

# ADMIRALTY NOTICES TO MARINERS

## Weekly Edition 03

15 January 2026

(Published on the ADMIRALTY website 05 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: <a href="http://admiralty.co.uk/msi">admiralty.co.uk/msi</a>
Searchable Notices to Mariners:	Web: <a href="http://www.ukho.gov.uk/nmwebsearch">www.ukho.gov.uk/nmwebsearch</a>
Urgent navigational information:	e-mail: <a href="mailto:navwarnings@ukho.gov.uk">navwarnings@ukho.gov.uk</a> Phone: +44(0)1823 353448 +44(0)7989 398345 Fax: +44(0)1823 322352
H102 forms (see back pages of this Weekly Edition)	e-mail: <a href="mailto:sdr@ukho.gov.uk">sdr@ukho.gov.uk</a> Post: UKHO, Admiralty Way, Taunton, Somerset, TA1 2DN, UK
All other enquiries/information	e-mail: <a href="mailto:customerservices@ukho.gov.uk">customerservices@ukho.gov.uk</a> Phone: +44(0)1823 484444 (24/7)

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

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

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

### **Software required:**

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

### **SEARCHABLE NOTICES TO MARINERS**

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

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

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

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

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

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

### **FURTHER GUIDANCE NOTES**

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

- File content and description
- PC and printer specifications

### **CUSTOMER SERVICE**

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

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

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

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

Tel: +65 6424 4200

# ADMIRALTY NOTICES TO MARINERS

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

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

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

## Planning for the future

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



## UK Hydrographic Office

Admiralty Way, Taunton, Somerset  
TA1 2DN, United Kingdom  
Telephone +44 (0)1823 484444  
customerservices@ukho.gov.uk  
[gov.uk/ukho](http://gov.uk/ukho)

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[admiralty.co.uk](http://admiralty.co.uk)

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## EXPLANATORY NOTES

### Dating

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

### Section I - Publications List

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

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

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

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

### Section IB - Current Nautical Publications

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

### Section II - Updates to Standard Nautical Charts

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

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

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

### Section III - Navigational Warnings

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

### Section IV - Sailing Directions

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

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

### Section V - Lights

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

## Section VI - Radio Signals

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

## Section VII - Miscellaneous Publications

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

<b>NP100</b>	The Mariner's Handbook
<b>NP133A</b>	Paper Chart Maintenance Record
<b>NP133C</b>	ENC Maintenance Record
<b>NP231</b>	ADMIRALTY Guide to the Practical Use of ENCs
<b>NP232</b>	ADMIRALTY Guide to Implementation, Policy and Procedures
<b>NP294</b>	How to Keep your ADMIRALTY Products Up-to-date
<b>NP136(1)</b>	ADMIRALTY Ocean Passages for the World – Atlantic Ocean
<b>NP136(2)</b>	ADMIRALTY Ocean Passages for the World – Indian and Pacific Oceans
<b>NP350(1)</b>	ADMIRALTY Distance Tables – Atlantic Ocean
<b>NP350(3)</b>	ADMIRALTY Distance Tables – Pacific Ocean
<b>NP350(2)</b>	ADMIRALTY Distance Tables – Indian Ocean
<b>NP735</b>	IALA Maritime Buoyage System
<b>NPS011</b>	Symbols and Abbreviations used on ADMIRALTY Paper Charts
<b>NPS012</b>	ADMIRALTY Guide to ENC Symbols used in ECDIS

## All Tides Publications

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

## Section VIII – ADMIRALTY Digital Services

Information relevant to ADMIRALTY Digital Services.

## Further Guidance

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

## CAUTIONARY NOTES

### Updating

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

### Laws and Regulations

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

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

### Reliance on Charts and Associated Publications

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

### Charts

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

### Satellite-Derived Positions and Chart Accuracy

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

## ADMIRALTY Charts affected by the Publication List

ADMIRALTY Charts	International Charts	ADMIRALTY Publications
1253	INT 1368	NP 51
1983	INT 1370	e-NP 51
1990	INT 1478	NP 131
1992		
2596		
2597		
5614_25		
AUS 55		
BE 106		

**NM WEBSEARCH QR CODE**

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

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



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

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Charts published 15 January 2026

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2026 Catalogue page</i>
◎1253	China - Yellow Sea, Lianyungang to Qingdao Gang.	1:300,000	52	82
<p>This chart remains affected by Notices 4276(P)/24, 1560(P)/25, 2809(T)/25 and 3243(T)/25.</p>				

#### New Editions of ADMIRALTY Small Craft Charts published 15 January 2026

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

This chart remains affected by Notices 4461(P)/23, 2173(T)/24, 256(T)/25, 1066(T)/25, 1353(P)/25, 4800(T)/25 and 5469(P)/25. This chart is to be deleted from the list of charts affected by Notices 419(P)/23 and 1520(P)/23.

#### ADMIRALTY Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP51& e-NP51	ADMIRALTY Sailing Directions New Zealand Pilot 21st Edition (2026)	15/01/2026	Updated to Week 40/25 (02/10/25). First updates in NM week 03/26. NP51 20th Edition (2021) is cancelled.

ISBN Number: 978-0-70-774-7903

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

### ADMIRALTY CHARTS TO BE PUBLISHED 29 JANUARY 2026

#### New Editions of ADMIRALTY Charts

Chart	<i>Title, limits and other remarks</i>	Scale	<i>Charts to be WITHDRAWN</i>	<i>Folio</i>	<i>2026 Catalogue page</i>
1983	Mediterranean Sea, Tyrrhenian Sea, Capo Carbonara to Capo San Vinto.	1:300,000	◎1983	24	42, 44
1990	Mediterranean Sea, Oristano to Arbatax including Golfo di Cagliari.	1:300,000	◎1990	25	42
1992	Mediterranean Sea, Porto Vecchio to Arbatax including Bonifacio Strait.	1:300,000	◎1992	25	42
2596 INT 1370	International Chart Series, Denmark, Entrance to the Baltic, Storebælt, Northern Part.	1:75,000	◎2596 INT 1370	10	34
2597 INT 1368	International Chart Series, Denmark - Entrance to the Baltic, Storebælt, Southern Part.	1:75,000	◎2597 INT 1368	10	34
BE106 INT 1478	International Chart Series, Westerschelde – Zeeschelde, From Baalhoek to Wintam. Ⓐ Baalhoek to Antwerpen. Ⓑ Antwerpen to Hoboken. Ⓒ Hoboken to Wintam.	1:30,000 1:15,000 1:10,000	◎BE106 INT 1478	9	24

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### CHARTS TO BE AVAILABLE 29 JANUARY 2026

#### New Editions

#### Reproductions of Australian Government Charts

Chart	<i>Title, limits and other remarks</i>	Scale	<i>Charts to be WITHDRAWN</i>	<i>Folio</i>	<i>2026 Catalogue page</i>
AUS55	Australia - North West Coast, Western Australia, Approaches to Port Walcott.	1:50,000	◎AUS55	63	92

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

### ADMIRALTY Charts

*Chart to be*

**WITHDRAWN Main Title**

*On publication of*

*New Chart/New Edition*

1253 China - Yellow Sea, Lianyungang to Qungdao Gang.

◎1253

5614\_25 Southern North Sea.

5614\_25

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## ADMIRALTY DISTRIBUTOR INFORMATION

### NP131 - ADMIRALTY Maritime Data Solutions Catalogue, 2026 Edition

Amendments to Part 1, Authorised ADMIRALTY Distributors

Page 2, Authorised ADMIRALTY Distributors, Vietnam

Amend:

INMATECH JOINT STOCK COMPANY		
t/a Inmatech Corporation		
576 Street No.21		
Binh Trung Ward		
Ho Chi Minh City		
700000		
T: +84 899 199 899		
F: +84 862 828 585		
<a href="mailto:vietnam@inmatech.co.uk">vietnam@inmatech.co.uk</a>		
<a href="http://www.inmatech.co.uk">www.inmatech.co.uk</a>		
DIGITAL		

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

## II

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## II

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<b>236(T)/26</b>	2.40	10	<b>293</b>	2.32	35, 64, 65
<b>237</b>	2.7	98	<b>294</b>	2.19	24
<b>238(T)/26</b>	2.42	7	<b>295</b>	2.27	47
<b>239</b>	2.13	9	<b>296</b>	2.23	45
<b>240</b>	2.13	7	<b>297</b>	2.17	17
<b>241</b>	2.13	9	<b>298</b>	2.35	96
<b>242</b>	2.13	9	<b>299</b>	2.35	95
<b>243</b>	2.14	9	<b>300</b>	2.33	88
<b>244</b>	2.14	9	<b>301(P)/26</b>	2.44	28
<b>245(T)/26</b>	2.39	2, 3	<b>302(T)/26</b>	2.40	3
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### 237 MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

Chart	Previous Update Details	
4247	4945/25	<b>Effective from 08/01/26</b> Delete magenta limit and chart number, 4248, in position 36° 41'·71S., 73° 01'·16W.

### 255 MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

Chart	Previous Update Details	
2472	5814/25	<b>Effective immediately</b> Delete reference, Adjoining Chart 4721, in S border at longitude 125° 15'·9E. Delete reference, Adjoining Chart 4721, in E border at latitude 9° 14'·5S.

### 218\* ENGLAND - South Coast - Depths.

Source: CEFAS

#### Chart 2036 (INT 1730) [ previous update 3346/25 ] ETRS89 DATUM

Insert	depth, 27	(a) 50° 45'·91N., 1° 15'·70W.
Delete	depth, 34, close NW of:	(a) above
Insert	depth, 18, and extend 2m contour NE to enclose	(b) 50° 45'·78N., 1° 15'·50W.
Delete	depth, 22, close NW of:	(b) above
Insert	depth, 17, and extend 2m contour NW to enclose	(c) 50° 45'·72N., 1° 15'·26W.
Delete	depth, 22, close NW of:	(c) above
Insert	depth, 13	(d) 50° 45'·59N., 1° 15'·35W.
Delete	depth, 18, close E of:	(d) above
Replace	depth, 19, with depth, 16	50° 45'·51N., 1° 14'·49W.
	depth, 16, with depth, 14	50° 45'·39N., 1° 14'·16W.

#### Chart 2038 [ previous update 4328/24 ] ETRS89 DATUM

Insert	depth, 27	(a) 50° 45'·914N., 1° 15'·698W.
Delete	depth, 34, close NW of:	(a) above
Insert	depth, 18, and extend 2m contour NE to enclose	(b) 50° 45'·783N., 1° 15'·504W.
Delete	depth, 21, close SE of:	(b) above
Insert	depth, 13	(c) 50° 45'·586N., 1° 15'·353W.
Delete	depth, 18, close E of:	(c) above

#### Chart 2045 [ previous update 5734/25 ] ETRS89 DATUM

Replace	depth, 19, with depth, 16	50° 45'·51N., 1° 14'·49W.
	depth, 16, with depth, 14	50° 45'·39N., 1° 14'·16W.

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### 218\* ENGLAND - South Coast - Depths. (continued)

#### Chart 5600\_9 (Panel A, River Hamble to Cowes) [ previous update 3346/25 ] ETRS89 DATUM

Insert	depth, 27	(a) 50° 45'·91N., 1° 15'·70W.
Delete	depth, 34, close NW of:	(a) above
Insert	depth, 18, and extend 2m contour NE to enclose	(b) 50° 45'·78N., 1° 15'·50W.
Delete	depth, 22, close NW of:	(b) above
Insert	depth, 17, and extend 2m contour NW to enclose	(c) 50° 45'·72N., 1° 15'·26W.
Delete	depth, 25, close NW of:	(c) above
Insert	depth, 13	(d) 50° 45'·59N., 1° 15'·35W.
Delete	depth, 18, close E of:	(d) above
Replace	depth, 19, with depth, 16	50° 45'·51N., 1° 14'·49W.
	depth, 16, with depth, 14	50° 45'·39N., 1° 14'·16W.

#### Chart 5600\_3 [ previous update 5734/25 ] ETRS89 DATUM

Replace	depth, 19, with depth, 16	50° 45'·51N., 1° 14'·49W.
	depth, 16, with depth, 14	50° 45'·39N., 1° 14'·16W.

### 248\* ENGLAND - East Coast - Buoy.

Source: Harwich Haven Authority Notice 95/25

#### Chart 2692 [ previous update 5529/25 ] ETRS89 DATUM

Insert	 Fl(5)Y.20s W1 Waverider	51° 52'·63N., 1° 41'·04E.
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### 271\* ENGLAND - East Coast - Depths.

Source: ABP Humber

#### Chart 1188 (INT 1553) [ previous update 5472/25 ] ETRS89 DATUM

Insert	depth, 38	53° 39'·52N., 0° 11'·66W.
	depth, 45, and extend 5m contour SW to enclose	(a) 53° 39'·62N., 0° 11'·99W.
Delete	depth, 55, close S of:	(a) above
Insert	depth, 45, and extend 5m contour SW to enclose	(b) 53° 39'·74N., 0° 12'·07W.
Delete	depth, 53, close SE of:	(b) above
Insert	depth, 51	(c) 53° 39'·93N., 0° 12'·41W.
Delete	depth, 63, close S of:	(c) above

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

#### Chart 3496 (INT 1565) (Panel C, Immingham Oil Terminal to Humber Sea Terminal) [ previous update 5292/25 ] ETRS89 DATUM

Insert	depth, 38	(a) 53° 39'·521N., 0° 11'·658W.
Delete	depth, 49, close SE of:	(a) above
Insert	depth, 45, enclosed by 5m contour	(b) 53° 39'·617N., 0° 11'·987W.
Delete	depth, 55, close S of:	(b) above
Insert	depth, 48, enclosed by 5m contour	53° 39'·675N., 0° 12'·012W.
	depth, 45, enclosed by 5m contour	
Delete	depth, 53, close SE of:	(c) 53° 39'·736N., 0° 12'·069W.
Insert	depth, 47, enclosed by 5m contour	(c) above
	depth, 57	53° 39'·796N., 0° 12'·105W.
Delete	depth, 63, close E of:	(d) 53° 39'·852N., 0° 12'·409W.
Insert	depth, 51	(d) above
		53° 39'·879N., 0° 12'·322W.
Delete	depth, 58, close NE of:	(e) 53° 39'·927N., 0° 12'·411W.
Insert	depth, 52	(e) above
Delete	depth, 64, close SW of:	(f) 53° 39'·982N., 0° 12'·482W.
Insert	depth, 52	(f) above
Delete	depth, 56, close NE of:	(g) 53° 40'·050N., 0° 12'·532W.
Insert	depth, 5, enclosed by 5m contour	(g) above
Delete	depth, 61, close NE of:	(h) 53° 40'·203N., 0° 12'·762W.
Insert	depth, 56	(h) above
Delete	depth, 61, close W of:	(i) 53° 40'·306N., 0° 12'·857W.
Insert	depth, 54	(i) above
	depth, 57	53° 40'·368N., 0° 12'·902W.
Delete	depth, 64, close SW of:	(j) 53° 40'·483N., 0° 13'·046W.
		(j) above

#### Chart 3497 (INT 1554) [ previous update 138/26 ] ETRS89 DATUM

Insert	depth, 38	53° 39'·52N., 0° 11'·66W.
	depth, 45, and extend 5m contour SW to enclose	53° 39'·62N., 0° 11'·99W.
	depth, 45, and extend 5m contour SW to enclose	53° 39'·74N., 0° 12'·07W.
	depth, 51	53° 39'·93N., 0° 12'·41W.
	depth, 52	(a) 53° 40'·05N., 0° 12'·53W.
Delete	depth, 56, close NE of:	(a) above
Insert	depth, 5, enclosed by 5m contour	53° 40'·20N., 0° 12'·76W.
	depth, 54	(b) 53° 40'·37N., 0° 12'·90W.
Delete	depth, 6, close NW of:	(b) above
Insert	depth, 57	53° 40'·48N., 0° 13'·05W.
	depth, 31	(c) 53° 40'·73N., 0° 13'·70W.
Delete	depth, 48, close SE of:	(c) above
Insert	depth, 54	(d) 53° 41'·09N., 0° 13'·59W.
Delete	depth, 62, close SE of:	(d) above

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

#### Chart 5614\_18 (Panel A, Immingham to Saltend) [ previous update 138/26 ] ETRS89 DATUM

Insert	depth, 38	53° 39'·52N., 0° 11'·66W.
	depth, 45, and extend 5m contour SW to enclose	53° 39'·62N., 0° 11'·99W.
	depth, 45, and extend 5m contour SW to enclose	53° 39'·74N., 0° 12'·07W.
	depth, 51	(a) 53° 39'·93N., 0° 12'·41W.
Delete	depth, 64, close NW of:	(a) above
Insert	depth, 52	(b) 53° 40'·05N., 0° 12'·53W.
Delete	depth, 56, close NE of:	(b) above
Insert	depth, 5, enclosed by 5m contour	53° 40'·20N., 0° 12'·76W.
	depth, 54	(c) 53° 40'·37N., 0° 12'·90W.
Delete	depth, 6, close NW of:	(c) above
Insert	depth, 57	53° 40'·48N., 0° 13'·05W.
	depth, 31	(d) 53° 40'·73N., 0° 13'·70W.
Delete	depth, 48, close SE of:	(d) above
Insert	depth, 54	(e) 53° 41'·09N., 0° 13'·59W.
Delete	depth, 62, close SE of:	(e) above

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

Source: ABP Humber

#### Chart 104 (INT 1566) [ previous update 5472/25 ] ETRS89 DATUM

Insert	depth, 97, enclosed by 10m contour	(a) 53° 33'·47N., 0° 12'·90E.
Delete	depth, 105, close SW of:	(a) above
Insert	depth, 144, and extend 15m contour SE to enclose	(b) 53° 33'·26N., 0° 12'·59E.
Delete	depth, 163, close W of:	(b) above
Insert	depth, 89, and extend 10m contour S to enclose	(c) 53° 33'·24N., 0° 12'·24E.
Delete	depth, 81, close NE of:	(c) above
Insert	depth, 93, and extend 10m contour S to enclose	53° 33'·18N., 0° 11'·97E.

#### Chart 107 [ previous update 4929/25 ] ETRS89 DATUM

Insert	depth, 97, and extend 10m contour E to enclose	53° 33'·43N., 0° 12'·86E.
	depth, 89, and extend 10m contour S to enclose	(a) 53° 33'·24N., 0° 12'·24E.
Delete	depth, 81, close NE of:	(a) above

#### Chart 5614\_15 [ previous update 5472/25 ] ETRS89 DATUM

Insert	depth, 97, enclosed by 10m contour	(a) 53° 33'·47N., 0° 12'·89E.
Delete	depth, 105, close SW of:	(a) above
Insert	depth, 144, and extend 15m contour SE to enclose	(b) 53° 33'·26N., 0° 12'·59E.
Delete	depth, 163, close W of:	(b) above
Insert	depth, 89, and extend 10m contour S to enclose	(c) 53° 33'·24N., 0° 12'·24E.
Delete	depth, 81, close NE of:	(c) above
Insert	depth, 93, and extend 10m contour S to enclose	53° 33'·18N., 0° 11'·97E.

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

#### Chart 5614\_14 [ previous update 4929/25 ] ETRS89 DATUM

Insert	depth, 97, and extend 10m contour E to enclose	53° 33'·43N., 0° 12'·86E.
	depth, 89, and extend 10m contour S to enclose	(a) 53° 33'·24N., 0° 12'·24E.
Delete	depth, 81, close NE of:	(a) above

### 209 NORWAY - South Coast - NM Block.

Source: ENC NO3B0416 and UKHO

Note: *Certain Copies Only*

#### Chart 1402 (INT 1300) [ previous update 97/26 ] WGS84 DATUM

Insert	the accompanying block, centred on:	58° 19'·3N., 9° 32'·7E.
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### 222 POLAND - Obstructions. Fouls.

Source: Polish Notices 44/498-500/25

#### Chart 2636 [ previous update 48/26 ] WGS84 DATUM

Insert	 Obstn	54° 32'·058N., 18° 31'·193E.
Replace	#(6) with #(52)	54° 32'·041N., 18° 31'·204E.
	 Obstn with  Obstn	54° 32'·074N., 18° 31'·247E.
	#(97) with #(94)	54° 32'·152N., 18° 31'·184E.

### 278 FINLAND - West Coast - Recommended tracks. Beacons.

Source: Finnish Notice 29/224/25

#### Chart 3863 (INT 1148) [ previous update 933/25 ] WGS84 DATUM

Insert	recommended track, firm line, with maximum authorised draught, <1,9>, joining:	65° 00'·55N., 25° 12'·22E. 65° 00'·93N., 25° 11'·88E. 65° 01'·37N., 25° 11'·19E.
Delete		(a) 65° 00'·37N., 25° 12'·24E.
		65° 00'·46N., 25° 12'·16E.

former recommended track, firm line, with maximum authorised draught, <1,9>, joining:

(a) above  
65° 01'·39N., 25° 11'·45E.

## II

**230 NORTH SEA - Norwegian Sector - Platform. Legends. Danger line.**  
 Source: Norwegian Notices 14/78346/25 and 15/78386/25]

**Chart 2182C (INT 1041) [ previous update 31/26 ] WGS84 DATUM**

Insert



(a)  $59^{\circ} 52' \cdot 2N., 2^{\circ} 33' \cdot 9E.$

legend, Under construction, close E of:

(a) above

Delete

circular limit of danger line, radius 3200m, dotted line, centred on:

(b)  $59^{\circ} 51' \cdot 7N., 2^{\circ} 35' \cdot 2E.$

legend, *Obstn*, within:

(b) above

**233 NORTH SEA - Norwegian Sector - Platform. Radar beacon. Restricted area. Obstruction. Aeronautical radiobeacon.**

Source: Norwegian Notice 21/79213/25

**Chart 272 [ previous update 5455/25 ] WGS84 DATUM**

Replace



2/4-E, EFS and associated radar beacon, Racon(N) and

circular limit of restricted area with

$56^{\circ} 38' \cdot 5N., 3^{\circ} 19' \cdot 50E.$

*Obstn*

**Chart 1405 (INT 1400) [ previous update 5823/25 ] WGS84 DATUM**

Replace



Tor and associated radar beacon, Racon(N) and circular

limit of restricted area with

$56^{\circ} 38' \cdot 5N., 3^{\circ} 19' \cdot 5E.$

*Obstn*

**Chart 1422 (INT 1044) [ previous update 5608/25 ] WGS84 DATUM**

Insert



(a)  $56^{\circ} 38' \cdot 5N., 3^{\circ} 19' \cdot 5E.$

Delete



Fla and associated radar beacon, Racon(N) and associated

aeronautical radio beacon, Aero RC, close NE of:

(a) above

**Chart 2182B (INT 1042) [ previous update 5455/25 ] WGS84 DATUM**

Delete



and associated radar beacon, Racon(N)

$56^{\circ} 38' \cdot 5N., 3^{\circ} 19' \cdot 6E.$

**Chart 4140 (INT 140) [ previous update 5786/25 ] WGS84 DATUM**

Delete



Tor

$56^{\circ} 38' \cdot 6N., 3^{\circ} 19' \cdot 4E.$

**Chart 5615\_23 [ previous update 5455/25 ] WGS84 DATUM**

Delete



and associated radar beacon, Racon(N)

$56^{\circ} 38' \cdot 6N., 3^{\circ} 19' \cdot 6E.$

## II

### 239 NORTH SEA - Netherlands Sector - Obstructions.

Source: Netherlands Notice 51-52/321/25

#### Chart 125 (INT 1422) [ previous update 5686/25 ] WGS84 DATUM

Insert	 Obstn	52° 29'·39N., 4° 09'·01E.
	 Obstn	52° 27'·05N., 3° 58'·83E.

#### Chart 1631 (INT 1418) [ previous update 5686/25 ] WGS84 DATUM

Insert	 Obstn	52° 29'·39N., 4° 09'·01E.
	 Obstn	52° 27'·05N., 3° 58'·83E.

### 240 NORTH SEA - Netherlands Sector - Automatic Identification System.

Source: Netherlands Notice 51-52/328/25

Note: Former Notice 4221(T)/24 is cancelled.

#### Chart 2182B (INT 1042) [ previous update 233/26 ] WGS84 DATUM

Insert	Automatic Identification System, AIS, at platform	53° 41'·1N., 6° 21'·5E.
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### 241 NETHERLANDS - Buoyage.

Source: Netherlands Notices 51-52/324/25 and 51-52/326/25

#### Chart 116 (INT 1477) [ previous update New Edition 17/07/2025 ] WGS84 DATUM

Move	 MHC C, from: to:	51° 22'·55N., 3° 40'·22E. 51° 22'·55N., 3° 39'·77E.
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#### Chart 120 (INT 1479) (Panel B, Vlissingen-Oost (Sloehaven)) [ previous update 4832/25 ] WGS84 DATUM

Replace	 with  Fl.4s	51° 27'·25N., 3° 40'·37E. 51° 27'·10N., 3° 40'·14E.
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#### Chart 120 (INT 1479) [ previous update 4832/25 ] WGS84 DATUM

Move	 MHC C, from: to:	51° 22'·55N., 3° 40'·22E. 51° 22'·55N., 3° 39'·77E.
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### 242 BELGIUM - Wreck.

Source: Netherlands Notice 51-52/319/25

#### Chart 1630 (INT 1416) [ previous update 5768/25 ] WGS84 DATUM

Replace	 Wk with  Wk	51° 31'·68N., 2° 32'·40E.
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## II

### 243 NORTH SEA - Netherlands Sector - Automatic Identification System.

Source: Netherlands Notice 51-52/328/25

Note: Former Notice 4221(T)/24 is cancelled.

#### Chart 1633 (INT 1417) [ previous update 91/26 ] WGS84 DATUM

Insert                   Automatic Identification System, AIS, at N05-A platform                   53° 41'·07N., 6° 21'·53E.

### 244 NETHERLANDS - Restricted area.

Source: Netherlands Notice 51-52/322/25

#### Chart 1546 (INT 1470) [ previous update 2472/25 ] WGS84 DATUM

Insert	limit of restricted area,  joining:	53° 00'·08N., 4° 46'·95E.
		53° 00'·04N., 4° 46'·96E.
		52° 59'·78N., 4° 46'·42E.
	symbol, entry prohibited, centred on:	53° 00'·00N., 4° 46'·50E.

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

Source: French Notice 39/41/25

#### Chart 2349 (Panel B, Port de Douarnenez) [ previous update 5501/25 ] WGS84 DATUM

Insert                   the accompanying block, centred on:                   48° 06'·0N., 4° 20'·0W.

### 225 FRANCE - West Coast - Light.

Source: French Notice 44/43/2025

#### Chart 3427 (INT 1832) [ previous update 5761/25 ] WGS84 DATUM

Delete                   ★ VQ.G                   48° 22'·97N., 4° 26'·93W.

#### Chart 3429 [ previous update 5601/25 ] WGS84 DATUM

Delete                   ★ VQ.G                   48° 22'·97N., 4° 26'·93W.

## II

### 234 FRANCE - North Coast - Anchorage areas.

Source: French Notice 26/40/25

#### Chart 2135 [ previous update 165/26 ] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	49° 24'·69N., 0° 50'·08W. 49° 25'·68N., 1° 00'·01W. 49° 28'·80N., 1° 06'·25W. 49° 33'·10N., 1° 11'·06W. 49° 37'·50N., 1° 02'·26W. (a) 49° 37'·50N., 0° 50'·08W.
Delete	former limit of anchorage area, pecked line, joining:	49° 25'·26N., 0° 50'·09W. 49° 26'·32N., 1° 01'·88W. 49° 32'·75N., 1° 11'·20W. 49° 36'·40N., 1° 08'·70W. 49° 37'·50N., 1° 06'·50W. (a) above

#### Chart 2136 [ previous update 1138/25 ] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	49° 34'·45N., 0° 43'·61W. 49° 34'·25N., 0° 43'·23W. 49° 27'·75N., 0° 43'·23W. 49° 24'·63N., 0° 49'·49W. 49° 25'·25N., 0° 55'·78W.
Delete	former limit of anchorage area, pecked line, joining:	49° 34'·44N., 0° 44'·01W. 49° 33'·89N., 0° 43'·00W. 49° 28'·00N., 0° 43'·00W. 49° 25'·12N., 0° 48'·60W. 49° 25'·77N., 0° 55'·78W.

