05W	MMSI 007250300				Diagram page 105
Telephone: +56 67 2331461		Fax: +56 67 2331496			
		Email: mrscaysen@directemar.cl Website: https://www.directemar.cl/			

RT (MF)

	Position	Transmits	Receives	Hours of Watch
		3023 ¹	3023 ¹	HX

¹ Aeronautical carrier frequency for radiotelephony. Used in coordinated SAR operations. SAR operations concerning manned space vehicles.

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		5680 ¹	5680 ¹	HX

¹ Aeronautical carrier frequency for radiotelephony. Used in coordinated SAR operations. SAR operations concerning manned space vehicles.

MRCC Chile correspondence (RSDRA2025000583889) 1/26

**PAGES 140 and 141, CHILE.
TALCAHUANO MRCC.**
Delete entry and replace by:

TALCAHUANO MRCC					
Control Centre: 36°41'00S 73°06'00W	MMSI 007250170	DSC VHF HF 4 MHz			Diagram page 97
Telephone: +56 41 3831162					
	Email: mrcctalcahuano@directemar.cl Website: https://www.directemar.cl/				

VHF

		Ch 16	H24
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RT (MF)

	Position	Transmits	Receives	Hours of Watch
		3023 ¹	3023 ¹	HX

¹ Aeronautical carrier frequency for radiotelephony. Used in coordinated SAR operations. SAR operations concerning manned space vehicles.

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		4125	4125	H24
		5680 ¹	5680 ¹	HX

¹ Aeronautical carrier frequency for radiotelephony. Used in coordinated SAR operations. SAR operations concerning manned space vehicles.

MRCC Chile correspondence (RSDRA2025000583889) 1/26

**PAGE 177, FRENCH POLYNESIA.
JRCC TAHITI.**
Delete entry and replace by:

JRCC TAHITI					
Control Centre: 17°31'68S 149°31'98W	MMSI 005461000	DSC VHF MF HF 8 MHz			Diagram page 174
Telephone: +689 40 541616 (Primary) +689 40 541615 (Secondary)					
Mobile: +689 87757547					
Call: JRCC Tahiti Inmarsat C: 422799192	Email: jrcctahiti@gmail.com (Primary) jrcctahiti@gmail.com (Secondary)				
	Website: www.jrcc.pf				
NOTE(S): 1. JRCC Tahiti maintains watch on VHF Ch 16 for the Archipel de la Société (Tahiti, Moorea, Tetiaroa, Mehetia & Maiaio (les îles du Vent), Bora Bora, Huahine, Maupiti, Raiatea, Tahaa, Manuae, Maupihaa, Motu One & Tupai (les îles Sous-le-Vent) 2. JRCC Tahiti provides Maritime Telemedical Assistance Service (TMAS), through Toulouse TMAS & medical services in Tahiti.					

VHF

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

RT (MF)

	Position	Transmits	Receives	Hours of Watch
		2182	2182	H24

RT (HF)

	Position	Transmits	Receives	Hours of Watch
		8291	8291	H24

JRCC Tahiti correspondence (RSDRA2025000563624) 1/26

PAGES 177 and 178, FRENCH POLYNESIA.

POLLUTION REPORTING.

Delete entry and replace by:

POLLUTION REPORTING	
TAHITI JRCC	
Telephone: +689 40 541616 (Primary) +689 40 541615 (Secondary)	
Mobile: +689 87757547	
Inmarsat: 422799192	Email: jrcc.tahiti@mer.gouv.fr (Primary) jrcctahiti@gmail.com (Secondary) Website: www.jrcc.pf
PROCEDURE: A report must be sent to JRCC Tahiti, for any situation which is likely to lead to water or coastline pollution, such as a discharge or a risk of discharge of polluting products at sea or any slick of polluting products and any container or drifting objects observed at sea.	
CONTENT OF REPORT: ADDRESSEE JRCC TAHITI TEXT SURNAV - DAMAGE	
1. Name, call sign, IMO number, MMSI number and flag of the vessel 2. Date, UTC time in the format DD HH MM (Z). 3. Position (latitude, longitude). 4. Course. 5. Speed. 6. Port of departure. 7. Port of destination. 8. Radiotelephone watch ensured. 9. Draught. 10. Cargo and contact details for obtaining information on the goods dangerous or polluting on board. 11. Nature of the incident or situation encountered. 12. Description of the pollution or dangerous goods lost overboard. 13. Name and contact details of the owner, the charterer, any consignee in France. 14. Type of vessel. 15. Total number of people on board. 16. Date and UTC time of any assistance or towing call, presence possible and name of an assistance vessel or UTC time of joining of a possible assistance vessel, various information. 17. Request to send the report to another system such as AMVER, AUSREP or JASREP. 18. End of the report.	
General: Despite having DSC capabilities, JRCC Tahiti is A3 declared for GMDSS so Inmarsat C and Safetycast are monitored H24.	

JRCC Tahiti correspondence (RSDRA2025000563624) 1/26

VOLUME 2, NP282(1), Sixth Edition, 2025
 Published Wk 12/25
 (Last Updates: Weekly Edition No. 52 dated 25 December 2025)

RADAR BEACONS

PAGE 36, ITALY, above 70120 Porto di Brindisi Diga di Punta Riso Lt Bn.

Insert:

Salerno Eastern Pier	40°39'·77N 14°44'·53E	3 & 10		6	30	C		70070
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Italian Notice 21/44/25 (RSDRA2025000513046) 1/26

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 138, ITALY, below Piave Vecchia Lt.

Insert:

PIR Petroli Terminale Marino FSRU North Dolphin	44°27'·97N 12°23'·92E	992471215		Real	21
PIR Petroli Terminale Marino FSRU South Dolphin	44°27'·73N 12°23'·86E	992471216		Real	21

[Italian Notice 21/46/25 \(RSDRA2025000513046\) 1/26](#)**PAGE 150, NETHERLANDS, below F16 Gasfield Offshore Platform F16-A.**

Insert:

Gemini Buitengaats Offshore Wind Farm Substation Platform	54°02'·21N 6°02'·51E	992441020		Real	
Gemini ZeeEnergie Offshore Wind Farm Substation Platform	54°01'·96N 5°53'·30E	992441003		Real	

[Netherlands ENC_NL3NZ400_ED8_007 \(RSDRA202500557036\) 1/26](#)**VOLUME 2, NP282(2), Sixth Edition, 2025**

Published Wk 12/25

(Last Updates: Weekly Edition No. 52 dated 25 December 2025)

RADAR BEACONS**PAGE 16, TAIWAN.****80840 Longmen Jianshan West Outer Breakwater Lt.**

Delete entry

[UKHO \(RSDRA2025000526580\) 1/26](#)**PAGE 16, TAIWAN, below 80840 Longmen Jianshan West Outer Breakwater Lt.**

Insert:

Fuwen Lt Bn	23°32'·39N 119°31'·46E	3 & 10		15		D		80855
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[UKHO \(RSDRA2025000526580\) 1/26](#)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 126, CHILE.**Blue Boat 3 Lt Buoy.**

Delete entry

[Chilean Bulletin 12/25 \(RSDRA2025000584625\) 1/26](#)**PAGE 202, CHINA, below Lianyungang Gang Virtual Safe Water Mark.**

Insert:

Lianzhou Wan Outer Spoil Ground Lt Buoy No 1	21°19'·08N 108°49'·24E	994141783	Broadcasts every 3 minutes	Real	
Lianzhou Wan Outer Spoil Ground Lt Buoy No 2	21°19'·63N 108°48'·10E	994141784	Broadcasts every 3 minutes	Real	
Lianzhou Wan Outer Spoil Ground Virtual Mark No 3	21°21'·02N 108°48'·05E	994146997	Broadcasts every 3 minutes	Virtual	

Continued on next page

Lianzhou Wan Outer Spoil Ground Virtual Mark No 4	21°20'30N 108°49'20E	994146998	Broadcasts every 3 minutes	Virtual	
Lianzhou Wan Outer Spoil Ground Virtual Mark No 5	21°19'07N 108°51'17E	994146999	Broadcasts every 3 minutes	Virtual	

Chinese Notice 47/1473/25 (RSDRA2025000573485) 1/26

PAGE 290, JAPAN, below Wabukasaki SW Floating Fish Haven Facility Lt Buoy.

Insert:

Wajima Ko Lt Buoy No 1	37°38'42N 137°02'68E	994311585		Real	
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Japanese Volume 1 Supplement 42/25 (RSDRA2025000564511) 1/26

VOLUME 3, NP283(1), Sixth Edition, 2025

Published Wk 48/25

(Last Updates: Weekly Edition No. 51 dated 18 December 2025)

EGC SERVICES

PAGES 22 to 24, EGC MSI Broadcast Systems Operational Information section.

Delete entry and replace by:

EGC MSI Broadcast Systems Operational Information

Please Note:

1. This is the latest information made available to the UKHO by the EGC Coordinating Panel of the IMO. If you have any queries regarding Inmarsat C Ocean Region satellite coverage, please contact the IMO EGC Coordinating Panel Chairman at: info@imo.org ensuring that the subject line includes 'for Chairman IMO EGC Coordinating Panel'.
2. Inmarsat **Fleet Safety** Ship Earth Stations receive EGC broadcasts on all satellites covering the NAV/MET Areas and as such there is no requirement to choose specific satellites to receive EGC broadcasts.

NAVAREA	NAVIGATIONAL INFORMATION			
	COORDINATOR	EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
I	United Kingdom	0530, 1730	AOR-W, AOR-E, IOR	Operational
II	France	0430 1630	AOR-W, AOR-E, IOR	Operational
III	Spain	1200, 2400 & on receipt	AOR-E, IOR	Operational
IV	United States	1000, 2200 (2200 Ice reports N Atlantic) 0900 2100 French West Indies 0900 2100 French Guyana	AOR-W, AOR-E, IOR	Operational
V	Brazil	0030, 1230		Operational
VI	Argentina	0200, 1400		Operational
VII	South Africa	0940 1940 0040, 1240 Réunion 0140, 1340 Kerguelen Islands 0330, 1530 Mayotte	AOR-W, AOR-E, IOR, POR	Operational
VIII	India	1000 2200 0040, 1240 Réunion 0330, 1530 Mayotte		Operational
IX	Pakistan	0300, 1500	IOR	Operational
X	Australia	0700, 1900 & on receipt 0140 1340 New Caledonia (Area N) Coastal Warnings 0700, 1900 & on receipt (POR only) ⁷	POR, IOR	Operational
XI	Japan	0005, 1205 ⁹		Operational

Continued on next page

NAVAREA	NAVIGATIONAL INFORMATION			
	COORDINATOR	EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
XII	United States	1030, 2230	AOR-W, AOR-E, POR	Operational
XIII	Russian Federation	0930, 2130	POR	On Trial
XIV	New Zealand	0900, 2100 New Zealand 0140, 1340 New Caledonia 0030, 1230 Wallis & Futuna 0250, 1450 French Polynesia	AOR-W, AOR-E, POR ⁸	Operational
XV	Chile	0210, 1410	AOR-W, AOR-E	Operational
XVI	Peru	0500, 1700	AOR-W, AOR-E	Operational
XVII	Canada	1130, 2330	AOR-W, POR	Operational
XVIII	Canada	1100, 2300	AOR-W, AOR-E, IOR	Operational
XIX	Norway	0630, 1830	AOR-E, IOR	Operational
XX	Russian Federation ¹⁰	0530, 1730	IOR	On Trial
XXI	Russian Federation ¹⁰	0630, 1830	POR	On Trial

