

ADMIRALTY NOTICES TO MARINERS

Weekly Edition 05

29 January 2026

(Published on the ADMIRALTY website 19 January 2026)

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For information on how to update your ADMIRALTY products using ADMIRALTY Notices to Mariners, please refer to NP294 How to Keep Your ADMIRALTY Products Up-to-Date.

Mariners are requested to inform the UKHO immediately of the discovery of new or suspected dangers to navigation, observed changes to navigational aids and of shortcomings in both paper and digital ADMIRALTY Charts or Publications.

The Hydrographic Note Form (H102) should be used to forward this information and to report any ENC display issues.

H102A should be used for reporting changes to Port Information.

H102B should be used for reporting GPS/Chart Datum observations.

Copies of these forms can be found at the back of this bulletin and on the UKHO website.

The following communication facilities are available:

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

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

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

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

Software required:

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

SEARCHABLE NOTICES TO MARINERS

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

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

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

NOTICES TO MARINERS ON-LINE

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

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

FURTHER GUIDANCE NOTES

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

- File content and description
- PC and printer specifications

CUSTOMER SERVICE

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

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

Email: customerservices@ukho.gov.uk

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

Tel: +65 6424 4200

ADMIRALTY NOTICES TO MARINERS

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

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

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

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UK Hydrographic Office

Admiralty Way, Taunton, Somerset
TA1 2DN, United Kingdom
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EXPLANATORY NOTES

Dating

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

Section I - Publications List

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

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

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

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

Section IB - Current Nautical Publications

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

Section II - Updates to Standard Nautical Charts

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

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

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

Section III - Navigational Warnings

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

Section IV - Sailing Directions

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

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

Section V - Lights

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

Section VI - Radio Signals

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

Section VII - Miscellaneous Publications

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

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

All Tides Publications

Nautical Almanac Publications, including Sight Reduction Tables.

Section VIII – ADMIRALTY Digital Services

Information relevant to ADMIRALTY Digital Services.

Further Guidance

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

CAUTIONARY NOTES

Updating

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

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

Satellite-Derived Positions and Chart Accuracy

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

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[05/26]

ADMIRALTY Charts affected by the Publication List

| ADMIRALTY Charts | ADMIRALTY Charts | International Charts |
|------------------|------------------|----------------------|
| 1392 | JP 151 | INT 1303 |
| 1983 | JP 153 | INT 1368 |
| 1990 | JP 179 | INT 1370 |
| 1992 | JP 187 | INT 1478 |
| 2106 | JP 198 | INT 1801 |
| 2227 | JP 213 | INT 1804 |
| 2521 | JP 221 | INT 2881 |
| 2596 | JP 226 | |
| 2597 | JP 1030 | |
| 2664 | JP 1032 | |
| AUS 55 | JP 1034 | |
| BE 106 | JP 1051 | |
| JP 10 | JP 1097 | |
| JP 11 | JP 1098 | |
| JP 28 | JP 1101 | |
| JP 53 | JP 1102 | |
| JP 54 | JP 1108 | |
| JP 70 | JP 1163 | |
| JP 77 | JP 1169 | |
| JP 80 | JP 1172 | |
| JP 87 | JP 1180 | |
| JP 90 | JP 1195 | |
| JP 93 | JP 1206 | |
| JP 106 | JP 1220 | |
| JP 108 | JP 1221 | |
| JP 120 | JP 1222 | |
| JP 139 | JP 1228 | |
| JP 145 | | |
| JP 149 | | |

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

NM WEBSEARCH QR CODE

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

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



UKRAINE NAVIGATIONAL INFORMATION

Owing to insufficient information, it is not always possible to ensure that ADMIRALTY Nautical Publications are completely up-to-date for new dangers or changes to aids to navigation.

Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.

BALTIC SEA CHART DATUM 2000 (BSCD2000)

UKHO Products and Services, including foreign charts, in the Baltic Sea region are changing to a new vertical reference system for depth and height information. During this transition period, Charts may be referred to either mean sea level or the new BSCD2000. For further information please contact the national charting authority and see ADMIRALTY Sailing Directions.

This note is to be reviewed in 2026.

PHOTOGRAPHY

ADMIRALTY publications utilise imagery from a wide variety of sources, mariners, port authorities and other users. The UK Hydrographic Office (UKHO) welcomes new imagery of navigational aids, landmarks, coastline, approaches to and from ports and berths. Imagery from the mariner's point of view is especially helpful. Images can be sent to the UKHO using the email:

publications.queries@ukho.gov.uk

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

New Editions of ADMIRALTY Charts published 29 January 2026

| Chart | <i>Title, limits and other remarks</i> | Scale | Folio | 2026 Catalogue page |
|--------------------|--|----------------------------------|-------|---------------------|
| ◎1983 | Mediterranean Sea, Tyrrhenian Sea, Capo Carbonara to Capo San Vinto. On publication of this New Edition former Notice 5521(P)/25 is cancelled. This chart remains affected by Notices 1550(T)/24 and 5790(P)/25. | 1:300,000 | 24 | 42, 44 |
| ◎1990 | Mediterranean Sea, Oristano to Arbatax including Golfo di Cagliari. On publication of this New Edition former Notice 5521(P)/25 is cancelled. This chart remains affected by Notice 1550(T)/24. | 1:300,000 | 25 | 42 |
| ◎1992 | Mediterranean Sea, Porto Vecchio to Arbatax including Bonifacio Strait. On publication of this New Edition former Notice 5521(P)/25 is cancelled. This chart is to be deleted from the list of charts affected by Notice 120(P)/26. This chart remains affected by Notice 5790(P)/25. | 1:300,000 | 25 | 42 |
| ◎2596 INT 1370 | International Chart Series, Denmark, Entrance to the Baltic, Storebælt, Northern Part. On publication of this New Edition former Notice 4683(P)/25 is cancelled. This chart remains affected by Notice 5107(T)/25. | 1:75,000 | 10 | 34 |
| ◎2597 INT 1368 | International Chart Series, Denmark - Entrance to the Baltic, Storebælt, Southern Part. This chart remains affected by Notices 1800(T)/25 and 2381(T)/25. | 1:75,000 | 10 | 34 |
| ◎BE106 INT 1478 | International Chart Series, Westerschelde – Zeeschelde, From Baalhoek to Wintam. ① Baalhoek to Antwerpen. ② Antwerpen to Hoboken. ③ Hoboken to Wintam. This chart remains affected by Notices 1312(T)/25 and 3098(T)/25. | 1:30,000 1:15,000 1:10,000 | 9 | 24 |

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

| Chart | Published | <i>Title and other remarks</i> | Scale | Folio | 2026 Catalogue page |
|--------|------------|--|----------|-------|---------------------|
| ◎AUS55 | 12/12/2025 | Australia - North West Coast, Western Australia, Approaches to Port Walcott. On publication of this New Edition former Notices 265(P)/26 is cancelled. This chart remains affected by Notice 142(P)/25. | 1:50,000 | 63 | 92 |

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

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ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 12 FEBRUARY 2026

New Editions of ADMIRALTY Charts

| Chart | <i>Title, limits and other remarks</i> | Scale | <i>Charts to be WITHDRAWN</i> | Folio | <i>2026 Catalogue page</i> |
|------------------|---|---------------------|-----------------------------------|-------|--------------------------------|
| 2106 INT 1303 | International Chart Series, Entrances to the Baltic Sea, Storebælt and Lillebælt to Fehmarn Belt. | 1:200,000 | ◎2106 INT 1303 | 10 | 34 |
| 2227 | Gulf of Finland, Estonia, Tallinn and Approaches. Vanasadam. | 1:27,500 1:7,500 | ◎2227 | 11 | 36 |
| 2521 INT 1801 | International Chart Series, France - West Coast, Chaussée de Sein to Belle-Île. | 1:150,000 | ◎2521 INT 1801 | 17 | 20 |
| 2664 INT 1804 | International Chart Series, France - West Coast, Pointe de la Coubre to Ponte D'Arcachon. | 1:168,500 | ◎2664 INT 1804 | 17 | 40 |

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

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ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

ADMIRALTY Charts

| <i>Chart to be WITHDRAWN</i> | <i>Main Title</i> | <i>On publication of New Chart/New Edition</i> |
|----------------------------------|--|--|
| 1983 | Mediterranean Sea, Tyrrhenian Sea, Capo Carbonara to Capo San Vinto. | ◎1983 |
| 1990 | Mediterranean Sea, Oristano to Arbatax including Golfo di Cagliari. | ◎1990 |
| 1992 | Mediterranean Sea, Porto Vecchio to Arbatax including Bonifacio Strait. | ◎1992 |
| 2596 INT 1370 | International Chart Series, Denmark, Entrance to the Baltic, Strebælt, Northern Part. | ◎2596 INT 1370 |
| 2597 INT 1368 | International Chart Series, Denmark - Entrance to the Baltic, Storebælt Southern Part. | ◎2597 INT 1368 |
| AUS55 | Australia - North West Coast, Western Australia, Approaches to Port Walcott. | ◎AUS55 |
| BE106 INT 1478 | International Chart Series, Westerschelde – Zeeschelde, From Baalhoek to Wintam. | ◎BE106 INT 1478 |

INTENTION TO WITHDRAW CHARTS

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

| <i>Chart to be WITHDRAWN</i> | <i>Date of withdrawal</i> | <i>Chart to be WITHDRAWN</i> | <i>Date of withdrawal</i> |
|----------------------------------|-------------------------------|----------------------------------|-------------------------------|
| JP10 | 30 July 2026 | JP93 | 30 July 2026 |
| JP11 | 30 July 2026 | JP106 | 30 July 2026 |
| JP28 | 30 July 2026 | JP108 | 30 July 2026 |
| JP53 | 30 July 2026 | JP120 | 30 July 2026 |
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| JP77 | 30 July 2026 | JP149 | 30 July 2026 |
| JP80 | 30 July 2026 | JP151 | 30 July 2026 |
| JP87 | 30 July 2026 | JP153 | 30 July 2026 |
| JP90 | 30 July 2026 | JP179 | 30 July 2026 |

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

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INTENTION TO WITHDRAW CHARTS

It is proposed to withdraw without replacement, the following ADMIRALTY Charts (continued):

| <i>Chart to be WITHDRAWN</i> | <i>Date of withdrawal</i> | <i>Chart to be WITHDRAWN</i> | <i>Date of withdrawal</i> |
|----------------------------------|-------------------------------|----------------------------------|-------------------------------|
| JP187 | 30 July 2026 | JP1102 | 30 July 2026 |
| JP198 | 30 July 2026 | JP1108 | 30 July 2026 |
| JP213 | 30 July 2026 | JP1163 | 30 July 2026 |
| JP221 | 30 July 2026 | JP1169 | 30 July 2026 |
| JP226 | 30 July 2026 | JP1172 | 30 July 2026 |
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| JP1034 | 30 July 2026 | JP1206 | 30 July 2026 |
| JP1051 | 30 July 2026 | JP1220 | 30 July 2026 |
| JP1097 | 30 July 2026 | JP1221 | 30 July 2026 |
| JP1098 | 30 July 2026 | JP1222 | 30 July 2026 |
| JP1101 | 30 July 2026 | JP1228 | 30 July 2026 |

ADMIRALTY CHARTS INDEPENDENTLY WITHDRAWN

ADMIRALTY Charts

| <i>Chart to be WITHDRAWN</i> | <i>Main Title</i> | <i>Date of withdrawal</i> |
|----------------------------------|--|-------------------------------|
| ◎1392 INT 2881 | Africa - West Coast, Ports and Anchorages in Togo and Benin. | 29 January 2026 |

On withdrawal of this chart former Notice 130(P)/26 is cancelled. This chart is to be deleted from the list of charts affected by Notices 1795(P)/25 and 4198(T)/25.

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

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| 456* | 2.19 | 34 | 513 | 2.18 | 27 |
| 457 | 2.27 | 60 | 514(P)/26 | 2.46 | 95 |
| 458 | 2.27 | 60 | 515 | 2.24 | 47 |
| 459 | 2.17 | 28 | 516 | 2.25 | 50 |
| 460 | 2.16 | 9 | 517* | 2.9 | 2, 7 |
| 461* | 2.16 | 9 | 518(T)/26 | 2.43 | 38, 42, 43, 46 |
| 462 | 2.28 | 48 | 519 | 2.30 | 90 |
| 463 | 2.13 | 11 | 520 | 2.31 | 89 |
| 464(P)/26 | 2.44 | 52, 53 | 521 | 2.25 | 55 |
| 465 | 2.28 | 68 | 522 | 2.25 | 55 |
| 466 | 2.21 | 50 | 523* | 2.9 | 2, 7 |
| 467 | 2.13 | 11 | 524 | 2.26 | 52 |
| 468 | 2.32 | 95 | 525* | 2.9 | 2 |
| 469 | 2.22 | 50 | 526* | 2.10 | 1, 2, 7, 8, 9 |
| 470 | 2.29 | 91 | 527 | 2.17 | 16 |
| 471 | 2.33 | 87 | 528 | 2.19 | 30 |
| 472 | 2.14 | 11 | 529 | 2.15 | 10 |
| 473 | 2.14 | 10 | 530 | 2.25 | 47 |
| 474 | 2.12 | 15 | 531 | 2.15 | 10 |
| 475(T)/26 | 2.38 | 6 | | | |
| 476(P)/26 | 2.45 | 95 | | | |
| 477 | 2.33 | 87 | | | |
| 478(P)/26 | 2.39 | 10 | | | |
| 479 | 2.35 | 81 | | | |
| 480* | 2.16 | 9 | | | |
| 481 | 2.32 | 95 | | | |
| 482(P)/26 | 2.42 | 40 | | | |
| 483 | 2.30 | 98 | | | |
| 484(T)/26 | 2.39 | 10 | | | |
| 485(T)/26 | 2.44 | 52 | | | |
| 486 | 2.22 | 50 | | | |
| 487 | 2.36 | 76, 82 | | | |
| 488* | 2.7 | 2, 7 | | | |
| 489 | 2.22 | 52 | | | |
| 490 | 2.26 | 52 | | | |
| 491 | 2.23 | 50 | | | |
| 492 | 2.23 | 50 | | | |
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II

441* ENGLAND - East Coast - Depths.

Source: British Government Survey

Note: Former Notice 4704(P)/25 is cancelled.

Chart 1543 [previous update 367/26] ETRS89 DATUM

Replace depth, *71*, with depth, *15*, and extend 2m contour E to enclose 52° 27'.72N., 1° 47'.80E.

Chart 5614_2 [previous update 367/26] ETRS89 DATUM

Replace depth, 7_1 , with depth, 1_5 , and extend 2m contour E to enclose $52^{\circ}27' \cdot 72^{\circ}\text{N}.$, $1^{\circ}47' \cdot 80^{\circ}\text{E}.$

451* SCOTLAND - West Coast - Obstruction. Wreck. Depth.

Source: Peel Ports Clydeport

Chart 1994 (INT 1636) [previous update 363/26] ETRS89 DATUM

Insert Obstn 55° 57' 500N 4° 45' 897W

Replace  W_k with  W_k

depth, 133, with depth, 121

Chart 5610_3 (Panel A, Cartsdyke to Helensburgh) [[previous update 363/26](#)] ETRS89 DATUM

Insert  Obstn 55° 57' 500N 4° 45' 897W

Replace $\textcircled{I} I_7 \textcircled{W} k$ with $\textcircled{I} I_2 \textcircled{W} k$ $55^{\circ} 57' .591\text{N}$ $4^{\circ} 45' .826\text{W}$

depth, 133, with depth, 121 55° 57'·595N., 4° 45'·481W.

453* ENGLAND - East Coast - Light.

Source: Port of Tyne

Chart 1934 (INT 1550) (Panel A, Willington Quay to Saint Anthony's Point) [previous update New Edition 28/08/2025] ETRS89 DATUM

Insert 54° 59'.175N., 1° 30'.575W.

Chart 5615_21 (Panel B, Willington Quay to Wincombe) [previous update New Edition 06/11/2025] ETRS89 DATUM

Insert  54° 59'·175N., 1° 30'·575W.

II

488* ENGLAND - East Coast - Drying heights. Depths.