#### Chart 2613 (INT 1705) [ previous update 5566/25 ] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	49° 37'·50N., 0° 49'·74W. 49° 34'·25N., 0° 43'·23W. 49° 27'·75N., 0° 43'·23W. 49° 24'·63N., 0° 49'·49W. 49° 25'·68N., 1° 00'·01W. 49° 28'·80N., 1° 06'·25W. 49° 33'·10N., 1° 11'·06W. 49° 37'·50N., 1° 02'·26W.
Delete	former limit of anchorage area, pecked line, joining:	49° 37'·50N., 0° 49'·50W. 49° 33'·90N., 0° 43'·01W. 49° 28'·00N., 0° 43'·00W. 49° 25'·12N., 0° 48'·60W. 49° 26'·32N., 1° 01'·88W. 49° 32'·73N., 1° 11'·22W. 49° 36'·40N., 1° 08'·70W. 49° 37'·50N., 1° 06'·50W.

## II

### 234 FRANCE - North Coast - Anchorage areas. (continued)

#### Chart 2669 [ *previous update 5517/25* ] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	49° 23'·50N., 1° 57'·23W. 49° 22'·77N., 1° 57'·24W. 49° 27'·80N., 2° 04'·77W. 49° 34'·50N., 2° 04'·77W. 49° 34'·50N., 2° 01'·85W.
Delete	former limit of anchorage area, pecked line, joining:	49° 23'·51N., 1° 57'·26W. 49° 23'·49N., 1° 57'·26W. 49° 23'·49N., 1° 58'·85W. 49° 26'·44N., 2° 01'·84W. 49° 34'·01N., 2° 01'·86W.

#### Chart 3653 [ *previous update 1138/25* ] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	49° 30'·57N., 2° 04'·77W. 49° 34'·50N., 2° 04'·77W. 49° 34'·50N., 2° 01'·85W.
Delete	former limit of anchorage area, pecked line, joining:	49° 30'·59N., 2° 01'·85W. 49° 34'·50N., 2° 01'·84W.

#### Chart 5604\_3 [ *previous update 1977/25* ] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	49° 24'·00N., 1° 59'·08W. 49° 27'·80N., 2° 04'·77W. 49° 34'·50N., 2° 04'·77W. 49° 34'·50N., 2° 01'·85W.
Delete	former limit of anchorage area, pecked line, joining:	49° 24'·00N., 1° 59'·37W. 49° 26'·44N., 2° 01'·84W. 49° 34'·46N., 2° 01'·86W.

#### Chart 5604\_4 [ *previous update 4691/25* ] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	49° 23'·50N., 1° 57'·23W. 49° 22'·77N., 1° 57'·24W. 49° 27'·80N., 2° 04'·77W. 49° 31'·23N., 2° 04'·77W.
Delete	former limit of anchorage area, pecked line, joining:	49° 23'·51N., 1° 57'·26W. 49° 23'·49N., 1° 57'·26W. 49° 23'·49N., 1° 58'·85W. 49° 26'·44N., 2° 01'·84W. 49° 31'·22N., 2° 01'·85W.

## II

### 254 PORTUGAL - West Coast - Depths.

Source: Portuguese Notice 11/291/25

#### Chart 3220 (INT 1875) [ previous update New Edition 01/05/2025 ] WGS84 DATUM

Insert	depth, 13g, and extend 15m contour W to enclose	(a) 38° 40'·463N., 9° 17'·935W.
Delete	depth, 172, close NW of:	(a) above
Insert	depth, 85, and extend 10m contour W to enclose	38° 40'·413N., 9° 17'·898W.
	depth, 51, and extend 10m contour W to enclose	(b) 38° 40'·351N., 9° 17'·895W.
Delete	depth, 116, close NW of:	(b) above

#### Chart 3221 (INT 1876) [ previous update 3245/25 ] WGS84 DATUM

Insert	depth, 13g, enclosed by 15m contour	38° 40'·463N., 9° 17'·935W.
	depth, 85, enclosed by 10m contour	38° 40'·413N., 9° 17'·898W.
	depth, 51, enclosed by 10m contour	(a) 38° 40'·351N., 9° 17'·895W.
Delete	depth, 127, close SE of:	(a) above

#### Chart 3635 [ previous update 2327/25 ] WGS84 DATUM

Insert	depth, 13g	(a) 38° 40'·46N., 9° 17'·94W.
Delete	depth, 177, close N of:	(a) above

### 297 SPAIN - North Coast - Wreck.

Source: Spanish Notice 46/340/25

#### Chart 1173 (INT 1851) [ previous update 4036/25 ] WGS84 DATUM

Insert	 Wk	43° 20'·27N., 3° 00'·82W.
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#### Chart 1174 [ previous update New Edition 31/07/2025 ] WGS84 DATUM

Insert	 Wk	43° 20'·27N., 3° 00'·82W.
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### 202 ITALY - West Coast - Marine farm.

Source: Italian Notice 20.5/25

#### Chart 1908 [ previous update 5827/25 ] WGS84 DATUM

Insert	 (buoyed)	41° 03'·0N., 13° 51'·6E.
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#### Chart 1911 [ previous update 4556/25 ] WGS84 DATUM

Insert	 (buoyed)	41° 03'·0N., 13° 51'·6E.
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## II

### 207 TÜRKİYE - South Coast - Rocks.

Source: Turkish Notice 39/188/25

#### Chart 246 (INT 3660) [ previous update New Edition 30/10/2025 ] WGS84 DATUM

Insert  36° 32' 55N., 35° 21' 05E.  
36° 32' 30N., 35° 20' 47E.

### 219 FRANCE - Corse - Buoy.

Source: French Notice 47/90/25

#### Chart 166 [ previous update 5499/25 ] WGS84 DATUM

Insert  Fl(5)Y ODAS 42° 20' 0N., 6° 43' 6E.

#### Chart 1974 [ previous update 5232/25 ] WGS84 DATUM

Insert  Fl(5)Y.20s ODAS 42° 20' 0N., 6° 43' 6E.

### 223 ITALY - Sicilia - Outfall.

Source: Italian Notice 21.17/25

#### Chart 963 (Panel A, Golfo di Palermo) [ previous update 5750/25 ] WGS84 DATUM

Insert outfall, , joining: 38° 05' 72N., 13° 26' 35E.  
38° 06' 21N., 13° 26' 61E.  
38° 06' 35N., 13° 26' 72E.

### 249 MALTA - Restricted area.

Source: ENC MT500177

#### Chart 177 [ previous update 5100/25 ] WGS84 DATUM

Insert limit of restricted area, entry prohibited, pecked line, joining: 35° 53' 772N., 14° 31' 529E.  
35° 53' 883N., 14° 31' 393E.  
35° 53' 895N., 14° 31' 408E.

### 258 TÜRKİYE - Black Sea Coast - Buoy.

Source: ENC TR4GGH00

#### Chart 1275 (Panel D, Ereğli) [ previous update 5626/25 ] WGS84 DATUM

Move  Fl(3)R.12s, from: 41° 17' 05N., 31° 23' 43E.  
to: 41° 17' 00N., 31° 23' 43E.

## II

### 262 TÜRKİYE - West Coast - Light-beacon.

Source: ENC TR4FPP00

#### Chart 1675 (Panel E, Approaches to Ayvalik) [ previous update 4328/25 ] WGS84 DATUM

Amend light-beacon to, VQ(6)+LFI.15s5m10M  $39^{\circ} 19' 28N., 26^{\circ} 38' 06E.$

### 294 EGYPT - North Coast - Wrecks. Buoyage. Depth.

Source: ENC EG4EGM24

#### Chart 2578 (INT 3550) [ previous update 4716/25 ] WGS84 DATUM

Insert		(a) $31^{\circ} 27' 51N., 32^{\circ} 25' 12E.$
Delete	 , close SW of:	(a) above
Insert	 <i>Fl.G.2s Hm 230</i>	$31^{\circ} 27' 00N., 32^{\circ} 24' 42E.$
	 <i>Iso.R.4s Hm 230</i>	$31^{\circ} 26' 90N., 32^{\circ} 24' 87E.$
Delete	 <i>Fl.G.2s Hm 215</i>	$31^{\circ} 26' 21N., 32^{\circ} 24' 17E.$
	 <i>Iso.R.4s Hm 215</i>	$31^{\circ} 26' 11N., 32^{\circ} 24' 62E.$
	depth, 235, and associated 30m contour	$31^{\circ} 38' 06N., 32^{\circ} 29' 14E.$

### 310 TÜRKİYE - Marmara Denizi - Light-beacons. Light.

Source: Turkish Notice 41/197/25

#### Chart 1005 [ previous update 5684/25 ] WGS84 DATUM

Amend light to, Q.6m7M  $40^{\circ} 58' 31N., 27^{\circ} 57' 98E.$

#### Chart 1006 (Panel D, Marmara Ereğlisi) [ previous update New Edition 13/11/2025 ] WGS84 DATUM

Replace  Kilkaya Q(3)10s9m8M, with  Kilkaya Q.6m7M  $40^{\circ} 58' 324N., 27^{\circ} 57' 937E.$

### 229 MOROCCO - West Coast - Obstruction.

Source: French Notice 44/152/25

Note: Former Notice 4192(T)/25 is cancelled.

#### Chart 856 [ previous update 4877/25 ] WGS84 DATUM

Insert  *Obstn*  $33^{\circ} 42' 78N., 7^{\circ} 38' 63W.$

#### Chart 860 [ previous update 5219/25 ] WGS84 DATUM

Insert  *Obstn*  $33^{\circ} 42' 78N., 7^{\circ} 38' 63W.$

#### Chart 3132 [ previous update 5305/25 ] WGS84 DATUM

Insert  *Obstn*  $33^{\circ} 42' 8N., 7^{\circ} 38' 6W.$

## II

### 274 MADAGASCAR - East Coast - Legend.

Source: French Notice 47/183/25

#### Chart 695 (INT 7722) [ previous update 3739/25 ] WGS84 DATUM

Delete legend, *Passe du Sud (prohibited)*, centred on:  $18^{\circ} 09' \cdot 32S., 49^{\circ} 26' \cdot 76E.$

### 200\* UNITED ARAB EMIRATES - Lights.

Source: MENAS Notice 12/25

#### Chart 2837 (INT 7017) [ previous update 5407/25 ] WGS84 DATUM

Insert  $\star$  Fl.20M  $(a) 25^{\circ} 10' \cdot 6N., 56^{\circ} 20' \cdot 8E.$   
Delete  $\star$  Fl.16M, close NE of:  $(a) \text{above}$

#### Chart 2851 [ previous update 5828/25 ] WGS84 DATUM

Insert  $\star$  Fl.20M  $(a) 25^{\circ} 10' \cdot 6N., 56^{\circ} 20' \cdot 8E.$   
Delete  $\star$  Fl.16M, close NE of:  $(a) \text{above}$

#### Chart 2888 (INT 7199) [ previous update 5547/25 ] WGS84 DATUM

Insert  $\star$  Fl.5s20M  $(a) 25^{\circ} 10' \cdot 6N., 56^{\circ} 20' \cdot 8E.$   
Delete  $\star$  Fl.5s16M, close NE of:  $(a) \text{above}$

#### Chart 3520 (INT 7200) [ previous update 1959/25 ] WGS84 DATUM

Insert  $\star$  Fl.5s20M  $(a) 25^{\circ} 10' \cdot 61N., 56^{\circ} 20' \cdot 76E.$   
Delete  $\star$  Fl.5s16M, close NE of:  $(a) \text{above}$

#### Chart 3709 [ previous update 3803/25 ] WGS84 DATUM

Insert  $\star$  Fl.5s176m20M (FUJAYRAH)  $25^{\circ} 10' \cdot 61N., 56^{\circ} 20' \cdot 76E.$   
Delete  $\star$  Fl.5s94m16M (FUJAYRAH)  $25^{\circ} 10' \cdot 77N., 56^{\circ} 21' \cdot 03E.$

#### Chart 3723 [ previous update 3803/25 ] WGS84 DATUM

Insert  $\star$  Fl.5s176m20M  $25^{\circ} 10' \cdot 61N., 56^{\circ} 20' \cdot 76E.$   
Delete  $\star$  Fl.5s94m16M  $25^{\circ} 10' \cdot 77N., 56^{\circ} 21' \cdot 03E.$

### 266\* UNITED ARAB EMIRATES - NM Block. Buoy.

Source: ADNOC

#### Chart 3179 (INT 7229) [ previous update 5658/25 ] WGS84 DATUM

Insert the accompanying block, centred on:  $24^{\circ} 37' \cdot 3N., 52^{\circ} 36' \cdot 7E.$

## II

### 266\* UNITED ARAB EMIRATES - NM Block. Buoy. (continued)

#### Chart 3951 (INT 7241) [ previous update 5377/25 ] WGS84 DATUM

Move  *Fl.R.6s JBD-04*, from:  
 to:  $24^{\circ} 34' 90N., 52^{\circ} 32' 46E.$   
 $24^{\circ} 34' 83N., 52^{\circ} 32' 49E.$

### 280\* KUWAIT - Restricted area.

Source: MENAS Notice 339/25

*Note:* Former Notice 4265(T)/24 is cancelled.

#### Chart 3773 [ previous update 5192/25 ] WGS84 DATUM

Insert circular limit of restricted area, entry prohibited,  
 ~~XXXX~~  $29^{\circ} 24' 10N., 48^{\circ} 50' 51E.$ , radius 300m (0.16M), centred on:

### 281\* UNITED ARAB EMIRATES - Buoyage.

Source: AD PORTS GROUP

#### Chart 3752 (Panel B, Khalifa Port) [ previous update 5567/25 ] WGS84 DATUM

Insert	 <i>Fl.Y.5s T-1</i>	$24^{\circ} 47' 82N., 54^{\circ} 38' 26E.$
	 <i>Fl.Y.5s P-3</i>	$24^{\circ} 49' 68N., 54^{\circ} 41' 47E.$
	 <i>Fl.Y.5s P-4</i>	$24^{\circ} 50' 72N., 54^{\circ} 41' 82E.$
	 <i>Fl.Y.5s P-1</i>	$24^{\circ} 51' 03N., 54^{\circ} 40' 68E.$
	 <i>Fl.Y.5s P-2</i>	$24^{\circ} 51' 92N., 54^{\circ} 41' 36E.$

#### Chart 3752 (Panel A, Approaches to Khalifa Port) [ previous update 5567/25 ] WGS84 DATUM

Insert	 <i>Fl.Y.5s C-1</i>	$24^{\circ} 46' 18N., 54^{\circ} 39' 97E.$
	 <i>Fl.Y.5s T-3</i>	$24^{\circ} 46' 64N., 54^{\circ} 40' 56E.$
	 <i>Fl.Y.5s T-2</i>	$24^{\circ} 46' 92N., 54^{\circ} 39' 50E.$
	 <i>Fl.Y.5s P-5</i>	$24^{\circ} 51' 45N., 54^{\circ} 42' 50E.$
	 <i>Fl.Y.5s C-2</i>	$24^{\circ} 52' 02N., 54^{\circ} 43' 71E.$

## II

**286 INDIA - East Coast - Automatic Identification System. Light. Landmark.**  
Source: Indian Notice 19/130/25

**Chart IN 353 (INT 7413) [ previous update 4777/24 ] WGS84 DATUM**

Move	★ Fl.15s30m20M and associated Automatic Identification System, AIS, from:	18° 52'·1N., 84° 35'·1E.
	to:	(a) 18° 52'·8N., 84° 35'·7E.
Delete	⊙ Lt Ho (disused), close E of:	(a) above

**291 INDIA - East Coast - NM Block.**  
Source: Indian Notice 19/132/25

**Chart IN 3028 (INT 7404) [ previous update New Edition 30/11/2021 ] WGS84 DATUM**

Insert	the accompanying block, centred on:	13° 16'·2N., 80° 20'·9E.
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**253\* SINGAPORE - Maritime limit.**

Source: Maritime and Port Authority of Singapore

**Chart 4030 [ previous update 4669/25 ] WGS84 DATUM**

Delete	maritime limit, pecked line, joining:	1° 13'·296N., 103° 38'·498E.
		1° 13'·405N., 103° 38'·724E.
		1° 13'·405N., 103° 39'·374E.

**Chart 4031 [ previous update New Edition 14/08/2025 ] WGS84 DATUM**

Delete	maritime limit, pecked line, joining:	1° 13'·297N., 103° 38'·500E.
		1° 13'·405N., 103° 38'·724E.
		1° 13'·405N., 103° 39'·374E.

**Chart 4038 [ previous update 167/26 ] WGS84 DATUM**

Delete	maritime limit, pecked line, joining:	1° 13'·30N., 103° 38'·51E.
		1° 13'·40N., 103° 38'·72E.
		1° 13'·41N., 103° 39'·37E.

**Chart 4039 [ previous update 167/26 ] WGS84 DATUM**

Delete	maritime limit, pecked line, joining:	1° 13'·30N., 103° 38'·50E.
		1° 13'·41N., 103° 38'·72E.
		1° 13'·41N., 103° 39'·37E.

**Chart 4040 [ previous update 167/26 ] WGS84 DATUM**

Delete	maritime limit, pecked line, joining:	1° 13'·30N., 103° 38'·51E.
		1° 13'·40N., 103° 38'·72E.
		1° 13'·41N., 103° 39'·37E.

## II

**296 MALAYSIA - Peninsular Malaysia, West Coast - Light.**  
Source: Malaysian Notice 9/209/25

**Chart 1366** [ previous update 5275/25 ] WGS84 DATUM

Amend range of light to, 15M  $5^{\circ} 14' 68N., 100^{\circ} 16' 52E.$

**Chart 3901** [ previous update 5275/25 ] WGS84 DATUM

Amend range of light to, 15M  $5^{\circ} 14' 7N., 100^{\circ} 16' 6E.$

**Chart 3944** [ previous update 5275/25 ] WGS84 DATUM

Amend range of light to, 15M  $5^{\circ} 14' 69N., 100^{\circ} 16' 53E.$

**211 CHINA - South Coast - Buoyage.**

Source: Chinese Notice 38/1137/25

**Chart 1568** [ previous update 5294/25 ] CGCS 2000 DATUM

Insert  *Fl.G.4s J1*  $21^{\circ} 59' 45N., 113^{\circ} 29' 31E.$   
 *Fl.R.4s J2*  $21^{\circ} 59' 44N., 113^{\circ} 29' 18E.$

**250 CHINA - South Coast - Wrecks.**

Source: Hong Kong Notice 24/64/25

**Chart 4126** [ previous update 3275/25 ] WGS84 DATUM

Replace  *235 Wk* with  *265 Wk*  $22^{\circ} 15' 69N., 114^{\circ} 28' 55E.$

**256 CHINA - South Coast - Buoyage.**

Source: Chinese Notice 32/978/25

**Chart 103** [ previous update 3911/25 ] CGCS 2000 DATUM

Insert  *Mo(O)Y.12s ODAS 3*  $18^{\circ} 12' 0N., 110^{\circ} 18' 3E.$   
 *Mo(O)Y.12s ODAS 1*  $17^{\circ} 59' 1N., 110^{\circ} 27' 1E.$

**Chart 3488 (INT 552)** [ previous update 170/26 ] WGS84 DATUM

Insert  *Mo(O)Y.12s ODAS 1*  $17^{\circ} 59' 1N., 110^{\circ} 27' 1E.$

## II

### 257 CHINA - East Coast - Virtual aids to navigation.

Source: Chinese Notice 45/1391/25

#### Chart 1719 [ previous update 4930/25 ] CGCS 2000 DATUM

Delete symbol, Virtual aid to navigation, special topmark, V-AIS, out of position  $24^{\circ} 26' 76N., 118^{\circ} 11' 51E.$

#### Chart 3449 [ previous update 4930/25 ] CGCS 2000 DATUM

Delete symbol, Virtual aid to navigation, special topmark, V-AIS  $24^{\circ} 27' 58N., 118^{\circ} 11' 54E.$   
 $24^{\circ} 26' 76N., 118^{\circ} 11' 51E.$   
 $24^{\circ} 24' 58N., 118^{\circ} 09' 04E.$

### 259 CHINA - South Coast - Legend. Wind farm.

Source: Chinese Notice 38/1139/25

#### Chart 3990 [ previous update 5308/25 ] WGS84 DATUM

Replace legend, Wind farm under construction (2023), with symbol, Wind farm  $21^{\circ} 18' 8N., 108^{\circ} 10' 6E.$

### 260 TAIWAN - Depths.

Source: UKHO

#### Chart 2618 (Panel B, Su'Ao) [ previous update 162/26 ] WGS84 DATUM

Insert depth,  $119$  (a)  $24^{\circ} 35' 83N., 121^{\circ} 52' 01E.$   
Delete depth,  $104$ , close SW of: (a) above

### 261 TAIWAN - Lights.

Source: Taiwanese Chart 61001

#### Chart 2409 [ previous update 194/26 ] WGS84 DATUM

Amend light to, Iso.G.3s25m17M  $22^{\circ} 57' 76N., 120^{\circ} 08' 86E.$   
light to, Iso.R.3s25m13M  $22^{\circ} 57' 64N., 120^{\circ} 08' 94E.$

## II

### 263 CHINA - South Coast - Lights.

Source: Chinese Notice 39/1175/25

#### Chart 3351 [ previous update 3799/25 ] CGCS 2000 DATUM

Insert	★ Fl.R.4s8m4M	20° 57'·18N., 110° 35'·58E.
	★ Fl.G.4s8m4M	20° 57'·15N., 110° 35'·43E.
	★ Fl.5s18m4M	20° 52'·28N., 110° 36'·42E.
Amend	light to, Fl.R.3s10m4M	20° 56'·97N., 110° 35'·12E.
Delete	★ F.R.6m4M	20° 57'·09N., 110° 35'·71E.
	★ Fl.3s6m4M	20° 57'·04N., 110° 35'·64E.
	★ Fl.5s4m4M	20° 51'·89N., 110° 36'·47E.

### 268 CHINA - South Coast - NM Blocks. Depth.

Source: Hong Kong Notice 20/54-55/25

#### Chart 4117 [ previous update 5169/25 ] WGS84 DATUM

Insert	the accompanying block, centred on:	22° 18'·7N., 114° 11'·9E.
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#### Chart 4118 [ previous update 5169/25 ] WGS84 DATUM

Insert	the accompanying block, centred on: depth, 04, and extend 2m contour N to enclose	22° 18'·7N., 114° 11'·9E.
		22° 17'·037N., 114° 11'·115E.

### 270 VIETNAM - Depths.

Source: ENC V14S0057

#### Chart 3879 [ previous update 3466/25 ] WGS84 DATUM

Insert	depth, 127	(a) 10° 16'·11N., 103° 52'·86E.
Delete	depth, 149, close SE of:	(a) above

## II

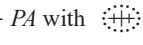
**276 CHINA - East Coast - Light-beacon. Wind turbines. Radar beacons.**  
Source: Chinese Notice 37/1103/25

**Chart 1720** [ previous update 4342/25 ] CGCS 2000 DATUM

Insert	 F.R	23° 59'·76N., 117° 48'·27E.
	symbol, wind turbine, Mo(C)12s19m3M	(a) 23° 56'·01N., 118° 14'·18E. (b) 23° 54'·51N., 118° 11'·49E.
Delete	symbol, wind turbine, close NW of:	(a)above (b)above
Replace	symbol, wind turbine with symbol, wind turbine, Mo(C)12s19m5M	23° 56'·85N., 118° 13'·42E. 23° 53'·62N., 118° 12'·88E. (c) 23° 55'·19N., 118° 10'·42E. (d) 23° 55'·46N., 118° 14'·69E.
Insert	radar beacon, Racon(N), at wind turbine	(c) above
	radar beacon, Racon(B), at wind turbine	(d) above
Replace	symbol, wind turbine with symbol, wind turbine, Mo(C)12s19m3M	23° 56'·32N., 118° 12'·24E. 23° 56'·01N., 118° 11'·59E. 23° 54'·21N., 118° 13'·53E.

**277 VIETNAM - Light. Wrecks.**  
Source: ENC V14S0051

**Chart 3884** [ previous update 5242/25 ] WGS84 DATUM

Amend	light to, Fl(4)15s28m17M	15° 52'·60N., 108° 23'·35E.
Replace	++ P4 with 	15° 52'·44N., 108° 31'·56E.

**Chart 3988** [ previous update 170/26 ] WGS84 DATUM

Insert		15° 52'·4N., 108° 31'·6E.
Amend	light to, Fl(4)15s28m17M	15° 52'·6N., 108° 23'·3E.

**279 CHINA - South Coast - Buoyage.**  
Source: Chinese Notice 39/1174/25

**Chart 3892** [ previous update 5447/25 ] CGCS 2000 DATUM

Delete	 Mo(O)Y.12s S3	20° 54'·4N., 111° 40'·0E.
	 Mo(O)Y.12s S5	20° 53'·2N., 111° 36'·9E.
	 Mo(O)Y.12s S8	20° 51'·5N., 111° 32'·0E.

## II

### 287 CHINA - South Coast - Buoyage. Lights.

Source: Chinese Notice 41/1221/25

#### Chart 3999 [ previous update 5293/25 ] CGCS 2000 DATUM

Insert	 <i>Q C5</i>	(a) $21^{\circ} 36' 27N., 108^{\circ} 40' 30E.$
Delete	 <i>VQ(3)5s C5 close SE of:</i>	(a) above
Insert	 <i>VQ(3)5s C7</i>	$21^{\circ} 36' 10N., 108^{\circ} 40' 12E.$
	 <i>VQ(3)5s C8</i>	$21^{\circ} 35' 96N., 108^{\circ} 39' 98E.$
	 <i>Fl.6s10m4M</i>	$21^{\circ} 35' 96N., 108^{\circ} 40' 25E.$ $21^{\circ} 35' 84N., 108^{\circ} 40' 13E.$

### 295 CHINA - South Coast - Buoyage. Lights.

Source: Chinese Notices 39/1177-1178/25

#### Chart 3993 [ previous update 4771/25 ] CGCS 2000 DATUM

Insert	 <i>VQ(6)+LFl.10s</i>	$21^{\circ} 43' 69N., 108^{\circ} 35' 68E.$
	 <i>Iso.R.4s9m2M</i>	$21^{\circ} 43' 68N., 108^{\circ} 35' 66E.$
	 <i>Fl(2+1)R.6s</i>	$21^{\circ} 43' 16N., 108^{\circ} 38' 04E.$
	 <i>Iso.R.4s9m4M</i>	$21^{\circ} 43' 13N., 108^{\circ} 37' 89E.$ $21^{\circ} 43' 00N., 108^{\circ} 37' 88E.$
Delete	 <i>Fl(2)R.6s G5</i>	$21^{\circ} 43' 63N., 108^{\circ} 35' 68E.$
	 <i>Fl(3)R.10s G4</i>	$21^{\circ} 43' 52N., 108^{\circ} 35' 65E.$

### 308 CHINA - East Coast - Anchor berths. Anchorage area. Swinging circles.

Source: Chinese Notices 39/1163-1165/25

#### Chart 1134 [ previous update 103/26 ] CGCS 2000 DATUM

Insert	 1, with swinging circle, radius 750m, pecked line, centred on:	$30^{\circ} 39' 47N., 122^{\circ} 23' 52E.$
	 2, with swinging circle, radius 750m, pecked line, centred on:	$30^{\circ} 39' 06N., 122^{\circ} 24' 33E.$

## II

### 308 CHINA - East Coast - Anchor berths. Anchorage area. Swinging circles. (continued)

#### Chart 1306 [ previous update 103/26 ] CGCS 2000 DATUM

Insert	limit of anchorage area, pecked line, joining:	(a) 30° 45' 20N., 122° 42' 20E. (b) 30° 46' 84N., 122° 41' 84E. (c) 30° 46' 83N., 122° 40' 92E. (d) 30° 45' 20N., 122° 41' 29E.
	 , within:	(a)-(d) above
	 1, centred on:	30° 46' 45N., 122° 41' 46E.
	 2, centred on:	30° 45' 59N., 122° 41' 66E.
	 1, with swinging circle, radius 750m, pecked line, centred on:	30° 39' 47N., 122° 23' 52E.
	 2, with swinging circle, radius 750m, pecked line, centred on:	30° 39' 06N., 122° 24' 33E.
	 1, with swinging circle, radius 800m, pecked line, centred on:	30° 27' 48N., 122° 30' 90E.
	 2, with swinging circle, radius 800m, pecked line, centred on:	30° 27' 49N., 122° 31' 94E.
	 3, with swinging circle, radius 800m, pecked line, centred on:	30° 27' 49N., 122° 32' 97E.
	 4, with swinging circle, radius 800m, pecked line, centred on:	30° 27' 48N., 122° 33' 99E.