METAREA	METEOROLOGICAL INFORMATION			
		EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
	COORDINATOR			
I	United Kingdom	0930, 2130 On receipt, warnings only	AOR-E, IOR	Operational
II	France	1015 2215	AOR-W, AOR-E	Operational
III	Greece ¹¹	1000, 2200	AOR-E, IOR	Operational
IV	Canada (Hudson Bay & Approaches)	0300 1500 ⁵	AOR-W, AOR-E, IOR	Operational
	United States	0430, 1030, 1630, 2230		Operational
V	Brazil	0730, 1930		Operational
		Coastal Warnings for Amazon Basin and additional coastal areas		Operational
VI	Argentina	0230 1730	AOR-W, AOR-E, IOR	Operational
VII	South Africa	0940, 1940 ²	AOR-W, AOR-E, IOR, POR	Operational
VIII(N)	India	0900, 1800 for N of 0°	IOR, POR	Planned
VIII(S)	Mauritius / Réunion	0130, 1330 for S of 0° 0000 ³ , 0600 ³ , 1200 ³ , 1800 ³ for S of 0°		On Trial
	Australia	Warnings only for S of 0° and E of 90°E, issued as unscheduled broadcasts	POR	Operational
IX	Pakistan	0700, 1900 ⁶	IOR, POR	Operational
X	Australia	1100, 2300	POR	Operational
		Coastal Warnings (POR) ⁷ – see Figure SN-10N and EGC Annex		Operational
XI	China	0330, 1015, 1530, 2215	POR	Operational
	Japan	0230, 0830, 1430, 2030 for N of 0° 0815, 2015 ⁴ for S of 0°		Operational
XII	United States	0545, 1145, 1745, 2345	AOR-W, AOR-E, POR	Operational
XIII	Russian Federation	0930, 2130	POR	Planned

Continued on next page

METAREA	METEOROLOGICAL INFORMATION			
	COORDINATOR	EGC Services	INMARSAT C Ocean Region	IRIDIUM Operational Status
		Broadcast Times (UTC)		
XIV	New Zealand	Warnings for High Seas areas: 0330, 0930, 1530, 2130 Synopses and forecasts for High Seas areas: 0930, 2130 Situation and forecast for NZ coast only: 0130, 13308	AOR-W, AOR-E, POR	Operational
XV	Chile	0100, 1330 for Sea Areas 1–8 1450 for Sea Area 9 0345, 1845 for Sea Area 10	AOR-W, AOR-E	Operational
XVI	Peru	1115, 2315	AOR-W, AOR-E	Operational
XVII	Canada	0300, 15005	AOR-W, POR	Operational
XVIII	Canada	0300, 15005	AOR-W, AOR-E	Operational
XIX	Norway	1100, 2300	AOR-E, IOR	Operational
XX	Russian Federation ¹⁰	0600, 1800	IOR	On Trial
XXI	Russian Federation ¹⁰	0600, 1800	POR	Planned

1 Scheduled bulletins and warnings for Western Mediterranean Sea are prepared by France.

2 Forecasts for areas 30°S - 50°S / 50°E - 80°E and tropical cyclone warnings for areas 00°N - 40°S / 30°E - 90°E are prepared by Réunion.

3 Tropical cyclone warnings (if any) issued by Réunion as an unscheduled broadcast.

4 Scheduled bulletins and warnings for south of the equator prepared by Australia.

5 For areas South of 75°N and only during the shipping season.

6 Only if cyclone/depression development.

7 AUSCOAST SafetyNET warnings are ONLY broadcast via POR satellite - see Figure SN-10N and EGC Annex.

8 For Coastal Area designators and further information, please see diagram FIGURES SN-10/14 and SN-14.

9 In force warnings issued during the last 6 weeks are broadcast at 1205 UTC every Saturday.

10 Broadcasts only to Rectangular areas.

Broadcast times for MET information published in the table above are for routine Weather Messages. Storm Warnings are also broadcast on receipt. Routine broadcasts of Navigational Warnings and meteorological forecasts are made at scheduled times over a single nominated satellite for each NAVAREA/METAREA. Unscheduled broadcasts of SAR alert relays and severe weather warnings will be made over all satellites which serve the area concerned.

EGC ANNEX

Table 1:

AUSTRALIA COASTAL WATERS FORECAST BULLETINS						
METAREA	COORDINATOR	Coastal Waters Bulletin Region	Nav Area see Figure SN-10N	INMARSAT C Ocean Region	INMARSAT EGC Services Broadcast Times (Local)	INMARSAT EGC Services Broadcast Times (UTC)
X	Australia	Bass Strait	D	POR	0530 1715 AEST	0715 ¹ 1930 ¹
		Northern Territory	H		0445 1600 ACST	0630 1915
		Torres Strait	Uses EGC rectangular area		0445 1600 AEST	0600 1845
		Western Australia	F and G		0430 1630 AWST	0830 2030
1) 1 hour earlier during Australian Eastern Daylight Saving Time KEY: LST – Local Standard Time; ACST – Australian Central standard Time; AWST – Australian Western Standard Time See also Figure SN-10N						

Iridium SafetyCast Implementation Status on IHO website (RSDRA2025000584412) 1/26

¹) 1 hour earlier during Australian Eastern Daylight Saving Time

KEY: LST – Local Standard Time; ACST – Australian Central standard Time; AWST – Australian Western Standard Time

See also Figure SN-10N

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

PAGE 101, FRANCE (Atlantic and English Channel Coasts).

NAVTEX – CORSEN.

Delete entry and replace by:

NAVTEX – CORSEN (Ouessant Island)			48°28'56N 5°03'17W
518 kHz: A		490 kHz: E	Diagrams pages 41, 42, 105, 106, 107 and 108
Weather Bulletins	A: 0000 1200	Weather synopsis and development and 24 hour forecast for Sea Areas 16–21 in English.	
	E: 0840 2040	Weather synopsis and development and 24 hour forecast for Sea Areas 16–21 in French.	
Navigational Warnings	A: 0000 0400 0800 1200 1600 2000	Storm warnings for Sea Areas 16–21 and AVURNAVS Brest in English.	
	E: 0040 0440 0840 1240 1640 2040	Storm warnings for Sea Areas 14–29 and AVURNAVS Brest in French.	

IMO NAVTEX Panel correspondence (RSDRA2025000584218) 1/26

VOLUME 3, NP283(2), Sixth Edition, 2025

Published Wk 49/25

(Last Updates: Weekly Edition No. 49 dated 04 December 2025)

EGC SERVICES

PAGES 23 to 25, EGC MSI Broadcast Systems Operational Information section.

Delete entry and replace by:

EGC MSI Broadcast Systems Operational Information

Please Note:

1. This is the latest information made available to the UKHO by the EGC Coordinating Panel of the IMO. If you have any queries regarding Inmarsat C Ocean Region satellite coverage, please contact the IMO EGC Coordinating Panel Chairman at: info@imo.org ensuring that the subject line includes 'for Chairman IMO EGC Coordinating Panel'.
2. Inmarsat **Fleet Safety** Ship Earth Stations receive EGC broadcasts on all satellites covering the NAV/MET Areas and as such there is no requirement to choose specific satellites to receive EGC broadcasts.

NAVAREA	NAVIGATIONAL INFORMATION			
	COORDINATOR	EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
I	United Kingdom	0530, 1730	AOR-W, AOR-E, IOR	Operational
II	France	0430 1630	AOR-W, AOR-E, IOR	Operational
III	Spain	1200, 2400 & on receipt	AOR-E, IOR	Operational
IV	United States	1000, 2200 (2200 Ice reports N Atlantic) 0900 2100 French West Indies 0900 2100 French Guyana	AOR-W, AOR-E, IOR	Operational
V	Brazil	0030, 1230		Operational
VI	Argentina	0200, 1400		Operational
VII	South Africa	0940 1940 0040, 1240 Réunion 0140, 1340 Kerguelen Islands 0330, 1530 Mayotte	AOR-W, AOR-E, IOR, POR	Operational
VIII	India	1000 2200 0040, 1240 Réunion 0330, 1530 Mayotte	POR, IOR	Operational
IX	Pakistan	0300, 1500	IOR	Operational

Continued on next page

NAVAREA	NAVIGATIONAL INFORMATION			
	COORDINATOR	EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
X	Australia	0700, 1900 & on receipt 0140 1340 New Caledonia (Area N)	POR, IOR	Operational
		Coastal Warnings 0700, 1900 & on receipt (POR only) ⁷		
XI	Japan	0005, 1205 ⁹	POR	Operational
XII	United States	1030, 2230	AOR-W, AOR-E, POR	Operational
XIII	Russian Federation	0930, 2130	POR	On Trial
XIV	New Zealand	0900, 2100 New Zealand 0140, 1340 New Caledonia 0030, 1230 Wallis & Futuna 0250, 1450 French Polynesia	AOR-W, AOR-E, POR ⁸	Operational
XV	Chile	0210, 1410	AOR-W, AOR-E	Operational
XVI	Peru	0500, 1700	AOR-W, AOR-E	Operational
XVII	Canada	1130, 2330	AOR-W, POR	Operational
XVIII	Canada	1100, 2300	AOR-W, AOR-E, IOR	Operational
XIX	Norway	0630, 1830	AOR-E, IOR	Operational
XX	Russian Federation ¹⁰	0530, 1730	IOR	On Trial
XXI	Russian Federation ¹⁰	0630, 1830	POR	On Trial

METAREA	METEOROLOGICAL INFORMATION			
	COORDINATOR	EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
I	United Kingdom	0930, 2130 On receipt, warnings only	AOR-E, IOR	Operational
II	France	1015 2215	AOR-W, AOR-E	Operational
III	Greece ¹¹	1000, 2200	AOR-E, IOR	Operational
IV	Canada (Hudson Bay & Approaches)	0300 1500 ⁵	AOR-W, AOR-E, IOR	Operational
	United States	0430, 1030, 1630, 2230		Operational
V	Brazil	0730, 1930		Operational
		Coastal Warnings for Amazon Basin and additional coastal areas		Operational
				Operational
VI	Argentina	0230 1730	AOR-W, AOR-E, IOR	Operational
VII	South Africa	0940, 1940 ²	AOR-W, AOR-E, IOR, POR	Operational
VIII(N)	India	0900, 1800 for N of 0°	IOR, POR	Planned
VIII(S)	Mauritius / Réunion	0130, 1330 for S of 0° 0000 ³ , 0600 ³ , 1200 ³ , 1800 ³ for S of 0°		On Trial
	Australia	Warnings only for S of 0° and E of 90°E, issued as unscheduled broadcasts	POR	Operational
IX	Pakistan	0700, 1900 ⁶	IOR, POR	Operational
X	Australia	1100, 2300	POR	Operational
		Coastal Warnings (POR) ⁷ – see Figure SN-10N and EGC Annex		Operational