Source: ABP Humber

Chart 3497 (INT 1554) [previous update 271/26] ETRS89 DATUM

| | | | |
|--------|---|-----|---------------------------|
| Insert | drying height, l_1 , and extend 0m low water line S to enclose | (a) | 53° 42'·62N., 0° 25'·49W. |
| Delete | drying height, l_2 , close NW of: | (a) | above |
| Insert | depth, l_2 , enclosed by 2m contour | (b) | 53° 42'·46N., 0° 25'·09W. |
| Delete | depth, l_4 , close NE of: | (b) | above |
| | depth, l_5 , close NW of: | (b) | above |
| Insert | depth, l_2 | (c) | 53° 42'·37N., 0° 24'·70W. |
| Delete | depth, l_8 , close W of: | (c) | above |
| Insert | drying height, l_9 , enclosed by 0m low water line | (d) | 53° 42'·64N., 0° 24'·80W. |
| Delete | depth, l_1 , close NE of: | (d) | above |
| Insert | drying height, l_2 , enclosed by 0m low water line | (e) | 53° 42'·66N., 0° 24'·51W. |
| Delete | depth, l_9 , close SW of: | (e) | above |
| Insert | drying height, l_7 , and extend approximate 0m low water line SW to enclose | (f) | 53° 42'·65N., 0° 24'·23W. |
| Delete | depth, l_1 , close NW of: | (f) | above |
| Insert | depth, l_1 | (g) | 53° 42'·64N., 0° 23'·21W. |
| Delete | depth, l_9 , close SE of: | (g) | above |
| Insert | drying height, l_6 | (h) | 53° 43'·08N., 0° 22'·79W. |
| Delete | drying height, l_1 , close SW of: | (h) | above |
| Insert | drying height, l_6 , enclosed by 0m low water line | (i) | 53° 43'·00N., 0° 22'·75W. |
| Delete | depth, l_3 , close SE of: | (i) | above |
| Insert | drying height, l_7 , and extend the 0m low water line N to enclose | (j) | 53° 43'·04N., 0° 22'·55W. |
| Delete | drying height, l_6 , close S of: | (j) | above |
| Insert | drying height, l_1 , enclosed by 0m low water line | | 53° 43'·19N., 0° 22'·40W. |
| | drying height, l_7 | (k) | 53° 42'·96N., 0° 22'·14W. |
| Delete | drying height, l_4 , close NE of: | (k) | above |

II

488* ENGLAND - East Coast - Drying heights. Depths. (continued)

Chart 5614_19 (Panel A, Kingston Upon Hull to Humber Bridge) [previous update 138/26] ETRS89 DATUM

| | | | |
|--------|---|-----|---------------------------|
| Insert | drying height, l_1 , and extend 0m low water line S to enclose | (a) | 53° 42' 62N., 0° 25' 49W. |
| Delete | drying height, l_2 , close NW of: | (a) | above |
| Insert | depth, l_2 , enclosed by 2m contour | (b) | 53° 42' 46N., 0° 25' 09W. |
| Delete | depth, l_4 , close NE of: | (b) | above |
| | depth, l_5 , close NW of: | (b) | above |
| Insert | depth, l_2 | (c) | 53° 42' 37N., 0° 24' 70W. |
| Delete | depth, l_8 , close W of: | (c) | above |
| Insert | drying height, l_9 , enclosed by 0m low water line | (d) | 53° 42' 64N., 0° 24' 80W. |
| Delete | depth, l_1 , close NE of: | (d) | above |
| Insert | drying height, l_2 , enclosed by 0m low water line | (e) | 53° 42' 66N., 0° 24' 51W. |
| Delete | depth, l_9 , close SW of: | (e) | above |
| Insert | drying height, l_7 , and extend approximate 0m low water line SW to enclose | (f) | 53° 42' 65N., 0° 24' 23W. |
| Delete | depth, l_1 , close NW of: | (f) | above |
| Insert | depth, l_1 | (g) | 53° 42' 64N., 0° 23' 21W. |
| Delete | depth, l_9 , close SE of: | (g) | above |
| Insert | drying height, l_6 | (h) | 53° 43' 08N., 0° 22' 79W. |
| Delete | drying height, l_1 , close SW of: | (h) | above |
| Insert | drying height, l_6 , enclosed by 0m low water line | (i) | 53° 43' 00N., 0° 22' 75W. |
| Delete | depth, l_3 , close SE of: | (i) | above |
| Insert | drying height, l_7 , and extend the 0m low water line N to enclose | (j) | 53° 43' 04N., 0° 22' 55W. |
| Delete | drying height, l_6 , close S of: | (j) | above |
| Insert | drying height, l_1 , enclosed by 0m low water line | | 53° 43' 19N., 0° 22' 40W. |
| | drying height, l_7 | (k) | 53° 42' 96N., 0° 22' 14W. |
| Delete | drying height, l_4 , close NE of: | (k) | above |

494* ENGLAND - East Coast - Restricted area.

Source: Health and Safety Executive

Chart 121 [previous update 2674/25] ETRS89 DATUM

| | | |
|--------|---|---------------------------|
| Insert | circular limit of restricted area, radius 500m, TTTT , centred on: | 53° 56' 08N., 0° 31' 36E. |
|--------|---|---------------------------|

Chart 1190 (INT 1508) [previous update 4091/25] ETRS89 DATUM

| | | |
|--------|---|---------------------------|
| Insert | circular limit of restricted area, radius 500m (0.27M), TTTT , centred on: | 53° 56' 08N., 0° 31' 36E. |
|--------|---|---------------------------|

Chart 5614_21 [previous update 2674/25] ETRS89 DATUM

| | | |
|--------|---|---------------------------|
| Insert | circular limit of restricted area, radius 500m (0.27M), TTTT , centred on: | 53° 56' 08N., 0° 31' 36E. |
|--------|---|---------------------------|

II

517* ENGLAND - East Coast - Buoyage.

Source: Sizewell C Harbour Authority

Chart 1543 [previous update 441/26] ETRS89 DATUM

Insert



52° 13'·47N., 1° 38'·21E.

52° 12'·93N., 1° 38'·23E.

Chart 5614_1 (Panel A, Orford Ness to Benacre Ness) [previous update New Edition 30/10/2025] ETRS89 DATUM

Insert



52° 13'·47N., 1° 38'·21E.

52° 12'·93N., 1° 38'·23E.

523* ENGLAND - East Coast - NM Blocks.

Source: Greyfriars Project Management Ltd

Note: Former Notice 4979(P)/23 is cancelled.

Chart 1534 (INT 1558) (Plan A, Great Yarmouth Outer Harbour) [previous update 432/26] ETRS89 DATUM

Insert

the accompanying block, centred on:

52° 34'·4N., 1° 44'·0E.

Chart 5614_4 (Plan B, Great Yarmouth Outer Harbour) [previous update 432/26] ETRS89 DATUM

Insert

the accompanying block, centred on:

52° 34'·4N., 1° 44'·0E.

525* IRELAND - South Coast - NM Blocks. Notes.

Source: Port of Waterford

Chart 2046 (Panel A, Waterford) [previous update 3817/25] ETRS89 DATUM

Insert

the accompanying block A, centred on:

52° 15'·8N., 7° 06'·7W.

Delete

note, BRIDGE UNDER CONSTRUCTION, centred on:

52° 15'·328N., 7° 06'·642W.

Chart 2046 [previous update 3817/25] ETRS89 DATUM

Insert

the accompanying block B, centred on:

52° 15'·9N., 7° 06'·6W.

Chart 5621_15 (Panel C, Waterford) [previous update 363/25] ETRS89 DATUM

Insert

the accompanying block, centred on:

52° 15'·7N., 7° 06'·7W.

Chart 5622_4 (Panel C, Continuation of Queens Channel to Waterford) [previous update 547/24] ETRS89 DATUM

Insert

the accompanying block, centred on:

52° 15'·9N., 7° 06'·6W.

Delete

note, BRIDGE UNDER CONSTRUCTION, centred on:

52° 14'·50N., 7° 05'·70W.

II

526* DOVER STRAIT - Submarine cable.

Source: Pelagian

Note: Charts 323, 1406, 1610, 1828, 2449, 5605_1, 5605_11, 5606_1, 5606_4, 5607_1 are to be deleted from the list of charts affected by Notice 1339(P)/25.

Chart 323 (INT 1564) [previous update 5647/25] ETRS89 DATUM

| | | |
|--------|--------------------------------|--|
| Insert | submarine cable, ~~~, joining: | 51° 22'·75N., 1° 26'·85E. 51° 23'·48N., 1° 29'·50E. 51° 23'·44N., 1° 30'·38E. 51° 23'·13N., 1° 31'·44E. 51° 23'·12N., 1° 32'·68E. 51° 23'·54N., 1° 33'·43E. 51° 23'·72N., 1° 39'·39E. 51° 22'·59N., 1° 43'·77E. 51° 22'·49N., 2° 13'·34E. 51° 21'·46N., 2° 15'·35E. 51° 21'·49N., 2° 20'·32E. 51° 22'·47N., 2° 26'·90E. |
|--------|--------------------------------|--|

Chart 1406 [previous update 5669/25] WGS84 DATUM

| | | |
|--------|--------------------------------|---|
| Insert | submarine cable, ~~~, joining: | 51° 22'·61N., 1° 43'·89E. 51° 22'·56N., 2° 06'·61E. 51° 22'·38N., 2° 13'·30E. 51° 21'·58N., 2° 15'·21E. 51° 21'·26N., 2° 18'·84E. 51° 22'·38N., 2° 26'·49E. 51° 22'·29N., 2° 29'·57E. |
|--------|--------------------------------|---|

Chart 1607 (INT 1562) [previous update 5647/25] ETRS89 DATUM

| | | |
|--------|---|---------------------------|
| Delete | legend, <i>Under construction</i> , centred on: | 51° 23'·19N., 1° 32'·35E. |
|--------|---|---------------------------|

Chart 1610 (INT 1511) [previous update 5483/25] ETRS89 DATUM

| | | |
|--------|--------------------------------|--|
| Insert | submarine cable, ~~~, joining: | 51° 23'·54N., 1° 35'·79E. 51° 23'·76N., 1° 39'·05E. 51° 23'·60N., 1° 39'·98E. 51° 23'·25N., 1° 40'·68E. 51° 22'·64N., 1° 43'·75E. 51° 22'·47N., 2° 12'·51E. 51° 22'·17N., 2° 14'·20E. 51° 21'·58N., 2° 15'·21E. 51° 21'·36N., 2° 18'·16E. 51° 21'·58N., 2° 21'·84E. |
|--------|--------------------------------|--|

Chart 1828 (INT 1563) [previous update 361/26] ETRS89 DATUM

| | | |
|--------|--------------------------------------|--|
| Delete | legend, <i>Planned</i> , centred on: | 51° 23'·29N., 1° 30'·90E. 51° 23'·65N., 1° 37'·24E. |
|--------|--------------------------------------|--|

II

526* DOVER STRAIT - Submarine cable. (continued)

Chart 2449 [previous update 5669/25] WGS84 DATUM

| | |
|--------------------------------|---|
| submarine cable, ~~~, joining: | 51° 23'·55N., 1° 35'·80E. 51° 23'·75N., 1° 39'·56E. 51° 23'·29N., 1° 40'·53E. 51° 22'·64N., 1° 43'·75E. 51° 22'·51N., 2° 08'·37E. 51° 22'·45N., 2° 13'·38E. 51° 21'·68N., 2° 14'·96E. 51° 21'·36N., 2° 18'·16E. 51° 21'·62N., 2° 22'·11E. 51° 22'·43N., 2° 26'·63E. 51° 22'·26N., 2° 29'·26E. |
|--------------------------------|---|

Chart 5605_1 (Panel B, Northern Approaches to Dover Strait) [previous update 4459/25] WGS84 DATUM

| | | |
|--------|--------------------------------|--|
| Insert | submarine cable, ~~~, joining: | 51° 22'·60N., 1° 43'·89E. 51° 22'·50N., 2° 12'·01E. 51° 22'·17N., 2° 14'·20E. 51° 21'·58N., 2° 15'·21E. 51° 21'·36N., 2° 18'·16E. 51° 21'·58N., 2° 21'·83E. 51° 22'·46N., 2° 26'·85E. 51° 22'·14N., 2° 28'·86E. |
|--------|--------------------------------|--|

Chart 5605_11 [previous update 4554/25] WGS84 DATUM

| | | |
|--------|--------------------------------|--|
| Insert | submarine cable, ~~~, joining: | 51° 13'·49N., 2° 53'·96E. 51° 15'·04N., 2° 51'·24E. 51° 17'·99N., 2° 47'·11E. 51° 19'·08N., 2° 46'·37E. 51° 19'·28N., 2° 46'·12E. 51° 19'·58N., 2° 45'·87E. 51° 19'·74N., 2° 45'·55E. 51° 20'·11N., 2° 44'·96E. 51° 20'·35N., 2° 44'·75E. 51° 20'·54N., 2° 44'·68E. |
|--------|--------------------------------|--|

Chart 5606_1 [previous update 5669/25] WGS84 DATUM

| | | |
|--------|--------------------------------|--|
| Insert | submarine cable, ~~~, joining: | 51° 22'·60N., 1° 43'·89E. 51° 22'·51N., 2° 11'·40E. 51° 22'·35N., 2° 13'·67E. 51° 21'·58N., 2° 15'·21E. 51° 21'·36N., 2° 18'·16E. 51° 21'·58N., 2° 21'·83E. 51° 22'·48N., 2° 27'·12E. 51° 22'·12N., 2° 28'·85E. |
|--------|--------------------------------|--|

II

526* DOVER STRAIT - Submarine cable. (continued)

Chart 5606_4 [*previous update 5647/25*] ETRS89 DATUM

| | | |
|--------|--------------------------------|---|
| Insert | submarine cable, ~~~, joining: | 51° 22'·75N., 1° 26'·85E. 51° 23'·46N., 1° 29'·43E. 51° 23'·44N., 1° 30'·38E. 51° 23'·33N., 1° 30'·73E. 51° 23'·12N., 1° 31'·51E. 51° 23'·12N., 1° 32'·72E. 51° 23'·49N., 1° 33'·28E. 51° 23'·60N., 1° 33'·72E. 51° 23'·55N., 1° 35'·70E. |
|--------|--------------------------------|---|

Chart 5607_1 [*previous update 5669/25*] WGS84 DATUM

| | | |
|--------|--------------------------------|--|
| Insert | submarine cable, ~~~, joining: | 51° 22'·60N., 1° 43'·89E. 51° 22'·57N., 2° 12'·49E. 51° 22'·17N., 2° 14'·20E. 51° 21'·58N., 2° 15'·21E. 51° 21'·36N., 2° 18'·16E. 51° 21'·58N., 2° 21'·83E. 51° 22'·48N., 2° 27'·12E. 51° 22'·12N., 2° 28'·87E. |
|--------|--------------------------------|--|

474 ICELAND - Obstruction. Virtual aid to navigation.

Source: Icelandic Notice 12/103/25

Chart 2734 (INT 1112) [*previous update 4228/25*] WGS84 DATUM

| | | |
|--------|---|----------------------------|
| Delete |  <i>Subm buoy, and associated symbol, Virtual aid to navigation, V-AIS</i> | 64° 17'·95N., 21° 52'·88W. |
|--------|---|----------------------------|

446 SWEDEN - East Coast - Depths.

Source: Swedish Chart 711

Chart 2844 (INT 1761) [*previous update 4596/25*] WGS84 DATUM

| | | |
|--------|-------------------------------------|--------------------------------|
| Insert | depth, 145, enclosed by 15m contour | 57° 17'·57N., 16° 37'·55E. |
| | depth, 198, enclosed by 20m contour | (a) 57° 17'·95N., 16° 38'·61E. |
| Delete | depth, 29, close NW of: | (a) above |
| Insert | depth, 182, enclosed by 20m contour | 57° 17'·73N., 16° 39'·48E. |
| | depth, 122, enclosed by 15m contour | 57° 18'·20N., 16° 43'·54E. |
| | depth, 163, enclosed by 20m contour | (b) 57° 18'·10N., 16° 43'·83E. |
| Delete | depth, 28, close NE of: | (b) above |

II

455 GERMANY - Baltic Coast - Buoy.

Source: German Notice 46/2400/25

Chart 2014 (INT 1219) [previous update 349/26] WGS84 DATUM

Insert  54° 44' 00N., 14° 14' 00E.