### 309 TAIWAN - Buoyage.

Source: UKHO

#### Chart 2619 (Panel B, Keelung) [ previous update New Edition 20/11/2025 ] WGS84 DATUM

Replace	 , with  VQ.Y	25° 09' 938N., 121° 46' 417E.
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#### Chart 2619 (Panel A, Approaches to Keelung) [ previous update New Edition 20/11/2025 ] WGS84 DATUM

Replace	 , with  VQ.Y	25° 09' 94N., 121° 46' 42E. 25° 09' 26N., 121° 47' 89E.
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## II

### 311 CHINA - South Coast - Buoyage. Lights.

Source: Chinese Notice 41/1218/25

#### Chart 3363 [ previous update 3673/25 ] CGCS 2000 DATUM

Insert

 Mo(C) Y.12s

 Fl(2+1)R.6s J2

 Q(3)10s J3

 VQ J1

 Iso.R.4s11m4M

21° 05'·02N., 110° 25'·75E.

21° 04'·94N., 110° 26'·08E.

21° 04'·89N., 110° 25'·78E.

21° 04'·64N., 110° 26'·22E.

21° 04'·77N., 110° 25'·70E.

21° 04'·60N., 110° 25'·92E.

### 212 JAPAN - Nansei Shotō - Depths. Rocks.

Source: Japanese Notice 51/548/25

#### Chart JP 1222 [ previous update 1234/25 ] WGS84 DATUM

Replace

depth, 10<sub>4</sub>, with seabed type, R, with depth 9<sub>8</sub>, with seabed

type, R

depth, 7<sub>9</sub>, Rep(2019), with depth, 6<sub>8</sub>

depth, 10<sub>7</sub>, Rep(2019), with depth, 9<sub>8</sub>

 with seabed type, R, with  with seabed type, R

30° 02'·02N., 129° 53'·71E.

30° 02'·62N., 129° 51'·58E.

30° 01'·70N., 129° 51'·60E.

30° 03'·20N., 129° 51'·20E.

#### Chart 2347 [ previous update 5205/25 ] WGS84 DATUM

Replace

depth, 2<sub>1</sub>, with seabed type, R, with depth, 1<sub>3</sub>, with seabed

type, R

depth, 10<sub>9</sub>, with seabed type, R, with depth, 9<sub>8</sub>, with seabed

type, R

30° 03'·8N., 129° 51'·2E.

30° 02'·5N., 129° 54'·0E.

#### Chart 2412 [ previous update 41/26 ] WGS84 DATUM

Replace

depth, 2<sub>1</sub>, with seabed type, R, with depth, 1<sub>3</sub>, with seabed

type, R

30° 03'·2N., 129° 51'·7E.

#### Chart 3237 [ previous update 1234/25 ] WGS84 DATUM

Replace

depth, 2<sub>1</sub>, with seabed type, R, with depth 1<sub>3</sub>, with seabed

type, R

30° 03'·2N., 129° 51'·3E.

depth, 10<sub>4</sub>, with seabed type, R, with depth 9<sub>8</sub>, with seabed

type, R

30° 02'·0N., 129° 53'·7E.

depth, 12<sub>1</sub>, with depth 9<sub>8</sub>

30° 01'·7N., 129° 51'·6E.

## II

### 251 KOREA - West Coast - Lights.

Source: Korean Notice 46/694/25

#### Chart 1008 [ previous update 3901/25 ] WGS84 DATUM

Amend range of light to, 7M  $35^{\circ} 59' 41N., 126^{\circ} 39' 45E.$   
 $35^{\circ} 59' 18N., 126^{\circ} 39' 47E.$

### 273 RUSSIA - Pacific Ocean Coast - Light.

Source: Russian Notice 49/5125(T)/25

#### Chart 2130 [ previous update 1488/25 ] WGS84 DATUM

Delete  Fl.3s12m8M Beringa and associated sector  $59^{\circ} 12' 23N., 149^{\circ} 02' 98E.$

### 288 KOREA - South Coast - Buoyage.

Source: Korean Notice 47/716/25

#### Chart 3390 (INT 5362) (Panel, Yulchon) [ previous update 3919/25 ] WGS84 DATUM

Delete  Fl(4)Y.8s C  $34^{\circ} 54' 17N., 127^{\circ} 36' 80E.$   
 Fl(4)Y.8s B  $34^{\circ} 54' 17N., 127^{\circ} 36' 85E.$

### 206 INDONESIA - Kalimantan - Wreck. Legend.

Source: PUSHIDROSAL

#### Chart 2470 [ previous update 5839/25 ] WGS84 DATUM

Insert  (30) Wk (a)  $1^{\circ} 48' 7N., 108^{\circ} 28' 9E.$   
Delete legend, Rep, close SW of: (a) above

#### Chart 2868 [ previous update 5552/25 ] WGS84 DATUM

Insert  (a)  $1^{\circ} 48' 1N., 108^{\circ} 31' 1E.$

#### Chart 3720 [ previous update 551/25 ] WGS84 DATUM

Insert  (a)  $1^{\circ} 48' 07N., 108^{\circ} 31' 12E.$

### 221 PHILIPPINE ISLANDS - Mindanao - Light.

Source: NAMRIA

#### Chart 4420 [ previous update 1770/25 ] WGS84 DATUM

Amend light to, Fl(2)10s  $7^{\circ} 02' 9N., 125^{\circ} 57' 1E.$

## II

### 221 PHILIPPINE ISLANDS - Mindanao - Light. (continued)

#### Chart 4494 [ previous update 5745/25 ] WGS84 DATUM

Amend light to, Fl(2)10s 7° 02'·92N., 125° 57'·09E.

### 214 AUSTRALIA - Queensland - Light.

Source: Australian Notice 25/1063/25

#### Chart Aus 816 [ previous update 148/25 ] WGS84 DATUM

Amend light to, Fl.13s 128m 20M 24° 43'·79S., 153° 12'·52E.

#### Chart Aus 818 [ previous update 598/25 ] WGS84 DATUM

Amend light to, Fl.13s 128m 20M 24° 43'·79S., 153° 12'·52E.

### 264 AUSTRALIA - Queensland - Depths. NM Blocks. Rocks.

Source: Australian Notice 25/1062/25

#### Chart Aus 821 [ previous update 1101/25 ] WGS84 DATUM

Insert	depth, 83, enclosed by 10m contour	19° 59'·80S., 149° 42'·50E.
	depth, 32, enclosed by 5m contour, with seabed type, R	20° 02'·72S., 149° 56'·79E.
	depth, 44, enclosed by 5m contour, with seabed type, R	(a) 20° 05'·75S., 149° 56'·67E.
Delete	depth, 14, close SE of:	(a) above
Insert	depth, 96, enclosed by 10m contour, with seabed type, R	20° 09'·29S., 149° 52'·41E.
	depth, 69	(b) 20° 09'·78S., 149° 53'·16E.
Delete	depth, 24, close SW of:	(b) above
Insert	10m contour, joining:	20° 09'·78S., 149° 53'·03E.
		20° 09'·13S., 149° 53'·48E.
		20° 09'·12S., 149° 53'·58E.
		20° 09'·18S., 149° 53'·66E.
		20° 09'·96S., 149° 53'·73E.
		20° 10'·02S., 149° 53'·65E.
		20° 09'·91S., 149° 53'·08E.

#### Chart Aus 824 [ previous update 1939/25 ] WGS84 DATUM

Insert	the accompanying block A, centred on:	20° 11'·2S., 149° 45'·0E.
	the accompanying block B, centred on:	20° 11'·2S., 149° 58'·8E.
	the accompanying block C, centred on:	21° 02'·1S., 148° 54'·8E.

#### Chart Aus 825 [ previous update 4142/25 ] WGS84 DATUM

Insert depth, 83, enclosed by 10m contour 19° 59'·80S., 149° 42'·50E.

## II

### 293 AUSTRALIA - Western Australia - Submarine cable. NM Block.

Source: Australian Notices 25/1070/25 and 25/1072/25

#### Chart 4708 (INT 708) [ previous update 5198/25 ] WGS84 DATUM

Insert	submarine cable, ~~~, joining:	35° 58'·8S., 117° 30'·0E. 35° 50'·2S., 115° 25'·7E. 35° 37'·9S., 114° 43'·9E. 35° 14'·5S., 114° 35'·8E. 34° 55'·1S., 114° 04'·5E. 34° 20'·8S., 113° 49'·4E. 32° 29'·4S., 113° 45'·6E. 31° 50'·4S., 113° 54'·4E. 31° 37'·6S., 114° 05'·2E. 31° 37'·7S., 114° 20'·4E.
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#### Chart 4709 (INT 709) [ previous update 3422/25 ] WGS84 DATUM

Insert	the accompanying block, centred on: submarine cable, ~~~, joining:	35° 50'·6S., 137° 01'·3E. 36° 41'·6S., 134° 33'·3E. 36° 42'·4S., 133° 22'·6E. 36° 32'·3S., 128° 14'·5E. 36° 17'·4S., 121° 55'·4E. 35° 50'·2S., 115° 25'·7E. 35° 37'·9S., 114° 43'·9E. 35° 14'·5S., 114° 35'·8E. 34° 55'·1S., 114° 04'·5E. 34° 20'·8S., 113° 49'·4E. 32° 29'·4S., 113° 45'·6E. 31° 50'·4S., 113° 54'·4E. 31° 37'·6S., 114° 05'·2E. 31° 37'·7S., 114° 20'·4E.
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#### Chart 4710 (INT 710) [ previous update New Edition 02/08/2018 ] WGS84 DATUM

Insert	submarine cable, ~~~, joining:	35° 59'·5S., 117° 30'·0E. 35° 50'·2S., 115° 25'·7E. 35° 37'·9S., 114° 43'·9E. 35° 14'·5S., 114° 35'·8E. 34° 55'·1S., 114° 04'·5E. 34° 20'·8S., 113° 49'·4E. 34° 15'·0S., 113° 49'·2E.
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## II

**203 UNITED STATES OF AMERICA - West Coast - Obstructions. Depth.**  
Source: ENC US5PDXGU

**Chart 2849 (Panel B) [ previous update 66/26 ] NAD83 DATUM**

Insert	 Obstn	45° 38' 45N., 122° 46' 69W.
	 Obstn	45° 37' 70N., 122° 47' 40W.
	 Obstn	45° 37' 22N., 122° 47' 44W.
	 Obstn	(a) 45° 37' 20N., 122° 47' 30W.
Delete	depth, 5, close SE of:	(a) above

**220 CANADA - British Columbia - Obstruction.**  
Source: Canadian Notice 11/3603/25

**Chart 4944 [ previous update 3434/25 ] NAD27 DATUM**

Replace	 ODAS/SADO with  ODAS/SADO	49° 05' 71N., 126° 55' 98W.
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**247 UNITED STATES OF AMERICA - West Coast - Obstructions.**  
Source: ENCs US5PDXNQ and US5PDXNR

**Chart 2839 (Panel B) [ previous update 67/26 ] NAD83 DATUM**

Insert	 Obstn	46° 11' 03N., 123° 08' 01W.
	 Obstn	46° 09' 22N., 123° 02' 71W.

**300 ECUADOR - Buoy.**

Source: Ecuadorean Daily Notice 29/10/25

**Chart 4051 (INT 51) [ previous update 4944/25 ] WGS84 DATUM**

Insert	 ODAS	2° 23' 8N., 89° 38' 5W.
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**Chart 4062 (INT 62) [ previous update 4944/25 ] WGS84 DATUM**

Insert	 ODAS	2° 23' 8N., 89° 40' 5W.
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**Chart 4618 [ previous update New Edition 29/05/2025 ] WGS84 DATUM**

Insert	 ODAS	2° 23' 8N., 89° 52' 8W.
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**Chart 4811 (INT 811) [ previous update New Edition 14/08/2025 ] WGS84 DATUM**

Insert	 ODAS	2° 23' 8N., 89° 52' 8W.
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## II

### 205 BRAZIL - South Coast - Wreck. Depths.

Source: Brazilian Notice 22/S 180/25

#### Chart 29 [ previous update 2873/25 ] WGS84 DATUM

Insert	 Wk	(a) 23° 59'·71S., 46° 19'·42W.
Delete	depth, 89, close NE of:	(a) above
Insert	depth, 15	23° 59'·70S., 46° 19'·67W.
		(b) 24° 00'·97S., 46° 20'·45W.
		(c) 24° 01'·34S., 46° 20'·66W.
Delete	depth, 155, close NW of:	(b) above
	depth, 157, close NE of:	(c) above
	depth, 88, and associated 10m contour	23° 59'·85S., 46° 20'·01W.

### 275 BRAZIL - South Coast - Depths. Rock.

Source: Brazilian Notice 23/S 190/25

#### Chart 566 [ previous update 5458/25 ] WGS84 DATUM

Insert	depth, 122	22° 53'·66S., 43° 09'·73W.
	depth, 135	(a) 22° 53'·72S., 43° 09'·62W.
Delete	depth, 166, close NW of:	(a) above
Insert	depth, 68	(b) 22° 53'·40S., 43° 08'·50W.
Delete	depth, 97, close NW of:	(b) above
Insert	depth, 59	(c) 22° 53'·55S., 43° 08'·28W.
Delete	depth, 72, close SE of:	(c) above
Insert	depth, 102, with seabed type, R	(d) 22° 51'·50S., 43° 08'·33W.
Delete	depth, 136, close NW of:	(d) above

### 289 ARGENTINA - NM Blocks. Jetty. Light.

Source: ENC AR402550

#### Chart 1331 [ previous update 4872/25 ] WGS84 DATUM

Insert	jetty, single firm line, joining:	38° 55'·55S., 62° 03'·22W.
		38° 56'·42S., 62° 03'·77W.
		(a) 38° 56'·53S., 62° 03'·50W.
	★ Fl(2)R.4s	(a) above

#### Chart 3755 (Panel B, Puerto Belgrano and Rosales) [ previous update 4872/25 ] WGS84 DATUM

Insert	the accompanying block A, centred on:	38° 56'·1S., 62° 03'·3W.
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#### Chart 3755 [ previous update 4872/25 ] WGS84 DATUM

Insert	the accompanying block B, centred on:	38° 56'·1S., 62° 04'·0W.
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## II

### 298 ARGENTINA - Wreck.

Source: Argentine Notice 12/155/25

#### Chart 3324 [ previous update 3576/25 ] WGS84 DATUM

Insert



38° 10'·1S., 57° 26'·7W.

#### Chart 3329 [ previous update 3576/25 ] WGS84 DATUM

Insert



38° 10'·1S., 57° 26'·7W.

### 299 BRAZIL - South Coast - Depths.

Source: Brazilian Notice 22/S 184/25

#### Chart 564 [ previous update 5458/25 ] WGS84 DATUM

Insert depth, 9<sub>8</sub>, and extend 10m contour SE to enclose

(a) 22° 46'·7S., 43° 09'·00W.

Delete depth, 11<sub>4</sub>, close SE of:

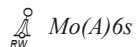
(a) above

### 252\* HONDURAS - Buoy.

Source: Empresa Nacional Portuaria, Honduras

#### Chart 2988 (Panel C, Approaches to Puerto Cortés) [ previous update 3695/25 ] WGS84 DATUM

Insert



Mo(A)6s

15° 51'·90N., 87° 57'·90W.

### 282\* GUYANA - Wreck. Light-beacon.

Source: Maritime Administration Department of Guyana

#### Chart 527 [ previous update 4019/25 ] WGS84 DATUM

Insert



6° 57'·03N., 58° 19'·02W.

■ Q.G Blue Jacket (U)

6° 56'·90N., 58° 14'·60W.

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

Source: ENC US4FL2JH

#### Chart 3692 [ previous update 51/25 ] NAD83 DATUM

Insert

symbol, Virtual aid to navigation, safe water topmark, V-AIS,  
out of position

28° 21'·51N., 80° 30'·34W.

## II

**204 UNITED STATES OF AMERICA - East Coast - Obstruction.**  
Source: ENC US5MA1SJ

**Chart 2483 (Panel C, Gloucester Harbor) [ previous update 3557/25 ] NAD83 DATUM**

Insert  *Obstn PA*  $42^{\circ} 35' \cdot 743\text{N.}, 70^{\circ} 39' \cdot 817\text{W.}$

**217 CANADA - Newfoundland and Labrador - Fog signal.**  
Source: Canadian Notice 11/4017/25

**Chart 4733 [ previous update 5809/25 ] NAD83 DATUM**

Insert  *Fog Sig*  $48^{\circ} 21' \cdot 0\text{N.}, 53^{\circ} 12' \cdot 4\text{W.}$

**269 CANADA - Saint Lawrence River - NM Block. Light.**  
Source: Canadian Notice 9/1234/25

**Chart 4783 (Panel, Port de Pointe-au-Pic) [ previous update 758/25 ] NAD83 DATUM**

Insert the accompanying block, centred on:  $47^{\circ} 37' \cdot 4\text{N.}, 70^{\circ} 08' \cdot 3\text{W.}$

**Chart 4783 [ previous update 758/25 ] NAD83 DATUM**

Delete   *Iso Y 2s36m8M*  $47^{\circ} 52' \cdot 34\text{N.}, 69^{\circ} 40' \cdot 88\text{W.}$

## II

### 208(P)/26 ENGLAND - East Coast - Depths. Wreck. Obstruction.

Source: British Government Survey

- Recent survey information has shown that numerous depths less than charted exist in the vicinity of Hewett Ridges and Leman Bank. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
19m	52° 56'·18N., 2° 07'·30E.
13·4m	52° 56'·48N., 2° 06'·89E.
14·5m	52° 56'·08N., 2° 07'·03E.
6·9m	52° 57'·75N., 2° 03'·24E.
7·3m	52° 58'·06N., 2° 02'·76E.
7·5m	52° 58'·33N., 2° 02'·28E.
11·7m	52° 59'·71N., 1° 59'·26E.
13m	52° 59'·49N., 1° 57'·85E.
7·2m	53° 05'·40N., 2° 02'·30E.
15·4m	53° 05'·22N., 2° 03'·92E.
9·3m	52° 55'·69N., 2° 10'·44E.
7·4m	52° 54'·42N., 2° 11'·50E.
* 6·4m	53° 06'·69N., 1° 58'·47E.
* 13·1m	53° 01'·84N., 2° 10'·20E.
* 7·6m	52° 59'·21N., 2° 00'·34E.
* 8·1m	52° 57'·42N., 2° 03'·97E.
* 7·5m	52° 58'·06N., 2° 02'·76E.
* 9·1m	52° 57'·11N., 2° 04'·54E.
* 4·5m	53° 03'·09N., 2° 08'·26E.
* 10·2m	52° 56'·87N., 2° 05'·23E.
* 25·7m	53° 02'·25N., 1° 45'·32E.

- \*The least depth over the wreck in position 53° 08'·36N., 1° 53'·44E. is reported to be 6m.
- \*An obstruction with depth 9·2m exists in position 52° 56'·78N., 2° 09'·18E.
- Mariners are advised to navigate with caution in the area.
- \*These changes will be included in the next New Editions of Charts 105 and 106.
- \*Charts 1503 and 1408 will be updated by Notice to Mariners.
- \*Former Notice 1096(P)/25 is cancelled.

\*Indicates new or revised entry  
(ETRS89 DATUM)

### Charts affected - 105 - 106

## II

### 232(P)/26 ENGLAND - East Coast - Depths.

Source: m/v Northern Storm and m/v Lode

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

<b>Depth</b>	<b>Position</b>
13·7m	55° 32'·61N., 1° 35'·99W.
* 3·7m	55° 31'·98N., 1° 36'·31W.
* 7·4m	55° 32'·02N., 1° 35'·85W.

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

<b>Depth</b>	<b>Position</b>
10·5m	55° 21'·244N., 1° 33'·51W.
21·3m	55° 21'·338N., 1° 31'·998W.
9·8m	55° 20'·398N., 1° 31'·907W.
14·8m	55° 20'·552N., 1° 32'·084W.
17·0m	55° 18'·618N., 1° 31'·383W.
25·8m	55° 19'·492N., 1° 31'·074W.
* 2·7m	55° 20'·135N., 1° 33'·468W.
* 9·0m	55° 20'·399N., 1° 31'·936W.
* 9·4m	55° 18'·528N., 1° 31'·686W.
* 6·6m	55° 18'·346N., 1° 31'·898W.

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

<b>Depth</b>	<b>Position</b>
10·9m	55° 09'·44N., 1° 29'·53W.
* 1·0m	55° 10'·40N., 1° 30'·67W.

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

<b>Depth</b>	<b>Position</b>
1·3m	55° 19'·234N., 1° 32'·060W.
1·3m	55° 19'·119N., 1° 32'·026W.

- \*Recent survey information has shown that depths less than charted exist within Druridge Bay. The most significant are as follows:

<b>Depth</b>	<b>Position</b>
* 6·3m	55° 17'·84N., 1° 31'·65W.
* 8·0m	55° 17'·56N., 1° 31'·48W.
* 3·4m	55° 13'·87N., 1° 31'·13W.

- Mariners are advised to navigate with caution in the area.
- Charts will be updated when surveying activities are complete.
- \*Former Notice 5496(P)/25 is cancelled.

\*Indicates new or revised entry  
(ETRS89 DATUM)

Charts affected - 156 - 1627 (INT 1551) - 5615\_20 - 5615\_6 - 5615\_7

## II

### 235(P)/26 ENGLAND - East Coast - Depths. Wrecks. Obstruction.

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.

- \*The least depth over the wrecks in the following positions is reported to be:

<i>Depth</i>	<i>Position</i>
22m	54° 48'·83N., 1° 13'·81W.
43·5m	54° 53'·88N., 1° 08'·21W.
*40m	54° 56'·25N., 1° 10'·88W.
*43m	54° 53'·41N., 1° 08'·69W.
*40m	54° 43'·33N., 0° 57'·21W.

- \*An obstruction, depth 46·0m, is reported to exist in position 55° 02'·04N., 1° 14'·49W.

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

- Charts will be updated when full details are available.

- \*Former Notice 65(P)/26 is cancelled.

\*Indicates new or revised entry  
(ETRS89 DATUM)

**Charts affected - 152 (INT 1549) - 156 - 1191 (INT 1507) - 1192 (INT 1506) - 1935 - 2567 - 5615\_1 - 5615\_5 - 5615\_6**

### 245(T)/26 IRELAND - East Coast - Works. Pontoon.

Source: Belfast Harbour Commissioners Notice 27/25

- Cathode replacement works at Stormont Wharf are taking place in an area bounded by the following positions:

54° 36'·8N., 5° 54'·5W.  
54° 36'·9N., 5° 54'·5W.  
54° 37'·3N., 5° 53'·9W.  
54° 37'·3N., 5° 53'·8W.

- Works will be assisted by divers using a floating pontoon and standby boat "LANDBERG".
- Works are expected to last until the 16th of January 2026.
- Mariners are advised to navigate with caution in the area, passing slowly and keeping wash to a minimum, and consult the local port authorities for the latest information on VHF Ch. 12.  
(ETRS89 DATUM)

**Charts affected - 1752 (INT 1664) - 5612\_13**

### 272(T)/26 ENGLAND - South Coast - Scientific instruments.

Source: Partrac and KHM Plymouth

- Unmarked scientific instruments, 0·6m in height, have been established on the seabed in the following positions:

50° 20'·755N., 4° 09'·690W.  
50° 21'·687N., 4° 08'·042W.  
50° 24'·778N., 4° 12'·230W.

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

**Charts affected - 30 (INT 1722) - 871 - 1901 (INT 1727) - 1967 - 5602\_14 - 5602\_15 - 5602\_16 - 5602\_19**

## II

### 302(T)/26 SCOTLAND - West Coast - Buoy.

Source: KHM Clyde NM 36/25

1. The light-buoy, *Fl.Y.5s*, in position  $56^{\circ} 03' \cdot 688N.$ ,  $4^{\circ} 49' \cdot 724W.$  is reported unlit.
2. Mariners are advised to navigate with caution in the area.  
(ETRS89 DATUM)

### Chart affected - 2000

### 236(T)/26 POLAND - Buoyage.

Source: Polish Notice 40/441(T)/25

1. Light-buoys have been temporarily established in the following positions:

<i>Characteristic</i>	<i>Designation</i>	<i>Buoy Type</i>	<i>AIS</i>	<i>Position</i>
<i>Q</i>	<i>NC-01</i>	North cardinal	Yes	$55^{\circ} 07' \cdot 28N.$ , $16^{\circ} 57' \cdot 19E.$
<i>Q</i>	<i>NC-063</i>	North cardinal	Yes	$55^{\circ} 07' \cdot 05N.$ , $17^{\circ} 06' \cdot 51E.$
<i>Q</i>	<i>NC-105</i>	North cardinal	Yes	$55^{\circ} 06' \cdot 90N.$ , $17^{\circ} 16' \cdot 72E.$
<i>VQ(6)+LFL.10s</i>	<i>SC-09</i>	South cardinal	Yes	$55^{\circ} 01' \cdot 52N.$ , $16^{\circ} 58' \cdot 38E.$
<i>VQ(6)+LFL.10s</i>	<i>SC-49</i>	South cardinal	Yes	$55^{\circ} 00' \cdot 01N.$ , $17^{\circ} 05' \cdot 17E.$
<i>Fl.Y.5s</i>	<i>SM-28</i>	Special	No	$55^{\circ} 07' \cdot 12N.$ , $17^{\circ} 01' \cdot 87E.$
<i>Fl.Y.5s</i>	<i>SM-98</i>	Special	No	$55^{\circ} 06' \cdot 29N.$ , $17^{\circ} 13' \cdot 72E.$
<i>Fl.Y.5s</i>	<i>SM-107</i>	Special	No	$55^{\circ} 05' \cdot 30N.$ , $17^{\circ} 16' \cdot 77E.$
<i>Fl.Y.5s</i>	<i>SM-89</i>	Special	No	$55^{\circ} 02' \cdot 24N.$ , $17^{\circ} 12' \cdot 54E.$
<i>Fl.Y.5s</i>	<i>SM-62</i>	Special	No	$55^{\circ} 03' \cdot 99N.$ , $17^{\circ} 06' \cdot 78E.$
<i>Fl.Y.5s</i>	<i>SM-05</i>	Special	No	$55^{\circ} 04' \cdot 41N.$ , $16^{\circ} 57' \cdot 79E.$

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

### Charts affected - 2014 (INT 1219) - 2018 (INT 1202) - 2816

### 290(T)/26 POLAND - Restricted area.

Source: Polish Notice 16/200(T)/23

1. A restricted area, entry prohibited, has been established within and surrounding Port Zewnętrzny:

$53^{\circ} 55' \cdot 889N.$ ,  $14^{\circ} 16' \cdot 648E.$   
 $53^{\circ} 55' \cdot 923N.$ ,  $14^{\circ} 16' \cdot 603E.$   
 $53^{\circ} 56' \cdot 300N.$ ,  $14^{\circ} 16' \cdot 786E.$   
 $53^{\circ} 55' \cdot 869N.$ ,  $14^{\circ} 18' \cdot 105E.$   
 $53^{\circ} 55' \cdot 071N.$ ,  $14^{\circ} 18' \cdot 145E.$

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

3. \*Former Notice 2974(T)/23 is cancelled.