Continued on next page

METAREA	METEOROLOGICAL INFORMATION			
	COORDINATOR	EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
			POR	Operational
XI	China	0330, 1015, 1530, 2215	POR	Operational
	Japan	0230, 0830, 1430, 2030 for N of 0° 0815, 2015 ⁴ for S of 0°		Operational
XII	United States	0545, 1145, 1745, 2345	AOR-W, AOR-E, POR	Operational
XIII	Russian Federation	0930, 2130	POR	Planned
XIV	New Zealand	Warnings for High Seas areas: 0330, 0930, 1530, 2130 Synopses and forecasts for High Seas areas: 0930, 2130 Situation and forecast for NZ coast only: 0130, 13308	AOR-W, AOR-E, POR	Operational
XV	Chile	0100, 1330 for Sea Areas 1–8 1450 for Sea Area 9 0345, 1845 for Sea Area 10	AOR-W, AOR-E	Operational
XVI	Peru	1115, 2315	AOR-W, AOR-E	Operational
XVII	Canada	0300, 15005	AOR-W, POR	Operational
XVIII	Canada	0300, 15005	AOR-W, AOR-E	Operational
XIX	Norway	1100, 2300	AOR-E, IOR	Operational
XX	Russian Federation ¹⁰	0600, 1800	IOR	On Trial
XXI	Russian Federation ¹⁰	0600, 1800	POR	Planned

¹ Scheduled bulletins and warnings for Western Mediterranean Sea are prepared by France.

² Forecasts for areas 30°S - 50°S / 50°E - 80°E and tropical cyclone warnings for areas 00°N - 40°S / 30°E - 90°E are prepared by Réunion.

³ Tropical cyclone warnings (if any) issued by Réunion as an unscheduled broadcast.

⁴ Scheduled bulletins and warnings for south of the equator prepared by Australia.

⁵ For areas South of 75°N and only during the shipping season.

⁶ Only if cyclone/depression development.

⁷ AUSCOAST SafetyNET warnings are ONLY broadcast via POR satellite - see Figure SN-10N and EGC Annex.

⁸ For Coastal Area designators and further information, please see diagram FIGURES SN-10/14 and SN-14.

⁹ In force warnings issued during the last 6 weeks are broadcast at 1205 UTC every Saturday.

¹⁰ Broadcasts only to Rectangular areas.

Broadcast times for MET information published in the table above are for routine Weather Messages. Storm Warnings are also broadcast on receipt. Routine broadcasts of Navigational Warnings and meteorological forecasts are made at scheduled times over a single nominated satellite for each NAVAREA/METAREA. Unscheduled broadcasts of SAR alert relays and severe weather warnings will be made over all satellites which serve the area concerned.

EGC ANNEX

Table 1:

AUSTRALIA COASTAL WATERS FORECAST BULLETINS						
METAREA	COORDINATOR	Coastal Waters Bulletin Region	Nav Area see Figure SN-10N	INMARSAT C Ocean Region	INMARSAT EGC Services Broadcast Times (Local)	INMARSAT EGC Services Broadcast Times (UTC)
X	Australia	Bass Strait	D	POR	0530 1715 AEST	0715 ¹ 19301
		Northern Territory	H		0445 1600 ACST	0630 1915
		Torres Strait	Uses EGC rectangular area		0445 1600 AEST	0600 1845
		Western Australia	F and G		0430 1630 AWST	0830 2030

¹⁾ 1 hour earlier during Australian Eastern Daylight Saving Time
KEY: LST – Local Standard Time; ACST – Australian Central standard Time; AWST – Australian Western Standard Time
See also Figure SN-10N

Iridium SafetyCast Implementation Status on IHO website (RSDRA2025000584412) 1/26

VOLUME 5, NP285, Sixth Edition, 2025

Published Wk 32/25

(Last Updates: Weekly Edition No. 52 dated 25 December 2025)

EGC SERVICES**PAGES 220 to 222, EGC MSI Broadcast Systems Operational Information section.**

Delete entry and replace by:

**EGC MSI Broadcast Systems
Operational Information****Please Note:**

1. This is the latest information made available to the UKHO by the EGC Coordinating Panel of the IMO. If you have any queries regarding Inmarsat C Ocean Region satellite coverage, please contact the IMO EGC Coordinating Panel Chairman at: info@imo.org ensuring that the subject line includes 'for Chairman IMO EGC Coordinating Panel'.
2. Inmarsat **Fleet Safety** Ship Earth Stations receive EGC broadcasts on all satellites covering the NAV/MET Areas and as such there is no requirement to choose specific satellites to receive EGC broadcasts.

NAVAREA	NAVIGATIONAL INFORMATION			
	COORDINATOR	EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
I	United Kingdom	0530, 1730	AOR-W, AOR-E, IOR	Operational
II	France	0430 1630	AOR-W, AOR-E, IOR	Operational
III	Spain	1200, 2400 & on receipt	AOR-E, IOR	Operational
IV	United States	1000, 2200 (2200 Ice reports N Atlantic) 0900 2100 French West Indies 0900 2100 French Guyana	AOR-W, AOR-E, IOR	Operational
V	Brazil	0030, 1230		Operational
VI	Argentina	0200, 1400		Operational
VII	South Africa	0940 1940 0040, 1240 Réunion 0140, 1340 Kerguelen Islands 0330, 1530 Mayotte	AOR-W, AOR-E, IOR, POR	Operational
VIII	India	1000 2200 0040, 1240 Réunion 0330, 1530 Mayotte	POR, IOR	Operational
IX	Pakistan	0300, 1500	IOR	Operational
X	Australia	0700, 1900 & on receipt 0140 1340 New Caledonia (Area N) Coastal Warnings 0700, 1900 & on receipt (POR only) ⁷	POR, IOR	Operational
XI	Japan	0005, 1205 ⁹		
XII	United States	1030, 2230	AOR-W, AOR-E, POR	Operational
XIII	Russian Federation	0930, 2130	POR	On Trial
XIV	New Zealand	0900, 2100 New Zealand 0140, 1340 New Caledonia 0030, 1230 Wallis & Futuna 0250, 1450 French Polynesia	AOR-W, AOR-E, POR ⁸	Operational
XV	Chile	0210, 1410	AOR-W, AOR-E	Operational
XVI	Peru	0500, 1700	AOR-W, AOR-E	Operational
XVII	Canada	1130, 2330	AOR-W, POR	Operational
XVIII	Canada	1100, 2300	AOR-W, AOR-E, IOR	Operational
XIX	Norway	0630, 1830	AOR-E, IOR	Operational
XX	Russian Federation ¹⁰	0530, 1730	IOR	On Trial
XXI	Russian Federation ¹⁰	0630, 1830	POR	On Trial

METAREA	METEOROLOGICAL INFORMATION			
	COORDINATOR	EGC Services Broadcast Times (UTC)	INMARSAT C Ocean Region	IRIDIUM Operational Status
I	United Kingdom	0930, 2130 On receipt, warnings only	AOR-E, IOR	Operational
II	France	1015 2215	AOR-W, AOR-E	Operational
III	Greece ¹	1000, 2200	AOR-E, IOR	Operational
IV	Canada (Hudson Bay & Approaches)	0300 1500 ⁵	AOR-W, AOR-E, IOR	Operational
	United States	0430, 1030, 1630, 2230		Operational
V	Brazil	0730, 1930		Operational
		Coastal Warnings for Amazon Basin and additional coastal areas		Operational
VI	Argentina	0230 1730	AOR-W, AOR-E, IOR	Operational
VII	South Africa	0940, 1940 ²	AOR-W, AOR-E, IOR, POR	Operational
VIII(N)	India	0900, 1800 for N of 0°	IOR, POR	Planned
VIII(S)	Mauritius / Réunion	0130, 1330 for S of 0° 0000 ³ , 0600 ³ , 1200 ³ , 1800 ³ for S of 0°		On Trial
	Australia	Warnings only for S of 0° and E of 90°E, issued as unscheduled broadcasts	POR	Operational
IX	Pakistan	0700, 1900 ⁶	IOR, POR	Operational
X	Australia	1100, 2300	POR	Operational
		Coastal Warnings (POR) ⁷ - see Figure SN-10N and EGC Annex		Operational
XI	China	0330, 1015, 1530, 2215	POR	Operational
	Japan	0230, 0830, 1430, 2030 for N of 0° 0815, 2015 ⁴ for S of 0°		Operational
XII	United States	0545, 1145, 1745, 2345	AOR-W, AOR-E, POR	Operational
XIII	Russian Federation	0930, 2130	POR	Planned
XIV	New Zealand	Warnings for High Seas areas: 0330, 0930, 1530, 2130 Synopses and forecasts for High Seas areas: 0930, 2130 Situation and forecast for NZ coast only: 0130, 1330 ⁸	AOR-W, AOR-E, POR	Operational
XV	Chile	0100, 1330 for Sea Areas 1–8 1450 for Sea Area 9 0345, 1845 for Sea Area 10	AOR-W, AOR-E	Operational
XVI	Peru	1115, 2315	AOR-W, AOR-E	Operational
XVII	Canada	0300, 1500 ⁵	AOR-W, POR	Operational
XVIII	Canada	0300, 1500 ⁵	AOR-W, AOR-E	Operational
XIX	Norway	1100, 2300	AOR-E, IOR	Operational
XX	Russian Federation ¹⁰	0600, 1800	IOR	On Trial
XXI	Russian Federation ¹⁰	0600, 1800	POR	Planned

¹ Scheduled bulletins and warnings for Western Mediterranean Sea are prepared by France.

² Forecasts for areas 30°S - 50°S / 50°E - 80°E and tropical cyclone warnings for areas 00°N - 40°S / 30°E - 90°E are prepared by Réunion.

³ Tropical cyclone warnings (if any) issued by Réunion as an unscheduled broadcast.

⁴ Scheduled bulletins and warnings for south of the equator prepared by Australia.

⁵ For areas South of 75°N and only during the shipping season.

⁶ Only if cyclone/depression development.

⁷ AUSCOAST SafetyNET warnings are ONLY broadcast via POR satellite - see Figure SN-10N and EGC Annex.

⁸ For Coastal Area designators and further information, please see diagram FIGURES SN-10/14 and SN-14.

⁹ In force warnings issued during the last 6 weeks are broadcast at 1205 UTC every Saturday.

¹⁰ Broadcasts only to Rectangular areas.

Broadcast times for MET information published in the table above are for routine Weather Messages. Storm Warnings are also broadcast on receipt. Routine broadcasts of Navigational Warnings and meteorological forecasts are made at scheduled times over a single nominated satellite for each NAVAREA/METAREA. Unscheduled broadcasts of SAR alert relays and severe weather warnings will be made over all satellites which serve the area concerned.