Chart 2015 (INT 1201) [previous update 372/26] WGS84 DATUM

Insert  54° 44' 00N., 14° 14' 00E.

Chart 2018 (INT 1202) [previous update New Edition 27/11/2025] WGS84 DATUM

Insert  54° 44' 00N., 14° 14' 00E.

463 ESTONIA - Depth.

Source: Estonian Notice 12/196/25

Chart 2225 (Panel, Muuga Sadam) [previous update 428/26] WGS84 DATUM

Insert depth, 122 59° 29' 702N., 24° 58' 027E.

467 FINLAND - South Coast - Buoy.

Source: Finnish Notice 35/274/25

Chart 2211 (INT 12511) [previous update 3153/25] WGS84 DATUM

Replace  with  60° 03' 20N., 24° 21' 45E.

Chart 3819 (INT 1251) [previous update 3153/25] WGS84 DATUM

Replace  with  60° 03' 20N., 24° 21' 45E.

II

472 FINLAND - South Coast - Swept area. Coastline.

Source: Finnish Notices 30/230/25 and 35/275/25

Chart 2259 (INT 1153) [previous update 1286/24] WGS84 DATUM

| | | |
|--------|--|------------------------------|
| Insert | swept depth out of position, <u>123</u> | 60° 31'·569N., 27° 09'·994E. |
| | coastline, single firm line, joining: | |
| | (a) 60° 31'·549N., 27° 10'·001E. | |
| | (b) 60° 31'·552N., 27° 10'·024E. | |
| | (c) 60° 31'·498N., 27° 10'·046E. | |
| | (d) 60° 31'·492N., 27° 09'·987E. | |
| Delete | charted detail, within: | (a)-(d) above |
| | former coastline, single firm line, joining: | (a) above |
| | | 60° 31'·498N., 27° 10'·023E. |
| | | 60° 31'·497N., 27° 10'·018E. |
| | | 60° 31'·496N., 27° 10'·018E. |
| | | 60° 31'·493N., 27° 09'·986E. |
| | | (d) above |

473 SWEDEN - West Coast - Depths.

Source: Swedish Chart 8141

Chart 903 (INT 1333) (Panel C, Øresundsbroen) [previous update 433/26] WGS84 DATUM

| | | |
|---------|---------------------------|------------------------------|
| Replace | depth, 55, with depth, 51 | 55° 34'·821N., 12° 50'·358E. |
|---------|---------------------------|------------------------------|

Chart 903 (INT 1333) [previous update 433/26] WGS84 DATUM

| | | |
|--------|------------------------------|----------------------------|
| Insert | sounding out of position, 51 | 55° 34'·82N., 12° 50'·36E. |
|--------|------------------------------|----------------------------|

Chart 2595 (INT 1332) [previous update 433/26] WGS84 DATUM

| | | |
|---------|---|----------------------------|
| Replace | sounding out of position, 55, with sounding out of position, 51 | 55° 34'·82N., 12° 50'·36E. |
|---------|---|----------------------------|

500 SWEDEN - East Coast - NM Block.

Source: Swedish Notice 1099/19812/25

Chart 843 (INT 1230) [previous update 122/26] WGS84 DATUM

| | | |
|--------|-------------------------------------|--------------------------|
| Insert | the accompanying block, centred on: | 58° 39'·7N., 17° 07'·1E. |
|--------|-------------------------------------|--------------------------|

506 FINLAND - South Coast - Buoy.

Source: Finnish Notice 35/273/25

Chart 3820 (INT 1252) (Panel, Port of Inkoo) [previous update 2144/25] WGS84 DATUM

| | | |
|---------|--|----------------------------|
| Replace |  with  | 59° 59'·72N., 23° 59'·97E. |
|---------|--|----------------------------|

Chart 3820 (INT 1252) [previous update 2144/25] WGS84 DATUM

| | | |
|---------|--|----------------------------|
| Replace |  with  | 59° 59'·72N., 23° 59'·97E. |
|---------|--|----------------------------|

II

529 SWEDEN - East Coast - NM Blocks.

Source: Swedish Notice 1099/19820/25

Chart 2054 (INT 1203) (Panel B, Approaches to Klintehamn) [previous update 182/26] WGS84 DATUM

Insert the accompanying block A, centred on: $57^{\circ} 22' \cdot 8N., 18^{\circ} 10' \cdot 5E.$

Chart 2054 (INT 1203) (Panel C, Klintehamn) [previous update 182/26] WGS84 DATUM

Insert the accompanying block B, centred on: $57^{\circ} 23' \cdot 1N., 18^{\circ} 10' \cdot 3E.$

531 LITHUANIA - Buoyage. Restricted areas.

Source: Lithuanian Nav Warning 79/25 and ENC LT282001

Note: Former Notice 1939(T)/24 is cancelled.

Chart 2231 (INT 1277) [previous update 2896/25] WGS84 DATUM

Delete  Survey Gauge
(a) $56^{\circ} 01' \cdot 59N., 20^{\circ} 13' \cdot 17E.$
(b) $56^{\circ} 01' \cdot 59N., 20^{\circ} 17' \cdot 49E.$
(c) $56^{\circ} 01' \cdot 61N., 20^{\circ} 21' \cdot 81E.$
(d) $56^{\circ} 01' \cdot 59N., 20^{\circ} 26' \cdot 15E.$

semi circular limit of safety zone,  and fishing prohibited

area, pecked line, centred on: (a) above
(b) above
(c) above
(d) above

445* NORTH SEA - United Kingdom Sector - Buoyage.

Source: Orsted

Chart 1187 [previous update 5417/25] ETRS89 DATUM

Delete  Fl.Y.5s MOORING 1 $53^{\circ} 53' \cdot 99N., 1^{\circ} 32' \cdot 45E.$
 Fl.Y.5s MOORING 2 $53^{\circ} 57' \cdot 76N., 1^{\circ} 32' \cdot 81E.$
 Fl.Y.5s MOORING 3 $53^{\circ} 57' \cdot 74N., 1^{\circ} 50' \cdot 72E.$

Chart 1191 (INT 1507) [previous update 5606/25] ETRS89 DATUM

Delete  Fl.Y.5s MOORING 2 $53^{\circ} 57' \cdot 76N., 1^{\circ} 32' \cdot 81E.$

II

460 NETHERLANDS - Buoyage.

Source: Netherlands Notice 02/06/26

Chart 207 (INT 1465) [previous update 5691/25] WGS84 DATUM

| | | |
|---------|--|---------------------------|
| Replace |  with  | 51° 58'·63N., 3° 59'·57E. |
| Delete |  | 51° 58'·76N., 3° 59'·50E. |

461* GERMANY - North Sea Coast - Legend.

Source: NPorts Cuxhaven 14/25

Chart DE 44 (INT 1452) (Panel, Cuxhaven) [previous update 346/26] WGS84 DATUM

| | | |
|--------|--|-----------------------------|
| Delete | legend, <i>Works in progress</i> , centred on: | 53° 51'·935N., 8° 42'·420E. |
|--------|--|-----------------------------|

480* NETHERLANDS - Automatic Identification System. Virtual aids to navigation.

Source: NL BaZ 51/328/25

Chart DE 50 (INT 1045) [previous update 356/26] WGS84 DATUM

| | | |
|---------|--|-------------------------|
| Replace | symbol, Virtual aid to navigation, V-AIS, with Automatic Identification System, AIS, at N05-A platform | 53° 41'·1N., 6° 21'·5E. |
|---------|--|-------------------------|

Chart DE 87 (INT 1413) [previous update 356/26] WGS84 DATUM

| | | |
|---------|--|---------------------------|
| Replace | symbol, Virtual aid to navigation, V-AIS, with Automatic Identification System, AIS, at N05-A platform | 53° 41'·06N., 6° 21'·53E. |
|---------|--|---------------------------|

Chart DE 90 (INT 1461) [previous update 356/26] WGS84 DATUM

| | | |
|--------|---|---------------------------|
| Insert | Automatic Identification System, AIS, at N05-A platform | 53° 41'·06N., 6° 21'·53E. |
|--------|---|---------------------------|

501 NORTH SEA - Norwegian Sector - Light.

Source: Norwegian Notice 14/78330/25

Chart 1405 (INT 1400) [previous update 233/26] WGS84 DATUM

| | | |
|-------|------------------------|-------------------------|
| Amend | range of light to, 18M | 59° 18'·4N., 4° 52'·3E. |
|-------|------------------------|-------------------------|

Chart 2182C (INT 1041) [previous update 376/26] WGS84 DATUM

| | | |
|-------|------------------------|-------------------------|
| Amend | range of light to, 18M | 59° 18'·5N., 4° 52'·7E. |
|-------|------------------------|-------------------------|

II

452 PORTUGAL - West Coast - NM Blocks. Depths.
Source: ENC PT528514

Chart 3224 (INT 1882) (Panel A, Sines) [*previous update 3126/25*] WGS84 DATUM

| | | |
|---------|--|-----------------------------|
| Insert | the accompanying block A, centred on: | 37° 55'·2N., 8° 50'·7W. |
| Replace | depth, l_6 , with depth, l_2 | 37° 57'·484N., 8° 53'·501W. |
| Replace | depth, l_{15} , with depth, l_{17} | 37° 56'·172N., 8° 51'·523W. |

Chart 3224 (INT 1882) [*previous update 3126/25*] WGS84 DATUM

| | | |
|--------|---------------------------------------|-------------------------|
| Insert | the accompanying block B, centred on: | 37° 55'·3N., 8° 50'·5W. |
|--------|---------------------------------------|-------------------------|

527 SPAIN - North Coast - Submarine cable.

Source: Spanish Notice 10/72/25

Chart 1104 [*previous update 5718/25*] WGS84 DATUM

| | | |
|--------|---------------------------------|-------------------------|
| Insert | submarine cable, ~~~~, joining: | 43° 28'·7N., 3° 52'·5W. |
| | | 43° 29'·0N., 3° 51'·8W. |
| | | 43° 31'·9N., 3° 53'·1W. |
| | | 43° 34'·8N., 3° 51'·1W. |
| | | 43° 37'·6N., 3° 50'·3W. |
| | | 43° 38'·5N., 3° 50'·4W. |

459 GREECE - Aegean Sea Coast - Depths. Submarine pipelines. Legends. Marine farms. Fouls.
Source: ENC GR5QQK01

Chart 1513 [*previous update 5535/25*] WGS84 DATUM

| | | |
|---------|------------------------------------|----------------------------|
| Replace | depth, 24_5 , with depth, 22_5 | 37° 56'·61N., 23° 23'·96E. |
| Delete | # | 37° 58'·48N., 23° 25'·53E. |

II

459 GREECE - Aegean Sea Coast - Depths. Submarine pipelines. Legends. Marine farms. Fouls. (continued)

Chart 1598 (Panel A, Póros Megáron) [previous update 551/24] WGS84 DATUM

| | | |
|---------|--|---|
| Insert | depth, 285, and extend 30m contour NW to enclose | 37° 59'·745N., 23° 26'·932E. |
| | depth, 29, enclosed by 30m contour | (a) 37° 59'·770N., 23° 26'·771E. |
| Delete | depth, 31, close NW of: | (a) above |
| Insert | submarine pipeline,  , joining: | (b) 37° 59'·052N., 23° 25'·286E. (c) 37° 59'·359N., 23° 24'·976E. and (d) 37° 59'·049N., 23° 25'·272E. (e) 37° 59'·347N., 23° 24'·971E. (b)-(c) above (d)-(e) above |
| | legend, Water, along: | |
| |  | 37° 58'·390N., 23° 26'·310E. 37° 58'·358N., 23° 26'·383E. |
| | depth, 48, enclosed by 50m contour | (f) 37° 56'·885N., 23° 26'·544E. (g) 37° 56'·216N., 23° 26'·443E. (f) above (g) above |
| Delete | depth, 53, close NW of: | (h) 37° 56'·775N., 23° 26'·723E. (h) above |
| | depth, 52, close NE of: | (i) 37° 56'·330N., 23° 26'·720E. (i) above |
| Insert | depth, 45, enclosed by 50m contour | (j) 37° 56'·614N., 23° 23'·961E. |
| Delete | depth, 51, close SW of: | |
| Insert | depth, 44 | |
| Delete | depth, 49, close NW of: | |
| Replace | depth, 245, with depth, 225 | |
| Delete | # | 37° 58'·485N., 23° 25'·529E. 37° 58'·287N., 23° 26'·812E. |

Chart 1657 [previous update 4122/25] WGS84 DATUM

| | | |
|--------|--------------------------|--------------------------------|
| Insert | depth, 225 | (a) 37° 56'·61N., 23° 23'·96E. |
| Delete | depth, 245, close NW of: | (a) above |

513 CROATIA - NM Block.

Source: Croatian Notice 8/1/25

Chart 1426 (Plan B, Rovinj) [previous update 409/26] WGS84 DATUM

| | | |
|--------|-------------------------------------|--------------------------|
| Insert | the accompanying block, centred on: | 45° 05'·1N., 13° 38'·0E. |
|--------|-------------------------------------|--------------------------|

II

528 TÜRKİYE - South Coast - Jetties. Light.

Source: ENC TR53123C

Chart 1644 (Panel C, Marmaris) [previous update 5626/25] WGS84 DATUM

| | | |
|--------|--|--|
| Insert | jetty, double firm line, width 12m, joining: | 36° 50'·92N., 28° 16'·95E. (a) 36° 50'·84N., 28° 16'·94E. |
| Move | ★Q.R,from: to: | (b) 36° 50'·88N., 28° 16'·95E. (a) above |
| Delete | jetty, single firm line, joining: | 36° 50'·92N., 28° 16'·94E. (b) above |

456* ANGOLA - Single Point Moorings. Restricted areas.

Source: Cabinda Gulf Oil Company

Chart 306 (INT 2814) [previous update 5729/25] WGS84 DATUM

| | | |
|--------|---|-------------------------|
| Delete | symbol, floating single point mooring, <i>Mo(G)</i> and associated circular limit of restricted area, TTTT , centred on: | 5° 27'·6S., 12° 01'·8E. |
|--------|---|-------------------------|

Chart 311 (INT 2089) [previous update 4835/25] WGS84 DATUM

| | | |
|--------|--|-------------------------|
| Delete | symbol, lighted, floating single point mooring | 5° 27'·6S., 12° 01'·7E. |
|--------|--|-------------------------|

Chart 3291 [previous update 150/26] WGS84 DATUM

| | | |
|--------|---|---------------------------|
| Delete | symbol, floating single point mooring, <i>Mo(G)17s, Malongo 2 Oil Loading Terminal (see Note)</i> and associated circular limit of restricted area, TTTT , centred on: | 5° 27'·57S., 12° 01'·83E. |
|--------|---|---------------------------|

497 CAMEROON - Note. NM Block.

Source: French Notice 28/170/25 & UKHO

Chart 1387 (INT 2810) [previous update 3314/25] WGS84 DATUM

| | | |
|--------|--|------------------------|
| Insert | the accompanying block, centred on: | 2° 50'·0N., 9° 50'·2E. |
| | the accompanying note, USE OF LARGER SCALE CHARTS, centred on: | 4° 10'·6N., 9° 50'·5E. |

II

507* QATAR - Submarine cables.