\*Indicates new or revised entry  
(WGS84 DATUM)

### Charts affected - 2453 (INT 12992) - 2677 (INT 1297)

## II

### 228(T)/26 NORTH SEA - Netherlands Sector - Buoyage. Measuring instruments.

Source: Netherlands HO

1. Measuring instruments have been temporarily established in the positions shown below. They are marked by either unlit yellow buoys or yellow light-buoys, *Fl(5)Y.20s*, *Fl(4)Y.20s*, *Fl.Y.5s*, *Fl(2)Y.5s* or *Iso.Y.2s*, and will be on station until further notice. Only the largest scale Admiralty chart is quoted. This list will be updated as necessary by Temporary Notices to Mariners.

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

2. and

<i>Position</i>	<i>Largest Scale Chart(s)</i>
54° 25'·3N., 4° 20'·3E.	DE50
54° 26'·0N., 4° 20'·3E.	DE50
54° 39'·0N., 4° 41'·1E.	DE50
54° 39'·0N., 4° 42'·1E.	DE50
54° 38'·5N., 4° 41'·1E.	DE50
54° 38'·5N., 4° 42'·1E.	DE50
53° 34'·22N., 6° 37'·95E.	DE90
53° 31'·03N., 6° 41'·12E.	DE90
53° 18'·78N., 4° 02'·21E.	1632
53° 18'·95N., 4° 02'·58E.	1632
53° 23'·27N., 3° 07'·87E.	1632
53° 23'·28N., 3° 06'·98E.	1632
53° 22'·60N., 3° 08'·08E.	1632

3. and

<i>Position</i>	<i>Largest Scale Chart(s)</i>
51° 28'·23N., 3° 19'·76E.	BE101
51° 28'·29N., 3° 19'·76E.	BE101
51° 26'·12N., 3° 20'·07E.	BE101
51° 26'·19N., 3° 20'·07E.	BE101

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

5. \*Former Notice 5672(T)/25 is cancelled.

\*Indicates new or revised entry

(WGS84 DATUM)

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

## II

### 238(T)/26 NORTH SEA - Netherlands Sector - Obstruction.

Source: Netherlands Notice 51-52/325(T)/25

1. An obstruction exists in position 54° 49'·4N., 4° 56'·2E.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Charts affected - 2182A (INT 1043) - 2182B (INT 1042) - 4140 (INT 140)**

### 305(T)/26 NORTH SEA - Netherlands Sector - Buoyage. Measuring instruments.

Source: Netherlands HO

1. Measuring instruments have been temporarily established in the positions shown below. They are marked by either unlit yellow buoys or yellow light-buoys, *Fl(5)Y.20s*, *Fl(4)Y.20s*, *Fl.Y.5s*, *Fl(2)Y.5s* or *Iso.Y.2s*, and will be on station until further notice. Only the largest scale Admiralty chart is quoted. This list will be updated as necessary by Temporary Notices to Mariners.

<b>Position</b>	<b>Largest Scale Chart(s)</b>
* 51° 37'·48N., 2° 59'·00E.	110
* 51° 37'·55N., 3° 06'·53E.	110
* 51° 40'·05N., 2° 57'·84E.	110
* 51° 41'·10N., 3° 00'·69E.	110
* 51° 42'·79N., 3° 06'·65E.	110
* 51° 45'·75N., 3° 02'·46E.	110
51° 55'·70N., 3° 39'·80E.	122
52° 14'·65N., 4° 05'·09E.	130
52° 23'·58N., 4° 03'·36E.	130
52° 28'·300N., 4° 35'·530E.	124
55° 01'·41N., 3° 41'·11E.	266
* 51° 43'·04N., 2° 54'·58E.	1630
* 51° 46'·06N., 2° 56'·02E.	1630
53° 34'·62N., 5° 40'·35E.	1633
53° 35'·29N., 5° 45'·05E.	1633
55° 37'·26N., 6° 22'·12E.	1633
55° 37'·22N., 6° 31'·33E.	1633
54° 12'·4N., 3° 59'·6E.	DE50
54° 12'·4N., 4° 00'·5E.	DE50
54° 12'·9N., 4° 00'·5E.	DE50
54° 12'·9N., 3° 59'·6E.	DE50
54° 16'·5N., 5° 38'·7E.	DE50
54° 16'·6N., 5° 39'·5E.	DE50

2. and

<b>Position</b>	<b>Largest Scale Chart(s)</b>
54° 25'·3N., 4° 20'·3E.	DE50
54° 26'·0N., 4° 20'·3E.	DE50
54° 39'·0N., 4° 41'·1E.	DE50
54° 39'·0N., 4° 42'·1E.	DE50
54° 38'·5N., 4° 41'·1E.	DE50
54° 38'·5N., 4° 42'·1E.	DE50
53° 34'·22N., 6° 37'·95E.	DE90
53° 31'·03N., 6° 41'·12E.	DE90
53° 18'·78N., 4° 02'·21E.	1632
53° 18'·95N., 4° 02'·58E.	1632
53° 23'·27N., 3° 07'·87E.	1632
53° 23'·28N., 3° 06'·98E.	1632
53° 22'·60N., 3° 08'·08E.	1632

## II

### 305(T)/26 NORTH SEA - Netherlands Sector - Buoyage. Measuring instruments. (continued)

3. and

<i>Position</i>	<i>Largest Scale Chart(s)</i>
51° 28'·23N., 3° 19'·76E.	BE101
51° 28'·29N., 3° 19'·76E.	BE101
51° 26'·12N., 3° 20'·07E.	BE101
51° 26'·19N., 3° 20'·07E.	BE101

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

5. \*Former Notice 228(T)/26 is cancelled.

\*Indicates new or revised entry  
(WGS84 DATUM)

**Charts affected - 110 (INT 1473) - 122 (INT 1472) - 124 (INT 1471) - 130 (INT 1423) - 266 - 1630 (INT 1416) - 1632 (INT 1420) - 1633 (INT 1417) - BE 101 (INT 1474) - DE 50 (INT 1045) - DE 90 (INT 1461)**

### 246(T)/26 PORTUGAL - South Coast - Buoy.

Source: Portuguese Notice 9/264(T)/25

1. The *No 2* lateral buoy, *Fl.R.4s*, in position 37° 06'·96N., 8° 31'·54W. is reported unreliable.
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 - 83**

### 284(T)/26 PORTUGAL - West Coast - Obstruction.

Source: Portuguese Notice 11/298(T)/25

1. A floating obstruction has been reported in position 41° 10'·53N., 8° 44'·55W.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(WGS84 DATUM)

**Charts affected - 3258 (INT 1871) - 3634**

## II

### 301(P)/26 GREECE - Aegean Sea Coast - Submarine cables.

Source: Greek Notices 10/175-179/25

1. Submarine cables are being laid between Attiki, Nisos Sérifos and Nisos Míso, joining the following positions:

37° 44'·7N., 24° 03'·9E.  
37° 43'·3N., 24° 05'·9E.  
37° 42'·2N., 24° 06'·5E.  
37° 37'·3N., 24° 04'·7E.  
37° 27'·0N., 24° 13'·2E.  
37° 04'·8N., 24° 19'·1E.  
37° 03'·1N., 24° 21'·2E.  
37° 02'·6N., 24° 25'·4E.  
37° 04'·1N., 24° 32'·1E.  
37° 05'·4N., 24° 32'·8E.  
37° 07'·7N., 24° 31'·7E.  
37° 07'·9N., 24° 31'·8E.

2. and

37° 07'·8N., 24° 31'·8E.  
37° 07'·6N., 24° 31'·8E.  
37° 05'·2N., 24° 33'·6E.  
37° 00'·5N., 24° 33'·2E.  
36° 54'·5N., 24° 28'·6E.  
36° 49'·9N., 24° 27'·1E.  
36° 45'·0N., 24° 29'·2E.

3. These changes will be included in New Editions of Charts 1038 and 1093 to be published early 2026.

4. Charts 1031, 1037, 1095, 1538, 1539 and 1657 will be updated by Notice to Mariners.

(WGS84 DATUM)

### Charts affected - 1038 - 1093

### 227(P)/26 CHINA - East Coast - Works.

Source: Chinese Bulletin 40/25

1. Wharf construction works are taking place, within an area bounded by the following positions:

30° 41'·14N., 122° 23'·88E.  
30° 41'·15N., 122° 23'·90E.  
30° 40'·60N., 122° 24'·13E.  
30° 40'·59N., 122° 24'·11E.

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

(CGCS 2000 DATUM)

### Charts affected - 1134 - 1306

## II

### 304(P)/26 CHINA - East Coast - Berth. Depth. Port development.

Source: UKHO

1. Zhangzhou LNG Terminal has been established, bounded by the following positions:

24° 16'·08N., 118° 07'·53E.  
24° 15'·91N., 118° 07'·44E.  
24° 15'·83N., 118° 07'·58E.  
24° 15'·70N., 118° 07'·86E.  
24° 15'·70N., 118° 08'·09E.  
24° 15'·80N., 118° 08'·09E.

2. A new berth with a minimum depth of 13·5m has been constructed in the vicinity of position 24° 15'·55N., 118° 08'·00E.
3. The minimum depth of the approach channel, in the vicinity of position 24° 09'·15N., 118° 09'·10E., is now 14·5m.
4. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
5. Charts will be updated when full details are available.

(CGCS 2000 DATUM)

**Charts affected - 1719 - 1720 - 3449**

### 306(T)/26 CHINA - East Coast - Works.

Source: Chinese Notice 42/1275(T)/25

1. An offshore operating area has been established, bounded by the following positions:

29° 57'·87N., 121° 52'·05E.  
29° 57'·47N., 121° 52'·05E.  
29° 57'·86N., 121° 53'·45E.  
29° 58'·39N., 121° 53'·45E.

2. Offshore operating areas with a circular limit, radius 0·03M, have been established, centred on the following positions:

29° 59'·03N., 121° 48'·05E.  
29° 58'·98N., 121° 49'·74E.  
29° 57'·66N., 121° 51'·12E.  
29° 57'·90N., 121° 52'·68E.  
29° 58'·26N., 121° 54'·24E.  
29° 57'·96N., 121° 48'·90E.  
29° 57'·18N., 121° 51'·06E.  
29° 56'·76N., 121° 52'·80E.  
29° 57'·00N., 121° 54'·54E.  
29° 57'·96N., 121° 56'·40E.  
29° 55'·44N., 121° 54'·90E.  
29° 54'·00N., 122° 03'·00E.  
29° 59'·52N., 121° 56'·58E.

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

(CGCS 2000 DATUM)

**Charts affected - 1126 - 1130 - 1304 - 1592**

## II

### 213(P)/26 JAPAN - Seto Naikai - Buoyage. Virtual aid to navigation.

Source: Japanese Notice 51/5553(P)/25

1. Safe water mark light-buoy, *Iso 4s*, in position  $34^{\circ} 20' \cdot 10N.$ ,  $133^{\circ} 28' \cdot 68E$ . has been removed until further notice.
2. Safe water mark light-buoy, *Mo(A) 8s*, in position  $34^{\circ} 21' \cdot 30N.$ ,  $133^{\circ} 23' \cdot 76E$ . has been replaced by V-AIS, safe water topmark, until further notice.
3. The chart will be updated by Notice to Mariners.  
(WGS84 DATUM)

#### Chart affected - JP 153

### 197(T)/26 RUSSIA - Pacific Ocean Coast - Buoyage. Restricted areas.

Source: Russian Notices 47/4913(T)- 4914(T)/25

1. Yellow special purpose pillar buoys have been established in the following positions:  
 $43^{\circ} 04' \cdot 52N.$ ,  $131^{\circ} 54' \cdot 47E$ .  
 $43^{\circ} 04' \cdot 32N.$ ,  $131^{\circ} 54' \cdot 67E$ .
2. Restricted areas, anchoring, fishing, trawling, and other underwater activities are prohibited, have been established within areas bounded by the following positions:  
 $43^{\circ} 04' \cdot 57N.$ ,  $131^{\circ} 54' \cdot 75E$ .  
 $43^{\circ} 04' \cdot 59N.$ ,  $131^{\circ} 54' \cdot 88E$ .  
 $43^{\circ} 04' \cdot 54N.$ ,  $131^{\circ} 54' \cdot 92E$ .  
 $43^{\circ} 04' \cdot 52N.$ ,  $131^{\circ} 54' \cdot 77E$ .
3. and  
 $43^{\circ} 04' \cdot 72N.$ ,  $131^{\circ} 55' \cdot 20E$ .  
 $43^{\circ} 04' \cdot 80N.$ ,  $131^{\circ} 55' \cdot 28E$ .  
 $43^{\circ} 04' \cdot 77N.$ ,  $131^{\circ} 55' \cdot 35E$ .  
 $43^{\circ} 04' \cdot 69N.$ ,  $131^{\circ} 55' \cdot 27E$ .
4. and  
 $43^{\circ} 04' \cdot 87N.$ ,  $131^{\circ} 55' \cdot 18E$ .  
 $43^{\circ} 04' \cdot 90N.$ ,  $131^{\circ} 55' \cdot 20E$ .  
 $43^{\circ} 04' \cdot 87N.$ ,  $131^{\circ} 55' \cdot 38E$ .  
 $43^{\circ} 04' \cdot 84N.$ ,  $131^{\circ} 55' \cdot 38E$ .
5. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

#### Chart affected - 3044

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

Source: Russian Notice 47/4911(T)/25

1. Yellow special purpose pillar buoys have been established in the following positions:  
 $42^{\circ} 52' \cdot 32N.$ ,  $132^{\circ} 22' \cdot 07E$ .  
 $42^{\circ} 52' \cdot 02N.$ ,  $132^{\circ} 22' \cdot 37E$ .  
 $42^{\circ} 51' \cdot 72N.$ ,  $132^{\circ} 22' \cdot 37E$ .
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

#### Chart affected - 3045

## II

### **199(T)/26 RUSSIA - Pacific Ocean Coast - Marine farm.**

Source: Russian Notice 47/4908(T)/25

1. A marine farm has been established in the following positions:

49° 16'·8N., 143° 51'·1E.

49° 16'·5N., 143° 53'·2E.

49° 15'·8N., 143° 50'·7E.

2. Mariners are advised to avoid entering the area and to navigate with caution.  
(UNDETERMINED DATUM)

**Chart affected - 1230**

### **267(T)/26 KOREA - South Coast - Platform. Radar beacon. Automatic Identification System. Fog signal.**

Source: Korean Notice 39/608(T)/25

1. A lit platform, Mo(U)10s17m9M, has been established in position 34° 25'·20N., 127° 09'·09E.
2. \*A radar beacon, Racon (D), Automatic Identification System, AIS, and fog signal, Horn, have been established at the platform.
3. Mariners are advised to navigate with caution in the area.
4. \*Former Notice 4390(T)/25 is cancelled.  
\*Indicates new or revised entry  
(WGS84 DATUM)

**Chart affected - 3929**

### **285(T)/26 KOREA - West Coast - Light-beacon.**

Source: Korean Notice 43/650(T)/25

1. A special light-beacon, Fl(4)Y.8s6m7M has been temporarily established in position 34° 47'·568N., 126° 21'·253E.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Chart affected - 1007**

### **215(T)/26 AUSTRALIA - Western Australia - Works. Restricted area.**

Source: Australian Notice 25/1080(T)/25

1. Vessels are conducting subsea operations in the vicinity of position 19° 49'·0S., 113° 11'·0E.
2. A 500m exclusion zone exists around vessels.
3. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Charts affected - 4708 (INT 708) - 4723 (INT 723)**

## II

### 216(T)/26 AUSTRALIA - Victoria - Buoy.

Source: Australian Notice 25/1090(T)/25

1. The special light-buoy, *Fl.(3)Y.10s R1*, in position  $38^{\circ} 16' 47S.$ ,  $144^{\circ} 58' 36E.$ , is off station.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

#### Chart affected - Aus 143

### 224(T)/26 AUSTRALIA - Western Australia - Works.

Source: Australian Notice 25/1083(T)/25

1. On or about 20 December 2025, vessel *Skandi Singapore* will be conducting subsea operations, which involves diving, in the following positions:  
 $19^{\circ} 27' 0S.$ ,  $116^{\circ} 29' 3E.$   
 $19^{\circ} 33' 4S.$ ,  $116^{\circ} 29' 7E.$   
 $19^{\circ} 34' 7S.$ ,  $116^{\circ} 27' 0E.$   
 $19^{\circ} 35' 5S.$ ,  $116^{\circ} 26' 1E.$
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

#### Chart affected - Aus 327

### 231(T)/26 AUSTRALIA - Victoria - Buoy. Automatic Identification System. Scientific instrument.

Source: Australian Notice 25/1085(T)/25

1. A light-buoy, *Fl.Y.4s*, with AIS exists in position  $38^{\circ} 58' 4S.$ ,  $147^{\circ} 51' 5E.$
2. Mariners are advised to navigate with caution within the area  
(WGS84 DATUM)

#### Chart affected - Aus 357

## II

### 265(P)/26 AUSTRALIA - Western Australia - Depths. Buoyage. Light-beacon. Dredged areas.

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. and

<i>Depth</i>	<i>Position</i>
*15·2m	20° 24'·24S., 117° 11'·16E.
*6·5m	20° 24'·62S., 117° 30'·94E.
*10·9m	20° 24'·74S., 117° 22'·70E.
*9·6m	20° 27'·03S., 117° 19'·57E.
*11·8m	20° 33'·18S., 117° 23'·84E.
*12·3m	20° 26'·51S., 117° 10'·04E.
*16·9m	20° 24'·98S., 117° 15'·75E.
*14·9m	20° 25'·10S., 117° 18'·04E.
*9·7m	20° 26'·06S., 117° 11'·53E.
*9·5m	20° 27'·61S., 117° 11'·50E.
*8·4m	20° 27'·51S., 117° 10'·41E.
*8·3m	20° 27'·70S., 117° 15'·51E.
*9·5m	20° 27'·61S., 117° 29'·76E.

3. The buoy in position 20° 34'·28S., 117° 12'·61E. has been amended to, Red Pillar Buoy, cylinder topmark, *Fl.R.3s* No 30.
4. \*The No15 light-buoy in position 20° 28'·70S., 117° 16'·81E. has been amended to, Green Pillar Buoy, cone topmark, *Fl.G.3s*.
5. \*The No16 light-buoy in position 20° 29'·12S., 117° 16'·60E. has been amended to, Red Pillar Buoy, cylinder topmark, *Fl.R.3s*.
6. \*The No14 light-beacon in position 20° 28'·88S., 117° 16'·92E. has been amended to cylinder topmark, *Fl.R.3s*.
7. \*The 20m dredged area in position 20° 34'·95S., 117° 11'·04E. is now 15·6m.
8. \*The 19·1m and 19·4m dredged areas in the vicinity of position 20° 34'·65S., 117° 12'·13E. are now 15·6m.
9. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
10. These changes will be included in a New Edition of Chart Aus55 to be published early 2026.
11. \*Former Notice 64(P)/26 is cancelled.

\*Indicates new or revised entry  
(WGS84 DATUM)

#### Chart affected - Aus 55

## II

### 210(P)/26 NEW ZEALAND - North Island - Dredged area. Depths.

Source: New Zealand Chart 5571

1. The limits of the dredged channel have been amended and now join the following positions:

38° 41'·117S., 178° 00'·323E.  
38° 41'·073S., 178° 00'·283E.  
38° 41'·027S., 178° 00'·365E.  
38° 41'·028S., 178° 00'·374E.  
38° 40'·983S., 178° 00'·453E.  
38° 40'·976S., 178° 00'·454E.  
38° 40'·598S., 178° 01'·137E.  
38° 40'·577S., 178° 01'·185E.  
38° 40'·566S., 178° 01'·203E.  
38° 40'·536S., 178° 01'·238E.  
38° 40'·440S., 178° 01'·404E.  
38° 40'·419S., 178° 01'·444E.  
38° 40'·423S., 178° 01'·451E.  
38° 40'·396S., 178° 01'·557E.  
38° 40'·416S., 178° 01'·572E.  
38° 40'·537S., 178° 01'·357E.  
38° 40'·532S., 178° 01'·347E.  
38° 40'·698S., 178° 01'·068E.

2. Depths less than charted exist within Gisborne Harbour. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
7·5m	38° 41'·022S., 178° 00'·362E.
9·3m	38° 40'·890S., 178° 00'·745E.
0·9m	38° 40'·665S., 178° 01'·140E.
6·1m	38° 40'·612S., 178° 01'·092E.
4·3m	38° 40'·578S., 178° 01'·133E.

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

### Chart affected - NZ 5571

### 226(T)/26 NEW ZEALAND - North Island - Submarine cable.

Source: Australian Notice 25/1093(T)/25

1. On or about the 16 December 2025, Mertech Marine will be conducting cable recovery of the Tasman 2 Cable between Auckland and Sydney between the following positions:

36° 50'·8S., 174° 08'·8E.  
37° 00'·6S., 173° 00'·3E.  
36° 46'·9S., 164° 32'·0E.  
35° 56'·1S., 160° 21'·3E.  
36° 04'·1S., 159° 48'·5E.  
35° 30'·8S., 156° 07'·5E.  
34° 53'·1S., 154° 23'·1E.

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

Charts affected - 4600 (INT 600) - 4601 (INT 601) - 4602 (INT 602)

## II

### 196(T)/26 SOUTH PACIFIC OCEAN - Fiji Islands - Lights.

Source: Maritime Safety Authority of Fiji

1. The following lights are reported to be temporarily unlit:

<i>Characteristic</i>	<i>Position</i>
LFl(2)30s14m12M	18° 08'·02S., 178° 41'·22E.
F1.5s70m15M	16° 13'·41S., 179° 05'·77E.
* LFl.8s10m10M	* 16° 57'·86S., 179° 51'·84E.

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

3. \*Former Notice 4580(T)/25 is cancelled.

\*Indicates new or revised entry  
(WGS84 DATUM)

**Charts affected - 384 - 440 (INT 6854) - 441 - 488 - 744 - 745 - 749 - 751 - 1674 - 2691 (INT 6856) - 4632 (INT 632) - 4638 (INT 638)**

### 283(T)/26 SOUTH ATLANTIC OCEAN - Buoyage.

Source: NOAA

1. The National Oceanographic and Atmospheric Administration (NOAA) maintains an array of buoys called Prediction and Research Moored Array in the Atlantic (PIRATA).
2. The PIRATA buoys, white and orange, 2 metre toroid buoys with radar reflectors, are located in the following positions:

<i>Designation</i>	<i>Position</i>
PI287A	0° 00'·4N., 2° 41'·9W.
PI286A	0° 01'·2N., 9° 52'·8W.
PI280A	18° 51'·1S., 34° 39'·5W.
PI285A	0° 00'·6N., 34° 59'·8W.
PI284A	7° 56'·8N., 38° 01'·8W.
PI283A	4° 00'·5N., 37° 56'·2W.
PT073	6° 02'·0S., 10° 00'·4W.
PT074	9° 54'·5S., 9° 58'·7W.
PT065	20° 27'·1N., 23° 08'·5W.
PT068	11° 29'·3N., 22° 59'·2W.
PT069	4° 02'·7N., 22° 59'·2W.
*PT075	1° 06'·5N., 24° 07'·6W.
PT070	8° 00'·5S., 30° 38'·0W.
PT062	13° 31'·4S., 32° 35'·8W.
PT063	20° 01'·5N., 37° 50'·8W.
PT072	15° 00'·2N., 37° 59'·5W.

3. NOAA also maintain Climate Moorings in the North Pacific Ocean. The buoy is a yellow 2 metre solid hull discus buoy with radar reflectors which is located in the following position:

<i>Designation</i>	<i>Position</i>
PA019	50° 07'·6N., 144° 49'·5W.

4. Mariners are advised to give all buoys a 5 nautical mile wide berth.
5. Further information and up to date positions are available on the National Data Buoy Center website <https://www.ndbc.noaa.gov/>.
6. \*Former Notice 4011(T)/25 is cancelled.

\*Indicates new or revised entry  
(WGS84 DATUM)

**Charts affected - 529 - 4104 (INT 104) - 4115 - 4202 (INT 202) - 4203 (INT 203) - 4209 (INT 209) - 4215 (INT 215) - 4216 (INT 407) - 4806 - 4810 (INT 810)**

## II

### 303(P)/26 BRAZIL - North Coast - Depth.

Source: Brazilian Local Navigational Warning I 9221/25

1. A depth of 2·4m is reported to exist in the vicinity of position  $0^{\circ} 42' 20S$ ,  $48^{\circ} 26' 95W$ .
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 - 330

### 307(P)/26 GUYANA - Beacons. Works.

Source: Maritime Administration Department of Guyana

1. Unlit navigational beacons are under construction in the following positions:

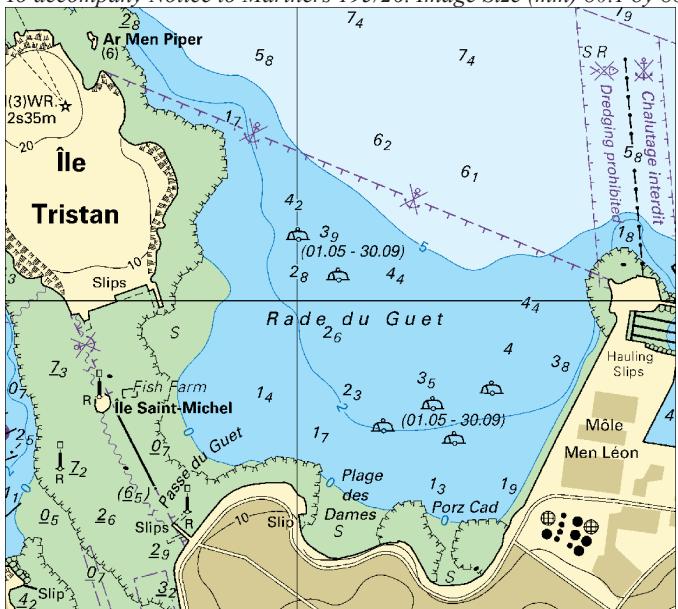
$6^{\circ} 24' 19N$ ,  $58^{\circ} 17' 48W$ .  
 $6^{\circ} 22' 27N$ ,  $58^{\circ} 18' 95W$ .  
 $6^{\circ} 20' 63N$ ,  $58^{\circ} 18' 64W$ .  
 $6^{\circ} 17' 68N$ ,  $58^{\circ} 16' 07W$ .  
 $6^{\circ} 16' 99N$ ,  $58^{\circ} 16' 10W$ .  
 $6^{\circ} 15' 39N$ ,  $58^{\circ} 16' 39W$ .  
 $6^{\circ} 12' 62N$ ,  $58^{\circ} 18' 06W$ .  
 $6^{\circ} 12' 60N$ ,  $58^{\circ} 17' 96W$ .  
 $6^{\circ} 12' 51N$ ,  $58^{\circ} 18' 05W$ .