Continued on next page

EGC ANNEX

Table 1:

AUSTRALIA COASTAL WATERS FORECAST BULLETINS						
METAREA	COORDINATOR	Coastal Waters Bulletin Region	Nav Area see Figure SN-10N	INMARSAT C Ocean Region	INMARSAT EGC Services Broadcast Times (Local)	INMARSAT EGC Services Broadcast Times (UTC)
X	Australia	Bass Strait	D	POR	0530 1715 AEST	0715 ¹ 1930 ¹
		Northern Territory	H		0445 1600 ACST	0630 1915
		Torres Strait	Uses EGC rectangular area		0445 1600 AEST	0600 1845
		Western Australia	F and G		0430 1630 AWST	0830 2030

¹) 1 hour earlier during Australian Eastern Daylight Saving Time
 KEY: LST – Local Standard Time; ACST – Australian Central standard Time; AWST – Australian Western Standard Time
 See also Figure SN-10N

Iridium SafetyCast Implementation Status on IHO website (RSDRA2025000584412) 1/26

NAVTEX

PAGE 258, NAVAREA I.
FRANCE (Atlantic and English Channel Coasts).
CORSEN.

Delete entry and replace by:

Corsen (Ouessant Island) (CROSS (MRCC)) [A][E] 48°28'56N 5°03'17W

TELEPHONE: +33 2 98893131 X2, X3
 +33 2 98891838 300 n miles
 FAX: +33 2 98896575
 TELEX: +42 940 086 CROCO A
 E-MAIL: corsen@mrcfr.eu
 MMSI: 002275300

NAVTEX [A]

TIME UT(GMT)	WEATHER BULLETINS	NAVIGATIONAL WARNINGS
0000	•	•
0400		•
0800		•
1200	•	•
1600		•
2000		•

NAVTEX [E]
Frequency: 490 kHz Language: French (local bcst)

TIME UT(GMT)	WEATHER BULLETINS	NAVIGATIONAL WARNINGS
0040		•
0440		•
0840	•	•
1240		•
1640		•
2040	•	•

IMO NAVTEX Panel correspondence (RSDRA2025000584218) 1/26

DISTRESS, SEARCH AND RESCUE

PAGES 409 and 410, NAVAREA XV.

CHILE.

Delete entry and replace by:

CHILE

See diagrams R8/9, R17 & R19

National SAR Agency: Chilean Navy, Directorate General of the Maritime Territory and Merchant Marine (DIRECTEMAR).			
Address: Errázuriz 537, Valparaíso, Chile			
Telephone: +56 32 2208637			
+56 32 2208638			
+56 32 2208639			
email: mrccchile@directemar.cl			
Website: https://www.directemar.cl/directemar/seguridad-maritima/mrcc-chile/servicio-de-busqueda-y-salvamento-maritimo-mrcc-chile			
The Chilean Maritime Rescue Coordination Centre - MRCC Chile, is located in Valparaíso, and is sub-divided into 5 districts. Chile has an extensive coastline where five Maritime Rescue Coordination Centres (MRCCs) and eleven Maritime Rescue Coordination Sub-Centres (MRSCs) are located. They are fitted with modern maritime communication systems and facilities to carry out Search and Rescue operations. The responsibility area also covers the Drake Passage and an area which extends to the Antarctic, where weather conditions are generally adverse. A network of Coast Radio Stations maintains continuous listening watch on international distress frequencies, which are monitored by MRCC Chile.			
TeleMedical Assistance Service: In association with MRCC Chile, TMAS is operated by "Salud Responde" on telephone +56 600 360 7777. Possible consultation languages: Spanish and English.			
	Telephone +56	Fax +56	Others/Ship Earth Stations (SES)
CHMCC (Cospas-Sarsat SPOC)	2 29764042 2 29764041		AFTN: SCTIZSZX email: sarchmcc@gmail.com
MRCC CHILE	32 2208637 32 2208638 32 2208639		email: mrccchile@directemar.cl
MRSC ARICA	58 2356770 58 2356786		email: mrscarica@directemar.cl
MRCC IQUIQUE	57 2401945		email: mrcciquique@directemar.cl
MRSC ANTOFAGASTA	55 2630000 55 2630037		email: mrscantofagasta@directemar.cl cbaradio@directemar.cl
MRSC CALDERA	52 2315276		email: mrsccaldera@directemar.cl
MRSC COQUIMBO	51 2555106		email: mrsccoquimbo@directemar.cl
MRCC VALPARAÍSO	32 2528909 32 2208913		email: mrccvalparaiso@directemar.cl cbvradio@directemar.cl
MRSC HANGA ROA, ISLA DE PASCUA (EASTER ISLAND)	32 2100567 32 2100222		email: mrschangaroa@directemar.cl cbyradio@directemar.cl opergmharo@dgtrm.cl
MRSC SAN ANTONIO	35 2584886 35 2584892		email: mrscsanantonio@directemar.cl
MRCC TALCAHUANO	41 3831162		email: mrcctalcahuano@directemar.cl
MRSC VALDIVIA	63 2276971 63 2276987		email: mrscvaldivia@directemar.cl
MRCC PUERTO MONTT	65 2205190		email: mrccpuertomontt@directemar.cl
MRSC CASTRO	65 2629404		email: mrsccastro@directemar.cl
MRSC PUERTO AYSÉN	67 2331461		email: mrscaysen@directemar.cl
MRCC PUNTA ARENAS	61 2201161		email: mrccpuntaarenas@directemar.cl
MRSC PUERTO WILLIAMS	98 2484698 61 2624271		email: mrscpuertowilliams@directemar.cl
MRSC ANTARCTICA	32 2208557		email: mrscantarctica@directemar.cl odmcplfides@directemar.cl odmmaritgobanchi@directemar.cl

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

Published Wk 20/25

(Last Updates: Weekly Edition No. 52 dated 25 December 2025)

PAGE 107, GIBRALTAR (UK), GENERAL NOTES, PORT STATE NOTIFICATIONS section.

Delete and replace by:

PORT STATE NOTIFICATIONS:

CONTACT DETAILS:

Gibraltar Maritime Administration

Telephone: +350 20046861
 +350 20047569
 E-mail: maritime.survey@gibraltar.gov.gi

PROCEDURE:

- (1) Under the Paris Memorandum of Understanding, (Implemented in EU Countries by European Union (EU) Directive 2009/16/EC), a reporting system to be complied with for all vessels arriving or leaving a port or anchorage within the Paris MOU Region has been established.
- (2) The operator, agent or Master shall notify, 72h in advance of arrival in port, if vessels are eligible for an expanded inspection (3 days pre-arrival notification).
- (3) Vessels subject to expanded inspections are
 - (a) All vessels with a high risk profile
 - (b) Any passenger vessel, oil tanker, gas or chemical tanker or bulk carrier, older than 12 years of age
- (4) The NIR also foresees the obligation to notify, 24h in advance, for vessels bound for a PMoU member port (24h pre-arrival notifications) or at the latest at the time the vessel leaves the previous port if the voyage time is less than 24h. If the port of call is not known or it is changed during the voyage notification should be given as soon as this information is available.
- (5) The reports shall be sent to:
 - (a) 72h: Gibraltar Maritime Administration (E-mail: maritime.survey@gibraltar.gov.gi)
 - (b) 24h: Gibraltar Maritime Administration (E-mail: maritime.survey@gibraltar.gov.gi)
- (6) For any queries contact the Gibraltar Maritime Administration.
- (7) Failure to report the requested information may cause a vessel to be targeted for inspection.
- (8) A full list of participating Paris MOU countries may be found at www.parismou.org.

[Gibraltar Maritime Survey correspondence, \(RSDRA2025000564141\), 01/26](#)

PAGE 160, NETHERLANDS, OFF TEXEL VTS, Vessel Traffic Service, CONTACT DETAILS section.

Delete and replace by:

CONTACT DETAILS:

Call: VTS Off Texel
 VHF Channel: Ch 63
 Telephone: +31 (0)889 511444
 E-mail: vtsofftexel@rws.nl

[\(Former updates 46/25 & 49/25\)](#)[Netherlands Chart 1970 Edition Nov 2025 & Royal Netherlands Hydrographic Service correspondence, \(RSDRA2025000563780\), 01/26](#)

PAGE 168, NETHERLANDS, ROTTERDAM, Nieuwe Waterweg, Vessel Traffic Service, REPORTING POINTS (APPROACHES TO NIEUWE WATERWEG), section (1), table.

Delete:

(a) E exit Maas West Inner TSS (51°57'33N 3°35'47E)		
(b) SE exit Maas North West TSS (52°05'58N 3°35'67E)	Pilot Maas	02
(c) S exit Maas North TSS (52°07'14N 3°45'91E)		

and replace by:

(a) E exit Maas West Inner TSS (51°57'67N 3°38'59E)		
(b) SE exit Maas North West TSS (52°04'29N 3°41'08E)	Pilot Maas	02
(c) S exit Maas North TSS (52°07'14N 3°45'91E)		

[\(Former update 29/25\)](#)[Netherlands ENC_NL2NZ100_ED6_000, \(RSDRA2025000555389\), 01/26](#)

PAGE 172, NETHERLANDS, SCHEVENINGEN, diagram SCHEVENINGEN APPROACH VESSEL TRAFFIC SERVICES AND PILOTAGE.

Delete and replace by diagram SCHEVENINGEN APPROACH VESSEL TRAFFIC SERVICES AND PILOTAGE on page 6.26

[\(Former update 28/25\)](#)[Netherlands Chart 1970 Edition Nov 2025 & Royal Netherlands Hydrographic Service correspondence, \(RSDRA2025000563780 & RSDRA2025000585006\), 01/26](#)

PAGES 172 & 173, NETHERLANDS, SCHEVENINGEN, Vessel Traffic Service, PROCEDURE section.

Delete and replace by:

PROCEDURE:

- (1) **Notice of ETA:** All seagoing vessels (except fishing vessels less than 50m LOA and pleasure craft) should send notification of ETA to Traffic Centre Scheveningen via their agent 48h in advance or at the latest before entering Netherlands territorial waters. ETA should be confirmed at least 1h prior to arrival on VHF Ch 21. The report should state the following:

- (a) Vessel's name
- (b) Call Sign or MMSI
- (c) Flag
- (d) Position
- (e) Last port of call
- (f) Destination and ETA
- (g) Draught
- (h) Defects, damage, deficiencies or limitations
- (i) Any other relevant information

continued on next page

(2) Other vessels should send notification of ETA to the Traffic Centre 24h prior to arrival but at the latest before entering Netherlands territorial waters. The report should state the following:

- (a) Vessel's name
- (b) Call Sign or MMSI
- (c) Flag
- (d) Position
- (e) Last port of call
- (f) Draught

(3) All vessels should arrange to send their International Pollution Prevention Certificate to Traffic Centre Scheveningen via their agent, using Electronic Data Interchange (EDI), 24h prior to arrival at the SCH Lt Buoy (52°07'·75N 4°14'·12E).