Source: QatarEnergy

Chart 2523 (INT 7250) [previous update 33/26] WGS84 DATUM

Insert submarine cable, ~~~, joining:

- 25° 57'·24N., 51° 30'·16E.
- 26° 01'·14N., 51° 32'·60E.
- 26° 05'·05N., 51° 33'·74E.
- 26° 06'·96N., 51° 31'·83E.
- 26° 12'·47N., 51° 33'·04E.
- 26° 17'·15N., 51° 34'·92E.
- 26° 20'·51N., 51° 37'·30E.
- 26° 27'·54N., 51° 42'·79E.
- 26° 36'·73N., 51° 51'·58E.
- 26° 36'·70N., 51° 56'·30E.
- (a) 26° 37'·98N., 51° 57'·58E.
- 26° 35'·61N., 52° 00'·06E.
- and
- 26° 38'·22N., 51° 57'·11E.
- 26° 38'·06N., 51° 57'·36E.
- (a) above

Chart 2883 (INT 7260) [previous update 3903/25] WGS84 DATUM

Insert submarine cable, ~~~, joining:

- 26° 34'·8N., 51° 49'·7E.
- 26° 36'·7N., 51° 51'·6E.
- 26° 36'·7N., 51° 56'·3E.
- (a) 26° 38'·0N., 51° 57'·6E.
- 26° 35'·7N., 52° 00'·0E.
- and
- 26° 38'·1N., 51° 57'·2E.
- (a) above

Chart 2886 (INT 7243) [previous update 32/26] WGS84 DATUM

Insert submarine cable, ~~~, joining:

- 25° 57'·3N., 51° 30'·2E.
- 26° 01'·2N., 51° 32'·6E.
- 26° 05'·1N., 51° 33'·7E.
- 26° 07'·0N., 51° 31'·8E.
- 26° 12'·5N., 51° 33'·0E.
- 26° 17'·1N., 51° 34'·9E.
- 26° 27'·5N., 51° 42'·8E.
- 26° 36'·7N., 51° 51'·6E.
- 26° 36'·7N., 51° 56'·3E.
- (a) 26° 38'·0N., 51° 57'·6E.
- 26° 35'·7N., 52° 00'·0E.
- and
- 26° 38'·1N., 51° 57'·2E.
- (a) above

II

507* QATAR - Submarine cables. (continued)

Chart 3772 (INT 7249) [previous update 3875/25] WGS84 DATUM

| | | |
|--------|--------------------------------|--|
| Insert | submarine cable, ~~~, joining: | 25° 58'·48N., 51° 31'·00E. 25° 58'·49N., 51° 31'·00E. 25° 59'·01N., 51° 31'·36E. 25° 59'·05N., 51° 31'·38E. 25° 59'·09N., 51° 31'·40E. 25° 59'·94N., 51° 31'·90E. 26° 00'·00N., 51° 31'·93E. |
|--------|--------------------------------|--|

Chart 3950 (INT 7244) [previous update 160/25] WGS84 DATUM

| | | |
|--------|--------------------------------|--|
| Insert | submarine cable, ~~~, joining: | 25° 57'·25N., 51° 30'·17E. 25° 59'·09N., 51° 31'·40E. 26° 01'·14N., 51° 32'·60E. 26° 02'·00N., 51° 32'·88E. |
|--------|--------------------------------|--|

439 INDONESIA - Sumatera - Light-beacon.

Source: Indonesian Notice 47/409/25

Chart 3476 (Panel D, Continuation to Palembang) [previous update 328/26] WGS84 DATUM

| | | |
|--------|--|----------------------------|
| Insert |  Fl.10s12m10M | 2° 55'·85S., 104° 53'·92E. |
|--------|--|----------------------------|

449 INDONESIA - Sumatera - Lights. Buoy.

Source: ENCs ID400160 and ID500160

Chart 3471 [previous update 752/25] WGS84 DATUM

| | | |
|--------|---|--|
| Delete |  Oc.4s8M | 2° 14'·85S., 104° 54'·55E. |
| |  Fl.2s7M | 2° 14'·43S., 104° 54'·91E. |
| |  Fl.5s8M | 2° 12'·96S., 104° 55'·72E. 2° 12'·42S., 104° 55'·77E. |
| |  Fl.R.5s | 2° 10'·87S., 104° 58'·43E. |

466 TAIWAN - NM Block.

Source: UKHO

Chart 2618 (Panel A, Taichung) [previous update 260/26] WGS84 DATUM

| | | |
|--------|-------------------------------------|---------------------------|
| Insert | the accompanying block, centred on: | 24° 18'·9N., 120° 30'·6E. |
|--------|-------------------------------------|---------------------------|

II

469 CHINA - East Coast - Ferry routes. Legends.

Source: Chinese Notice 35/1040/25

Chart 1130 [previous update 5687/25] CGCS 2000 DATUM

Insert maritime limit, pecked line, joining:

29° 58'·65N., 122° 22'·48E.
29° 57'·90N., 122° 21'·83E.
29° 57'·34N., 122° 22'·04E.
and
29° 58'·34N., 122° 22'·55E.
29° 57'·84N., 122° 22'·19E.
29° 57'·07N., 122° 22'·32E.
29° 58'·32N., 122° 22'·36E.
29° 57'·66N., 122° 22'·01E.

legend, *Ferry Routes*, orientated SW/NE, centred on:
legend, *Ferry Routes*, orientated NW/SE, centred on:

Chart 1305 [previous update 5416/25] CGCS 2000 DATUM

Insert maritime limit, pecked line, joining:

(a) 29° 58'·65N., 122° 22'·49E.
(b) 29° 58'·21N., 122° 22'·10E.
and
(c) 29° 58'·56N., 122° 22'·71E.
(d) 29° 58'·20N., 122° 22'·45E.
(a) - (d) above

legend, *Ferry Routes*, within:

486 TAIWAN - Maritime limit. Pilot boarding place.

Source: UKHO

Chart 2409 [previous update 398/26] WGS84 DATUM

Insert maritime limit, pecked line, joining:

(a) 22° 57'·35N., 120° 07'·22E.
(b) 22° 56'·49N., 120° 07'·78E.
(c) 22° 55'·72N., 120° 06'·38E.
(d) 22° 56'·58N., 120° 05'·82E.

①, within:
(a) - (d) above

489 CHINA - Bo Hai - Explosive dumping ground.

Source: Chinese Notice 52/1620/25

Chart 1249 [previous update 4910/25] CGCS 2000 DATUM

Insert symbol, explosives dumping ground, centred on: 39° 11'·6N., 120° 49'·6E.

Chart 1256 [previous update 385/26] WGS84 DATUM

Insert symbol, explosives dumping ground, centred on: 39° 11'·6N., 120° 49'·6E.

II

491 TAIWAN - Obstruction.

Source: UKHO

Chart 3231 [previous update 194/26] WGS84 DATUM

Insert



Obstrn

24° 26'·98N., 120° 36'·50E.

492 TAIWAN - Maritime limits. Pilot boarding place.

Source: UKHO

Chart 3235 (Panel A, Heping Port) [previous update 162/26] WGS84 DATUM

Insert

maritime limit, pecked line, joining:

24° 16'·18N., 121° 45'·20E.
24° 16'·22N., 121° 45'·21E.
24° 16'·22N., 121° 46'·30E.
24° 16'·17N., 121° 46'·29E.

Move

① from:

24° 16'·23N., 121° 45'·34E.

to:

24° 16'·20N., 121° 45'·67E.

Delete

circular limit, centred on:

24° 16'·26N., 121° 45'·33E.

Chart 3235 [previous update 162/26] WGS84 DATUM

Insert

maritime limit, pecked line, joining:

24° 16'·22N., 121° 45'·21E.
24° 16'·22N., 121° 46'·30E.
24° 15'·23N., 121° 46'·11E.
24° 15'·23N., 121° 45'·02E.

Move

① from:

24° 16'·27N., 121° 45'·20E.

to:

24° 15'·73N., 121° 45'·66E.

495 CHINA - East Coast - Submarine power cables.

Source: Chinese Notice 37/1100/25

Chart 1716 [previous update 30/26] CGCS 2000 DATUM

Insert

submarine power cable, ~~~ ~~~, joining:

(a) 25° 12'·28N., 119° 27'·09E.
25° 11'·99N., 119° 27'·26E.
25° 11'·30N., 119° 27'·37E.
25° 10'·13N., 119° 27'·21E.
25° 09'·90N., 119° 27'·00E.
25° 09'·82N., 119° 27'·15E.
and
(a) above
25° 11'·97N., 119° 27'·42E.
25° 11'·48N., 119° 27'·52E.
25° 11'·11N., 119° 27'·55E.
25° 10'·96N., 119° 27'·65E.

II

495 CHINA - East Coast - Submarine power cables. (continued)

Chart 2401 [previous update 5443/25] CGCS 2000 DATUM

Insert submarine power cable, ~~~ ⤵ ~~~, joining:

(a) 25° 12'·27N., 119° 27'·10E.
25° 11'·99N., 119° 27'·26E.
25° 11'·30N., 119° 27'·37E.
25° 10'·13N., 119° 27'·21E.
25° 09'·90N., 119° 27'·00E.
25° 09'·82N., 119° 27'·15E.
and
(a) above
25° 11'·97N., 119° 27'·42E.
25° 11'·48N., 119° 27'·52E.
25° 11'·11N., 119° 27'·55E.
25° 10'·96N., 119° 27'·65E.

498 CHINA - South Coast - Wreck.

Source: UKHO

Chart 340 [previous update 415/26] CGCS 2000 DATUM

Insert  Rep(2025) PA
22° 28'·61N., 114° 37'·64E.

515 THAILAND - Gulf of Thailand Coast - Restricted areas. Moored storage tanker. Wells.

Source: Chevron

Chart 67 [previous update 4445/25] WGS84 DATUM

Insert  Well
10° 51'·8N., 101° 09'·7E.
10° 49'·0N., 101° 09'·6E.

Chart 2414 [previous update 427/26] WGS84 DATUM

Insert limit of restricted area, pecked line, joining:

(a) 8° 28'·0N., 101° 07'·0E.
8° 22'·0N., 101° 07'·0E.
8° 22'·0N., 101° 47'·0E.
(b) 8° 28'·0N., 101° 47'·0E.

Delete 
limit of restricted area, pecked line, joining:
(a) above
(b) above

II

516 CHINA - East Coast - Light-beacons.

Source: Chinese Notice 36/1075/25

Chart 1144 [previous update 2831/25] CGCS 2000 DATUM

Insert  Mo(C)Y.12s10m3M
30° 36'·02N., 122° 06'·52E.
30° 35'·98N., 122° 06'·78E.

Chart 1303 [previous update 434/26] CGCS 2000 DATUM

Insert  Mo(C)Y.12s10m3M
30° 36'·02N., 122° 06'·52E.
30° 35'·98N., 122° 06'·78E.

530 THAILAND - Gulf of Thailand Coast - NM Block.

Source: Chevron

Chart 2426 [previous update 427/26] WGS84 DATUM

Insert the accompanying block, centred on: 8° 28'·0N., 101° 24'·6E.

521 JAPAN - Honshū - Lights.

Source: Japanese Notice 2/10/26

Chart JP 139 [previous update 1707/25] WGS84 DATUM

Amend light to, Fl R 3M 35° 35'·78N., 134° 19'·19E.
Delete  35° 35'·67N., 134° 19'·13E.

Chart JP 1172 [previous update 188/25] WGS84 DATUM

Amend light to, Fl R 3M 35° 35'·77N., 134° 19'·19E.
Delete  35° 35'·69N., 134° 19'·13E.

522 JAPAN - Honshū - Superbuoy. Automatic Identification System.

Source: Japanese Notice 2/11/26

Chart JP 145 [previous update 2242/25] WGS84 DATUM

Delete  Mo(U) 15s and associated Automatic Identification System, AIS 39° 25'·63N., 139° 44'·38E.

II

490 KOREA - South Coast - Buoyage.

Source: Korean Notice 36/560/25

Chart 1065 [previous update 107/26] WGS84 DATUM

| | | |
|---------|---|-----------------------------|
| Replace |  <i>Fl. Y.6s A</i> with symbol, white, blue and white mooring buoy, <i>Fl.6s A</i> | 34° 56'·12N., 128° 34'·05E. |
| |  <i>Fl. Y.6s C</i> with symbol, white, blue and white mooring buoy, <i>Fl.6s C</i> | 34° 55'·90N., 128° 33'·40E. |
| |  <i>Fl. Y.6s B</i> with symbol, white, blue and white mooring buoy, <i>Fl.6s B</i> | 34° 55'·82N., 128° 34'·65E. |

504 RUSSIA - Pacific Ocean Coast - Floating dock. Wreck.

Source: Russian Notice 51/5308/25

Chart 2161 (Panel C, Port Korsakov) [previous update 164/26] WGS84 DATUM

| | | |
|--------|---|-----------------------------|
| Delete | floating dock, centred on: | 46° 37'·34N., 142° 46'·06E. |
| |  <i>Wk</i> | 46° 37'·33N., 142° 46'·17E. |

524 KOREA - South Coast - Depths. Fish havens. NM Block.

Source: ENC KR4F4H20

Chart 3391 (INT 5360) [previous update 3529/25] WGS84 DATUM

| | | |
|--------|---|--|
| Insert | the accompanying block, centred on: depth, <i>158</i> | 34° 41'·1N., 127° 56'·2E. (a) 34° 46'·62N., 127° 48'·44E. |
| Delete | depth, <i>164</i> , close N of: | (a) above |
| Insert |  (25) | (b) 34° 44'·62N., 127° 51'·03E. |
| Delete | depth, <i>48</i> , close E of: | (b) above |
| Insert |  (105) | (c) 34° 33'·88N., 127° 43'·18E. |
| Delete | depth, <i>147</i> , close W of: | (c) above |

438 INDONESIA - Jawa - Buoyage. Legend.

Source: Indonesian Notice 43/379/25

Chart 909 [previous update 5062/25] WGS84 DATUM

| | | |
|--------|--|----------------------------|
| Insert |  <i>Fl.4s</i> | 5° 58'·24S., 106° 08'·82E. |
| |  <i>R</i> | 5° 58'·44S., 106° 08'·37E. |
| |  <i>G</i> | 5° 58'·74S., 106° 08'·19E. |
| | legend, <i>Marked channel</i> , orientated NE/SW, centred on: | 5° 58'·98S., 106° 07'·92E. |

II

438 INDONESIA - Jawa - Buoyage. Legend. (continued)

Chart 2056 [previous update 321/26] WGS84 DATUM

Insert  Fl.4s 5° 58'·24S., 106° 08'·82E.

448 PHILIPPINE ISLANDS - Palawan - Depth.

Source: ENC PH2SSA40

Chart 967 [previous update 1399/25] UNDETERMINED DATUM

Insert depth, 100, enclosed by 100fm approximate contour 10° 17'·1N., 117° 50'·0E.

457 INDONESIA - Jawa - Depths.

Source: ENC ID400097

Chart 3731 [previous update 5839/25] WGS84 DATUM

| | | |
|---------|----------------------------|--------------------------------|
| Insert | depth, 28 | (a) 6° 38'·26S., 111° 49'·64E. |
| Delete | depth, 30, close W of: | (a) above |
| Insert | depth, 245 | (b) 6° 40'·20S., 111° 49'·38E. |
| Delete | depth, 26, close SE of: | (b) above |
| Insert | depth, 275 | (c) 6° 40'·15S., 111° 55'·76E. |
| Delete | depth, 29, close SW of: | (c) above |
| Insert | depth, 31 | (d) 6° 39'·20S., 111° 58'·61E. |
| Delete | depth, 32, close E of: | (d) above |
| Replace | depth, 163, with depth, 15 | 6° 44'·30S., 111° 56'·51E. |

458 INDONESIA - Jawa - Buoyage.

Source: Indonesian Notice 41/365/25

Chart 1066 [previous update 319/26] WGS84 DATUM

Move  Fl.10s, from:
to: 6° 41'·2S., 109° 07'·9E.
6° 47'·9S., 109° 08'·2E.

Chart 2797 [previous update 321/26] WGS84 DATUM

Move  Fl.10s, from:
to: 6° 40'·9S., 109° 08'·2E.
6° 47'·9S., 109° 08'·2E.