2. Mariners are advised to navigate with caution in the area.
3. \*Former Notice 5495(P)/24 is cancelled.

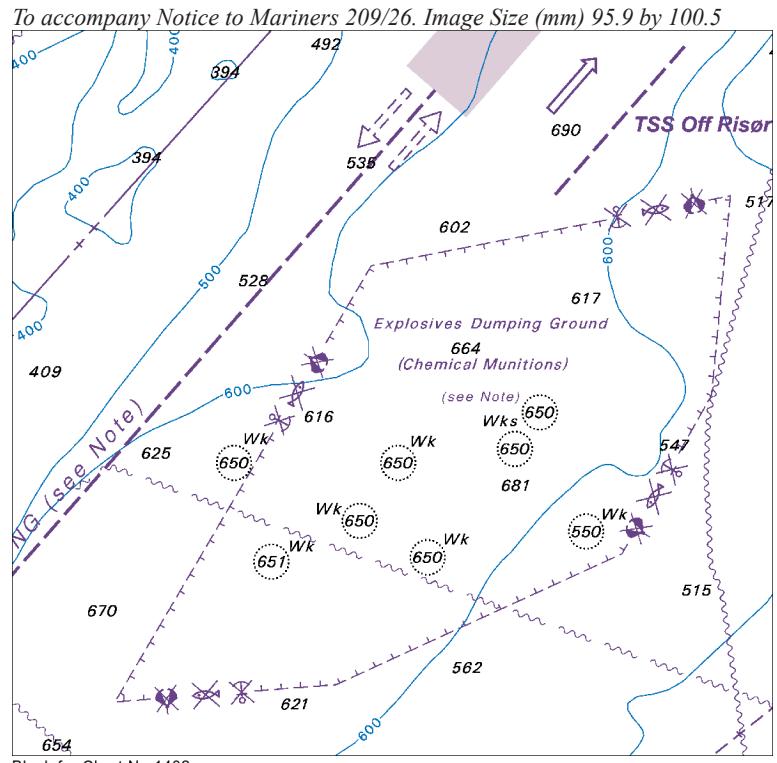
\*Indicates new or revised entry  
(WGS84 DATUM)

### Charts affected - 519 - 527

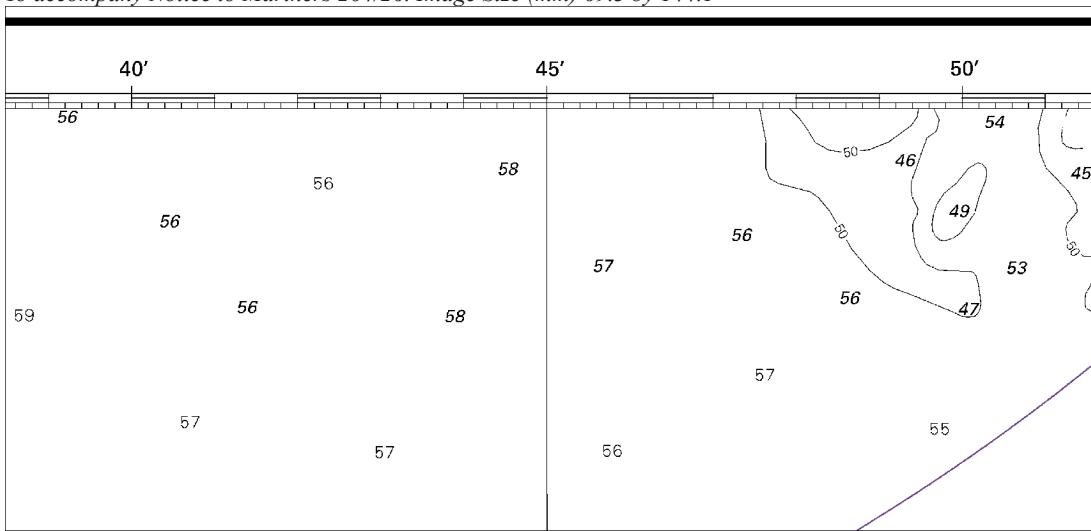
To accompany Notice to Mariners 195/26. Image Size (mm) 80.1 by 88.7



Block for Chart No 2349

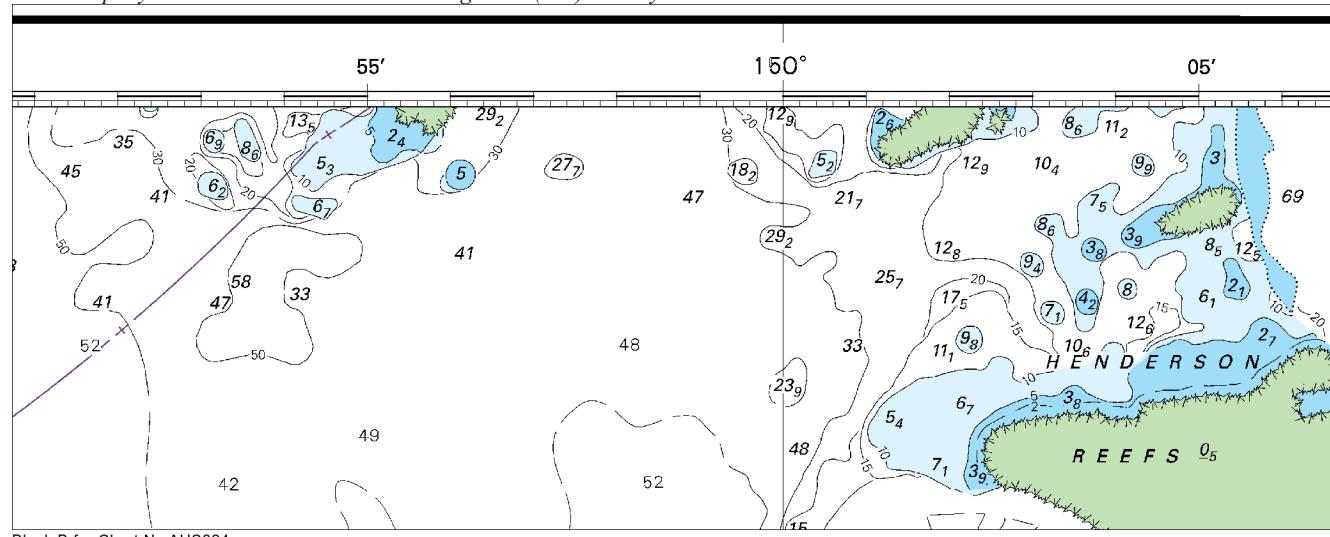


To accompany Notice to Mariners 264/26. Image Size (mm) 69.3 by 144.1



Block A for Chart No AUS824

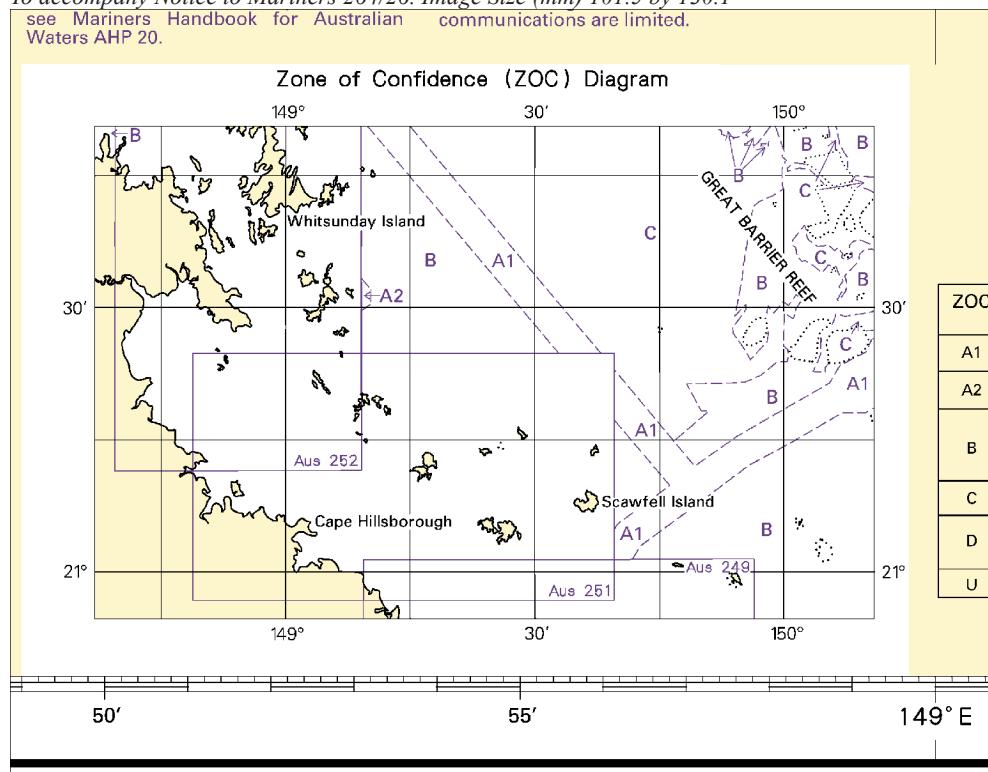
*To accompany Notice to Mariners 264/26. Image Size (mm) 69.5 by 176.5*



**Block B for Chart No AUS824**

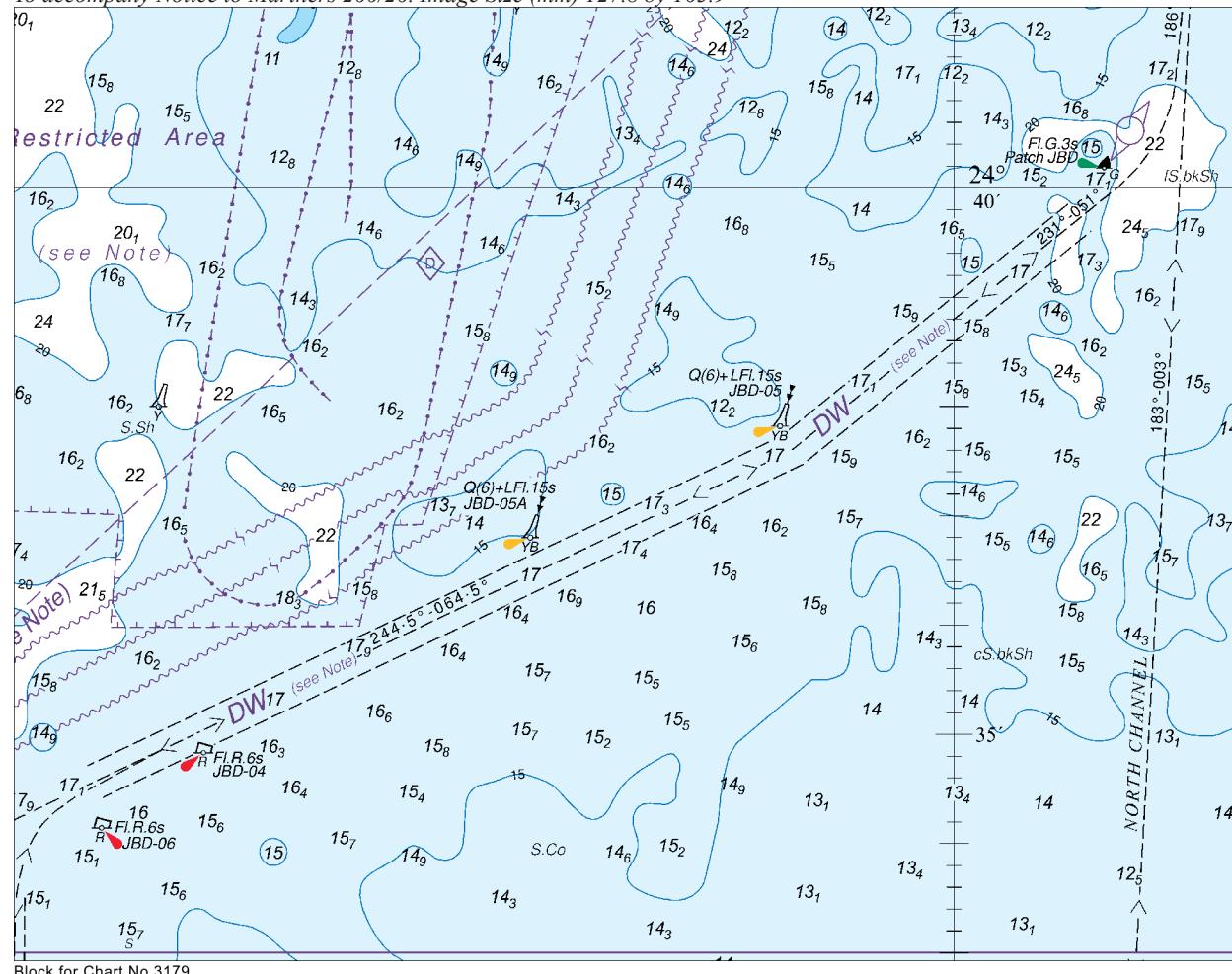
To accompany Notice to Mariners 264/26. Image Size (mm) 101.5 by 130.1

see Mariners Handbook for Australian communications are limited.  
Waters AHP 20.



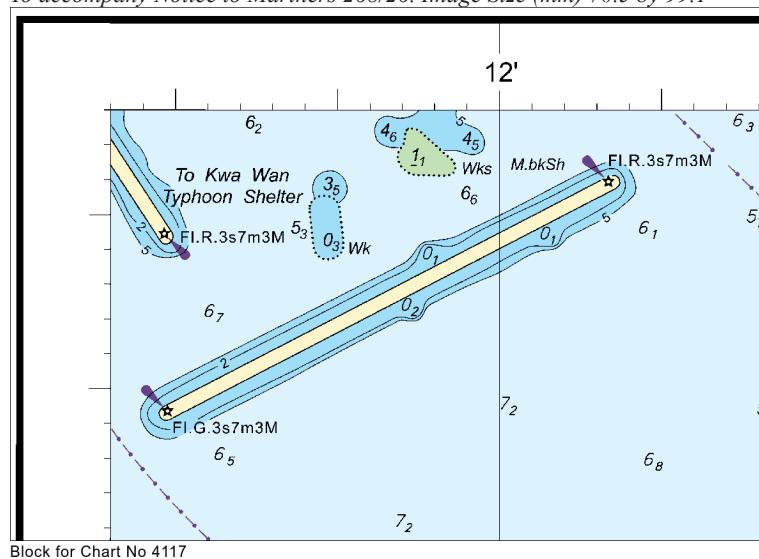
Block C for Chart No AUS824

To accompany Notice to Mariners 266/26. Image Size (mm) 127.8 by 163.9

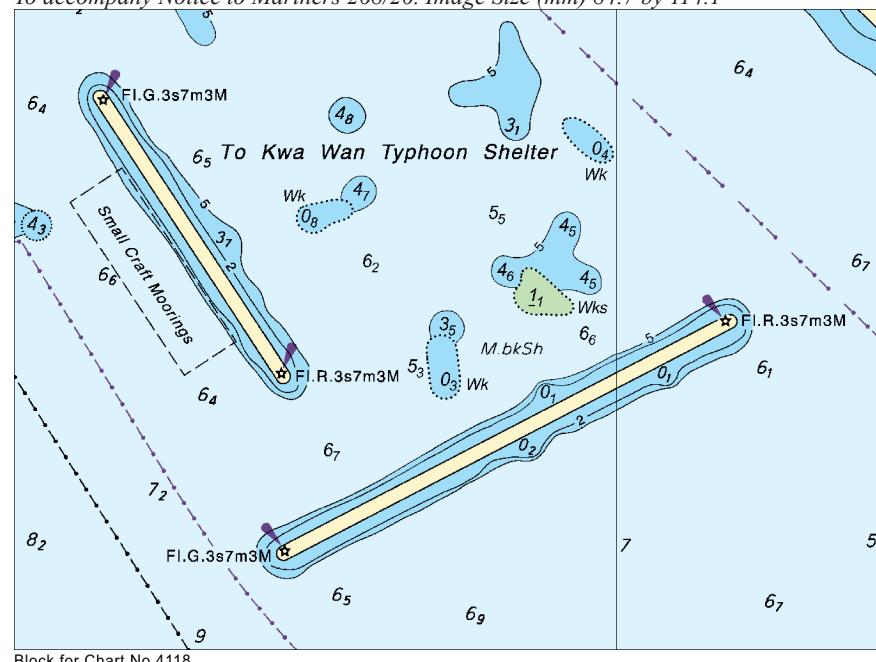


**Block for Chart No 3179**

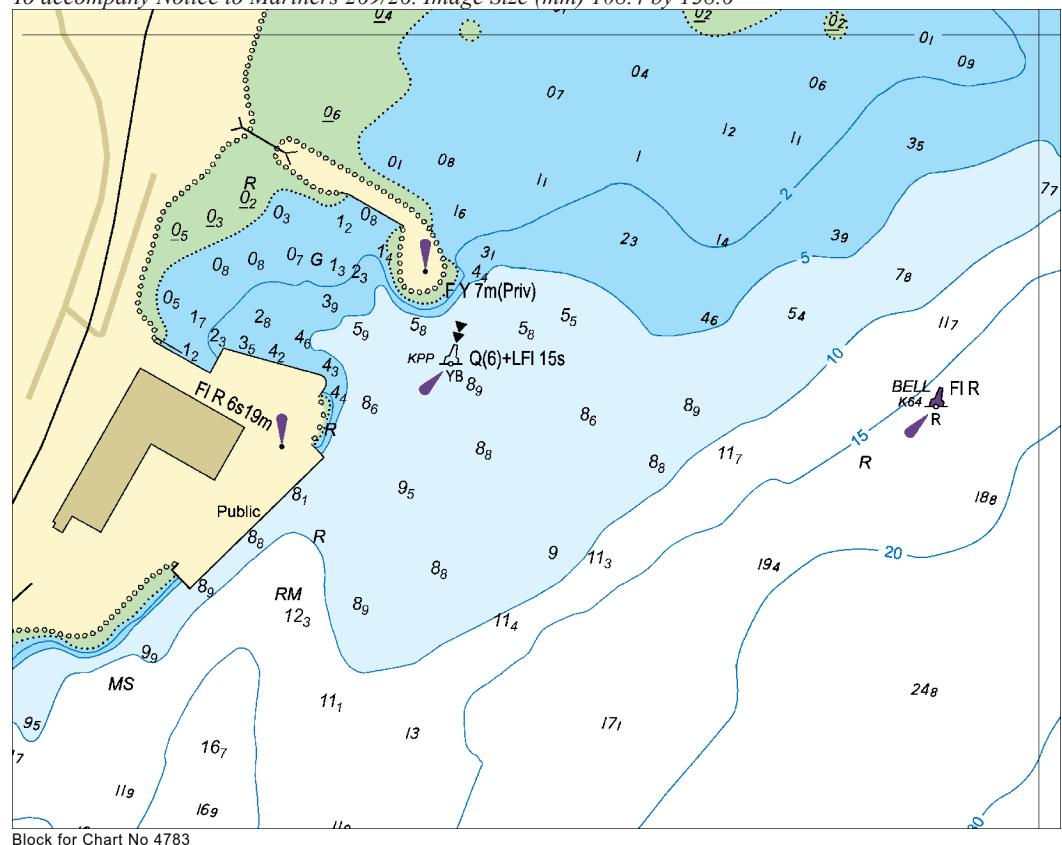
To accompany Notice to Mariners 268/26. Image Size (mm) 70.5 by 99.1



To accompany Notice to Mariners 268/26. Image Size (mm) 84.7 by 114.1

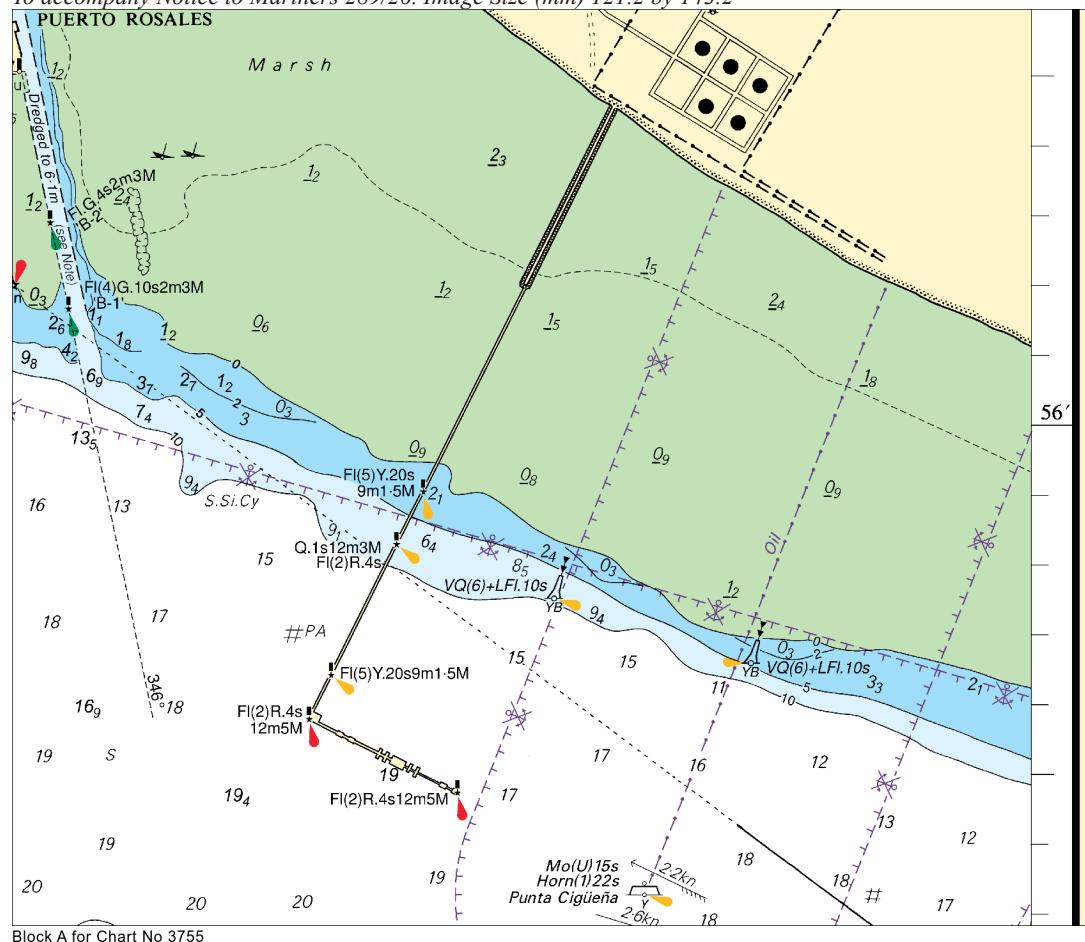


To accompany Notice to Mariners 269/26. Image Size (mm) 108.4 by 138.6

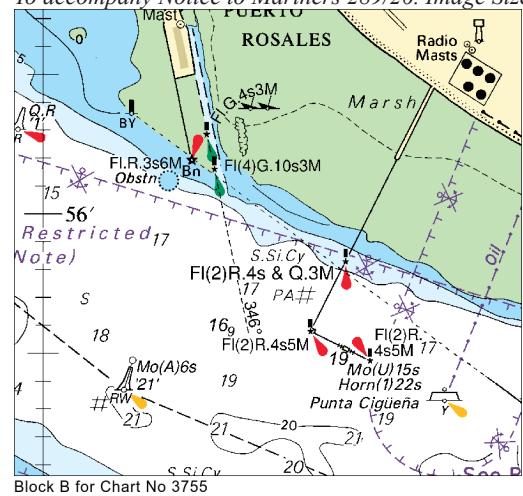


Block for Chart No 4783

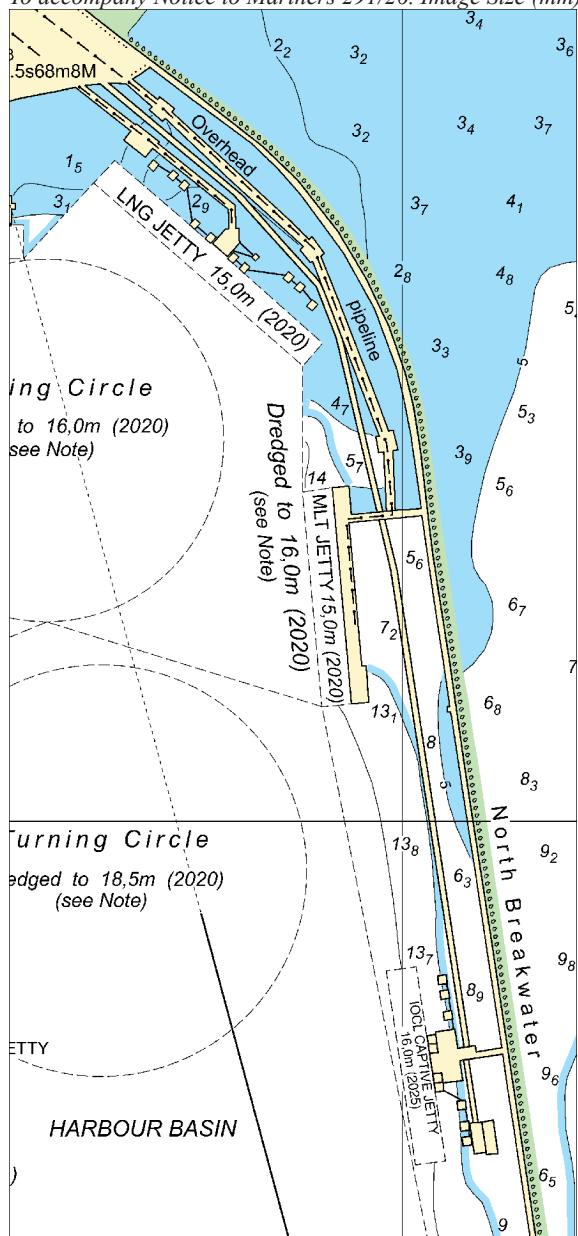
*To accompany Notice to Mariners 289/26. Image Size (mm) 121.2 by 143.2*



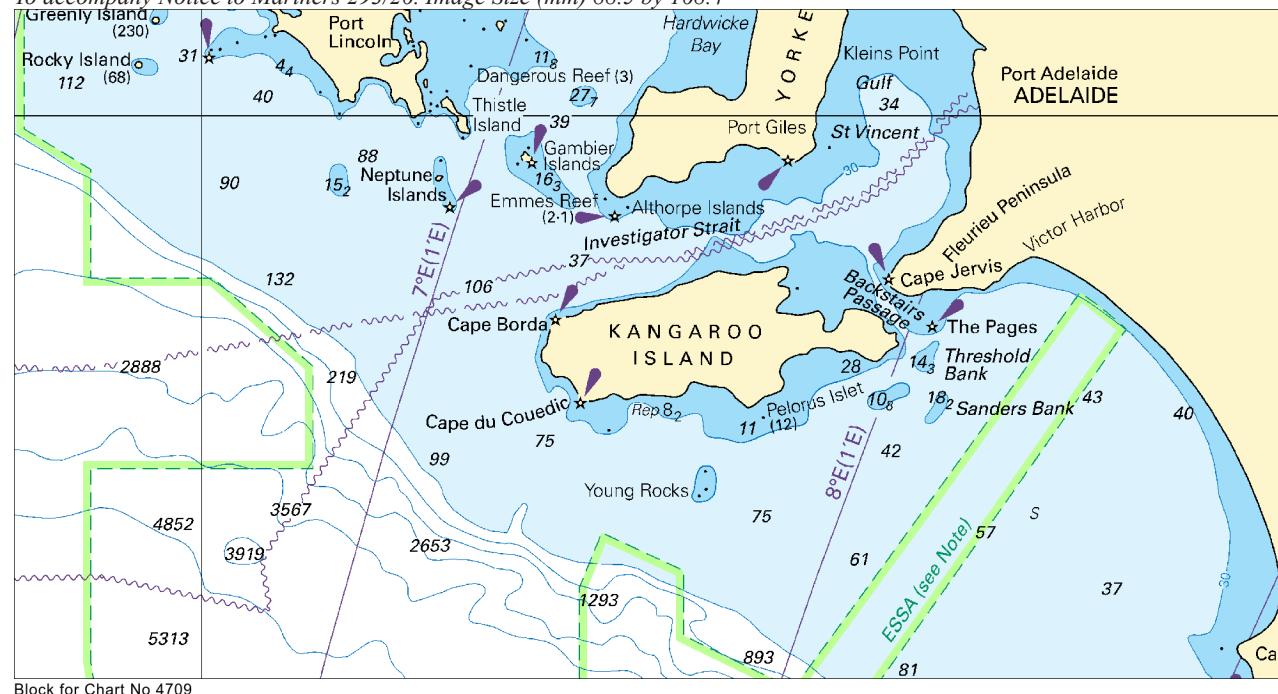
To accompany Notice to Mariners 289/26. Image Size (mm) 61.7 by 67.1



To accompany Notice to Mariners 291/26. Image Size (mm) 162.6 by 75



To accompany Notice to Mariners 293/26. Image Size (mm) 88.5 by 168.4



### III

#### NAVIGATIONAL WARNINGS

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

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

Alternatively, these may be requested by e-mail from NAVAREA I Co-ordinator at: [navwarnings@ukho.gov.uk](mailto:navwarnings@ukho.gov.uk)  
The RNW web page also contains a link to the IHO website which allows direct access to all the other NAVAREA Co-ordinators around the world who have made their NAVAREA warnings available on the web.