(4) All oil tankers of 150 gt and over should arrange to send their Waste Report form to Traffic Centre Scheveningen via their agent, using Electronic Data Interchange (EDI), 24h prior to arrival at the SCH Lt Buoy (52°07'·75N 4°14'·12E) or as soon as possible for shorter voyages. The following information shall be provided:

- (a) Vessel's name and call sign
- (b) IMO number
- (c) Flag
- (d) ETA/ETD
- (e) Last and next port of call
- (f) Last port and date where waste was landed
- (g) Quantity of waste to discharge
- (h) Waste Report form

(5) The following vessels that are under way to a port or anchorage in the Netherlands as part of an international voyage, should arrange to send their Notification of Vessel's Security to Traffic Centre Scheveningen via their agent, using Electronic Data Interchange (EDI), 24h prior to arrival at the SCH Lt Buoy (52°07'·75N 4°14'·12E):

- (a) All commercial vessels of 500 gt or over
- (b) All passenger vessels (except warships/troop transports, vessels without propulsion and fishing vessels)

(6) Inward-bound vessels should report via VHF Ch 21 when passing 52°08'·56N 4°13'·18E.

(7) Vessels should maintain a continuous listening watch on VHF Ch 21 when navigating the reporting area.

(8) Vessels should obtain permission from the Traffic Centre to change frequency or end VHF watch.

(9) All inward-bound vessels are required to report to Traffic Centre Scheveningen via VHF Ch 21 when crossing the VTS Area limit and state the following:

- (a) Vessel's name
- (b) Call Sign or MMSI
- (c) Flag
- (d) Position

(10) Notice of ETD:

(a) All seagoing vessels (except fishing vessels less than 50m LOA) should notify Traffic Centre Scheveningen via VHF Ch 21 of ETD 1h prior to shifting or departure. The initial report should state the following:

- (i) Vessel's name
- (ii) Call Sign or MMSI
- (iii) Flag
- (iv) Last port of call
- (v) Draught

(b) Upon departure the vessel should confirm the following to Traffic Centre Scheveningen via VHF Ch 21:

- (i) Vessel's name
- (ii) Call Sign or MMSI
- (iii) Flag
- (iv) Draught

(Former update 28/25)

Netherlands Chart 1970 Edition Nov 2025 & Royal Netherlands Hydrographic Service correspondence. (RSDRA2025000563780), 01/26

PAGE 368, UNITED KINGDOM, LONDON, Vessel Traffic Service, REPORTING POINTS, section (8).

Delete and replace by:

(8) Reporting vessels are required to inform London VTS on **VHF Ch 14** when passing the Reporting Points below. In addition, reports on entering the Thames Barrier Control Zone at Margaret Ness (51°30'·50N 0°05'·50E) and Blackwall Point (51°30'·30N 0°00'·20E) are **mandatory for all vessels, irrespective of size, equipped with VHF**.

Name	Position	Remarks
Crayford Ness	51°29'·13N 0°12'·65E	1. Inward and outward-bound 2. Mandatory for reporting vessels only inward-bound intending to enter Thames Barrier Control Zone. Report ETA Barrier or ETA destination within zone if not passing through Barrier (Note 1)
Ford Motor Works, Dagenham	51°30'·50N 0°09'·55E	1. Inward and outward-bound 2. Mandatory for reporting vessels only
Margaret Ness	51°30'·70N 0°05'·50E	1. Inward-bound only 2. Mandatory for all VHF fitted vessels 3. Request clearance to enter control zone (Notes 2, 3)
Blackwall Point	51°30'·30N 0°00'·00E	1. Outward-bound only 2. Mandatory for all VHF fitted vessels 3. Confirm ETA given at London Bridge 4. Request clearance to enter control zone (Notes 2, 3)
Surrey Entrance (Wapping)	51°30'·30N 0°03'·10W	1. Inward-bound only 2. Mandatory for reporting vessels only
Tower Bridge	51°30'·33N 0°04'·50W	1. Outward-bound only 2. Mandatory for reporting vessels only outward-bound intending to enter Thames Barrier Control Zone. Report ETA Barrier or ETA destination within zone if not passing through Barrier (Note 1) 3. Reporting vessels keying device (Note 4)
London Bridge	51°30'·48N 0°05'·27W	1. Inward-bound only 2. Mandatory for reporting vessels only 3. Vessels should also report the bridge arches they intend to navigate 4. Reporting vessels keying device (Note 4)

continued on next page

Name	Position	Remarks
HMS Wellington	51°30'·64N 0°06'·73W	1. Inward-bound only 2. Mandatory for reporting vessels only 3. Vessels should also report which Charing Cross Bridge (51°30'·37N 0°07'·21W) arch they intend to navigate 4. For duration of bridge works (expected until Sep 2026)
Waterloo Bridge	51°30'·50N 0°07'·00W	1. Outward-bound only 2. Mandatory for reporting vessels only 3. Reporting vessels keying device (Note 4)
Lambeth Bridge	51°29'·67N 0°07'·39W	1. Inward and outward-bound 2. Mandatory for reporting vessels only 3. Outward-bound vessels should also report the bridge arches they intend to navigate 4. Reporting vessels keying device (Note 4)

(Former update 48/25)

Port of London Authority Notice 145/25. (RSDRA2025000573008), 01/26

PAGE 450, UNITED KINGDOM, SUTTON BRIDGE, Port section.

Delete and replace by:

Port

CONTACT DETAILS:

Telephone: +44(0)1406 455405

E-mail: gp@portsb.co.uk

Website: www.portofsuttonbridge.co.uk

Port of Sutton Bridge Limited website, (RSDRA2025000584194), 01/26

PAGE 470, UNITED KINGDOM, WICK.

Delete entry and replace by:

WICK

UNCTAD LOCODE: GB WIC

58°26'N 3°05'W

Pilots

HOURS: When a vessel is expected

PROCEDURE:

- (1) **Pilotage is compulsory** for vessels over 300 gt or over 45m LOA.
- (2) **Pilotage is exempt** for fishing vessels.
- (3) **Pilot ordering:** Vessels must send request for Pilots 24h prior to arrival at port, and at least 2h in advance of departure.
- (4) **Pilot boards** in position 58°26'·18N 3°03'·53W.

Port

CONTACT DETAILS:

VHF Channel: Ch 14

Telephone: +44(0)1955 602030

E-mail: office@wickharbour.co.uk

Website: www.wickharbour.co.uk

HOURS:

Mon-Fri: 0800-1700 LT

Telephone: H24 (on call)

PROCEDURE:

Notice of ETA: Cargo vessels must advise ETA at least 24h prior to arrival via the UK Consolidated European Reporting System (CERS).

[Wick Harbour correspondence, \(RSDRA2025000573263\), 01/26](#)

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

Published Wk 23/25

(Last Updates: Weekly Edition No. 51 dated 18 December 2025)

PAGES 137 & 139, FINLAND, WEST COAST VTS (Finland), Vessel Traffic Service section.

Delete and replace by:

Vessel Traffic Service

AREA:

The West Coast VTS area covers the coast along the Sea of Bothnia from Hylkkari Lt to Vaasa including the merchant shipping lanes, with the exception of the areas administered by the ports. The VTS Area also covers the areas administered by the Port of Rauma, Port of Pori and the Port of Vaasa. The boundary line of the West Coast VTS Area runs between the following positions:

- (a) Hylkkari Lt (60°57'·20N 21°09'·50E)
- (b) Westward to position 60°57'·20N 20°46'·50E
- (c) To the limit of the territorial sea limit 61°07'·60N 20°46'·50E
- (d) Observing the limit of the territorial waters to position 62°36'·50N 20°30'·00E
- (e) 63°21'·50N 20°30'·00E
- (f) Valassaaret Lt (63°25'·30N 21°04'·10E)
- (g) Ritgrund Lt (63°25'·50N 21°30'·50E)

NOTE:

See also GENERAL NOTES, VESSEL TRAFFIC SERVICE.

SERVICES:

West Coast VTS delivers a unified service that includes providing relevant navigational information, managing and planning ship traffic, and assisting vessels in developing or potentially unsafe situations. The service covers information sharing, traffic organisation and navigational support in accordance with operational needs and the VTS's authority under IMO Resolution A.1158(32).

CONTACT DETAILS:

Call: West Coast VTS

VHF Channel: Ch 09

Telephone: +358(0)20 4486522 (Supervisor, all phone calls will be recorded)

+358(0)20 4486645 (West Coast VTS, all phone calls will be recorded)

E-mail: supervisors.west@fintraffic.fi

westcoast.vts@fintraffic.fi

Website: <https://mastersguide.fintraffic.fi/>

HOURS:

continued on next column

continued on next page

PROCEDURE:

- (1) Vessels of 24m LOA or over are obliged to participate in the VTS.
- (2) When navigating in the VTS area, vessels are required to maintain a continuous listening watch on VHF Ch 09.
- (3) Vessels navigating in the VTS area, which are not obliged to participate in the VTS, are recommended to maintain a listening watch on VHF Ch 09.
- (4) Vessels with a Pilot Exemption Certificate or exemption from compulsory pilotage are required upon entry into the VTS area to report the number of the exemption to the VTS centre. This report can also be submitted in advance. An advance notice can be made for several voyages at the same time. Upon entry into a VTS area, the vessel shall report to the VTS centre, whether the exemption is being implemented according to the advance notice.
- (5) Vessels are obliged to obey the rules relevant to the traffic in the VTS Area.
- (6) The Master must notify the VTS of the following events taking place in the VTS Area or its vicinity:
 - (a) Any incidents or accidents affecting the safety of the vessel, such as collisions, grounding, damage, malfunction or breakdown, flooding or shifting of cargo, any defects in the hull or structural failure
 - (b) Any incidents or casualties affecting the safety of the vessel, such as failures likely to affect the vessel's manoeuvrability or seaworthiness, or any defects affecting the propulsion system or steering gear, the electrical power generating system, navigation equipment or communications equipment
 - (c) Any circumstances liable to cause pollution of the waters or shore, such as the discharge or threat of discharge of polluting materials into the sea
 - (d) Any slick of polluting materials and containers or packages seen drifting at sea
- (7) When vessels agree on matters concerning traffic situation, they shall discuss it on the VTS channel.

NOTICE OF CHANNEL USE:

For details, see GENERAL NOTES.

REPORTING:

- (1) Vessels are required to report:
 - (a) Upon entry into the VTS area
 - (b) Before anchoring
 - (c) Before leaving an anchorage
 - (d) After berthing
 - (e) Before leaving port
 - (f) Before departure from Port of Rauma, Port of Pori and Port of Vaasa, vessels shall request permission to depart from the VTS. The permission to depart issued by the VTS is valid for 20 minutes. The vessel is required to give a report when underway. If the vessel's departure is delayed, it will have to request a new permission to depart. At the Port of Vassa, passenger vessels operating according to a regular timetable in liner service have the right of way.
 - (g) At the reporting points in the area:
 - (i) Southbound vessels shall report 20 minutes before passing Hylkkari Lt to Archipelago VTS on VHF Ch 71
 - (ii) Northbound vessels shall report 20 minutes before passing Hylkkari Lt to West Coast VTS on VHF Ch 09
- (2) Reports should include the following information:
 - (a) Vessel's name
 - (b) Name of reporting point
 - (c) Destination
 - (d) Intended route. If an alternative route is selected, this must be reported

NOTE:

The primary communication language to be used in the VTS Area is English.