Chart 3730 [previous update 373/26] WGS84 DATUM

| | | |
|--------|---|----------------------------|
| Insert |  Fl.10s | 6° 47'·91S., 109° 08'·20E. |
| Delete | former  Fl.10s | 6° 40'·92S., 109° 08'·16E. |

II

462 PHILIPPINE ISLANDS - Luzon - Buoy. Beacon. Light.

Source: ENC PH5POCUL

Chart 4413 [previous update 5339/25] WGS84 DATUM

| | | |
|--------|--|--|
| Insert |  <i>Fl(2)2s</i> | (a) 11° 53'·7N., 120° 03'·6E. |
| Delete |  , close SE of:  F.G. | (a) above 11° 53'·7N., 120° 01'·2E. |
| | | |

Chart 4414 [previous update 3943/25] WGS84 DATUM

| | | |
|--------|--|--|
| Insert |  <i>Fl(2)2s</i> | (a) 11° 53'·7N., 120° 03'·6E. |
| Delete |  , close SE of:  F.G. | (a) above 11° 53'·7N., 120° 01'·2E. |
| | | |

493 NEW ZEALAND - South Island - Depth.

Source: ENC NZ200025

Chart 4600 (INT 600) [previous update 4798/25] WGS84 DATUM

| | | |
|--------|-----------|---------------------------|
| Insert | depth, 58 | 45° 29'·9S., 171° 12'·0E. |
| | | |

Chart 4601 (INT 601) [previous update New Edition 24/07/2025] WGS84 DATUM

| | | |
|--------|-----------|---------------------------|
| Insert | depth, 58 | 45° 29'·9S., 171° 12'·0E. |
| | | |

465 SOUTH PACIFIC OCEAN - Nouvelle-Calédonie - Light. Light-beacon. Outfalls.

Source: French Notice 42/220/25

Chart 2464 (INT 6882) [previous update 4480/25] WGS84 DATUM

| | | |
|--------|--|---|
| Insert | outfall,  , joining: | 22° 22'·01S., 166° 58'·77E. 22° 21'·97S., 166° 58'·92E. 22° 21'·94S., 166° 59'·11E. |
| Amend | light to, Iso.R.4s7m6M Ioro | (a) 22° 21'·91S., 166° 59'·44E. |
| Delete | sectors at light | (b) 22° 23'·03S., 166° 57'·61E. (b) above |
| | former outfall,  , joining: | 22° 21'·99S., 166° 58'·78E. 22° 21'·84S., 166° 59'·06E. 22° 21'·80S., 166° 59'·14E. 22° 21'·79S., 166° 59'·22E. 22° 21'·80S., 166° 59'·30E. |
| | | (a) above |
| |  Dir Iso.4s4m11M | 22° 22'·99S., 166° 57'·71E. |

II

465 SOUTH PACIFIC OCEAN - Nouvelle-Calédonie - Light. Light-beacon. Outfalls. (continued)

Chart 2465 (INT 6881) [previous update 4480/25] WGS84 DATUM

| | | |
|--------|--|--|
| Insert | outfall,  , joining: | 22° 22'·01S., 166° 58'·75E. 22° 21'·97S., 166° 58'·92E. 22° 21'·94S., 166° 59'·11E. (a) 22° 21'·91S., 166° 59'·44E. (b) 22° 23'·03S., 166° 57'·61E. (b) above |
| Amend | light to, Iso.R.4s7m6M Ioro | |
| Delete | sectors at light | |
| | former outfall,  , joining: | 22° 21'·99S., 166° 58'·78E. 22° 21'·84S., 166° 59'·06E. 22° 21'·80S., 166° 59'·14E. 22° 21'·79S., 166° 59'·22E. 22° 21'·80S., 166° 59'·30E. (a) above |
| |  Dir Iso.4s4m11M | 22° 22'·99S., 166° 57'·71E. |

470 CANADA - British Columbia - Obstructions.

Source: Canadian Notice 11/3744/25

Chart 4923 [previous update New Edition 14/08/2025] NAD27 DATUM

| | | |
|--------|--|-------------------------------|
| Insert |  ODAS/SADO | (a) 51° 37'·6N., 130° 48'·0W. |
| Delete | former  ODAS/SADO, close SE of: | (a) above |
| Insert |  ODAS/SADO | 52° 06'·0N., 130° 19'·4W. |
| Delete | former  ODAS/SADO | 51° 56'·9N., 130° 27'·9W. |

499 CANADA - British Columbia - Piles. Dolphin.

Source: Canadian Notice 11/3490/25

Chart 4961 (Panel, B-C) [previous update 380/26] NAD83 DATUM

| | | |
|--------|--|--|
| Insert | pile,  . | 49° 09' 01·6"N., 122° 59' 51·1"W. 49° 09' 01·3"N., 122° 59' 51·5"W. 49° 09' 00·2"N., 122° 59' 52·6"W. (a) 49° 09' 00·7"N., 122° 59' 52·2"W. |
| Delete |  , close NE of: | (a) above |

II

519 CANADA - British Columbia - Submarine cables. NM Block.
 Source: Canadian Notice 9/3496/25

Chart 4966 [*previous update 3600/25*] NAD83 DATUM

| | | |
|--------|-------------------------------------|---|
| Insert | submarine cable, ~~~~, joining: | 49° 18' 47.8"N., 123° 19' 45.9"W. 49° 18' 43.0"N., 123° 18' 46.2"W. 49° 18' 46.9"N., 123° 18' 06.6"W. 49° 19' 10.3"N., 123° 12' 47.7"W. 49° 19' 00.2"N., 123° 10' 47.4"W. and 49° 18' 35.7"N., 123° 09' 25.7"W. 49° 18' 47.9"N., 123° 09' 13.5"W. 49° 18' 51.2"N., 123° 09' 07.2"W. 49° 18' 52.6"N., 123° 08' 47.9"W. 49° 18' 46.1"N., 123° 10' 06.5"W. |
| | the accompanying block, centred on: | |

483 PERU - NM Blocks. Anchorage areas. Legends.
 Source: Peruvian Notices 11/179-180/25 and UKHO

Chart 1853 (Panel, Puerto Callao) [*previous update 5336/25*] WGS84 DATUM

| | | |
|--------|---------------------------------------|--------------------------|
| Insert | the accompanying block A, centred on: | 12° 03' 4S., 77° 09' 2W. |
|--------|---------------------------------------|--------------------------|

Chart 1853 [*previous update 5336/25*] WGS84 DATUM

| | | |
|--------|---|--|
| Insert | the accompanying block B, centred on: | 12° 02' 4S., 77° 09' 6W. |
| | the accompanying block C, centred on: | 12° 02' 5S., 77° 00' 7W. |
| | limit of anchorage area, pecked line, joining: | (a) 11° 58' 02S., 77° 11' 70W. (b) 11° 58' 43S., 77° 11' 61W. (c) 11° 58' 49S., 77° 12' 49W. (d) 11° 58' 02S., 77° 12' 67W. |
| | legend, No 7  , within: | (a)-(d) above |
| Delete | former limit of anchorage area, pecked line, joining: | (e) 11° 58' 56S., 77° 11' 14W. (f) 11° 59' 10S., 77° 11' 11W. (g) 11° 59' 09S., 77° 10' 25W. (h) 11° 58' 51S., 77° 10' 26W. |
| | former legend, No 7  , within: | (e)-(h) above |

502 PERU - Wreck.
 Source: Peruvian Notice 12/209/25

Chart 1853 [*previous update 483/26*] WGS84 DATUM

| | | |
|--------|---|----------------------------|
| Insert |  | 11° 59' 28S., 77° 08' 77W. |
|--------|---|----------------------------|

II

520 MEXICO - Pacific Ocean Coast - Submarine cable.

Source: Alcatel Submarine Networks

Note: Amplifying note: Former Notice 32(P)/25 is cancelled.

Chart 1029 [previous update 709/24] WGS84 DATUM

| | | |
|--------|--------------------------------|---|
| Insert | submarine cable, ~~~, joining: | 32° 19'·7N., 117° 03'·4W. 32° 18'·8N., 117° 04'·8W. 32° 17'·4N., 117° 05'·9W. 32° 16'·1N., 117° 09'·1W. 32° 13'·7N., 117° 11'·1W. |
|--------|--------------------------------|---|

Chart 1049 [previous update 4247/24] WGS84 DATUM

| | | |
|--------|--------------------------------|---|
| Insert | submarine cable, ~~~, joining: | 32° 19'·6N., 117° 03'·6W. 32° 18'·8N., 117° 04'·8W. 32° 18'·2N., 117° 05'·4W. 32° 17'·4N., 117° 05'·9W. 32° 16'·9N., 117° 07'·0W. 32° 16'·3N., 117° 08'·9W. 32° 15'·7N., 117° 09'·6W. 32° 15'·3N., 117° 09'·8W. 32° 13'·7N., 117° 11'·2W. |
|--------|--------------------------------|---|

Chart 2530 [previous update 5234/25] NAD83 DATUM

| | | |
|--------|--------------------------------|---|
| Insert | submarine cable, ~~~, joining: | 32° 19'·6N., 117° 03'·6W. 32° 18'·8N., 117° 04'·8W. 32° 17'·3N., 117° 06'·0W. 32° 16'·1N., 117° 09'·2W. 32° 12'·1N., 117° 12'·4W. |
|--------|--------------------------------|---|

442 URUGUAY - Drying contours. Drying heights. Depths.

Source: ENC UY500624

Chart 3548 [previous update 5059/25] WGS84 DATUM

| | | |
|--------|---|--|
| Insert | circular limit of 0m low water line, radius 100m, centred on: drying height, o_2 , enclosed by 0m low water line drying height, o_4 , enclosed by 0m low water line | 34° 02'·76S., 58° 17'·25W. 34° 02'·82S., 58° 16'·30W. (a) 34° 02'·87S., 58° 15'·91W. |
| Delete | depth, o_7 , close N of: | (a) above |

II

442 URUGUAY - Drying contours. Drying heights. Depths. (continued)

Chart 3561 [previous update 5059/25] WGS84 DATUM

| | | |
|--------|---|--|
| Insert | circular limit of 0m low water line, radius 100m, centred on: | 34° 02'·76S., 58° 17'·25W. 34° 03'·18S., 58° 16'·91W. |
| | drying height, 0_2 , enclosed by 0m low water line | 34° 02'·82S., 58° 16'·30W. |
| | drying height, 0_4 , enclosed by 0m low water line | (a) 34° 02'·87S., 58° 15'·91W. |
| Delete | depth, 0_7 , close N of: | (a) above |
| Insert | drying height, 0_1 , enclosed by 0m low water line | 34° 03'·19S., 58° 16'·03W. |
| | drying height, 0_1 , enclosed by 0m low water line | (b) 34° 04'·27S., 58° 15'·88W. |
| Delete | depth, 1_2 , close NW of: | (b) above |
| Insert | depth, 2 , and extend 2m contour W to enclose | (c) 34° 06'·26S., 58° 14'·78W. |
| Delete | depth, 3_4 , close NW of: | (c) above |
| Insert | depth, 1_4 , and extend 2m contour W to enclose | (d) 34° 08'·41S., 58° 13'·59W. |
| Delete | depth, 3_6 , close N of: | (d) above |

468 ARGENTINA - Restricted area. Pilot boarding place. Legend. Buoyage. Note.

Source: Argentine Notice 11/126/25

Chart 1749 [previous update 325/26] WGS84 DATUM

| | | |
|--------|--|----------------------------|
| Delete | ① and associated legend, <i>Deep draught vessels</i> | 34° 44'·49S., 57° 45'·46W. |
|--------|--|----------------------------|

Chart 1751 (Panel B, Puerto La Plata) [previous update 2840/25] WGS84 DATUM

| | | |
|--------|--|--|
| Delete | limit of restricted area,  , and associated pilot boarding place symbol, and associated legend, <i>Deep-draught (see Note)</i> , joining: | 34° 43'·88S., 57° 46'·72W. 34° 44'·11S., 57° 44'·83W. |
| | | (a) 34° 44'·15S., 57° 45'·12W. |
| | | (b) 34° 44'·00S., 57° 46'·44W. |
| | | 34° 43'·88S., 57° 46'·72W. |
| |  <i>Fl(5)Y.20s 'ZP-1'</i> | (b) above |
| |  <i>Fl(5)Y.20s 'ZP-2'</i> | (a) above |
| | note, PILOT BOARDING AREA, centred on: | 34° 49'·11S., 57° 54'·87W. |

481 BRAZIL - East Coast - Wrecks.

Source: ENC BR501112

Chart 540 [previous update 5671/25] WGS84 DATUM

| | | |
|--------|---|--|
| Insert |  | 12° 59'·67S., 38° 32'·33W. 12° 59'·79S., 38° 32'·10W. |
|--------|---|--|

II

481 BRAZIL - East Coast - Wrecks. (continued)

Chart 545 (Panel C, Porto de Salvador) [*previous update 436/26*] WGS84 DATUM

Insert



12° 59'·67S., 38° 32'·33W.
12° 59'·79S., 38° 32'·10W.

503 URUGUAY - Buoyage.

Source: Uruguayan Notice 11/63/25

Chart 2001 (Panel A, Bahía de Montevideo) [*previous update 325/26*] WGS84 DATUM

Insert



34° 54'·71S., 56° 15'·98W.
34° 54'·98S., 56° 15'·81W.

Chart 2001 (Panel B, Approaches to Montevideo) [*previous update 325/26*] WGS84 DATUM

Insert



34° 54'·98S., 56° 15'·70W.

471 VENEZUELA - Buoyage.

Source: Venezuelan Notices 76A-77A/25

Chart 1628 (Panel, Puerto Cabello) [*previous update 37/26*] WGS84 DATUM

Insert



Fl.R.3s

10° 28'·21N., 67° 59'·30W.



Fl.G.3s

10° 28'·19N., 67° 59'·10W.

477 GUYANA - Buoy.

Source: Guyana Maritime Administration Department, Notice 184/25

Chart 517 [*previous update 4624/25*] WGS84 DATUM

Insert



Fl (5)Y.20s

6° 57'·9N., 57° 48'·5W.

Chart 527 [*previous update 282/26*] WGS84 DATUM

Insert



Fl (5)Y.20s

6° 57'·93N., 57° 48'·54W.

Chart 572 [*previous update 4019/25*] UNDETERMINED DATUM

Insert



Fl (5)Y.20s

6° 58'·2N., 57° 48'·6W.

Chart 2687 [*previous update 4019/25*] UNDETERMINED DATUM

Insert



Fl (5)Y.20s

6° 57'·92N., 57° 48'·56W.