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Weekly Edition 03 published on the UKHO website 05 Jan 26.

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Navarea I (NE Atlantic) Weekly Edition 03

The following NAVAREA I warnings were in force at 050500 UTC Jan 2026.

2025 series: 157, 299.

2026 series: 1, 2.

Summary of Navarea I warnings issued since Weekly Edition 02:

306 CANCELLED. CANCEL 287/25.

1 1. NAVAREA I WARNINGS IN FORCE AT 021000 UTC JAN 2026. 2. CANCEL 303/25.

2 RIGLIST.

1. CORRECT AT 050500 UTC JAN 2026.

##### 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
53-39.7N	004-32.4E	SWIFT 10 ACP WINTERSHALL GAS FIELD
53-41.1N	006-21.6E	PROSPECTOR 1 ACP N05-A
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
56-25.4N	003-12.6E	LINUS ACP ELDIFISK OIL FIELD
56-32.9N	003-12.8E	WEST ELARA ACP EKOFISK COMPLEX
56-41.7N	002-14.8E	PAUL B LOYD JR
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

NEW 58-40.3N 002-14.1E 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	DEEPSSEA STAVANGER
60-30.3N	002-00.8E	ASKEPOTT ACP MARTIN LINGE
60-50.3N	003-34.9E	DEEPSSEA ABERDEEN
61-04.7N	001-59.3E	ASKELADDEN
61-16.5N	002-06.9E	COSL PROMOTER
61-18.0N	002-21.7E	DEEPSSEA BOLLSTA
61-30.9N	000-57.1E	NOBLE PATRIOT
64-20.5N	007-43.3E	DEEPSSEA YANTAI

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
NEW	53-38.9N	003-28.6W VALARIS 120 ACP HAMILTON NORTH 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](http://WWW.NAVAREA-XIX.NO)

2. CANCEL NAVAREA I 305/25.

## UPDATES TO ADMIRALTY SAILING DIRECTIONS

### NP8 Pacific Coasts of Central America and United States Pilot (2019 Edition)

#### Mexico - Pacific coast - Golfo de Tehuantepec - Salina Cruz — Arrival information; pilotage

139

Paragraph 5.45 including existing Section IV Notice Week 20/22 *Replace by:*

1 **Pilotage** is compulsory for foreign vessels and vessels over 500 gt; the pilot boards in position 16°07'·59N 95°10'·99W.

See *ADMIRALTY List of Radio Signals Volume 6(7)* for further details.

**Tugs** are available and are compulsory for vessels over 2500 gt.

Mexican Notice 11/70/24

[NP8- No 77- Wk 03/26]

#### Mexico - Pacific coast - Golfo de Tehuantepec - Salina Cruz — Harbour; breakwater; development

139

Paragraph 5.47 4-5 including existing Section IV Notice Week 10/20 *Replace by:*

4 **Bahía de Salina Marqués** (16°09'·00N 95°13'·50W), which lies between Morro de Salinas (5.49) and Morro de Salina Marqués (5.53), contains the offshore oil terminal operated by Pemex (Petroleos Mexicanos). A tanker harbour lies on the S side of Morro de Salinas. The E breakwater of this harbour, whose root lies close W of the entrance to Outer Harbour, extends first 6 cables S, thence 3½ cables SW. The W breakwater, the root of which lies 8½ cables W of the E breakwater, extends 4 cables S, thence 7 cables SE.

ENC MX662211 (2.000)

[NP8- No 79- Wk 03/26]

#### Mexico - Pacific coast - Golfo de Tehuantepec - Salina Cruz — Directions; leading lights

141

Paragraph 5.52 *Replace by:*

1 **Leading lights:**

Front light (white metal framework tower, 12 m in height) (16°09'·17N 95°12'·78W).

Rear light (similar structure, 22 m in height) (16°09'·61N 95°13'·25W) (6 cables from front light).

2 From the vicinity of the pilot boarding place (5.45), the alignment (314·4°) of these lights leads NW into the harbour, which has depths in excess of 10 m except within 2 cables of the N shore. A number of unlit buoys lie within the harbour. Lights (green metal tower) (16°08'·50N 95°12'·25W) and (red metal tower) (16°08'·75N 95°12'·16W) are exhibited from the heads of the E and W breakwaters; further lights stand on the head of the berthing pier.

**Leading lights.** Two pairs of lights aligned N lead to the berth on each side of the pier.

ENC MX562210 (2.000) & MX LL (2024) 20-190.6-7; Mexican Notice 11/88/24 [NP8- No 78- Wk 03/26]

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

#### Ukraine - Chornomorsk — Berths; anchorage; mooring buoys

199

Paragraph 6.44 3 *Replace by:*

3 **Anchorage** may be obtained in Dolphin Berth No 3, centred on position 46°19'·71N 30°39'·55E, situated S of Ostriv Dambovyi (6.40) in depths of about 15·5 m.

ENC UA5ECF75 (2.003) [NP24- No 165- Wk 03/26]

#### Ukraine - Chornomorsk — Berths; anchorage

199

After Paragraph 6.45 2 line 3 *Insert:*

**Anchorage** may be obtained in Dolphin Berth No 4, centred on position 46°20'·07N 30°39'·43E, situated NNW of Ostriv Dambovyi (6.40) in depths of 4 to 10 m. An obstruction lies in the N of the anchorage.

ENC UA5ECF75 (2.003) [NP24- No 166- Wk 03/26]

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

#### China - Gulf of Tonkin - Fangcheng Gang — Directions; precautionary area

221

Paragraph 6.216 1 lines 1- 4 including headings *Replace by:*

#### Outer Anchorages to Sanya Precautionary Area

##### 6.216

1 From the vicinity of the outer anchorages (6.208) for Fangcheng Gang, the track leads N through a channel marked by light buoys (lateral), to a position in Sanya Precautionary Area (21°32'·68N 108°21'·22E).

Chinese Notice 27/839/25 [NP30- No 221- Wk 03/26]

**China - Gulf of Tonkin - Fangcheng Gang —  
Directions; precautionary area**

**221**

Paragraph 6.217 1-2 including headings *Replace by:*

**Sanya Precautionary Area to Fangchenggang Shi  
6.217**

- 1 **Xixian Hangdao Leading Lights:**  
Front light (white stone pile, black stripe) (21°34'·70N 108°19'·24E).  
Rear light (white stone pile, black stripe) (2¾ cables from front light).
- 2 From a position in Sanya Precautionary Area (21°32'·68N 108°21'·22E) the alignment (317·4°) of these lights leads through Xixian Hangdao. Thence, from a position at the NW end of Xixian Hangdao the track leads N, passing:  
E of a shoal (21°34'·00N 108°19'·91E) with a depth of 1·9 m, marked by No 28 Light buoy.

Chinese Notice 27/839/25 [NP30- No 222- Wk 03/26]

**China - Gulf of Tonkin - Fangcheng Gang —  
Directions; precautionary area**

**221**

Paragraph 6.218 1-2 including headings *Replace by:*

**Sanya Precautionary Area through Dongwan Hangdao  
6.218**

*(continued from 6.216)*

- 1 From a position in Sanya Precautionary Area (21°32'·68N 108°21'·22E), the track leads generally NNE, through a channel marked by light buoys (lateral), to a position in the vicinity of No 6 Light Buoy (port hand) (21°34'·53N 108°21'·69E), where the channel divides. Thence the chart is the best guide for the approach to the desired berth.

Chinese Notice 27/839/25 [NP30- No 223- Wk 03/26]

**China - South China Sea - Mirs Bay —  
Traffic regulations**

**328**

After Paragraph 9.43 *Insert:*

**Traffic regulations**

**9.43a**

- 1 **Mirs Bay Waters Fairway** (9.45a) allows two-way passage of vessels of 30 000 gt and below or one-way passage of vessels of 50 000 gt and above. The following conditions must be met for vessels greater than 50 000 gt to use the fairway:

Wind speed equal or less than Beaufort force 8.

Current of 1 kn or less.

Visibility of 1000 m or greater.

- 2 Vessels less than 1000 gt carrying dangerous goods, other vessels less than 3000 gt and vessels greater than 100 000 gt are not recommended to use this fairway.

Chinese Notice 25/Marine information/25; UKHO  
[NP30- No 224- Wk 03/26]

**China - South China Sea - Mirs Bay —  
Directions; fairway**

**328**

After Paragraph 9.45 *Insert:*

**Mirs Bay Waters Fairway  
9.45a**

- 1 From a position about 1¾ miles WNW of Heiya Jiao (22°28'·22N 114°28'·990E), the fairway leads N, NW and W, passing between numerous designated anchorages and Ping Chau (22°32'·58N 114°25'·87E), to a position in the E approaches to Yantian.

Chinese Notice 25/Marine information/25  
[NP30- No 225- Wk 03/26]

**China - South China Sea - Mirs Bay -  
Guangdong Dapeng LNG Terminal —  
Arrival information; anchorages**

**330**

Paragraph 9.54 1 line 3 *For* (22°30'·26N 114°27'·83E)  
*Read* (22°30'·28N 114°27'·90E)

Paragraph 9.54 1 line 5 *For* (9.59) *Read* (9.82)

Chinese Notice 25/Marine information/25  
[NP30- No 226- Wk 03/26]

**China - South China Sea - Mirs Bay -  
Shayuyong Gang —  
Arrival information; anchorages**

**330-331**

Paragraph 9.59 *Replace by:*

- 1 **Vessel traffic service.** See 9.39.  
**Outer anchorages.** The following anchorages are available:  
Cargo Ship Anchorage No 4 (22°34'·94N 114°21'·85E) (9.82).
- 2 Dangerous Goods Anchorage No 3 (22°35'·02N 114°24'·49E) (9.82).  
Mirs Bay Dangerous Goods Anchorage (22°31'·74N 114°22'·64E) (9.82).  
**Pilotage.** See 9.40.

Chinese Notice 25/Marine information/25  
[NP30- No 227- Wk 03/26]

**China - South China Sea -  
Mirs Bay - Yantian Harbour —  
Arrival information; anchorages**

**334**

Paragraph 9.82 *Replace by:*

- 1 The following outer anchorages are available:  
No 1 Anchorage (22°24'·50N 114°34'·70E) (9.36).  
Mirs Bay Dangerous Goods Anchorage (22°31'·74N 114°22'·64E) in the centre of Mirs Bay.
- 2 Cargo Ship Anchorage No 2 (22°32'·59N 114°27'·70E), in depths of around 9 to 16 m, lies between Ping Chau (9.67) and Dapeng Bandao.  
Dangerous Goods Anchorage No 3 (22°35'·02N 114°24'·49E), in depths of around 8 to 16 m.
- 3 Cargo Ship Anchorage No 4 (22°34'·94N 114°21'·85E), in depths of around 12 to 16 m, in the N of Mirs Bay.  
Pilotage Anchorage No 5 (22°34'·72N 114°19'·19E), in depths of around 4 to 16 m, in the N of Mirs Bay.

Chinese Notice 25/Marine information/25

**[NP30- No 228- Wk 03/26]**

**China - South China Sea - Daya Wan —  
Directions**

**337- 338**

Paragraph 9.109 *Replace by:*

- 1 From a position 8 cables WNW of Dashuang Zhou (22°34'·09N 114°37'·94E) the track leads N for 4½ miles, through a channel marked by light buoys (lateral).

The track then leads to the Huizhou Gang leading line, in a position about 1½ miles NW of Yuan Zhou Light (white round concrete pillar, 10 m in height) (22°38'·01N 114°37'·61E).

*(Directions continue for  
Huizhou Industrial Harbour at 9.130)*

Chinese Notice 53/2066/24 **[NP30- No 220- Wk 03/26]**

**China - South China Sea - Daya Wan —  
Anchorages**

**338**

Paragraph 9.111 including existing Section IV Notice Week 10/25 *Replace by:*

- 1 There are numerous designated anchorages for the port of Huizhou as follows:  
No 1 Anchorage lies within Aotou Wan (22°40'·40N 114°33'·00E)
- 2 No 1 Waiting Anchorage (22°33'·78N 114°35'·73E).  
No 2 Anchorage (22°39'·21N 114°36'·89E), vessels less than 5000 tons, depth about 5 to 8 m, mud and sand.  
No 2 Waiting and Typhoon Shelter Anchorage (22°35'·70N 114°35'·40E).

- 3 No 3 Anchorage (22°36'·50N 114°35'·84E), vessels less than 10 000 tons, depth about 10 to 12 m, mud.
- 4 No 4 Anchorage (22°36'·00N 114°37'·54E), oil and LNG tankers less than 20 000 tons, depth about 12 to 13 m, mud.
- 5 No 5 Anchorage (22°43'·64N 114°42'·01E), general cargo less than 5000 tons, depth about 6 to 8 m, mud.
- 6 No 6 Anchorage (22°38'·73N 114°41'·81E), tankers less than 30 000 tons, least depth 10 to 12 m.
- 7 No 7 Anchorage (22°33'·34N 114°40'·77E), vessels from 30 000 to 80 000 tons, depth about 16 to 19 m, mud.
- 8 No 8 Anchorage (22°28'·14N 114°42'·48E), oil tankers from 20 000 to 150 000 tons, depth about 21 to 23 m.
- 9 No 9 Anchorage (22°30'·44N 114°46'·65E), bulk cargo vessels from 30 000 to 150 000 tons, depth 18 to 22 m.
- 10 No 10 Anchorage (22°32'·21N 114°48'·32E), vessels from 30 000 to 100 000 tons, depth 15 to 18 m, mud.
- 11 No 11 Anchorage (22°25'·21N 114°49'·41E), oil tankers from 50 000 to 300 000 tons, depth 25 to 28 m, mud.
- 12 No 12 Anchorage (22°34'·51N 114°51'·70E), lies within Pinghai Wan (9.118), vessels less than 10 000 tons.

Chinese Notice 25/Marine information/25

**[NP30- No 229- Wk 03/26]**

**China - South China Sea - Daya Wan -  
Dapeng Ao — Anchorage**

**338**

Paragraph 9.114 3 lines 1-2 *For* (22°34'·00N 114°35'·00E)  
*Read* (22°33'·78N 114°35'·73E)

Chinese Notice 25/Marine information/25

**[NP30- No 230- Wk 03/26]**

**NP32A China Sea Pilot Volume 3 (2024 Edition)**

**China - South- east coast -  
Zhelang Yan to Biao Jiao — Terminal**

**126**

After Paragraph 5.32 *Insert:*

**Jieyang Gang Cargo Terminal  
5.32a**

- 1 **Description.** Jieyang Gang Cargo Terminal (22°55'·64N 116°23'·41E) is situated about 1 mile E of Yuedong LNG Terminal. It is protected to the E and S by a curved breakwater.

**Directions.** From a position in the approaches to the LNG Terminal, a channel marked by light buoys (lateral) leads NNE and NE to the basin.

**Berths.** The terminal can accommodate vessels up to 70 000 gt.

Chinese Notice 32/Marine information/25; Chinese Notice 32/976/25 **[NP32A- No 151- Wk 03/26]**

**China - South-east coast - Chaozhou Gang — Harbour; general layout**

**133**

Paragraph 5.80 1-2 including existing Section IV Notice Week 41/24 *Replace by*:

- 1 **General layout.** Jinshiwan Gangqu (23°33'·37N 117°07'·07E) consists of two basins divided by reclaimed land and protected by an L-shaped breakwater. The basins contain berths handling bulk cargo for the Datang Electric Works.
- 2 A general cargo terminal (23°33'·74N 117°07'·25E), built on reclaimed land, Huafeng Jetty (23°33'·79N 117°07'·92E) and Chaozhou Huangying LNG Terminal (23°34'·32N 117°08'·15E), protected by a curved breakwater, are situated to the E of the main basins.

The container terminal, in the NW of Zhelin Wan (5.78), is situated on an area of reclaimed land. Several small jetties are situated S of the terminal.

**Hazards.** Except for the entrance channel, the greater part of Zhelin Wan is shoal; the approaches to the bay contain many fishing stakes, with shellfish beds in the shallower and drying parts.

Chinese Notice 12/Marine Information/25; UKHO  
[NP32A- No 134- Wk 03/26]

**China - South-east coast - Chaozhou Gang — Directions**

**134**

Paragraph 5.81 3 *Replace by*:

- 3 Thence the track either leads N to the swinging area (23°33'·64N 117°06'·35E), in the N basin, or WNW to the swinging area (23°33'·22N 117°05'·86E), in the W basin.

**Huafeng Jetty and Chaozhou Huangying LNG Terminal.** From the vicinity of No 8 Light Buoy (preferred channel to port), the channel leads NNW through a channel marked by light buoys (lateral) to the berths.

**General cargo terminal.** From a position in the vicinity of CY2 Light Buoy (starboard hand), a branch channel, marked by light buoys (lateral) leads NNE to the terminal.

Chinese Notices 12/Marine Information/25; 12/382/25; 27/Marine Information/25; 27/837/25  
[NP32A- No 135- Wk 03/26]

**China - South-east coast - Chaozhou Gang — Berths; caution**

**134**

Paragraph 5.82 1 including existing Section IV Notice Week 41/24 *Replace by*:

- 1 **Anchorages and moorings.** The inner anchorage areas are as follows:  
Sanbaimen Huafeng Anchorage (23°34'·39N 117°08'·01E), for LPG vessels of 50 000 gt.

Anchorage areas are situated within Zhelin Wan (5.78) in the following positions:

Chinese Notice 12/Marine Information/25  
[NP32A- No 136- Wk 03/26]

**China - South-east coast - Chaozhou Gang — Berths**

**134**

Paragraph 5.82 4 *Replace by*:

- 4 Asian- Pacific General Cargo Terminal (23°33'·35N 117°05'·96E); depths alongside of about 12 m.
- A general cargo terminal (23°33'·74N 117°07'·25E) comprising of two berths, the largest of which is No 1; 278 m in length and a depth alongside of about 16 m; for vessels up to 70 000 gt.
- Huafeng Jetty (23°33'·79N 117°07'·92E); maximum vessel size is 230 m LOA, draught 10·0 m (at HW).
- Chaozhou Huangying LNG Terminal (23°34'·32N 117°08'·15E) has a single berth, 340 m in length, with breasting and mooring dolphins; depths alongside of about 14 m.

Chinese Notices 12/Marine Information/25; 27/Marine Information/25; Chinese Chart 14382 (2023)

[NP32A- No 137- Wk 03/26]

**China - South-east coast - Xiongdi Yu to Dongding Dao — Directions; light**

**135**

After Paragraph 5.90 3 line 3 *Insert*:

Nanding Dao Light (stone column, black and white bands, 10 m in height) (24°08'·10N 118°02'·27E).

Chinese Notice 7/158/25 [NP32A- No 128- Wk 03/26]

**China - South-east coast - Xiongdi Yu to Dongding Dao — Directions; light; depth**

**135**

Paragraph 5.91 4 *Replace by*:

- 4 SE of Nansha (24°05'·69N 118°06'·48E), a bank extending 5 miles NNE and about 3 miles W.

Chinese Notice 7/158/25; UKHO

[NP32A- No 129- Wk 03/26]

**China - South-east coast - Xiamen Gang — Directions; light**

**140**

After Paragraph 5.121 2 line 1 *Insert*:

Nanding Dao Light (24°08'·10N 118°02'·27E) (5.90).

Chinese Notice 7/158/25 [NP32A- No 130- Wk 03/26]

**China - South-east coast - Xiamen Gang -  
Wu'an Shuidao — Directions; shoal**

**142**

Paragraph 5.127 4 lines 7-8 *Delete*

Chinese Notice 32/974/25 [NP32A- No 152- Wk 03/26]

**China - South-east coast - Xiamen Gang —  
Directions; approach**

**142**

Paragraph 5.130 2 lines 1-3 *Replace by:*

2 From a position SE of Nanding Dao (24°08'·09N 118°02'·28E), the alignment (018·6°) of the leading lights passes:

Chinese Notice 7/158/25 [NP32A- No 131- Wk 03/26]

**China - South-east coast -  
Dongding Dao to Quanzhou Wan —  
Directions; light**

**148**

After Paragraph 5.153 2 line 6 *Insert:*

Nanbeiwei Yu Light (white column, 12 m in height) (24°33'·42N 118°39'·22E).

Chinese Notice 7/157/25 [NP32A- No 132- Wk 03/26]

**China - South-east coast -  
Dongding Dao to Xiangzhi Jiao —  
Directions; light**

**148**

Paragraph 5.154 5 lines 1-3 *Replace by:*

**5 Useful marks:**

Wai Yu Light (white concrete column, 6 m in height) (24°32'·12N 118°37'·41E).

Chinese Notice 7/157/25 [NP32A- No 133- Wk 03/26]

**China - South-east coast - Weitou Wan —  
Limiting conditions; controlling depth**

**151**

Paragraph 5.160 1 *Replace by:*

1 **Controlling depth.** Weitou Wan Kou Channel (24°30'·25N 118°32'·78E) has a maintained depth of 13 m.

Anhaiwan Channel (24°33'·24N 118°30'·01E) has a maintained depth of 5 m.

Siltation is liable to occur and depths may be less than stated; the local authorities should be contacted for the latest information.

2 **Tidal levels.** At Liaolu Wan, the mean spring range is about 4·3 m and the mean neap range about 2·1 m. For further details see *ADMIRALTY Tide Tables Volume 6*.

Chinese Notice 13/Marine information/25 [NP32A- No 138- Wk 03/26]

**China - South-east coast - Shenu Wan —  
Limiting conditions; controlling depth**

**151**

Paragraph 5.166 1 lines 1-4 *Replace by:*

1 **Controlling depth.** Shenu Channel (24°39'·15N 118°41'·73E) is maintained to 7·5 m; siltation is liable to occur, the local authorities should be contacted for the latest information.

Chinese Notice 13/Marine information/25 [NP32A- No 139- Wk 03/26]

**China - South-east coast - Shenu Wan -  
Jinshang — Limiting conditions;  
controlling depth; anchorage**

**152**

After Paragraph 5.171 1 *Insert:*

**Controlling depth.** The entrance channel has a maintained depth of 8·6 m, however shoal depths may exist.

Paragraph 5.171 3 lines 4-6 *Replace by:*

**Anchorage** for bulk carriers up to 100 000 gt may be obtained in a designated area (24°40'·91N 118°45'·89E) SSE of the harbour.

Chinese Notice 13/Marine information/25 [NP32A- No 140- Wk 03/26]

**China - South-east coast - Quanzhou Gang —  
Limiting conditions; controlling depth**

**152**

Paragraph 5.176 1-2 *Replace by:*

1 **Caution.** The channels leading to Quanzhou Gang are subject to considerable silting; depths may be less than charted. The Port Authority should be contacted for the latest information.

The maintained depth in Xiaozhui Men, the S passage (5.189), is 12·1 m. Vessels with deep draughts may need to await the tide to enter through this passage.

2 The maintained depth in Dazhui Men, the N passage (5.190), is 5 m.

The channel (5.191) between Shihu and Houzhu Gang has a least charted depth of 4·2 m

Chinese Notice 13/Marine information/25 [NP32A- No 141- Wk 03/26]

**China - South-east coast - Quanzhou Gang —  
Berths; anchorage**

**154**

Paragraph 5.192 1 line 1 including headings *Replace by:*

**Anchorages and moorings**

**5.192**

1 **Quanzhou Wan Emergency Mooring Area** (24°49'·52N 118°43'·17E), in depths from about 8 to 16·5 m; for emergency anchoring of vessels with a draught of less than 7·4 m.

**Alongside berths****5.192a****Shihu:**

1

Chinese Notice 13/Marine information/25

**[NP32A- No 142- Wk 03/26]****China - South-east coast - Xinghua Wan - Jiangyin Gang — Arrival information; wind farms****161**After Paragraph 5.241 *Insert:***Wind farms****5.241a**

1 Xinghua Wan W (25°24'·82N 119°22'·86E) and Xinghua Wan E (25°23'·14N 119°27'·37E) Wind Farms are situated either side of the channel to Fuqing Nuclear Power Plant.

UKHO

**[NP32A- No 143- Wk 03/26]****China - South-east coast - Xinghua Wan - Jiangyin Gang — Directions****162**After Paragraph 5.249 *Insert:***Channel to Fuqing Nuclear Power Plant****5.249a**

1 From a position WNW of Dashe Dao (25°18'·60N 119°28'·50E), the recommended track, marked by light buoys (starboard hand), leads NNW and N to the terminal at Fuqing Nuclear Power Plant.

Chinese Notice 14/Marine information/25; 14/443/25

**[NP32A- No 144- Wk 03/26]****China - South-east coast - Xinghua Wan - Jiangyin Gang — Berths****162**Paragraph 5.250 1-2 *Replace by:*

1 The port consists of the following principal berths: Fuqing Nuclear Power Plant Heavy Cargo Terminal (25°25'·93N 119°25'·86E) handles vessels up to 3000 gt. Coal Pier (25°24'·19N 119°20'·07E), an L-shaped jetty, which extends about 1 1/4 miles SSW from the shore; depth alongside about 15 m.

2 Fuzhou Xingang International Container Wharf (25°24'·87N 119°17'·35E); about 460 m of berthing space; depths alongside from about 13 to 16 m. Jiangyin International Container Wharf (25°25'·06N 119°16'·90E); about 460 m of berthing space; depth alongside about 14 m.

3 Liquid Chemical Berth (25°25'·59N 119°15'·82E) has a length of 325 m and depths alongside of about 14 m; handles vessels up to 50 000 gt.

Zhongjiang LPG Terminal (25°25'·78N 119°15'·39E); handles vessels up to 230 m LOA, 42 m beam and 12·2 m draught.

Chinese Notice 14/Marine information/25; UKHO

**[NP32A- No 145- Wk 03/26]****China - Taiwan Strait - Fuqing Wan - Songxia Gang — Harbour; development****164**Paragraph 5.262 including heading *Replace by:***Spare****5.262**

Chinese Chart 14132 (2024)

**[NP32A- No 146- Wk 03/26]****China - Taiwan Strait - Fuqing Wan - Songxia Gang — Directions****165**Paragraph 5.266 3 *Replace by:*

3 The channel then continues NW to Songxia Pier Operating Area extending about 5 cables N and S of Niu Jiao (25°45'·50N 119°37'·50E).