AREAS WITH MEETING AND OVERTAKING PROHIBITIONS:

Meeting and overtaking is permanently prohibited in various areas covered by the West Coast VTS. For details see ADMIRALTY Sailing Directions.

NAVIGATION AIDS:

Upon request, West Coast VTS can adjust the brightness of aids to navigation in the Rauma 12m fairway and at the Port of Kaskinen.

[Fintraffic Vessel Traffic Services Ltd correspondence. \(RSDRA2025000562925\). 01/26](#)

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

Published Wk 27/25

(Last Updates: Weekly Edition No. 52 dated 25 December 2025)

PAGE 66, CYPRUS, AKROTIRI, Port, CONTACT DETAILS section.

Delete and replace by:

CONTACT DETAILS:

Call: Akrotiri Ops
VHF Channel: Ch 16; 74
Telephone: +357 25 276525
E-mail: bfc-hq-j4gpmailbox@mod.gov.uk

[BFC Hr Mr correspondence. \(RSDRA2025000564490\). 01/26](#)

PAGE 163, ITALY, AUGUSTA, SICILIA, Port, PROCEDURE section.

Delete and replace by:

PROCEDURE:

- (1) **Notice of ETA:** Both the landing request and the "pre arrival message" must be sent at least 24h prior to arrival.
- (2) Vessels transporting toxic liquids and/or dangerous chemicals must send the "pre arrival message - dangerous goods" at least 48h prior to arrival.
- (3) Foreign vessels subject to PSCs must submit these messages at least 72h in advance.
- (4) Vessels subject to SOLAS must also submit the "ship pre-arrival security information form" at least 24h prior to arrival.
- (5) All merchant vessels, of any flag and size, which need to enter the Port of Augusta must report their ETA via VHF Chs 16 and 71 at the time of their entry into the port's area of jurisdiction.
- (6) For vessels not subject to pilotage, communications regarding anchorage, mooring and entry or exit points must be made by the vessels themselves via VHF Chs 16 and 71.
- (7) Vessels within the port should monitor VHF Chs 16 and 71.
- (8) The administrative procedures relating to the landing, including the aforementioned messages, can be carried out using the "PMIS" (Port Management Information System) available at www.pts.guardiacostiera.gov.it.
- (9) The mooring service is **mandatory** for all vessels over 500 gt.

[Italian Notice 21/21.53/25. \(RSDRA2025000513046\). 01/26](#)

VOLUME 6, NP286(4), Sixth Edition, 2025

Published Wk 36/25

(Last Updates: Weekly Edition No. 49 dated 04 December 2025)

PAGE 87, AUSTRALIA, PORT JACKSON, FLEET BASE EAST, N.S.W., Port, PROCEDURE section.

Delete and replace by:

PROCEDURE:

- (1) **Notice of ETA:** Visiting warships and naval manned auxiliaries should send ETA by means of a LOGREQ signal to MA Sydney (RAYMHM) 2 working days prior to ETA at Pilot boarding position.
- (2) ETA amendments should be notified to "Master" on VHF Ch 14 and Port Authority of NSW "Sydney Ports VTS" on VHF Ch 13.

continued on next page

(3) Vessels entering Sydney proceeding to Fleet Base East, Garden Island or Man-of-War Anchorage should:

- Call Sydney Ports VTS when 5 n miles from the port
- Maintain a listening watch on VHF Ch 13 and report to Sydney Ports VTS when passing North Head, Junction Lt Buoy and Bradley's Head (see SYDNEY, N.S.W. (PORT JACKSON))
- On rounding Bradley's Head, call "Master" for tug and berth allocation

Australian ENC_AU5SYD01_ED13_005, (RSDRA2025000573828), 01/26

PAGES 87 and 89 to 90, AUSTRALIA, PORT KEMBLA, N.S.W.

Delete entry and replace by:

PORT KEMBLA, N.S.W.

UNCTAD LOCODE: AU PKL

34°28'S 150°55'E

See diagram PORT KEMBLA VESSEL TRAFFIC SERVICE

Pilots

CONTACT DETAILS:

VHF Channel: Ch 16; 11
Telephone: +61(0)2 42750157

PROCEDURE:

- Pilotage is compulsory for all vessels over 35m LOA or those required by the Hr Mr and is available H24.
- Pilotage is exempt for vessels exempted by the Port Authority.
- Vessels should maintain a continuous listening watch on VHF Ch 11 and await contact from the Pilot after entering the VTS Area and when approaching the Pilot boarding position.
- Inward-bound vessels must gain authorisation from the Pilot or Port Kembla VTS before proceeding inward of the respective Pilot Boarding Ground.
- Pilot boards in the following positions:
 - Pilot Boarding Ground "Outer": 34°24'20S 150°57'60E (Compulsory for vessels of 226m LOA and more)
 - Pilot Boarding Ground "Inner": 34°25'15S 150°56'85E

Vessel Traffic Service

AREA:

- 34°10'15S 151°04'50E
- 34°30'40S 151°04'50E
- 34°30'40S 150°53'49E
- 34°25'30S 150°54'66E
- 34°22'12S 150°55'84E
- 34°18'09S 150°56'53E

SERVICES:

The VTS provides the following services:

- Information Service
- Traffic Organisation Service
- Navigational Assistance Service

CONTACT DETAILS:

Call: Port Kembla VTS
VHF Channel: Ch 16; 11
Telephone: +61(0)2 42750197
E-mail: portkemblavts@portauthoritynsw.com.au
Website: www.portauthoritynsw.com.au

Port Operations

VHF Channel: Ch 08

HOURS:

H24

PROCEDURE:

- Participation in the VTS is mandatory for all vessels in the VTS Area unless exempt.

- The following vessels are exempt from participating in the VTS:
 - Vessels less than 30m LOA
 - Seaplanes
 - Emergency services vessels
- A vessel engaged in towing or pushing, with a combined length of 30m LOA and over, is not exempt from participating in the VTS.
- Participating vessels must seek permission from the VTS to enter port limits, and to depart from, move or anchor within the VTS Area.
- Vessels at anchor must inform Port Kembla VTS of the time anchored and the position, and maintain a continuous listening watch on VHF Ch 16. VHF Ch 08 should be kept clear.
- Vessels participating in the VTS, whether underway, made fast, or at anchor, must maintain a listening watch on VHF Ch 11 for communication with the VTS and immediately report any incidents or unusual circumstances, including threats or actual unlawful interference with maritime transport.
- Vessels may need to contact Port Kembla VTS for permission before beginning tests and checks. See the Harbour Master's Directions for more information: <https://www.portauthoritynsw.com.au/port-operations/port-kembla/pilotage-and-navigation/port-kembla-pilotage-and-harbour-masters>
- For all vessels with a draught of 9m or over (excluding PCC/PCTC vessels), a Dynamic Under Keel Clearance (DUKC) form is required for inward-bound and outward-bound vessels and vessels shifting between berths in the port. The form must be submitted to the VTS, at least 3h before departure.
- Standard Marine Communication Phrases (SMCP) should be used when communicating with the VTS.

REPORTING:

- Notice of ETA:** Vessels must:
 - Confirm their ETA via their agent 24h prior to arrival
 - Call Port Kembla VTS on VHF Ch 16, at least 3h, 2h and 1h prior to arrival
 - Report changes in ETA to their agent at least 2h prior to ETA
- Participating vessels must report to the VTS on VHF Ch 11 5 miles from the VTS Area boundary and when passing the VTS Area boundary. The report should contain the following information:
 - Vessel's name
 - Position
 - Vessel's intentions
 - Draught (forward and aft)
 - Displacement
- Vessels must notify the VTS immediately of any change in their berthing conditions, including but not limited to:
 - Movement of vessel at the berth
 - Breaking of a mooring line
 - Inability to hold their position at the berth
 - Damage to their access gangway
 - Moving away from the berth due to mooring failure
- Notice of ETD:** Vessels should notify the VTS of departure draughts and displacement, and that a safe gangway access with net is available for Pilot embarkation, 1h prior to departure.
- Vessels exempt from pilotage departing Port Kembla must contact Port Kembla VTS on VHF Ch 11, 15m prior to departure, and report the following:
 - Confirm readiness to depart
 - Seek permission to depart
 - Confirm a working VHF Ch for port operations
 - Advise departure draughts and displacement
 - Vessels must remain in continuous radio communication after this report

INFORMATION BROADCASTS:

- Port Kembla VTS broadcasts navigation warnings, weather, shipping movement information and work notifications on VHF Ch 11 at the following times:
 - 0035
 - 0435
 - 0835
 - 1235
 - 1635
 - 2035
- A request may be made to the VTS via VHF Ch 11 for a navigation warning or broadcast. Contact details of the person making the request will be required.

continued on next column

continued on next page

(3) A person requesting a navigation warning must:

- Maintain a listening watch on VHF Ch 11
- If a requested broadcast relates to a vessel fitted with AIS, the AIS must remain operational for the duration of the navigation warning
- Ensure that the VTS have up-to-date and accurate information relating to the requested broadcast

(4) Port Kembla VTS will notify vessels when it is necessary to close the port, close anchorages or suspend pilotage, due to bad weather conditions or for other reasons.

Port

CONTACT DETAILS:

Port Authority

VHF Channel: Ch 08
 Telephone: +61(0)2 42750100
 E-mail: portkemblavts@portauthoritynsw.com.au
 Website: www.portauthoritynsw.com.au

Australian Amalgamated Terminals

Telephone: +61(0)2 42210900

BlueScope Steel

Telephone: +61 1800 800789

Port Kembla Coal Terminal

Telephone: +61(0)2 42280288

Port Kembla Gateway

Telephone: +61(0)2 42763566

Port Kembla Grain Terminal

Telephone: +61(0)2 42246444

PROCEDURE:

- Vessels carrying dangerous goods must report details of cargoes being carried or intended for carriage to the Port Authority using the OnePort system, at least 24h prior to a vessel's ETA or proposed time of delivery of goods to a berth.
- Vessels carrying dangerous goods may not enter the port unless the dangerous goods have been reported via the OnePort system and clearance has been provided by the VTS.
- All commercial vessels with a gt of 500 tonnes or more and passenger ships must report their security information to the Port Authority.
- Vessels require written permission from the Hr Mr before shifting.
- Vessels must complete pre-arrival and pre-departure Master Declarations and return to the Port Authority via e-mail or online.

Tugs

PROCEDURE:

Tugs are available.

[Australian Hydrographic Office correspondence & Harbour Master Directions Port Kembla Aug 2022, \(RSDRA2025000563977 & RSDRA2025000566408\), 01/26](#)

PAGE 106, AUSTRALIA, SYDNEY, N.S.W. (PORT JACKSON), diagram SYDNEY HARBOUR.

Delete diagram and replace by diagram SYDNEY HARBOUR on page 6.27

[\(Former update 48/25\)](#)

[Australian ENC_AU5SYD01_ED13_005, \(RSDRA2025000573828\), 01/26](#)

PAGE 305, NEW CALEDONIA (France), PRONY, Port section.