II

496 UNITED STATES OF AMERICA - Gulf of Mexico - NM Block.
 Source: ENC's US5CRPBF and US5CRPCF

Chart 3184 (Panel A, Port Aransas to Corpus Christi) [previous update 4066/25] NAD83 DATUM

Insert the accompanying block, centred on: $27^{\circ} 49' \cdot 5N., 97^{\circ} 11' \cdot 5W.$

505 VENEZUELA - Buoyage.

Source: Venezuelan Notice 89/25

Chart 3320 (Panel A, Boca Grande and Approaches) [previous update 5798/25] WGS84 DATUM

| | | |
|--------|---|---|
| Insert |  <i>Fl.G '39.9'</i> | $8^{\circ} 36' \cdot 83N., 60^{\circ} 41' \cdot 30W.$ |
| |  <i>Fl.G '36.7'</i> | $8^{\circ} 37' \cdot 88N., 60^{\circ} 38' \cdot 23W.$ |
| |  <i>Fl.R '28'</i> | $8^{\circ} 35' \cdot 96N., 60^{\circ} 31' \cdot 02W.$ |
| |  <i>Fl.10s '0.1'</i> | $8^{\circ} 55' \cdot 79N., 60^{\circ} 11' \cdot 39W.$ |

437 GREENLAND - West Coast - Depths.

Source: Danish Chart 1313

Chart 235 [previous update New Edition 26/06/2025] UNDETERMINED DATUM

| | | |
|---------|---|--|
| Insert | depth, 35, enclosed by 10fm contour | $64^{\circ} 50' \cdot 8N., 52^{\circ} 29' \cdot 3W.$ |
| | depth, 64, enclosed by 10fm contour | (a) $64^{\circ} 45' \cdot 2N., 52^{\circ} 25' \cdot 1W.$ |
| Delete | depth, 18, and associated 20fm contour close SW of: | (a) above |
| Insert | depth, 20, enclosed by 20fm contour | (b) $64^{\circ} 38' \cdot 2N., 52^{\circ} 28' \cdot 6W.$ |
| Delete | depth, 45, close S of: | (b) above |
| Insert | depth, 18, enclosed by 20fm contour | (c) $64^{\circ} 23' \cdot 4N., 52^{\circ} 29' \cdot 9W.$ |
| | depth, 7, enclosed by 10fm contour | (c) $64^{\circ} 22' \cdot 4N., 52^{\circ} 21' \cdot 5W.$ |
| Delete | depth, 31, close S of: | (c) above |
| Insert | depth, 2, enclosed by 10fm contour, <i>Rep (2010)</i> | (d) $64^{\circ} 16' \cdot 2N., 52^{\circ} 19' \cdot 4W.$ |
| Delete | depth, 55, close NW of: | (d) above |
| Insert | depth, 21 ₂ | $64^{\circ} 14' \cdot 8N., 52^{\circ} 30' \cdot 4W.$ |
| | depth, 25 | (e) $64^{\circ} 08' \cdot 9N., 52^{\circ} 26' \cdot 6W.$ |
| Delete | depth, 50, close NE of: | (e) above |
| Insert | depth, 17 ₃ , enclosed by 20fm contour | (f) $64^{\circ} 07' \cdot 3N., 52^{\circ} 21' \cdot 1W.$ |
| Delete | depth, 42, close SW of: | (f) above |
| Insert | depth, 12 ₂ , enclosed by 20fm contour | $64^{\circ} 03' \cdot 9N., 52^{\circ} 14' \cdot 9W.$ |
| Replace | depth, 20, with depth, 11, enclosed by a 20fm contour | $64^{\circ} 06' \cdot 7N., 52^{\circ} 13' \cdot 7W.$ |

447 UNITED STATES OF AMERICA - East Coast - Light. Buoyage.

Source: ENC US2EC04M

Chart 2456 [previous update 156/26] NAD83 DATUM

Amend light to, Fl(3+1)WR.30s175ft14M GAY HEAD $41^{\circ} 20' \cdot 91N., 70^{\circ} 50' \cdot 06W.$

II

447 UNITED STATES OF AMERICA - East Coast - Light. Buoyage. (continued)

Chart 2755 [previous update 5252/25] NAD83 DATUM

| | | |
|--------|-----------------|----------------------------|
| Delete | Fl.Y.20s 'PAM1' | 40° 22'·30N., 73° 34'·45W. |
| | Fl.Y.20s 'PAM2' | 40° 21'·48N., 73° 28'·95W. |
| | Fl.Y.20s 'PAM3' | 40° 19'·91N., 73° 21'·96W. |
| | Fl.Y.20s 'PAM4' | 40° 18'·74N., 73° 15'·86W. |
| | Fl(5)Y.20s | 40° 16'·48N., 73° 19'·95W. |
| | Fl.Y.20s 'PAM5' | 40° 16'·63N., 73° 22'·39W. |
| | Fl.Y.20s 'PAM6' | 40° 18'·27N., 73° 26'·14W. |
| | Fl.Y.20s 'PAM7' | 40° 20'·42N., 73° 31'·00W. |

Chart 2860 [previous update 156/26] NAD83 DATUM

| | | |
|--------|---|--------------------------|
| Amend | light to, Fl(3+1)WR.30s175ft14M Gay Hd. | 41° 20'·9N., 70° 50'·1W. |
| Delete | Fl.Y.20s 'PAM1' | 40° 22'·3N., 73° 34'·5W. |
| | Fl.Y.20s 'PAM2' | 40° 21'·5N., 73° 29'·0W. |
| | Fl.Y.20s 'PAM3' | 40° 20'·1N., 73° 21'·8W. |
| | Fl.Y.20s 'PAM4' | 40° 18'·7N., 73° 15'·9W. |
| | Fl(5)Y.20s | 40° 16'·5N., 73° 20'·0W. |
| | Fl.Y.20s 'PAM5' | 40° 16'·6N., 73° 22'·4W. |
| | Fl.Y.20s 'PAM6' | 40° 18'·3N., 73° 26'·1W. |
| | Fl.Y.20s 'PAM7' | 40° 20'·3N., 73° 30'·8W. |

Chart 2890 [previous update 156/26] NAD83 DATUM

| | | |
|-------|--|----------------------------|
| Amend | light to, Fl(3+1)WR.30s175ft14M Gay Head | 41° 20'·91N., 70° 50'·07W. |
|-------|--|----------------------------|

479 UNITED STATES OF AMERICA - East Coast - Depths. Dredged depths.

Source: ENC US5NYCDE

Chart 3457 [previous update 4543/25] NAD83 DATUM

| | | |
|--------|---|----------------------------------|
| Insert | depth, 34 | 40° 41'·497N., 74° 08'·278W. |
| | depth, 7, enclosed by 18ft contour | 40° 41'·354N., 74° 08'·162W. |
| | depth, 47 | (a) 40° 40'·915N., 74° 08'·865W. |
| Delete | depth, 48, close NW of: | (a) above |
| Amend | dredged depth to, 14ft(2025), centred on: | 40° 40'·938N., 74° 08'·517W. |
| | dredged depth to, 36ft(2025), centred on: | 40° 40'·245N., 74° 08'·447W. |
| | dredged depth to, 40ft(2025), centred on: | 40° 39'·786N., 74° 08'·767W. |
| Delete | depth, 28, and associated 30ft contour | 40° 40'·603N., 74° 08'·570W. |

II

487 CANADA - Newfoundland and Labrador - Obstructions.
Source: Canadian Notices 10/4001/25, 10/5001/25 and 10/8048/25

Chart 324 [previous update 940/25] UNDETERMINED DATUM

| | | |
|---------|--|--|
| Insert | 35 ODAS | (a) $52^{\circ} 45' \cdot 2N., 51^{\circ} 40' \cdot 8W.$ |
| Delete | 86 ODAS, close SE of: | (a) above |
| Replace | 37 ODAS with 35 ODAS | $52^{\circ} 41' \cdot 0N., 51^{\circ} 57' \cdot 8W.$ |
| Delete | 30 ODAS | $52^{\circ} 39' \cdot 9N., 52^{\circ} 06' \cdot 0W.$ |
| | 40 Obstn | $52^{\circ} 45' \cdot 7N., 51^{\circ} 51' \cdot 3W.$ $52^{\circ} 49' \cdot 1N., 51^{\circ} 41' \cdot 4W.$ |
| | 92 Obstn | $52^{\circ} 48' \cdot 7N., 51^{\circ} 34' \cdot 5W.$ |

Chart 4404 (INT 404) [previous update 3820/25] WGS84 DATUM

| | | |
|--------|--|--|
| Insert | 35 ODAS | (a) $52^{\circ} 45' \cdot 2N., 51^{\circ} 40' \cdot 8W.$ |
| Delete | 40 Obstn, close N and close W of: | (a) above |
| | 30 Obstn | $52^{\circ} 39' \cdot 9N., 52^{\circ} 06' \cdot 0W.$ |

Chart 4405 (INT 405) [previous update New Edition 31/07/2025] WGS84 DATUM

| | | |
|--------|--|--|
| Insert | 35 ODAS | (a) $52^{\circ} 45' \cdot 2N., 51^{\circ} 40' \cdot 8W.$ |
| Delete | 40 Obstn, close N and close W of: | (a) above |
| | 30 Obstn | $52^{\circ} 40' \cdot 0N., 52^{\circ} 06' \cdot 0W.$ |

512 UNITED STATES OF AMERICA - East Coast - Buoyage.

Source: ENC US3DE01M

Chart 2710 [previous update 5831/25] WGS84 DATUM

| | | |
|--------|---------------------------|--|
| Delete | Fl.Y.4s 'WE' | $35^{\circ} 57' \cdot 3N., 75^{\circ} 19' \cdot 0W.$ |
| | Fl.Y.4s 'EA' | $35^{\circ} 57' \cdot 3N., 74^{\circ} 50' \cdot 8W.$ |
| | Fl.Y.4s 'SEPM' | $35^{\circ} 51' \cdot 3N., 74^{\circ} 51' \cdot 0W.$ |
| | Fl.Y.4s 'NEPM' | $36^{\circ} 03' \cdot 5N., 74^{\circ} 46' \cdot 7W.$ |

Chart 2861 [previous update 5016/25] NAD83 DATUM

| | | |
|--------|---------------------------|--|
| Delete | Fl.Y.4s 'WE' | $35^{\circ} 57' \cdot 3N., 75^{\circ} 20' \cdot 0W.$ |
| | Fl.Y.4s 'EA' | $35^{\circ} 57' \cdot 4N., 74^{\circ} 50' \cdot 8W.$ |
| | Fl.Y.4s 'SEPM' | $35^{\circ} 51' \cdot 3N., 74^{\circ} 51' \cdot 0W.$ |
| | Fl.Y.4s 'NEPM' | $36^{\circ} 03' \cdot 5N., 74^{\circ} 46' \cdot 6W.$ |

II

443(T)/26 SCOTLAND - Hebrides - Buoy.

Source: Bakkafrost Scotland

1. An unlit yellow wave monitoring buoy has been established in position 58° 15'·06N., 6° 54'·61W.
2. Mariners are advised to navigate with caution in the area.
(ETRS89 DATUM)

Chart affected - 2515

450(P)/26 ENGLAND - East Coast - Depths.

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

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

| Depth | Position |
|--------------|---------------------------|
| 13·7m | 55° 32'·61N., 1° 35'·99W. |
| 3·7m | 55° 31'·98N., 1° 36'·31W. |
| 7·4m | 55° 32'·02N., 1° 35'·85W. |

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

| Depth | Position |
|--------------|-----------------------------|
| 10·5m | 55° 21'·244N., 1° 33'·515W. |
| 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. |

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

| Depth | Position |
|--------------|---------------------------|
| 10·9m | 55° 09'·44N., 1° 29'·53W. |
| 1·0m | 55° 10'·40N., 1° 30'·67W. |

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

| Depth | Position |
|--------------|-----------------------------|
| 1·3m | 55° 19'·234N., 1° 32'·060W. |
| 1·3m | 55° 19'·119N., 1° 32'·026W. |

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

| Depth | Position |
|--------------|---------------------------|
| 6·3m | 55° 17'·84N., 1° 31'·65W. |
| 8·0m | 55° 17'·56N., 1° 31'·48W. |
| 3·4m | 55° 13'·87N., 1° 31'·13W. |

6. *Recent survey information has shown that depths less than charted exist between Castle Point and Marden Rocks. The most significant is as follows:

| Depth | Position |
|--------------|---------------------------|
| 6·6m | 55° 25'·88N., 1° 34'·03W. |

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

II

450(P)/26 ENGLAND - East Coast - Depths. (continued)

8. Charts will be updated when surveying activities are complete.
9. *Former Notice 232(P)/26 is cancelled.
*Indicates new or revised entry
(ETRS89 DATUM)

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

475(T)/26 SCOTLAND - Shetland Islands - Buoyage.

Source: Scottish Sea Farms

1. Yellow wave monitoring buoys, *Fl(5)Y.20s*, have been established in the following positions:
60° 25'·39N., 0° 51'·34W.
60° 25'·85N., 0° 47'·10W.
2. Mariners are advised to navigate with caution in the area.
(ETRS89 DATUM)

Charts affected - 3282 - 3284

509(T)/26 ENGLAND - East Coast - Wreck.

Source: Peel Ports London Medway Notice 02/26

1. A dangerous wreck, with its mast visible at all tides, has been reported in position 51° 24'·81N., 0° 36'·22E.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(ETRS89 DATUM)

Charts affected - 1834 - 2482 (INT 1573) - 5606_11

510(T)/26 ENGLAND - Bristol Channel - Buoy.

Source: ABP South Wales Notice 62/25

1. The *No 4* port hand lateral buoy, *Fl.R.3s*, in position 51° 32'·39N., 2° 59'·08W. is temporarily unlit.
2. Mariners are advised to navigate with caution in the area.
(ETRS89 DATUM)

Charts affected - 1176 (INT 1654) - 5608_18

II

444(T)/26 FINLAND - Saaristomeri - Works.

Source: Finnish Notice 35/278(T)/25

1. Construction works are taking place, in an area bounded by the following positions:

60° 26'·35N., 22° 13'·15E.
60° 26'·36N., 22° 13'·20E.
60° 26'·19N., 22° 13'·13E.
60° 26'·15N., 22° 12'·99E.
60° 26'·17N., 22° 12'·96E.
60° 26'·23N., 22° 13'·07E.

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

Chart affected - 3825 (INT 1189)

478(P)/26 SWEDEN - East Coast - Wrecks, Obstructions, Depths.

Source: Swedish Charts 6141 and 6142

1. Wrecks and obstructions exist in the following positions:

| <i>Depth</i> | <i>Position</i> |
|--------------|------------------------------|
| 2·9m | 59° 19'·683N., 18° 00'·092E. |
| 5·3m | 59° 19'·696N., 18° 00'·021E. |
| 24m | 59° 19'·578N., 18° 09'·610E. |
| 16·9m | 59° 20'·016N., 18° 10'·100E. |
| 14m | 59° 20'·138N., 18° 09'·230E. |

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

| <i>Depth</i> | <i>Position</i> |
|--------------|------------------------------|
| 10·6m | 59° 19'·744N., 18° 10'·248E. |

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

4. These changes will be included in New Editions of Charts 811 and 820 to be published early 2026.
(WGS84 DATUM)

Charts affected - 811 (INT 1239) - 820 (INT 1238)

484(T)/26 POLAND - Buoy.

Source: Polish Notice 49/591(T)/25

1. An ODAS buoy, *Fl(5)Y.20s*, has been deployed, until further notice, in position 55° 04'·54N., 16° 53'·49E.
2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

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

II

511(T)/26 SWEDEN - East Coast - Works. Dredging area.

Source: Swedish Notice 1100/19764/26

1. Dredging works are taking place, until 5 March 2026, in the vicinity of Oxelösund harbour basin:
58° 39' 55N., 17° 06' 88E.
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 - 843 (INT 1230)

II

454(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° 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'·15N., 3° 19'·71E. | 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

| <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 |

II

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

4. Mariners are advised to navigate with caution in the area.
5. *Former Notice 305(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)

482(P)/26 UNITED ARAB EMIRATES - Works. Dredging areas. Buoyage.

Source: ADNOC

1. Works are in progress to construct the Ruwais LNG export facility in the vicinity of 24° 09' 00N., 52° 40' 00E.
2. A dredged approach channel, depth 15·0m has been established bounded by the following positions:

24° 09' 38N., 52° 40' 50E.
24° 09' 57N., 52° 40' 15E.
24° 10' 18N., 52° 40' 57E.
24° 11' 21N., 52° 41' 29E.
24° 11' 16N., 52° 41' 43E.
24° 10' 15N., 52° 40' 72E.

3. The harbour basin has been dredged to 15·5m, bounded by the following positions:

24° 09' 38N., 52° 40' 50E.
24° 08' 88N., 52° 40' 36E.
24° 08' 79N., 52° 40' 25E.
24° 08' 80N., 52° 40' 23E.
24° 09' 24N., 52° 39' 91E.
24° 09' 57N., 52° 40' 15E.