**Fuzhouiniutouwan Wharf.** From a position in the channel to Songxia Pier Operating Area, in the vicinity of No 108 Light Buoy (port hand), a branch channel, marked by light buoys (lateral), leads WSW to Fuzhouiniutouwan Wharf (25°43'·88N 119°37'·26E).

**Useful marks:**

Wuzhu Dao Light (25°41'·72N 119°40'·03E) (5.264). Gu Yu Light (white square concrete tower, 13 m in height) (25°40'·57N 119°37'·50E).

Chinese Notice 24/752/25 **[NP32A- No 147- Wk 03/26]****China - Taiwan Strait - Fuqing Wan - Songxia Gang — Berths****165**Paragraph 5.267 1 lines 13-15 *Replace by:*

2 Fuzhouiniutouwan Wharf (25°43'·88N 119°37'·26E) is about 530 m in length and depths alongside from 15 to 20 m.

Fuzhousongxia Wharf (25°45'·41N 119°37'·94E); orientated N/S; about 1116 m in length; charted depths 6·0 to 14·6 m.

Chinese Chart 14132 (2024); UKHO  
**[NP32A- No 148- Wk 03/26]**

**China - East coast - Yueqing Wan — Arrival information; anchorages****187**Paragraph 6.80 1 lines 5-6 *Replace by:*

Anchor berth	(27°58'·68N	121°34'·42E),
unrestricted.		
Anchor berth	(27°58'·74N	121°33'·30E),
unrestricted.		

Waiting Anchorage (27°50'·80N 121°27'·99E), E of Dongtou Liedao Y1 Light Buoy (safe water).  
No 2 Anchorage (27°52'·19N 121°19'·34E); quarantine, pilotage and waiting anchorage for dangerous cargo vessels in depths from about 12·5 to 14 m.

Chinese Notice 28/Marine information/25; 28/871/25;  
33/994/25 [NP32A- No 149- Wk 03/26]

**China - East coast - Hangzhou Wan - Ningbo — Limiting conditions; vertical clearances**

218

Paragraph 7.72 3 Replace by:

3 **Yong Jiang.** Vertical clearances are as follows:  
Zhaobaoshan Great Bridge (29°57'·70N 121°43'·55E), vertical clearance 30 m.  
Numerous overhead power cables, least vertical clearance of 36 m.  
Numerous other bridges, some with an unknown vertical clearance, span Yong Jiang farther upriver.

Chinese Notice 31/937/25 [NP32A- No 150- Wk 03/26]

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

**China - Yellow Sea - Guanhe Kou — Controlling depth**

54

After Paragraph 2.28 1 line 5 Insert:

**Controlling depth.** The channel has a design depth of 11·5 m, depths are liable to change and the local authorities should be contacted for the latest information. Vessels up to 50 000 gt are permitted to use the channel.

Chinese Notice 1/Marine Information/25  
[NP32B- No 183- Wk 03/26]

**China - Yellow Sea - Guanhe Kou — Directions**

54

Paragraph 2.28 3 lines 5- 9 Replace by:

**Directions.** From a position in the vicinity of Guanhekou Light Buoy (safe water) (34°38'·29N 119°59'·57E) the recommended track, marked by light buoys (lateral), leads WSW for about 6½ miles.

Thence the recommended track leads SSW, passing between submerged breakwaters, marked by light beacons (special), into the mouth of the river.

Chinese Notice 2/17/25 [NP32B- No 184- Wk 03/26]

**China - Yellow Sea - Shidao Gang — Anchorage**

75

Paragraph 2.175 5 lines 5- 12 Replace by:

**Anchorage** are as follows:

No 2 Anchorage (36°42'·54N 122°34'·99E); emergency and shelter anchorage; depths from about 20 to 26 m, mud and sand.

No 1 Anchorage (36°51'·45N 122°33'·67E); emergency and shelter anchorage; depths from about 15 to 36 m, mud and sand.

Anchorage (36°48'·60N 122°27'·90E); depths from about 17 to 30 m.

Quarantine Anchorage (36°51'·17N 122°27'·47E); depths from about 13 to 20 m.

**Caution.** Numerous wrecks, obstructions and spoil ground exist within the anchorage areas above.

Chinese Notice 11/Marine information/25; Chinese Notice 11/322/25 [NP32B- No 185- Wk 03/26]

**China - Bo Hai including Liaodong Wan — General information; hazards and dangers**

119

After Paragraph 4.2 Insert:

**Hazards and dangers**

4.2a

**High collision risk areas.** Numerous high collision risk areas have been established at the convergence of recommended routes and around the outer anchorages of major ports in Bo Hai. A large number of commercial vessels and concentrations of fishing vessels are to be expected in these areas.

UKHO

[NP32B- No 193- Wk 03/26]

**China - Bo Hai - Longkou Gang — Limiting conditions; controlling depths**

122

After Paragraph 4.38 1 line 7 Insert:

The channel (4.50a) to Southern Operating Area has a design depth of 16·4 m.

Chinese Notice 42/Marine information/25  
[NP32B- No 188- Wk 03/26]

**China - Bo Hai - Longkou Gang — Limiting conditions; under-keel clearance**

122

After Paragraph 4.38 Insert:

**Under-keel clearance**

4.38a

**1** The UKC of vessels using the channel (4.50a) to the Southern Operating Area should be greater than 10% of draught.

Chinese Notice 42/Marine information/25  
[NP32B- No 189- Wk 03/26]

**China - Bo Hai - Longkou Gang —  
Arrival information; port operations**

122

Paragraph 4.41 *Replace by:*

**Arrival information**

**Port operations**

**4.41**

1 Oil and chemical tankers bound for the Southern Operating Area (4.53a) are restricted to entering and leaving the harbour during daylight hours.

**Vessel traffic service**

**4.41a**

1 A vessel traffic service is in operation for the control of shipping. See *ADMIRALTY list of Radio Signals Volume 6(6)*.

Chinese Notice 42/Marine information/25

[NP32B- No 190- Wk 03/26]

**China - Bo Hai - Longkou Gang —  
Directions; channel**

124

After Paragraph 4.50 *Insert:*

**Channel to Southern Operating Area**

**4.50a**

1 From a position in the vicinity of No 4 Pilot Boarding Position (4.43), the track leads S through a channel, marked by light buoys (lateral), crossing the channel of the Longkou Gang Leading Light alignment (4.48).

Thence the channel leads SE and E into the Southern Operating Area (4.53a) basin and as required for berthing.

Chinese Notice 35/1033/25

[NP32B- No 191- Wk 03/26]

**China - Bo Hai - Longkou Gang -  
Southern Operating Area — Berths**

124

After Paragraph 4.53 *Insert:*

**Southern Operating Area**

**4.53a**

1 Berth Nos 1 to 3 (37°35'·65N 120°12'·50E) are general cargo berths with a total length of 790 m. The largest berth is No 1 with a depth alongside of about 16 m, accommodating vessels up to 100 000 dwt.

Berth Nos 6 and 7 (37°36'·27N 120°13'·80E) are oil and liquid chemical terminals with a total length of 510 m and a depth alongside of about 15 m; accommodates tankers up to 50 000 dwt.

2 Berth Nos 10 and 11 (37°36'·55N 120°13'·11E) are oil and liquid chemical terminals with a total length of 640 m. The largest berth is No 11 with a depth alongside of about 17 m, accommodating oil tankers up to 100 000 dwt.

Chinese Notices 20/Marine information/25; 42/Marine information/25

[NP32B- No 186- Wk 03/26]

**China - Bo Hai - Tianjin Gang — Arrival  
information; outer anchorages**

132

Paragraph 4.142 1 including existing Section IV Notice Week 42/25 *Replace by:*

1 Anchorage may be obtained as follows in designated anchorages, the limits of which are shown on the chart:

**No 2 Anchorage** (38°57'·79N 118°02'·43E). Waiting and quarantine anchorage suitable for vessels up to 10·5 m in draught and 50 000 gt. Depths from about 6·5 to 14 m, mud. A dangerous wreck (38°57'·58N 118°00'·29E), marked by a light buoy (isolated danger), lies in the W part of the anchorage.

Chinese Notices 8/Marine Information/25; 8/175/25

[NP32B- No 182- Wk 03/26]

**China - Bo Hai - Tianjin Gang —  
Arrival information; outer anchorages**

132

Paragraph 4.142 3 lines 5-7 *Replace by:*

**Vessels over 100 000 dwt** (38°49'·98N 118°11'·36E). A quarantine anchorage for vessels over 100 000 dwt. Depths from about 19 to 22 m. An obstruction lies in the E part of the anchorage.

Chinese Notice 17/525/25

[NP32B- No 187- Wk 03/26]

**China - Bo Hai - Changxing Dao —  
Arrival information; anchorage; obstruction**

151

Paragraph 4.302 1 lines 5-6 *Replace by:*

No 2 (39°22'·60N 121°12'·50E); depths from 30 to 35 m. An obstruction is situated in the E part of the anchorage.

Chinese Notice 29/884/25

[NP32B- No 192- Wk 03/26]

**NP48 Mediterranean Pilot Volume 4  
(2025 Edition)**

**Türkiye - Aegean Sea - Hisarönü Körfezi —  
Directions; depths**

249

Paragraph 7.140 3 line 1 *For 8·8 m Read 7·1 m*

Paragraph 7.140 3 lines 6-7 *Replace by:*

Clear of a shoal with a least depth of 7·1 m (36°44'·86N 28°02'·23E), thence:

Paragraph 7.140 4 lines 1-3 <i>Replace by:</i>	<b>Sogn og Fjordane - Indre Sognefjorden - Aurlandsfjorden and Nærøyfjorden — Vertical clearances</b>
4 SSE of a shoal with a depth of 2.7 m (36°45'33N 28°02'94E) marked by a light buoy (S cardinal), thence:	<b>367</b>
Turkish Notice 23/110/25	Paragraph 10.179 1 line 5 <i>For</i> 65 m <i>Read</i> 49 m
	Paragraph 10.179 2 line 2 <i>For</i> 60 m <i>Read</i> 49 m
<b>NP57A Norway Pilot Volume 2A (2022 Edition)</b>	Norwegian Notice 11/74807/24 [NP57A- No 91-Wk 03/26]
<b>Sogn og Fjordane - Indre Sognefjorden - Finnafjorden — Vertical clearances</b>	<b>NP58A Norway Pilot Volume 3A (2022 Edition)</b>
<b>363</b>	<b>Sør- Helgeland - Gåsværfjorden — Hazards; marine farms</b>
Paragraph 10.140 2 <i>Replace by:</i>	<b>159</b>
2 <b>Vertical clearances:</b>	<i>After Paragraph 4.246 Insert:</i>
An overhead cable, with a vertical clearance of 43 m, spans the entrance to Finnafjorden.	<b>Hazards and dangers</b>
An overhead cable, with a vertical clearance of 13 m, spans Straumen.	<b>4.246a</b>
Norwegian Notice 11/74807/24	1 <b>Marine farms.</b> A marine farm (66°01'·87N 12°01'·38E) is situated in the northern part of Gåsværfjorden.
	Norwegian Notice 11/74676/24 [NP58A- No 83-Wk 03/26]
<b>Sogn og Fjordane - Indre Sognefjorden - Arnafjorden — Vertical clearance</b>	<b>Nord- Helgeland – Ranfjorden – Mo i Rana — Directions; lights</b>
<b>364</b>	<b>176</b>
Paragraph 10.154 1 line 10 <i>For</i> 60 m <i>Read</i> 57 m	Paragraph 4.351 5 lines 1-3 <i>Replace by:</i>
Norwegian Notice 11/74807/24	5 Thence the track leads ENE, passing:
	Paragraph 4.351 6 lines 7-8 <i>Replace by:</i>
	NW of Haukneset (4.388), and:
	Norwegian Notice 11/74826/24 [NP58A- No 84-Wk 03/26]
<b>Sogn og Fjordane - Indre Sognefjorden - Kvamsøy — Vertical clearance</b>	<b>Nord- Helgeland – Ranfjorden – Mo i Rana - Åga — Light</b>
<b>364</b>	<b>180</b>
Paragraph 10.155 2 line 2 <i>For</i> 10 m <i>Read</i> 5 m	Paragraph 4.373 1 lines 2-3 <i>For</i> Haukneset Light <i>Read</i> Haukneset
Norwegian Notice 11/74807/24	Norwegian Notice 11/74826/24 [NP58A- No 85-Wk 03/26]
<b>Sogn og Fjordane - Indre Sognefjorden - Vangsnes to Gagersneset — Vertical clearance</b>	<b>Nord- Helgeland – Ranfjorden – Mo i Rana - Lille Alteren — Light</b>
<b>365</b>	<b>180</b>
Paragraph 10.159 1 line 2 <i>For</i> 60 m <i>Read</i> 45 m	Paragraph 4.374 1 line 3 <i>For</i> Haukneset Light <i>Read</i> Haukneset
Norwegian Notice 11/74807/24	Norwegian Notice 11/74826/24 [NP58A- No 86-Wk 03/26]

**Nord-Helgeland – Ranfjorden –  
Mo i Rana — Arrival information; light**

**180**

Paragraph 4.380 1 lines 3-4 *For Haukneset Light (66°17'·36N 14°02'·67E) Read Haukneset (4.388)*

Norwegian Notice 11/74826/24

**[NP58A- No 87- Wk 03/26]**

**Nord-Helgeland – Ranfjorden –  
Mo i Rana — Harbour; light**

**180**

Paragraph 4.384 1 lines 2-3 *For Haukneset Light Read Haukneset*

Norwegian Notice 11/74826/24

**[NP58A- No 88- Wk 03/26]**

**Nord-Helgeland – Ranfjorden –  
Mo i Rana — Directions; light**

**180**

Paragraph 4.385 1 lines 1-2 *For Haukneset Light (66°17'·36N 14°02'·67E) Read Haukneset (66°17'·38N 14°02'·70E)*

Norwegian Notice 11/74826/24

**[NP58A- No 89- Wk 03/26]**

**Vesterålen - Raftsundet -  
Rognholmene — Directions; light**

**402**

Paragraph 12.144 2 line 3 *For (204·5°-208·5°) Read (208°-209·5°)*

Norwegian Notice 11/74801/24

**[NP58A- No 90- Wk 03/26]**

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

**Mexico - Bay of Campeche -  
Cayo Arenas — Light**

**124**

Paragraph 6.52 1 lines 6-8 *Replace by:*

A stranded wreck (22°07'·49N 91°25'·02W) lies W of Cayo Arenas Light (white truncated pyramidal metal tower with red dome, 23 m in height) (22°06'·91N 91°23'·91W).

ENC MX204013 (1.002); Mexican Lights List 2024

**[NP69A- No 106- Wk 03/26]**

## UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

**NP75, Vol B Edition 2025.** Weekly Edition No. 3, Dated 15 January 2026.  
*Last Updates: Weekly Edition No. 2, dated 08 January 2026.*

<b>B0969-05</b>	Terschelling TSS - German Bight. N05-A (NL)	53 41-06 N 6 21-53 E	Lit	..	<b>15</b> Platform	..
*	*	*	AIS	*	*	MMSI No 992441165

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**NP77, Vol D Edition 2025.** Weekly Edition No. 3, Dated 15 January 2026.  
*Last Updates: Weekly Edition No. 2, dated 08 January 2026.*

NORTH AIN SUKHNA PORT (SOKHNA PORT)						
<b>D7297-06</b>	- S Breakwater. Head	29 38-63 N 32 22-56 E *	Fl R 3s	..	6 Red metal column 2	..
<b>D7297-07</b>	- N Breakwater. Head	29 39-02 N 32 22-58 E *	Fl G 3s	..	6 Green metal column 2	..
<b>D7400-9031</b>	- Diyar Al Muharraq. W Entrance. S Side	26 19-43 N 50 37-48 E *	Fl R 3s	..	.. White pile beacon	..
*	*	*	*	*	*	*
<b>D7400-9032</b>	- Diyar Al Muharraq. W Entrance. N Side	26 19-55 N 50 37-56 E *	Fl G 3s	..	.. White pile beacon	..
*	*	*	*	*	*	*
<b>D7400-9033</b>	- Diyar Al Muharraq. NW Entrance. S Side	26 19-89 N 50 37-80 E *	Fl R 3s	..	.. White pile beacon	..
*	*	*	*	*	*	*
<b>D7400-9034</b>	- Diyar Al Muharraq. NW Entrance. N Side	26 20-00 N 50 37-85 E *	Fl G 3s	..	.. White pile beacon	..
*	*	*	*	*	*	*
<b>D7400-9035</b>	- Diyar Al Muharraq. NW Corner. W Side	26 20-19 N 50 38-01 E *	Q(3)Y 10s	..	.. White pile beacon	..
*	*	*	*	*	*	*
<b>D7400-9036</b>	- Diyar Al Muharraq. NW Corner. N Side	26 20-28 N 50 38-39 E *	Q Y	..	.. White pile beacon	..
*	*	*	*	*	*	*
<b>D7400-9037</b>	- Diyar Al Muharraq. NW Corner. E Side	26 20-05 N 50 38-68 E *	Q Y	..	.. White pile beacon	..
*	*	*	*	*	*	*
<b>D7400-9038</b>	- Diyar Al Muharraq. N Entrance. W Side	26 19-96 N 50 38-67 E *	Fl G 3s	..	.. White pile beacon	..
*	*	*	*	*	*	*
<b>D7400-9039</b>	- Diyar Al Muharraq. N Entrance. E Side	26 19-92 N 50 38-73 E *	Fl R 3s	..	.. White pile beacon	..
*	*	*	*	*	*	*

# V

NP77, Vol D Edition 2025 *continued.*

BAHRAIN. PORT OF MĪNĀ' SALMĀN							
<b>D7406·6</b>	Remove from list; deleted						
<b>D7407·42</b>	- Al Muharraq	26 14·49 N 50 37·08 E	Fl G 5s	..	..	Green pile beacon	..
		*	*			*	
<b>D7414·8</b>	- Murwadah. S Side	26 18·78 N 50 26·62 E	Iso W 4s	..	..	Red pile beacon, white stripe	..
*	*	*	*	*	*	*	*
<b>D7416·8</b>	-	26 11·47 N 50 24·94 E	Fl R	..	..	Red pile beacon	..
			*			*	
<b>D7416·82</b>	-	26 11·51 N 50 24·95 E	Fl G	..	..	Green pile beacon	..
			*			*	
KHAWR AL BAB. KING FAHD CAUSEWAY							
<b>D7417·27</b>	- Coast Guard Jasra. NE Approaches	26 11·15 N 50 20·11 E	F G	..	..	Green pile beacon	..
*	*	*	*	*	*	*	*
<b>D7417·28</b>	- Coast Guard Jasra. NE Approaches	26 11·08 N 50 20·11 E	F R	..	..	Red pile beacon	..
*	*	*	*	*	*	*	*

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NP79, Vol F Edition 2025. Weekly Edition No. 3, Dated 15 January 2026.  
*Last Updates: Weekly Edition No. 2, dated 08 January 2026.*

**F0557·6** Status changed: **TE 2025**

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NP80, Vol G Edition 2025. Weekly Edition No. 3, Dated 15 January 2026.  
*Last Updates: Weekly Edition No. 1, dated 01 January 2026.*

<b>G0792·03</b> AR, H214, 4033	- Puerto GNL Escobar. Wharf. E End. T4	34 14·54 S 58 45·55 W	Fl(3)W 8s	3	5	White round tower with platform	(fl 0·8, ec 1·2) x 2, fl 0·8, ec 3·2
*				*	*	*	*
<b>G0792·04</b> AR, H214, 4032	- Puerto GNL Escobar. Wharf. W End. T1	34 14·49 S 58 45·82 W	Fl(3)W 8s	3	5	White round tower with platform	(fl 0·8, ec 1·2) x 2, fl 0·8, ec 3·2
*				*	*	*	*
<b>G0792·045</b> AR, H214, 4034	- A	34 14·34 S 58 46·37 W	Fl(3)Y 9s	3	5	Yellow × on yellow round tower	(fl 0·8, ec 1·2) x 2, fl 0·8, ec 4·2
*				*	*	*	*
<b>G0792·05</b> AR, H214, 4035	- B	34 14·32 S 58 46·57 W	Fl(3)Y 9s	3	5	Yellow × on yellow round tower	(fl 0·8, ec 1·2) x 2, fl 0·8, ec 4·2
*				*	*	*	*

# V

**NP80, Vol G Edition 2025** *continued.*

<b>G0792-06</b> AR, H214, 4036 *	- C	34 14-23 S 58 46-78 W	Fl(3)Y 12s	3 *      *      *	5 Yellow × on yellow round tower	(fl 0-5, ec 1-5) x 2, fl 0-5, ec 7-5 *      *
<b>G0792-07</b> AR, H214, 4037 *	- D	34 14-10 S 58 46-78 W	Fl(3)Y 12s	3 *      *      *	5 Yellow × on yellow round tower	(fl 0-5, ec 1-5) x 2, fl 0-5, ec 7-5 *      *
<b>G0792-08</b> AR, H214, 4038 *	- E	34 14-06 S 58 46-47 W	Fl(3)Y 9s	3 *      *      *	5 Yellow × on yellow round tower	(fl 0-8, ec 1-2) x 2, fl 0-8, ec 4-2 *      *
<b>G0792-09</b> AR, H214, 4039 *	- F	34 14-00 S 58 46-67 W	Fl(3)Y 9s	3 *      *      *	5 Yellow × on yellow round tower	(fl 0-8, ec 1-2) x 2, fl 0-8, ec 4-2 *      *
<b>G0792-13</b> AR, H214, 4047 *	- Vuelta del Hinojo. Km 89-6	34 10-97 S 58 53-84 W	Fl R 1-5s	8 *      *	5 Red △ on red round tower with platform	fl 0-5 *      *

**NP85, Vol M Edition 2025.** Weekly Edition No. 3, Dated 15 January 2026.

*Last Updates: Weekly Edition No. 2, dated 08 January 2026.*

TAUYSKAYA GUBA. OSTROV SPAFAR'EVA

**M8009-5** Remove from list; deleted

**NP86, Vol N Edition 2025.** Weekly Edition No. 3, Dated 15 January 2026.

*Last Updates: Weekly Edition No. 2, dated 08 January 2026.*

<b>N4628-6</b> TR, , 30676	- İzmir. Alsancak. Quay. No 6	38 26-83 N 27 08-92 E	Fl(2)G 10s	9 *      *      *	5 Metal tower, green band 7	fl 1, ec 1, fl 1, ec 7 *      *      *
<b>N4628-65</b> TR, , 30675-5	- İzmir. Alsancak. Quay. No 16	38 26-85 N 27 09-28 E	Fl(2)R 10s	9 *      *      *	5 Metal tower, red band 7	fl 1, ec 1, fl 1, ec 7 *      *      *
<b>N4628-69</b> TR, , 30676-6	- İzmir. Alsancak. E. Quay. No 26	38 26-79 N 27 09-74 E	Fl R 4s	7 *      *      *	5 White metal tower, red band 5	fl 1 *      *      *
<b>N4880-8</b> TR, , 21610	- Karabiga. Power Plant Harbour. Pier	40 25-42 N 27 19-92 E	Fl(4)Y 10s	7 *      *      *	3 Yellow metal tower with × topmark 6	fl 1 *      *      *
<b>N4899</b> TR, , 21318	- Kilkaya. Rocks	40 58-32 N 27 57-94 E	Q W 1s	6 *      *	7 △ on black metal tower, yellow base 5	fl 0-3 *      *

**V**

**NP86, Vol N Edition 2025** *continued.*

<b>N4926-2</b> TR, , 21162	- Dil Iskelesi. Çolakoglu. Wharf. E Corner	40 45-82 N 29 32-02 E	Fl R 5s	10	5 White metal tower, red band 8	fl I	
				*	*	*	*
<b>N4926-21</b> TR, , 21163	İZMİT KÖRFEZİ. DILISKELESI - Yilport. E Wharf. S Corner	40 45-90 N 29 32-34 E	Fl G 5s	9	5 White tower, green band 5	fl I	
				*	*	*	*
<b>N5828-98</b> TR, , 10497	Alaph. Cement Works. Pier	41 10-17 N 31 21-73 E	Fl Y 4s	9	5 × on yellow metal tower 6	fl I	
*	*	*	*	*	*	*	*
<b>N5866-1</b> TR, , 32791	- Aydincik. Marina. Lighthouse	36 09-02 N 33 21-05 E	Fl R 3s	15	3 Metal post 14	fl I	
*	*	*	*	*	*	*	*
<b>N5866-15</b> TR, , 32791-1	- Aydincik. Marina. Auxilary Pier. Lighthouse	36 09-02 N 33 21-05 E	Fl G 3s	12	3 Metal post 11	fl I	
*	*	*	*	*	*	*	*

**NP88, Vol Q Edition 2025.** Weekly Edition No. 3, Dated 15 January 2026.

*Last Updates: Weekly Edition No. 2, dated 08 January 2026.*

<b>Q1500</b> ID, , 5050	- Polewali (ID)	3 26-26 S 119 20-93 E *	Fl W 3s	14	12 ..	fl 0.5

**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. 3 dated 15 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](http://www.admiralty.co.uk/maritime-safety-information). To obtain the colour versions select **View and download NMs** – select **Weekly** – select **Year** – select **Week** – go to **Selected Week Content** – select **File** (for example: NP286(3)-WK01-14-PAGE149\_Week01\_2026.pdf)

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

Published Wk 12/25

(Last Updates: Weekly Edition No. 2 dated 08 January 2026)

## AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 108, FRANCE (Mediterranean Coast), below Golfe du Lion Offshore Floating Wind Farm Turbine No 1.

Insert:

Golfe du Lion Offshore Floating Wind Farm Turbine No 2	42°50'·98N 3°14'·90E	992271472		Real	
Golfe du Lion Offshore Floating Wind Farm Turbine No 3	42°51'·34N 3°15'·23E	992271473		Real	

(former update 49/25)  
French Bulletin 51/25 (RSDRA2025000594050) 3/26

PAGE 110, GERMANY (North Sea Coast), below Amrumbank West Offshore Wind Farm Turbine No A80.