Delete and replace by:

Port

CONTACT DETAILS:

VHF Channel: Ch 14
 Telephone: +687 468335
 +687 235000
 +687 778109 (Mobile)
 E-mail: PRNC-PortOperations@pronyresources.com
 PRNC-Remorquage@pronyresources.com
 Website: pronyresources.com

HOURS: H24

NOTE:

The port is operated by Prony Resources New-Caledonia.

[\(Former update 36/25\)](#)

[French Bulletin 46/25, \(RSDRA2025000545679\), 01/26](#)

VOLUME 6, NP286(6), Seventh Edition, 2026

Published Wk 01/26

(First updates to publication dated 1 January 2026)

PAGE ii, RECORD OF UPDATES, NEW EDITION, First Updates box.

Insert:

This edition was published in week 01/26. The first Weekly Notice to Mariners was issued in week 01/26.

[UKHO 01/26](#)

PAGE 87, CHINA, HUANGHUA, Pilots, PROCEDURE, section (2) (a).

Delete and replace by:

(2) Pilot boards in the following positions:

- Huanghua:
 - 38°29'·33N 118°15'·62E (No 1 Pilot Boarding Position)
 - 38°26'·93N 118°10'·37E (No 2 Pilot Boarding Position)
 - For bulk vessels of 50 000 gt or less, within an area bounded by the following positions (Huanghua Anchorage No 2):
 - 38°27'·28N 118°11'·42E
 - 38°25'·40N 118°17'·12E
 - 38°25'·68N 118°18'·13E
 - 38°28'·30N 118°23'·97E
 - 38°31'·77N 118°21'·45E
 - 38°24'·70N 118°05'·42E (No 3 Pilot Boarding Position)
 - 38°35'·17N 118°20'·00E (No 4 Pilot Boarding Position)
 - 38°31'·37N 118°12'·83E (No 5 Pilot Boarding Position)
 - 38°40'·52N 118°28'·58E (No 6 Pilot Boarding Position)
 - 38°38'·67N 118°24'·83E (No 7 Pilot Boarding Position in Anchorage No 6)
 - 38°31'·88N 118°20'·23E (No 8 Pilot Boarding Position)

[Chinese Notice 43/1281/25, \(RSDRA2025000534076\), 01/26](#)

PAGE 113, CHINA, below LUANJIAKOU entry.

Insert new entry:

LUDAO TRANSPORT TERMINAL**34°51'N 119°13'E****Terminal****PROCEDURE:**

When entering or leaving the terminal, vessels must maintain a continuous listening watch on VHF Chs 16 and 69.

Vessel Traffic Service

For details see LIANYUNGANG.

PROCEDURE:

When entering or leaving the terminal, vessels must report their movements to Lianyungang VTS and comply with all instructions.

Chinese Bulletin 41/25, (RSDRA2025000513552), 01/26

PAGES 191 & 192, CHINA, YANTAI, Vessel Traffic Service section.

Delete and replace by.

Vessel Traffic Service**AREA:**

The Yantai VTS area comprises the water area bounded to E by an arc of radius 9 n miles centred on Kongtong Dao Lt (37°33'74N 121°30'94E) and to W by an arc of radius 9 n miles centred on Lt Bn (37°43'48N 121°07'36E).

CONTACT DETAILS:

Call: Yantai VTS Centre
 VHF Channel: Ch 16; 09 10
 Telephone: +86(0)535 6687316
 Fax: +86(0)535 6696480
 E-mail: vtsyt@sdmsa.gov.cn

HOURS: H24**PROCEDURE:**

(1) Participation is **mandatory** for the following:

- (a) All foreign vessels
- (b) Passenger vessels
- (c) Vessels carrying dangerous goods
- (d) Vessels with limited manoeuvring capability
- (e) Chinese vessels 300 gt and over

(2) Participating vessels should maintain a continuous listening watch on VHF Chs 09 and 16 within the VTS area.

(3) The languages to be used are Mandarin Chinese and English.

REPORTING LINES:

(1) **First Reporting Line:** VTS Limit

(2) **Second Reporting Lines:**

- (a) N Fairway: A circle of radius 3 n miles centred on Xiao Shanzi Lt (37°35'63N 121°25'94E)
- (b) A circle of radius 3 n miles centred on Lt Bn (37°43'48N 121°07'36E)

REPORTING:

(1) **Notice of ETA:** Vessels must report to Yantai VTS via telephone 4h prior to arrival.

(2) **Pre-arrival Report:** Vessels must report to Yantai VTS on arrival at the VTS limit and any Reporting Line, stating the following information:

- (a) Vessel's name
- (b) Position
- (c) Navigational intentions
- (d) Any other information required by the VTS
- (e) Draught
- (f) Vessels carrying dangerous goods should report type and quantity of cargo
- (g) Towing vessels should report name of tow and LOA

(3) **Arrival Report:** After berthing or anchoring vessels should report to Yantai VTS stating the following information:

- (a) Vessel's name
- (b) Berth or anchorage
- (c) Time of completion of berthing or anchoring

(4) **Movement Report:** Before moving vessels should provide the following information to the VTS:

- (a) Vessel's name
- (b) Current berth or anchorage
- (c) Pre-arrival berth or anchorage

(5) **Departure Report:** Before departure vessels should provide the VTS with the following information:

- (a) Vessel's name
- (b) Current berth or anchorage
- (c) Traffic accidents
- (d) Crew or passenger accidents
- (e) Any other emergency situation

(6) **Other Report:** Vessels at the quarantine anchorages should report the following to the VTS:

- (a) Vessel's name
- (b) Position
- (c) On entering the port vessels should report ETA and position of entering the channel

(7) **Penglai Long Island Route Report:** Before departure the vessel should report the following to the VTS:

- (a) Vessel's name
- (b) Current berth
- (c) ETD and pre-arrival berth

(8) **Changshan Waterway Route Report:** On entering the waterway (no report required on exiting the waterway) vessels should report the following to the VTS. Vessels needing to cross the Changshan Channel should report vessel's name and position 15 mins before entering the channel.

- (a) Vessel's name and call sign
- (b) Position (Latitude and Longitude or relative to landmark)
- (c) Course
- (d) Speed
- (e) Port of departure
- (f) Port of destination
- (g) Any defects or limitations
- (h) Vessel towing details

(9) **Emergency and Abnormality Report:** Vessel's name, location and any details of any of the following should be communicated to the VTS:

- (a) Accident or pollution incident
- (b) Security incident
- (c) Any other emergency or abnormal situation

SERVICES:

The VTS Centre provides the following services:

- (1) Traffic Information Service
- (2) Meteorological Information
- (3) Notice to Mariners information
- (4) Navigational Assistance Service, on request
- (5) Traffic Organisation Services
- (6) Information to support joint operations, on request

H102 Coral Acropora, (RSDRA2025000491059), 01/26

PAGE 219, JAPAN, AKITA, Honshu, Pilots, PROCEDURE, section (2).

Delete and replace by:

(2) **Pilot boards** in position 39°48'10N 139°57'50E.

Japanese Notice 46/485/25, (RSDRA2025000544576), 01/26

continued on next column

PAGE 297, JAPAN, SAKAI, Honshu, Pilots, PROCEDURE, section (2).

Delete and replace by:

(2) **Pilot boards** in position 35°33'·00N 133°19'·00E.Japan Coast Guard Publication 302 Sailing Directions for Northwest Coast of Honshu Supplement
No.5. (RSDRA2025000534015), 01/26**PAGE 302, JAPAN, SENDAI, Honshu, above Port section.**

Insert new section:

Vessel Traffic Service**CONTACT DETAILS:**

Call: Sendai Port Radio
 VHF Channel: Ch 16; 11 12 14
 Telephone: +81(0)22 3570701

HOURS: H24**PROCEDURE:**

All vessels, apart from steam launches, must submit a pre-entry notification to the Sendai Port Area VTS Centre at least 3h prior to entering the port.

Japanese Coast Guard Publication 301/25 & Supp 9/25. (RSDRA2025000534014), 01/26

PAGE 320, JAPAN, UBE, Honshu, Pilots, PROCEDURE section.

Delete and replace by:

PROCEDURE:

- (1) **Harbour pilotage is not compulsory** but is recommended.
- (2) **Pilot boards** in the following positions:
 - (a) Port: In the Quarantine Anchorage centred on position 33°53'·44N 131°13'·10E
 - (b) Seibu Sekiya Terminal: Approximately 0·3 n miles NE of the Sea Berth (33°50'·00N 131°12'·83E)

Japanese Coast Guard Publication 303/25 & Supp 2/25. (RSDRA2025000534019), 01/26

PAGE 447, TAIWAN, KAOHSIUNG, Pilots, PROCEDURE, section (4).

Delete and replace by:

(4) **Pilot boards** as follows:

(a) **First Entrance:**

- (i) Zone L: An area bounded by the following positions:
 - (1) 22°37'·85N 120°12'·41E
 - (2) 22°37'·76N 120°12'·81E
 - (3) 22°37'·01N 120°12'·72E
 - (4) 22°37'·00N 120°12'·31E
- (ii) Zone M: An area bounded by the following positions:
 - (1) 22°37'·65N 120°13'·29E
 - (2) 22°37'·02N 120°13'·21E
 - (3) 22°37'·01N 120°12'·72E
 - (4) 22°37'·76N 120°12'·81E
- (iii) Area S: An area bounded by the following positions:
 - (1) 22°37'·65N 120°13'·29E
 - (2) 22°37'·53N 120°13'·84E
 - (3) 22°37'·04N 120°13'·77E
 - (4) 22°37'·02N 120°13'·21E

(b) **Second Entrance:**

- (i) Zone L: An area bounded by the following positions:
 - (1) 22°32'·54N 120°15'·42E
 - (2) 22°32'·02N 120°15'·58E
 - (3) 22°31'·61N 120°14'·43E
 - (4) 22°32'·28N 120°14'·06E

- (ii) Zone M: An area bounded by the following positions:
 - (1) 22°32'·54N 120°15'·42E
 - (2) 22°32'·65N 120°15'·99E
 - (3) 22°32'·21N 120°16'·13E
 - (4) 22°32'·02N 120°15'·58E

- (iii) Area S: An area bounded by the following positions:
 - (1) 22°32'·65N 120°15'·99E
 - (2) 22°32'·76N 120°16'·56E
 - (3) 22°32'·41N 120°16'·68E
 - (4) 22°32'·21N 120°16'·13E

- (c) **Intercontinental Terminal:** Within an area bounded by the following positions:
 - (i) 22°32'·57N 120°15'·56E
 - (ii) 22°32'·05N 120°15'·66E
 - (iii) 22°31'·44N 120°13'·97E
 - (iv) 22°32'·15N 120°13'·42E

UKHO. (RSDRA2025000486066), 01/26

VOLUME 6, NP286(8), Sixth Edition, 2025

Published Wk 13/25

(Last Updates: Weekly Edition No. 50 dated 11 December 2025)

PAGE 91, MAURITANIA, NOUADHIBOU, Port, CONTACT DETAILS section.