4. The following lateral light-buoys have been established, marking the limit of the approach channel and harbour basin:

| <i>Designation</i> | <i>Characteristic</i> | <i>Position</i> |
|--------------------|-----------------------|----------------------------|
| RLNG-1 | Q.G | 24° 11' 56N., 52° 41' 52E. |
| RLNG-2 | Q.R | 24° 11' 45N., 52° 41' 65E. |
| RLNG-3 | Fl.G.5s | 24° 11' 28N., 52° 41' 34E. |
| RLNG-4 | Fl.R.5s | 24° 11' 21N., 52° 41' 47E. |
| RLNG-5 | Fl.G.10s | 24° 11' 01N., 52° 41' 15E. |
| RLNG-6 | Fl.R.10s | 24° 10' 94N., 52° 41' 28E. |
| RLNG-7 | Fl.G.5s | 24° 10' 73N., 52° 40' 96E. |
| RLNG-8 | Fl.R.5s | 24° 10' 66N., 52° 41' 08E. |
| RLNG-9 | Fl.G.5s | 24° 10' 46N., 52° 40' 77E. |
| RLNG-10 | Fl.R.5s | 24° 10' 39N., 52° 40' 89E. |
| RLNG-11 | Q.G | 24° 10' 18N., 52° 40' 57E. |
| RLNG-12 | Q.R | 24° 10' 15N., 52° 40' 72E. |
| RLNG-13 | Fl.G.5s | 24° 09' 94N., 52° 40' 40E. |
| RLNG-14 | Fl.R.5s | 24° 09' 86N., 52° 40' 64E. |
| RLNG-15 | Fl.G.10s | 24° 09' 69N., 52° 40' 23E. |
| RLNG-16 | Fl.R.10s | 24° 09' 58N., 52° 40' 56E. |
| RLNG-17 | Q.G | 24° 09' 45N., 52° 40' 06E. |
| RLNG-18 | Q.R | 24° 09' 30N., 52° 40' 48E. |
| RLNG-20 | Fl.R.3s | 24° 09' 09N., 52° 40' 41E. |
| RLNG-22 | Q.R | 24° 08' 88N., 52° 40' 36E. |

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

II

482(P)/26 UNITED ARAB EMIRATES - Works. Dredging areas. Buoyage. (continued)

6. Charts will be updated when works are complete.
7. Former Notice 143(T)/26 is cancelled.
(WGS84 DATUM)

Charts affected - 3778 - 3780 - 3796

518(T)/26 INDIAN OCEAN - Buoyage.

Source: NOAA

1. White and orange RAMA data light-buoys, with radar reflectors and mast carrying sensors, are laid in the following positions:

| <i>Designation</i> | <i>Position</i> |
|--------------------|--------------------------|
| <i>RA184A</i> | 0° 00'·0N., 89° 57'·6E. |
| <i>RA186A</i> | 0° 10'·9N., 80° 24'·2E. |
| <i>RA187A</i> | 1° 30'·5S., 80° 33'·4E. |
| <i>RA188A</i> | 1° 34'·7S., 66° 59'·4E. |
| <i>RA190A</i> | 1° 42'·3N., 66° 42'·9E. |
| <i>RA191A</i> | 3° 59'·1N., 66° 58'·9E. |
| * <i>RA192A</i> | 6° 35'·5N., 69° 23'·3E. |
| <i>RA193A</i> | 15° 02'·9N., 88° 59'·9E. |
| <i>RA194A</i> | 8° 02'·6N., 88° 56'·8E. |
| <i>RT028</i> | 11° 50'·5S., 80° 18'·8E. |
| * <i>RT043</i> | 7° 17'·6S., 89° 20'·3E. |
| <i>RT044</i> | 12° 00'·8N., 88° 30'·1E. |
| <i>RT045</i> | 7° 59'·0S., 80° 28'·9E. |
| <i>RT046</i> | 4° 03'·7S., 80° 31'·9E. |
| <i>RT047</i> | 3° 55'·2S., 64° 58'·5E. |
| * <i>RT048</i> | 1° 19'·4S., 61° 26'·7E. |
| <i>RT049</i> | 12° 00'·7S., 64° 57'·7E. |

2. The positions of the buoys are subject to frequent change, they may be off station for extended periods of time and additional buoyage may be deployed.
3. *The latest information can be found on the Indian National Centre for Ocean Information Services (INCOIS) website, <https://incois.gov.in/site/datainfo/jointportal.jsp> and on the NOAA website, <https://www.pmel.noaa.gov/gtmba/mooring-status-summary>.
4. *Former Notice 3402(T)/25 is cancelled.
*Indicates new or revised entry
(WGS84 DATUM)

Charts affected - 709 - 4702 (INT 702) - 4703 (INT 703) - 4706 (INT 706) - 4707 (INT 707) - 4714 (INT 714) - IN 22 (INT 752) - IN 31 (INT 756) - IN 33 (INT 755)

440(P)/26 INDONESIA - Sumatera - Buoyage.

Source: ENCs ID400160 and ID500160

1. Changes to buoyage have taken place within Sungai Palembang between 2° 10'·88S., 104° 58'·42E. and 2° 59'·27S., 104° 49'·30E.
2. These changes will be included in a New Edition of Chart 3476 to be published early 2026.
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 - 3476

II

485(T)/26 CHINA - Yellow Sea Coast - Wreck.

Source: Chinese Notice 52/1649(T)/25

1. A fishing vessel has been reported to be drifting in the vicinity of position: $38^{\circ} 02' \cdot 2N.$, $123^{\circ} 02' \cdot 3E$.
2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Charts affected - 1255 - 1256

464(P)/26 KOREA - South Coast - Radio reporting lines. Radio reporting points. Vessel traffic services.

Source: KHOA

1. There have been significant changes to the radio reporting lines and direction of the associated radio calling-in points within the following areas:

| <i>VTS Area</i> | <i>Central Position</i> |
|------------------------------|---|
| <i>Hosan VTS</i> | $37^{\circ} 05' \cdot 14N.$, $129^{\circ} 28' \cdot 18E$. |
| <i>Pohang VTS</i> | $36^{\circ} 10' \cdot 83N.$, $129^{\circ} 34' \cdot 49E$. |
| <i>Ulsan VTS</i> | $35^{\circ} 25' \cdot 09N.$, $129^{\circ} 29' \cdot 57E$. |
| <i>Busan VTS</i> | $35^{\circ} 00' \cdot 83N.$, $129^{\circ} 09' \cdot 90E$. |
| <i>Busan New Port VTS</i> | $34^{\circ} 54' \cdot 42N.$, $128^{\circ} 54' \cdot 27E$. |
| <i>Okpo VTS</i> | $34^{\circ} 51' \cdot 96N.$, $128^{\circ} 46' \cdot 44E$. |
| <i>Masan VTS</i> | $35^{\circ} 03' \cdot 77N.$, $128^{\circ} 38' \cdot 45E$. |
| <i>Tongyeong Coastal VTS</i> | $34^{\circ} 34' \cdot 0N.$, $128^{\circ} 23' \cdot 2E$. |
| <i>Samcheonpo VTS</i> | $34^{\circ} 49' \cdot 38N.$, $128^{\circ} 06' \cdot 47E$. |
| <i>Yeosu VTS</i> | $34^{\circ} 36' \cdot 59N.$, $127^{\circ} 53' \cdot 64E$. |
| <i>Yeosu Coastal VTS</i> | $34^{\circ} 11' \cdot 60N.$, $127^{\circ} 27' \cdot 66E$. |
| <i>Wando VTS</i> | $34^{\circ} 06' \cdot 97N.$, $126^{\circ} 47' \cdot 28E$. |
| <i>Jeju VTS</i> | $33^{\circ} 40' \cdot 00N.$, $126^{\circ} 33' \cdot 41E$. |
| <i>Jindo VTS</i> | $34^{\circ} 14' \cdot 25N.$, $125^{\circ} 55' \cdot 57E$. |
| <i>Mokpo VTS</i> | $34^{\circ} 36' \cdot 30N.$, $126^{\circ} 13' \cdot 37E$. |
| <i>Taean VTS</i> | $36^{\circ} 41' \cdot 24N.$, $125^{\circ} 55' \cdot 00E$. |
| <i>Incheon VTS</i> | $37^{\circ} 13' \cdot 19N.$, $126^{\circ} 24' \cdot 43E$. |
| <i>Pyeongtaek VTS</i> | $37^{\circ} 07' \cdot 90N.$, $126^{\circ} 31' \cdot 68E$. |
| <i>Gyeongin VTS</i> | $37^{\circ} 32' \cdot 80N.$, $126^{\circ} 34' \cdot 13E$. |

2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
3. These changes will be included in New Editions of Charts 127, 1007, 1065, 1258, 1270, 3365, 3391, 3642, 3666 and 3929.
4. Charts 882, 896, 898, 1008, 1259 and 1271 will be updated by Notice to Mariners.
(WGS84 DATUM)

Charts affected - 127 - 1007 - 1065 - 1258 - 1270 (INT 5363) - 3365 (INT 5252) - 3391 (INT 5360) - 3642 (INT 5364) - 3666 (INT 5251) - 3929

II

508(P)/26 UNITED STATES OF AMERICA - West Coast - Anchorage areas. Anchor berths.

Source: ENCs US5LGBCE and US5LGBCD

1. Anchorage areas have changed within San Pedro Bay. The new anchorage areas are bounded by the following positions:

| <i>Designation</i> | <i>Former Position</i> |
|--------------------|-------------------------------|
| F | 33° 41'·685N., 118° 09'·756W. |
| | 33° 42'·220N., 118° 09'·902W. |
| | 33° 43'·082N., 118° 10'·530W. |
| | 33° 43'·081N., 118° 08'·153W. |
| | 33° 41'·688N., 118° 13'·711W. |
| | 33° 42'·430N., 118° 14'·319W. |
| G | 33° 43'·089N., 118° 12'·299W. |
| | 33° 43'·089N., 118° 11'·300W. |
| | 33° 42'·137N., 118° 11'·627W. |
| | 33° 41'·687N., 118° 11'·912W. |
| | |
| | |

2. Anchor berths with swinging circles, radius 548·6m, pecked line, have been established, centred on the following positions:

| <i>Designation</i> | <i>Former Position</i> |
|--------------------|-------------------------------|
| G-4 | 33° 41'·759N., 118° 13'·322W. |
| G-5 | 33° 42'·024N., 118° 12'·518W. |
| G-6 | 33° 42'·499N., 118° 11'·871W. |
| F-4 | 33° 42'·177N., 118° 09'·224W. |
| F-5 | 33° 42'·225N., 118° 08'·253W. |

3. Anchor berths with swinging circles, radius 457·2m, pecked line, have been established, centred on the following positions:

| <i>Designation</i> | <i>Former Position</i> |
|--------------------|-------------------------------|
| G-1 | 33° 42'·330N., 118° 13'·852W. |
| G-2 | 33° 42'·549N., 118° 13'·186W. |
| G-3 | 33° 42'·753N., 118° 12'·519W. |
| F-2 | 33° 42'·903N., 118° 09'·275W. |
| F-3 | 33° 42'·879N., 118° 08'·550W. |

4. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
5. For further details use NOAA Electronical Navigational Charts.
6. These changes will be included in a New Edition of Chart 1081 to be published early 2026.
7. Former Notice 126(P)/26 is cancelled.
(NAD83 DATUM)

Chart affected - 1081

476(P)/26 BRAZIL - East Coast - Obstruction.

Source: Brazilian Notice 23/I 191(P)/25

1. An obstruction area exists, bounded by the following positions:

0° 00'·45N., 50° 35'·39W.
0° 00'·22N., 50° 35'·43W.
0° 00'·65N., 50° 37'·61W.
0° 01'·25N., 50° 37'·80W.
0° 00'·76N., 50° 36'·53W.

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

Chart affected - 2189

II

514(P)/26 ARGENTINA - Depths.

Source: ENCs AR420060 and AR401560

1. Depths less than charted exist in the vicinity of Canal Brown and Canal Emilio Mitre. The most significant are as follows:

| <i>Depth</i> | <i>Position</i> |
|--------------|----------------------------|
| 0·9m | 34° 33'·79S., 58° 10'·65W. |
| 3m | 34° 34'·03S., 58° 10'·58W. |
| 4·8m | 34° 37'·03S., 58° 09'·93W. |
| 4·9m | 34° 37'·47S., 58° 07'·93W. |
| 5·5m | 34° 38'·90S., 58° 03'·99W. |
| 5·4m | 34° 39'·38S., 58° 01'·85W. |
| 6m | 34° 39'·89S., 58° 02'·38W. |
| 6m | 34° 40'·34S., 58° 01'·70W. |
| 4·4m | 34° 37'·11S., 58° 12'·48W. |
| 4·9m | 34° 37'·96S., 58° 09'·11W. |
| 5m | 34° 38'·26S., 58° 07'·38W. |
| 3·9m | 34° 39'·38S., 58° 06'·85W. |
| 4·7m | 34° 40'·34S., 58° 04'·13W. |
| 4·2m | 34° 40'·82S., 58° 03'·15W. |
| 6·9m | 34° 40'·81S., 57° 59'·74W. |
| 3m | 34° 35'·46S., 58° 15'·76W. |
| 3m | 34° 35'·22S., 58° 16'·04W. |

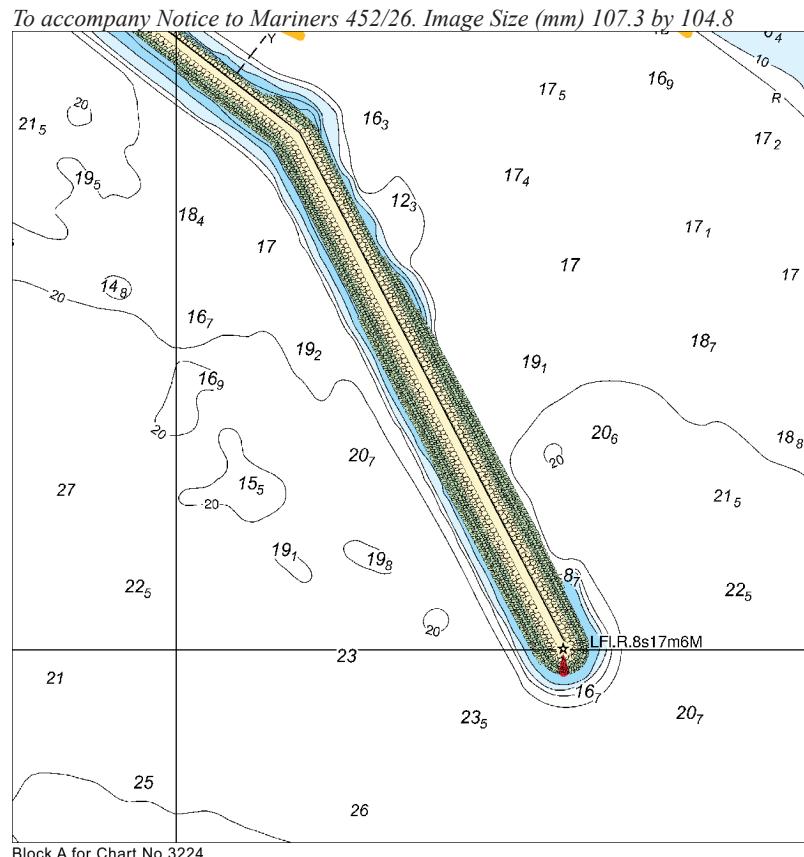
2. Mariners are advised to navigate with caution in the area.
3. These changes will be included in a New Edition of Chart 3561 to be published early 2026.
4. Charts 1323 and 1751 will be updated by Notice to Mariners.
(WGS84 DATUM)

Chart affected - 3561

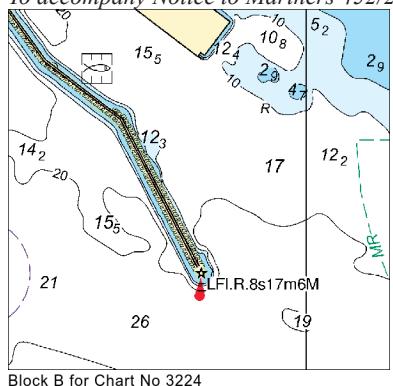
To accompany Notice to Mariners 497/26

On Chart 1387

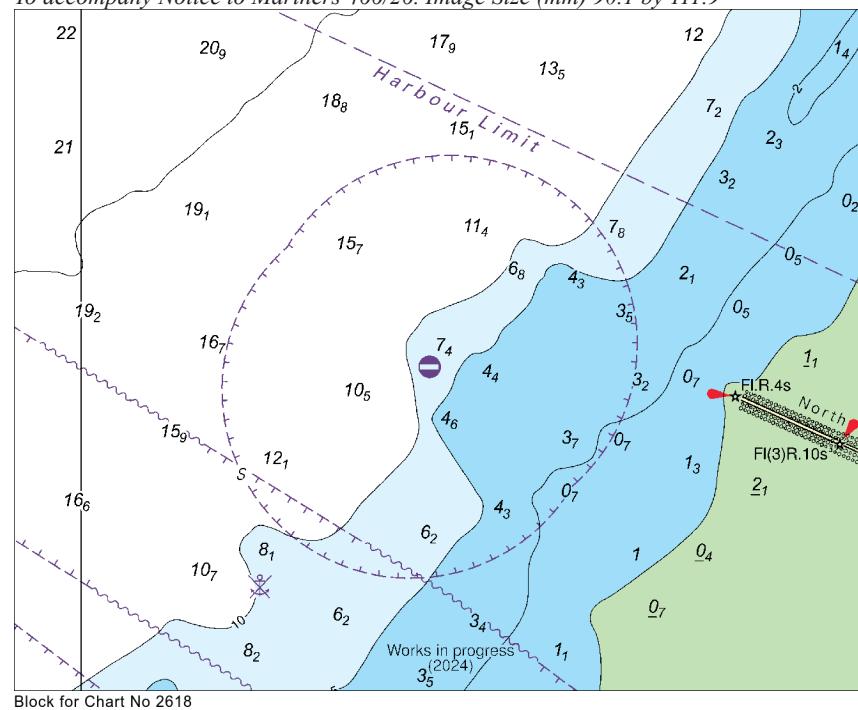
USE OF LARGER SCALE CHARTS
This chart includes references to larger scale French charts. Only those listed in NP131 ADMIRALTY Catalogue are available from the UK Hydrographic Office. Details about other charts covering French waters can be found in the French chart catalogue 'Catalogue des cartes marines et des ouvrages nautiques' at www.shom.fr.