Insert:

Arcadis Ost 1 Offshore Wind Farm Turbine No AO A4	54°51'·22N 13°36'·78E	992111806		Real	
Arcadis Ost 1 Offshore Wind Farm Turbine No AO B4	54°50'·70N 13°35'·05E	992111808		Real	
Arcadis Ost 1 Offshore Wind Farm Turbine No AO D4	54°49'·80N 13°34'·38E	992111805		Real	
Arcadis Ost 1 Offshore Wind Farm Turbine No AO G2	54°48'·54N 13°42'·55E	992111807		Real	
Arcadis Ost 1 Offshore Wind Farm Turbine No AO G4	54°47'·31N 13°44'·59E	992111809		Real	
Baltic Eagle Offshore Wind Farm Substation Platform	54°49'·26N 13°53'·96E	992111761		Real	
Baltic Eagle Offshore Wind Farm Turbine No BE01	54°48'·84N 13°48'·08E	992111762		Real	
Baltic Eagle Offshore Wind Farm Turbine No BE06	54°51'·04N 13°48'·08E	992111763		Real	
Baltic Eagle Offshore Wind Farm Turbine No BE14	54°51'·39N 13°48'·91E	992111764		Real	
Baltic Eagle Offshore Wind Farm Turbine No BE42	54°47'·35N 13°55'·29E	992111765		Real	
Baltic Eagle Offshore Wind Farm Turbine No BE52	54°51'·64N 13°53'·83E	992111766		Real	

German ENC\_DE3OS02C\_ED1\_013 (RSDRA2025000586451) 3/26

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

Published Wk 12/25

(Last Updates: Weekly Edition No. 1 dated 01 January 2026)

**RADAR BEACONS****PAGE 50, KOREA, SOUTH, below 82910 Ulsan Hang West Breakwater Lt.**

Insert:

Wangdolcho Ocean Research Station	36°41'·16N 129°44'·55E	3 & 10		10		G		82934·5
-----------------------------------	------------------------	--------	--	----	--	---	--	---------

[Korean Notice 51/821/25 \(RSDRA2025000594269\) 3/26](#)**AUTOMATIC IDENTIFICATION SYSTEM (AIS)****PAGE 306, KOREA, SOUTH, below Wangdolcho Lt Bn.**

Insert:

Wangdolcho Ocean Research Station	36°41'·16N 129°44'·55E	994401074		Real	
-----------------------------------	------------------------	-----------	--	------	--

[Korean Notice 51/821/25 \(RSDRA2025000594269\) 3/26](#)**PAGE 364, UNITED STATES (Great Lakes), below Duluth Harbor Basin Traffic Lt Buoy.**

Insert:

Enbridge ASTA No 1	45°47'·18N 84°46'·45W			Virtual	
Enbridge ASTA No 2	45°50'·47N 84°45'·21W			Virtual	
Enbridge Oil Pipeline Virtual Mark No 1	45°49'·45N 84°45'·87W	993663034		Virtual	
Enbridge Oil Pipeline Virtual Mark No 2	45°49'·38N 84°45'·43W	993663035		Virtual	
Enbridge Oil Pipeline Virtual Mark No 3	45°48'·21N 84°45'·88W	993663036		Virtual	
Enbridge Oil Pipeline Virtual Mark No 4	45°48'·29N 84°46'·30W	993663037		Virtual	

[United States Coast Guard Bulletin 51/25 \(RSDRA2025000593925\) 3/26](#)

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

Published Wk 48/25

(Last Updates: Weekly Edition No. 1 dated 01 January 2026)

**RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS****PAGE 223, SWEDEN, FIRING PRACTICE AREAS, SAFETY OFFICES.**

Delete table and replace by:

Area Name	Call / VHF Ch	Telephone number	Position
Gothenburg		+46(0) 703602459 +46(0) 730834568	57°36'·00N 11°31'·72E
Junkön (R46)	CALL: Junkön Skjutfält / Ch 14	+46(0) 705473515 +46(0) 703162072 +46(0) 730956146	65°25'·00N 22°20'·00E
Kabusa (R55A)	CALL: Kabusa skjutfält / Ch 16 or Ch 68	+46(0) 705527622	55°25'·00N 14°00'·00E
Ravlunda (R34)	CALL: Ravlunda skjutfält / Ch 16 or Ch 68	+46(0) 734222490 +46(0) 44351032 +46(0) 44351096 +46(0) 108269805	55°46'·00N 14°20'·00E
Ringenäs (R41A)		+46(0) 352663955 +46(0) 3553677	56°41'·00N 12°41'·00E
Rinkaby (R38A)	CALL: Rinkaby skjutfält / Ch 16 or Ch 18	+46(0) 108269805	55°56'·78N 14°19'·59E
Såtenäs		+46(0) 510477000	58°28'·00N 12°43'·00E
Sturko (R63A and R63B)	CALL: Sturko skjutfält / Ch 16	+46(0) 708195838	55°59'·78N 15°36'·92E
Tåme (R58)	CALL: Tåme skjutfält / Ch 16	+46(0) 921348405* +46(0) 921349100 +46(0) 108248405	64°55'·00N 21°30'·00E
Tofta (R28A, R28B and R28C)	CALL: Tofta skjutfält / Ch 16 or Ch 69	+46(0) 108259719 +46(0) 108295717	57°33'·50N 18°08'·00E
Utö	CALL: Utö skjutfält / Ch 16	+46(0) 108231823 +46(0) 850157045	58°54'·00N 18°20'·00E
Väddö (R15A)	CALL: Väddö skjutfält / Ch 16	+46(0) 108236580* +46(0) 108236582	59°58'·00N 18°54'·00E
Veckholm Firing Danger Area (Stockholm)		+46(0) 108257680	59°30'·00N 17°26'·50E

\* When firing is NOT in progress, this number connects to a recorded answering service giving information about current and forthcoming practices, H24 in Swedish only.

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

Published Wk 20/25

*(Last Updates: Weekly Edition No. 02 dated 08 January 2026)***PAGE 122, IRELAND, DUN LAOGHAIRE, Port, CONTACT DETAILS & HOURS sections.**

Delete and replace by:

**CONTACT DETAILS:****Harbour Office**

Call: Dun Laoghaire Harbour Office  
 VHF Channel: Ch 16 (Distress and Safety only); 14  
 Telephone: +353(0)83 1443412 (Mobile)  
 E-mail: harbourmaster@dlrcoco.ie  
 Website: www.dlrcoco.ie/dun-laoghaire-harbour-0

**Hr Mr**

Telephone: +353(0)87 1228576 (Operations Manager)  
 +353(0)87 0647231 (Assistant Hr Mr)  
 E-mail: harbourmaster@dlrcoco.ie  
 ljackson@dlrcoco.ie (Assistant Hr Mr)

**Dun Laoghaire Marina**

Call: Dun Laoghaire Marina  
 VHF Channel: Ch 16; 37A 80A  
 Telephone: +353(0)1 2020040  
 E-mail: info@dlmarina.com  
 Website: www.dlmarina.com

**HOURS: H24**

Hr Mr: Mon-Fri: 0800-1730 LT  
 Hr Mr Mobile: Mon-Fri: 0800-1730 LT and when there is expected vessel operations  
 Harbour Office: 0830-1700 LT

*(Former update 20/25)**Dun Laoghaire Harbour correspondence, (RSDRA2025000585194), 03/26***PAGE 403, UNITED KINGDOM, PENZANCE.**

Delete entry and replace by:

**PENZANCE****UNCTAD LOCODE:** GB PEN**50°07'N 5°32'W****Port****CONTACT DETAILS:**

Call: Penzance Harbour  
 VHF Channel: Ch 16; 11

**Harbour Office**

Telephone: +44(0)1736 366113  
 Fax: +44(0)1736 366114  
 E-mail: penzanceharbour@cornwall.gov.uk  
 Website: www.cornwallharbours.co.uk/our-harbours/penzance/

**Hr Mr**

Telephone: +44(0)1736 366113 (Office hours)

**HOURS:** Mon-Fri: 0830-1730 LT and on all tides 2h before to 1h after HW*continued on next column***PROCEDURE:**

- (1) All vessels over 15m LOA, safety boats, and all commercially operated vessels are required to broadcast a notice to all stations of the vessel's intentions on VHF Ch 12 (Ch 11 from 1 Jan 26).
- (2) The broadcast should be made prior to letting lines go from the quayside when departing or shifting and on approaching within 0.5 n miles of the Lighthouse Pier (50°07'06N 5°31'68W). The broadcast should contain the following information:
  - (a) Vessel's name and call sign
  - (b) Intended movement including berth names where applicable
  - (c) Anticipated time of movement
  - (d) Any limitations on the vessel's manoeuvrability
- (3) This broadcast might not be acknowledged by Penzance Harbour as the office might be unattended but it ensures all vessels operating within the harbour area are aware.
- (4) All vessels are required to monitor VHF Chs 11 and 16 when in or near Penzance Harbour.

**NOTE:**

Access to the wet dock is 2h before to 1h after HW (or at all times when the tide height is over 4m by arrangement).

*(Former update 48/25)**Cornwall Harbours Board correspondence, (RSDRA2025000593721), 03/26***PAGES 470 & 471, UNITED KINGDOM, WISBECH.**

Delete entry and replace by:

**WISBECH****UNCTAD LOCODE:** GB WIS**52°48'N 0°16'E****Pilots****CONTACT DETAILS:**

Call: Wisbech Pilots  
 VHF Channel: Ch 16; 09  
 Telephone: +44(0)1945 588059  
 +44(0)7860 576685 (Duty Officer, Mobile, AOH)  
 +44(0)7793 960094 (Pilot Master, Mobile)  
 Fax: +44(0)1945 580589

**HOURS:** From 2½h before HW to HW when a vessel is expected**PROCEDURE:**

- (1) **Pilotage is compulsory** for all vessels over 20m LOA and no commercial vessels have exemption.
- (2) **Notice of ETA:** Vessels should advise ETA 24h prior to arrival at the Pilot Station or anchorage.
- (3) **Reporting:** Vessels should report to Wisbech Pilots on VHF Ch 09 in approximate position 52°55'81N 0°16'37E, on arrival at the Bar Flat Anchorage.
- (4) When encountering ships Rule 9 - Narrow Channels, contact with the Pilot must be made, particularly if turning at the river end or turning basins. All vessels must stand to with a safe distance of 250m and await further instructions. If passing or if in doubt as to the vessel's intentions the working channel remains VHF Ch 09 and contact should be made with the Pilots. Similarly contact can be made with harbour craft when on service. Pilot cutters are 'Nene Pilot' and 'Fenland Pilot', the tug 'Fenlander' and survey vessel 'Nene Surveyor'.
- (5) **Pilot boards** in the following positions:
  - (a) 52°53'88N 0°15'82E
  - (b) 52°52'46N 0°15'16E (bad weather)

**VESSELS OF UNUSUAL CONSTRUCTION:**

- (1) Vessels over 100m LOA and/or vessels of unusual construction affecting visibility or manoeuvring capability, such as vessels with forward wheelhouses, limited forward visibility due to deck cargo, high sided vessels and vessels which can only berth either port or starboard side to the quay require prior permission from the Hr Mr and may be subject to limiting conditions such as tug attendance, daylight passage only etc. Failure to obtain prior permission may result in a delay.
- (2) Tugs may require 12h notice to order.

*continued on next page*

**Vessel Traffic Management****CONTACT DETAILS:****Harbour Office**

VHF Channel: Ch 09  
 Telephone: +44(0)1945 588059  
 +44(0)7860 576685

**PROCEDURE:**

Reports via VHF should be made to the Harbour Office or broadcast "All Stations River Nene" according to the passage being taken as follows:

(1) **Sutton Bridge to or from the sea:** Before during and after vessel movements, reports preceded by the vessel's name should be transmitted via VHF Ch 09 as follows:

- (a) Before leaving berth or mooring/in the buoied channel, including passage intentions
- (b) When passing the following positions inward-bound and outward-bound:
  - (i) East Knock Lt buoy
  - (ii) Big Tom Port Hand bn
- (c) When secure alongside on berth or mooring

(2) **Sutton Bridge to Wisbech** as follows:

- (a) Before leaving berth or mooring, including passage intentions
- (b) On passing Cross Keys Swing Bridge. Obey Traffic Signals.
- (c) When passing the following positions:
  - (i) Ferry Corner
  - (ii) Drakes Port Hand bn
- (d) When approaching Wisbech Yacht Harbour or Crab Marsh Boatyard
- (e) Wisbech mooring arrangements should be made with the Hr Mr Office before making passage

(3) **Wisbech to Sutton Bridge or to the sea** as follows:

- (a) Before leaving berth
- (b) When passing the following positions:
  - (i) Ferry Corner
  - (ii) Pylons
- (c) On approach to Cross Keys Swing Bridge. Obey Traffic Signals.
- (d) When secure on berth at Sutton Bridge or if to sea, when passing the following positions:
  - (i) Double Reds
  - (ii) Lighthouses

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

Telephone: +44(0)1945 588059  
 Fax: +44(0)1945 580589  
 Website: [www.fenland.gov.uk/wisbechport](http://www.fenland.gov.uk/wisbechport)  
 portauthority@fenland.gov.uk

**Port Operators**

Telephone: +44(0)1945 587070  
 Fax: +44(0)1945 587072

**NOTES:**

- (1) Local navigational warnings are issued by the Port Manager on VHF Ch 09 or 16 or by the Pilot if on station.
- (2) Weather information for outward-bound vessels is available on request from the Hr Mr.

**Tugs****PROCEDURE:**

Tugs are available.

[Port of Wisbech Notice 5/25. \(RSDRA2025000572865\). 03/26](#)

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

Published Wk 23/25

*(Last Updates: Weekly Edition No. 01 dated 01 January 2026)*

**PAGE 60, DENMARK, VORDINGBORG, Sjælland, Port section.**  
 Delete and replace by:

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

VHF Channel: Ch 16  
 Telephone: +45 73 705888  
 E-mail: [port@portofvordingborg.dk](mailto:port@portofvordingborg.dk)  
[info@portofvordingborg.dk](mailto:info@portofvordingborg.dk)  
 Website: [www.portofvordingborg.dk](http://www.portofvordingborg.dk)

**HOURS:** Port Office: Mon-Thurs 0800-1530 LT and Fri 0800-1200 LT

**PROCEDURE:**

- (1) **Notification of entry and mooring:** Before a vessel arrives at the port, the vessel's Master, broker or agent must notify the Port Authority. The notification must be made at least 24h prior to arrival, or at the latest when the vessel departs from the previous port, if the voyage lasts less than 24h or as soon as the port of arrival is known, if this information is only available less than 24h of arrival or is changed during the voyage. The notification must be accompanied by at least the following:
  - (a) Vessel's details, ETA and expected length of stay in the port
  - (b) Purpose of the call, including whether there is a need for berthing at a secured port facility
  - (c) Any information that the port administration requires, in accordance with the rules in force at any time
  - (d) Details of any dangerous goods on board, the type and quantity thereof, whether they are to be loaded/unloaded in the port
  - (e) Notification of vessel and cargo waste that is expected to be unloaded to the port in accordance with the rules in force at any time
  - (f) Details of any other waste that is expected to be unloaded and how it is intended to be disposed of
- (2) These requirements do not apply to a vessel on a regular scheduled service with a berth in the port of arrival.

*(Former updates 30/25 & 38/25)*

[Danish Civil Aviation and Railway Authority. \(RSDRA2025000584659\). 03/26](#)

**PAGE 137, FINLAND, WEST COAST VTS (Finland), Pilots section.**

Delete and replace by:

**Pilots****NOTE:**

For further information on pilotage requirements and ordering, see Finland, GENERAL NOTES, LOCAL PILOTS section.

*(Former update 01/26)*

[Finnpilot Pilotage Ltd correspondence. \(RSDRA2025000589064\). 03/26](#)

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

Published Wk 27/25

(Last Updates: Weekly Edition No. 02 dated 08 January 2026)

## PAGE 259, ITALY, VIBO VALENTIA.

Delete entry and replace by:

**VIBO VALENTIA**

UNCTAD LOCODE: IT VVA

**38°43'N 16°08'E****Pilots****CONTACT DETAILS:**

Call: Piloti Vibo Valentia  
VHF Channel: Ch 14

**PROCEDURE:**

- (1) **Pilotage is compulsory** for vessels of 500 gt and over, vessels carrying hazardous cargoes and tankers.
- (2) **Pilot ordering:** Pilotage requests should be made to the local Maritime Authority by telephone or VHF.
- (3) **Pilot boards** in position 38°43'·70N 16°08'·27E.

**Port****CONTACT DETAILS:****Hr Mr/Port Authority**

VHF Channel: Ch 16; 11  
Telephone: +39 0963 5739201  
+39 0963 5739219  
+39 0963 5739400  
E-mail: cpvibo@mit.gov.it  
cp-vibovalentia@pec.mit.gov.it

**Linesmen**

Telephone: +39 0963 572248  
E-mail: gruppormeggiatori@tiscali.it

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

- (1) Vessels must submit a berthing request via the NMSW-PMIS system at least 24h before ETA, or before departure if the journey is less than 24h.
- (2) Vessels must report any changes to berthing information, including in the event of a need to change the mooring location, via the NMSW-PMIS system.
- (3) Vessels needing to anchor in the roads must request authorisation by radio from the Port Authority. Vessels must notify the Port Authority by radio or telephone before leaving the roads.

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

Telephone: +39 0963 571641  
Fax: +39 0963 572443  
E-mail: calabriadinavigazione@tin.it  
Website: www.assorimorchiatori.it

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

Tugs are compulsory for vessels carrying non-hazardous cargoes over 1,000 tonnes, and oil tankers and vessels carrying flammable and/or hazardous cargoes over 500 tonnes.

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

Published Wk 36/25

(Last Updates: Weekly Edition No. 01 dated 01 January 2026)

## PAGE 37, AUSTRALIA, CARNARVON, W.A., above Port section.

Insert new section:

**Pilots****PROCEDURE:**

- (1) **Pilotage is compulsory** for all vessels, including towing operations, of 35m LOA and over.
- (2) **Pilot boards** in position 24°12'·47S 113°23'·45E.

Australian ENC\_AU326112\_ED5\_001, (RSDRA2025000573805), 03/26

## PAGE 67, AUSTRALIA, LAUNCESTON, Tasmania (BELL BAY), Pilots, PROCEDURE section.

Delete and replace by:

**PROCEDURE:**

- (1) **Pilotage is compulsory** for all vessels over 35m LOA.
- (2) **Pilotage is not compulsory** for vessels exempted by law.
- (3) **Pilot ordering:** Vessels should send request for Pilot and ETA 24h in advance to Port Control.
- (4) Vessels should give updated ETA 4h before arrival at the Pilot boarding ground.
- (5) Vessels that require a Pilot to enter the Port of Dalrymple should not proceed S of latitude 41°00'·00S.
- (6) Vessels approaching Bell Bay and wishing to take a Pilot on board should not enter port limits.
- (7) **Pilot boards** in position 40°59'·75S 146°43'·90E.

Australian ENC\_AU442146\_ED9\_014, (RSDRA2025000554901 & RSDRA2025000554930), 03/26

## PAGES 294 &amp; 295, MALDIVES, MALE'.

Delete entry and replace by:

**MALE'**

UNCTAD LOCODE: MV MLE

**4°11'N 73°30'E****Pilots****CONTACT DETAILS:**

VHF Channel: Ch 10  
Telephone: +960 3039888  
+960 3039414  
+960 3039406  
+960 3039407  
E-mail: pmd@port.mv

**HOURS: 0600-2300 LT for arriving vessels, H24 for departing vessels****PROCEDURE:**

- (1) **Pilotage is compulsory** for all vessels over 120 gt.
- (2) **Pilot boards** in position 4°16'·00N 73°34'·00E

*continued on next page*

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

Call: Male' Harbour Control  
 VHF Channel: Ch 16; 10  
 Telephone: +960 3039404  
 E-mail: pmd@port.mv

**Hr Mr**

Telephone: +960 3039888  
 E-mail: hm@port.mv

**Terminal Operator**

VHF Channel: Ch 11  
 Telephone: +960 3039344  
 E-mail: info@port.mv  
 Website: www.port.mv

**Coastguard**

VHF Channel: Ch 16  
 Telephone: +960 3398898  
 +960 3395981  
 +960 3323431  
 Fax: +960 3325244

**Port Authority**

VHF Channel: Ch 11  
 Telephone: +960 3329339  
 Fax: +960 3325293  
 E-mail: info@port.mv  
 Website: www.port.mv/ports/mch

**Maritime Authority (Ministry of Transport and Civil Aviation)**

Telephone: +960 3037300  
 E-mail: maritime@transport.gov.mv

**Tugs**

VHF Channel: Ch 11  
 Telephone: +960 3307668  
 Fax: +960 3309949

**HOURS:** Sat-Thurs: 0730-2400 LT, Fri 1430-2230 LT

**PROCEDURE:**

(1) **Notice of ETA:** Vessels intending to enter Male' Commercial Harbour should send the ETA message via local agent to Maldives Ports Limited (MPL), Maldives Customs Service, Maldives National Defence Force, Port Health Section and the Department of Immigration and Emigration, 12h prior to arrival. The message should be sent via the TRADIAN system at: tradian.gov.mv. It should contain the following information:

- (a) Vessel's name, IMO No. and call sign
- (b) Flag
- (c) Master's name and nationality
- (d) Agent's name
- (e) Owner's name
- (f) Last and next port of call
- (g) Type of vessel
- (h) Port of registry and number
- (i) dwt/gt/nt
- (j) LOA and maximum draught
- (k) Details of dangerous cargo for discharging or in transit
- (l) ETA Male'
- (m) Cargo for the Maldives or in transit
- (n) Air draught
- (o) Validity of ISSC

(2) Vessels should contact Male' Harbour Control on VHF Ch 10 or 16, 2h before arrival at the Pilot boarding position.

Maldives Ports Limited correspondence, (RSDRA2025000589597), 03/26

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

Published Wk 01/26

*(Last Updates: Weekly Edition No. 01 dated 01 January 2026)*

**PAGE 146, CHINA, SHANGHAI, Pilots, PROCEDURE, section (5).**  
 Delete and replace by:

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

- (a) North Channel (Beicao Hangdao):
  - (i) No 1(N): 31°07'27N 122°25'55E
  - (ii) No 1(S): 31°04'97N 122°25'55E
  - (iii) No 2(N): 31°07'78N 122°36'70E
  - (iv) No 2(S): 31°04'58N 122°36'70E
  - (v) 31°10'80N 122°10'72E (Inward-bound, bad weather)
  - (vi) 31°10'67N 122°10'62E (Outward-bound, bad weather)
- (b) South Channel (Nancao Hangdao):
  - (i) No 3(N): 31°02'57N 122°12'75E
  - (ii) No 3(S): 31°01'92N 122°12'75E
  - (iii) 31°04'50N 122°03'34E (Inward-bound, bad weather)
  - (iv) 31°03'88N 122°03'10E (Outward-bound, bad weather)
- (c) Baoshan Pilot Handover Area:
  - (i) 31°26'33N 121°29'42E (N)
  - (ii) 31°26'22N 121°29'06E (S)

[Chinese Notice 49/1532/25, \(RSDRA2025000589786\), 03/26](#)

**VOLUME 6, NP286(7), Sixth Edition, 2025**

Published Wk 06/25

*(Last Updates: Weekly Edition No. 02 dated 08 January 2026)*

**PAGE 237, PERU, BAYÓVAR OIL TERMINAL, Pilots, PROCEDURE, section (2).**  
 Delete and replace by:

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

- (a) In the waiting area bound by the following positions:
  - (i) 5°45'93S 81°01'57W
  - (ii) 5°45'93S 81°01'06W
  - (iii) 5°46'33S 81°01'06W
  - (iv) 5°46'33S 81°01'57W
- (b) In position 5°47'12S 81°03'50W (0-5 n miles from the Bayóvar Oil Terminal in the vicinity of the red isophase Lt Buoy).

[\(Former update 23/25\)](#)

[Peruvian Bulletin 11/25, \(RSDRA2025000584498\), 03/26](#)

**UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS**

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

**UKRAINE NAVIGATIONAL INFORMATION**

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

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

## ADMIRALTY DIGITAL SERVICES

### 1. ENC / ECDIS and AVCS

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

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

#### b) *ENC Readme.txt file*

The README.TXT file located within the ENC\_ROOT folder of AVCS Exchange sets contains important safety related information relating to the use of ENCs in ECDIS. The file is also available on the AVCS Support page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

This file should be consulted each week to ensure that all related issues are taken into consideration. The file header indicates the last time that the README file was updated and the date that it was issued.

#### c) *Temporary information in ENCs*

Mariners should take temporary information into account when planning and executing a passage with ENCs and most ENC producers now include temporary information in their ENCs. It is usually compiled as normal ENC updates, sometimes with the start and end dates attributed or described as 'Temporary' in the pick report.

The latest confirmed status of T&P NM information in the ENCs that are available in ADMIRALTY services is shown in the **T&P NMs in ENCs** section at: [admiralty.co.uk/charts/digital-charts/admiralty-vector-chart-service/updates-support](http://admiralty.co.uk/charts/digital-charts/admiralty-vector-chart-service/updates-support). The latest pdf file can be downloaded by clicking: *Download the current status of T&P NMs in ENCs*.

Note that T&P NMs are compiled for paper charts and may not align with any temporary information that is compiled into ENCs.

ADMIRALTY Information Overlay (AIO) includes ADMIRALTY T&P NMs for paper charts where the ENC Producer has not confirmed that they include temporary information in their ENCs.

### 2. ADMIRALTY Products Supporting Digital Navigation

- i. ADMIRALTY ENC and ECDIS Maintenance Record (NP133C). This publication is designed to hold paper records on ENC and ECDIS maintenance to assist information management and support inspections. Please note that V3.0 is the current edition.
- ii. ADMIRALTY Guide to ENC Symbols Used in ECDIS (NP5012). A companion to the ADMIRALTY Guide to Symbols and Abbreviations Used on Paper Charts, NP5011. The 2nd edition of NP5012 includes the changes highlighted in the new S-52 standards and the new presentation library 4.0.
- iii. ADMIRALTY Guide to the Practical Use of ENCs (NP231). Supports ECDIS training on the interpretation and use of ENC data.
- iv. ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures (NP232). Provides clear guidance for any individual or organisation responsible for the introduction of ECDIS, in particular those involved in the development of detailed ECDIS operating procedures.

### 3. ADMIRALTY Digital Publications (ADP)

#### **ADMIRALTY Sailing Directions: Removal of AIS and Racons**

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

#### **ADP V24 is available on the ADP Weekly Update DVD from 18<sup>th</sup> January 2024**

V23 and V24 are supported by the UKHO and are the only versions that allow users to receive updates as they are made available. Users of older versions of ADP should upgrade to a supported version at their earliest convenience.

#### **ADMIRALTY TotalTide (ATT): German Tidal Stations predicted on LAT**

The TotalTide application computes predictions for all German tidal stations based on Lowest Astronomical Tide (LAT). Mariners using charts which refer to Mean Low Water Springs (MLWS) in German waters, must deduct 0.5m from all predicted tidal heights for these ports before applying them to the depths on those charts to determine the correct predicted depth of water. This advice will also be contained in the 'Notes' tab on the Prediction Windows in TotalTide for each German tidal station.

For information: Please note the UKHO will not be supporting V18 from 1<sup>st</sup> July 2023, and will not be supporting V19 from 1<sup>st</sup> December 2024.

The ADP software and the Data updates can still be downloaded from weekly ADP Update and Software DVDs.

To get access to the ADP Update and Software DVD, please contact your ADMIRALTY Distributor.

For information: Ensure that Activation Key Requests and Update Data Requests for ADP are sent to [ADPMailGateway@ukho.gov.uk](mailto:ADPMailGateway@ukho.gov.uk)

### 4. ADMIRALTY e-Nautical Publications (AENP)

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	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**

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

**HYDROGRAPHIC NOTE FOR PORT  
INFORMATION**  
(To accompany Form H.102)

**H.102A**  
(V7.0 Jan 2013)

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

**NOTES:**

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

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

(To accompany Form H.102)

**H.102B**  
(V7.0 Jan 2014)

# 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](http://admiralty.co.uk/MSI).

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



**Hydrographic Note – H.102**  
**Reporting information affecting ADMIRALTY Maritime Products & Services**

For emergency information affecting safety of life at sea forward to: [navwarnings@ukho.gov.uk](mailto: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](mailto:sdr@ukho.gov.uk)  
 This form H.102 and instructions are available online: [admiralty.co.uk/msi](http://admiralty.co.uk/msi)

Date			Ref. number				
Name of ship or sender			IMO number				
Address and general locality							
E-mail / Tel / Fax of sender							
Subject							
Position (see <i>Instruction 2</i> )	Latitude			Longitude			
	GPS		Datum		Accuracy		
ADMIRALTY Charts affected				Edition			
Latest Weekly Edition of Notices to Mariners (NMs) held							
Replacement copy of chart number (see <i>Instruction 3</i> )		<b>IS / IS NOT required</b>					
ENCs affected							
Latest update disk applied		Week:					
Make, model and or age of ECDIS if applicable							
Publications affected (e-NP / DP number, edition number)							
Date of latest supplement/update, page & Light List number etc.							
Details of anomaly / observation:							
Name of observer / reporter							
H.102A submitted		Yes <input type="checkbox"/>	No <input type="checkbox"/>	H.102B submitted		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Tick box if not willing to be named as source of this information <input type="checkbox"/>							