Delete and replace by:

CONTACT DETAILS:

Call: Port de Nouadhibou
 VHF Channel: Ch 16
 Telephone: +222 5746103
 Fax: +222 5745136
 E-mail: contact@pan.mr
 Website: www.pan.mr

(Former update 22/25)

French Bulletin 48/25. (RSDRA2025000564144), 01/26

PAGE 140, SAINT HELENA (UK), GENERAL NOTES.

Delete entry and replace by:

GENERAL NOTES**ISPS DESIGNATED AUTHORITY:****CONTACT DETAILS:**

Telephone: +290 2266
 Fax: +290 2380

UKHO. (RSDRA2025000585005), 01/26

PAGE 218, UNITED ARAB EMIRATES, FUJAIRAH (FUJAYRAH), Port, PROCEDURE section.

Delete and replace by:

PROCEDURE:

- (1) **Notice of ETA:** Vessels must send ETA 72h before arrival confirming 48h, 24h and 12h in advance through the agent, stating:
 - (a) ETA
 - (b) Arrival draught

continued on next column

continued on next page

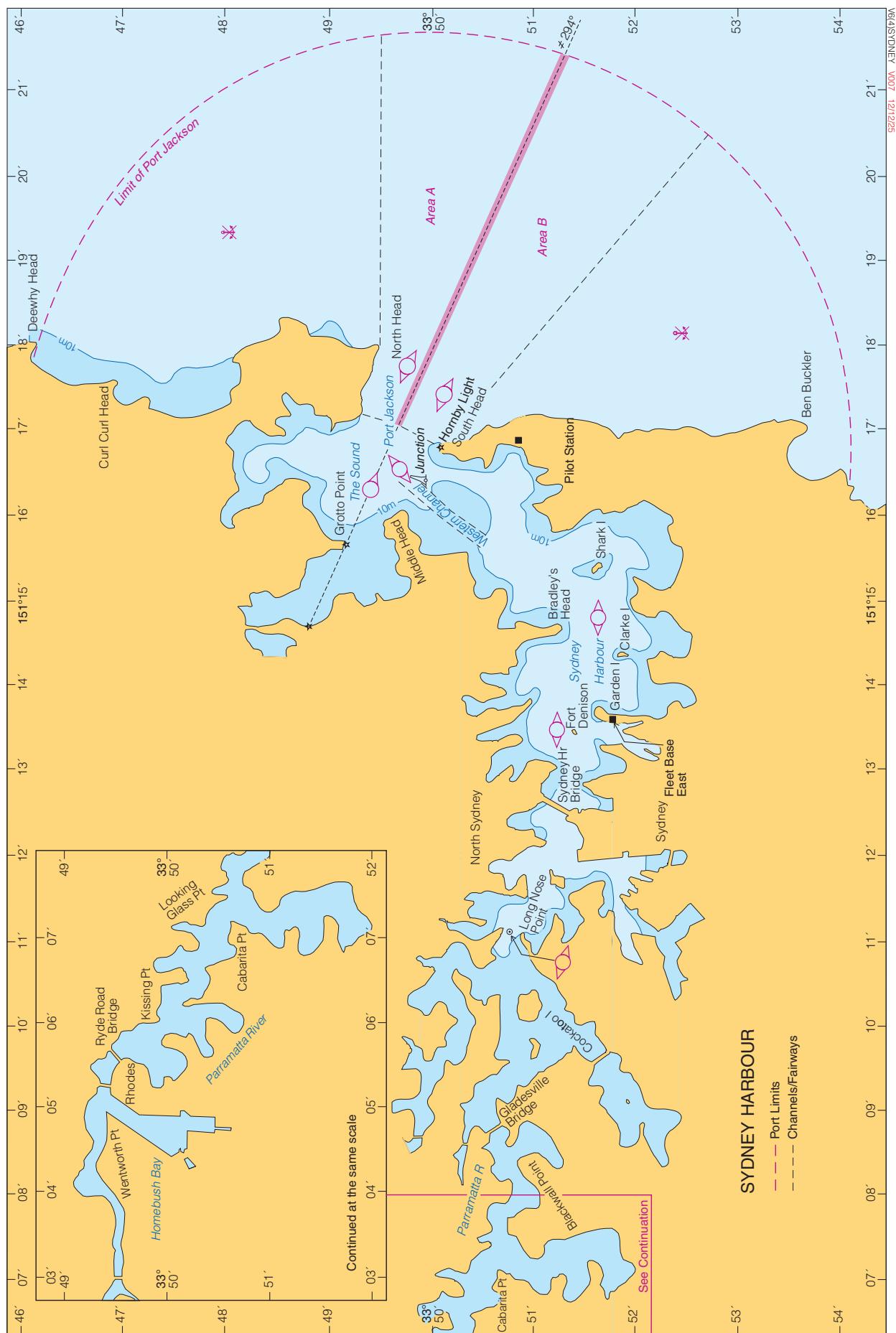
(2) Tankers visiting the oil terminal must send a Tanker Pre-arrival Information Form via the agent, at least 72h in advance of ETA.

(3) Vessels must contact Fujairah Port Control on VHF Ch 16 or 12 when within VHF range.

(4) **Notice of ETD:** Vessels must give 2h notice of ETD immediately upon completion of loading arm disconnection. Requests for Pilots should also be forwarded at this time or upon cargo completion or suspension.

[Port of Fujairah Notice 367/25, \(RSDRA2025000554793\), 01/26](#)





UPDATES TO ADMIRALTY TIDE TABLES

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.

**NP253 Tidal Stream Atlas, North Sea,
Eastern Part 2004 Edition 2**

**Title Page
Computation of Rates – Example**

1

Delete:

0419 1.5m
0937 6.2m
1657 1.3m
2208 6.2m

Replace by:

0419 6.2m
0937 1.5m
1657 6.2m
2208 1.3m

UKHO

[01/26]

ADMIRALTY DIGITAL SERVICES

1. ENC / ECDIS and AVCS

a) *ENCs temporarily withdrawn from AVCS*

A list of ENCs that have been temporarily withdrawn from AVCS for safety reasons can be found in the README file and on the AVCS Updates page, accessed from admiralty.co.uk/avcs.

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. ADMIRALTY DP 330 - NavPac v4.3 and Compact Data 26-30

NavPac software enables navigators and astronomers to compute their position at sea. It contains features such as calculating great circle, rhumb line tracks and a night mode setting which reduces the amount of light from the screen, allowing the software to be used without compromising night vision.

It provides methods for calculating rise and set times and determining the altitude and azimuths of navigational objects over several years to a consistent precision, with the aid of a personal computer or laptop.

NavPac is supplied on a DVD and is used by the Royal Navy, other navies and by many navigators who require an independent means of navigation.

6. 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	-
ii.	ADMIRALTY Information Overlay (AIO) Base CD	11 January 2024 – 02	-
iii.	ADMIRALTY Raster Chart Service (ARCS) Regional disc 1	14 August 2025 - 33	15 January 2026 - 03
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 2	20 November 2025 - 47	-
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 3	23 October 2025 – 43	-
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 4	03 July 2025 - 27	29 January 2026 - 05
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 5	01 May 2025 - 18	12 February 2026 - 07
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 6	28 August 2025 – 35	19 March 2026 – 12
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 7	11 September 2025 - 37	-
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 8	19 June 2025 - 25	5 March 2026 - 10
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 9	4 December 2025 – 49	-
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 10	15 May 2025 - 20	16 April 2026 - 16
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 11	9 October 2025 – 41	-

ADMIRALTY Vector Chart Service (AVCS) DVDs and ADMIRALTY Information Overlay (AIO) CDs are issued weekly and contain all base and update data available at the time of issue.

7. Supported ADMIRALTY Software Versions

Product	Supported Versions
ADP	V23, V24
ADMIRALTY e-Reader	1.3, 1.4
NavPac and Compact Data	4.3

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:

1. Form H.102A lists the information required for ADMIRALTY Sailing Directions and has been designed to help the sender and the recipient. The sections should be used as an aide-memoir, being used or followed closely, whenever appropriate. Where there is insufficient space on the form an additional sheet should be used.
2. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

**HYDROGRAPHIC NOTE FOR
GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY
CHART POSITIONS**

(To accompany Form H.102)

H.102B
(V7.0 Jan 2014)

HYDROGRAPHIC NOTE FOR GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY CHART POSITIONS

(To accompany Form H.102)

H.102B
(V7.0 Jan 2014)

NOTES:

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

2. Objective of GNSS Data Collection

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

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

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

3. Details required

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

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

1. Mariners are requested to notify the United Kingdom Hydrographic Office (UKHO) when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications are seen to be necessary. Mariners can also report any ENC display issues experienced. The Mariner's Handbook (NP100) Chapter 4 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.
2. Accurate position or knowledge of positional error is of great importance. Where latitude and longitude have been used to specifically position the details of a report, a full description of the method used to obtain the position should be given. Where possible the position should be fixed by GPS or Astronomical Observations. A full description of the method, equipment, time, estimated error and datum (where applicable) used should be given. Where the position has been recorded from a smart phone or tablet, this is to be specifically mentioned. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two should be used to provide a redundancy check. Where position is derived from Electronic Position Fixing (e.g. LORAN C) or distances observed by radar, the raw readings of the system in use should be quoted wherever possible. Where position is derived after the event, from other observations and / or Dead Reckoning, the methodology of deriving the position should be included.
3. **Paper Charts:** A cutting from the largest scale chart is often the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.
4. **ENCs:** A screen shot of the largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected ENC should be sent along with details of the ECDIS make, model or age and version in use at the time.
5. When **soundings** are obtained The Mariner's Handbook (NP100) should where possible be consulted. It is important to ensure that full details of the method of collection are included with the report. This should include but not limited to:
 - (a) Make, model and type of echo sounder used.
 - (b) Whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given.
 - (c) Time, date and time zone should be given in order that corrections for the height of the tide may be made where necessary, or a statement made as to what corrections for tide have already been made.
 - (d) Where larger amounts of bathymetric data have been gathered, only those areas where a significant difference to the current chart or ENC should be specifically mentioned on the H102. The full data set may also be sent in, with an additional note added to this effect. If no significant differences are noted, the bathymetric data may still be of use, and sent in accordingly. Where full data sets are included, a note as to the data owner and their willingness for the data to be incorporated into charts and ENCs included.
6. **For Echo Sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use.** Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus, with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:
 - (a) the trace being weaker than normal for the depth recorded;
 - (b) the trace passing through the transmission line;
 - (c) the feathery nature of the trace.As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.
7. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.
9. Changes to Port Information should be forwarded on Form H.102A and any GPS/Chart Datum observations should be forwarded on Form H.102B together with Form H.102. Where there is insufficient space on the forms additional sheets should be used.
10. Reports on ocean currents, magnetic variations and other marine observations should be made in accordance with The Mariner's Handbook (NP100) Chapter 4 with forms also available at admiralty.co.uk/MSI.

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: navwarnings@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: sdr@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 <input type="checkbox"/>	No <input type="checkbox"/>	H.102B submitted		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Tick box if not willing to be named as source of this information <input type="checkbox"/>							