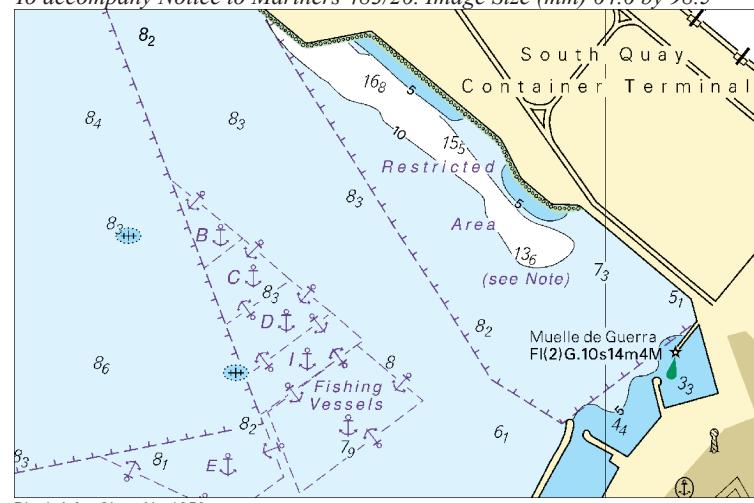
To accompany Notice to Mariners 452/26. Image Size (mm) 47.7 by 50.4



To accompany Notice to Mariners 466/26. Image Size (mm) 90.1 by 111.9



To accompany Notice to Mariners 483/26. Image Size (mm) 64.6 by 98.5

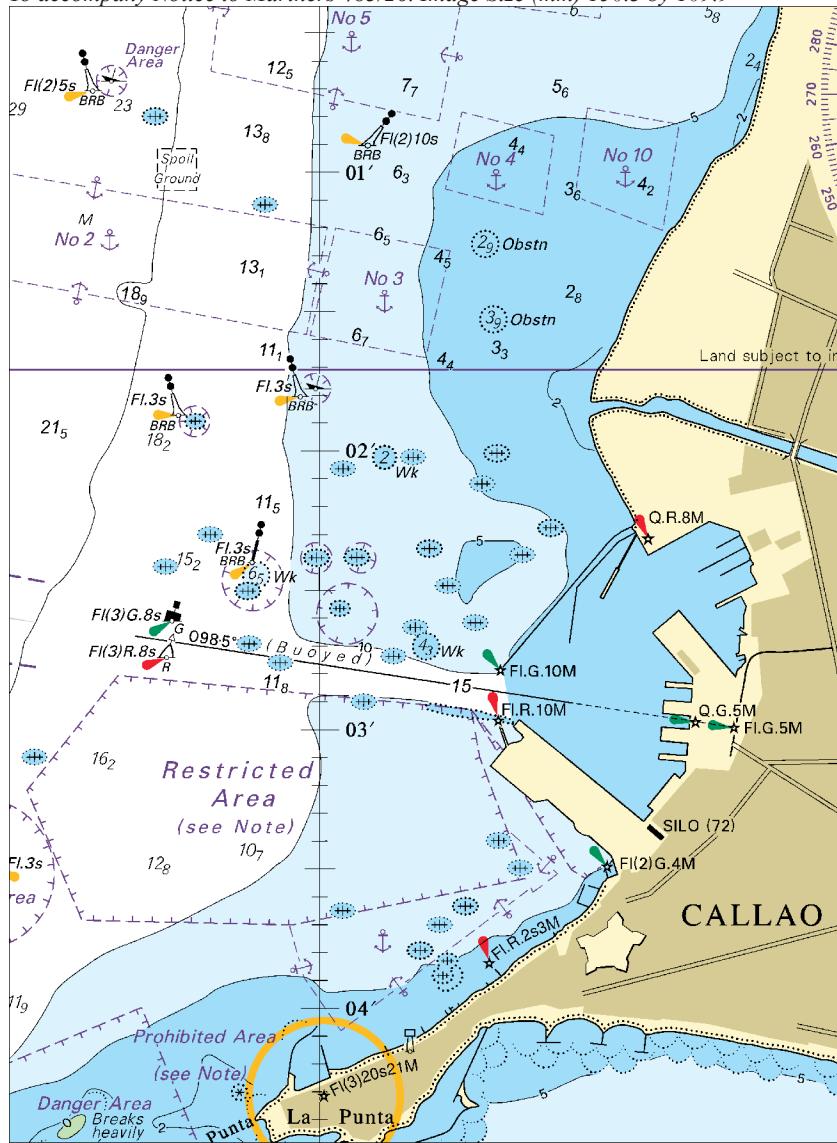


To accompany Notice to Mariners 483/26. Image Size (mm) 78.5 by 73.1

| ANCHORAGES | |
|---|-----|
| 1 Merchant vessels. | |
| 2 Fishing vessels, dredgers, factory ships. | |
| 3 Large fishing vessels. | |
| 4 Harbour vessels (barges, tugs, lighters). | |
| 5 Laid up merchant vessels. | 02' |
| 6a Fishing vessels. | |
| 6b Fishing vessels. | |
| 7 Nuclear powered vessels. Any vessel carrying or holding radioactive material. | |
| 8 Tankers. | |
| 9 Pilot waiting area. | |
| 10 Vessels awaiting disposal. | |
| 11 Safety, isolation and quarantine area. | |
| 12 Fuel loading and unloading. | |
| B Small fishing vessels from 6.48 to 13.30 GT. | |
| C Small fishing vessels up to 6.48 GT. | |
| D Hired boats and tugboats. | |
| E Vessels with impediments. | 03' |
| F Dirección de Hidrografía y Navegación vessels. | |
| G Instituto del Mar del Perú vessels. | |
| H Recreational vessels. | |
| I Harbour Cruise Vessels. | |

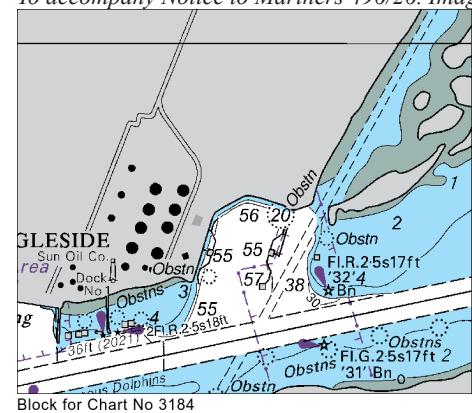
Block C for Chart No 1853

To accompany Notice to Mariners 483/26. Image Size (mm) 150.3 by 109.9



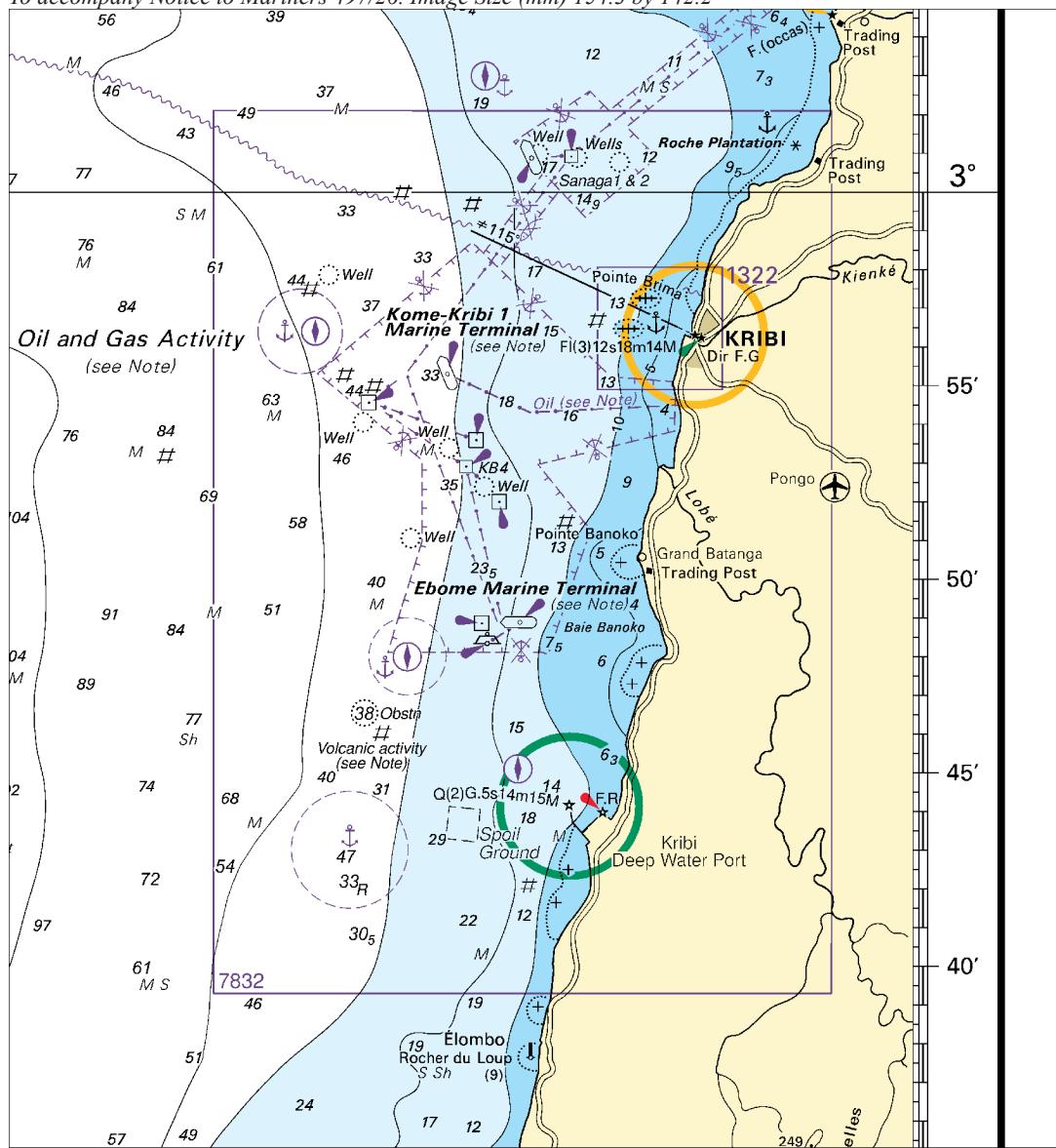
Block B for Chart No 1853

To accompany Notice to Mariners 496/26. Image Size (mm) 50.8 by 60.1



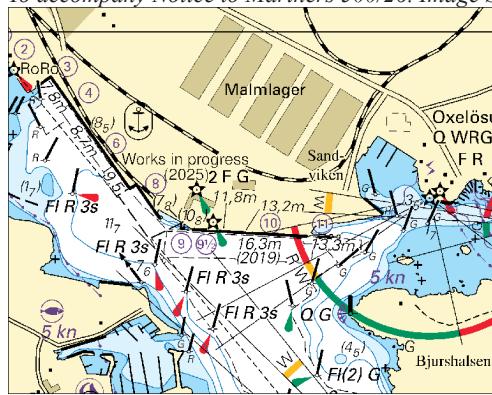
Wk05/26

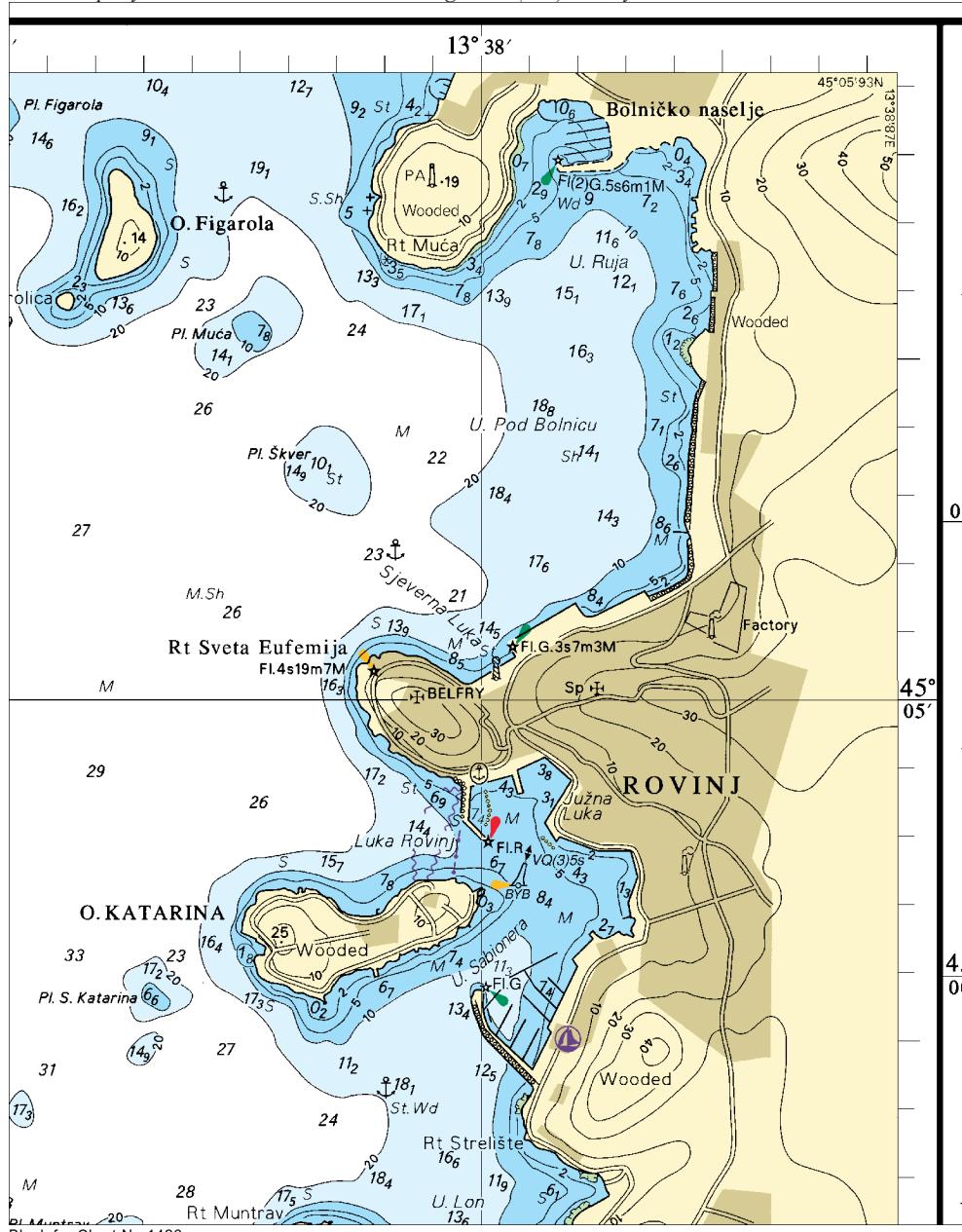
To accompany Notice to Mariners 497/26. Image Size (mm) 154.3 by 142.2



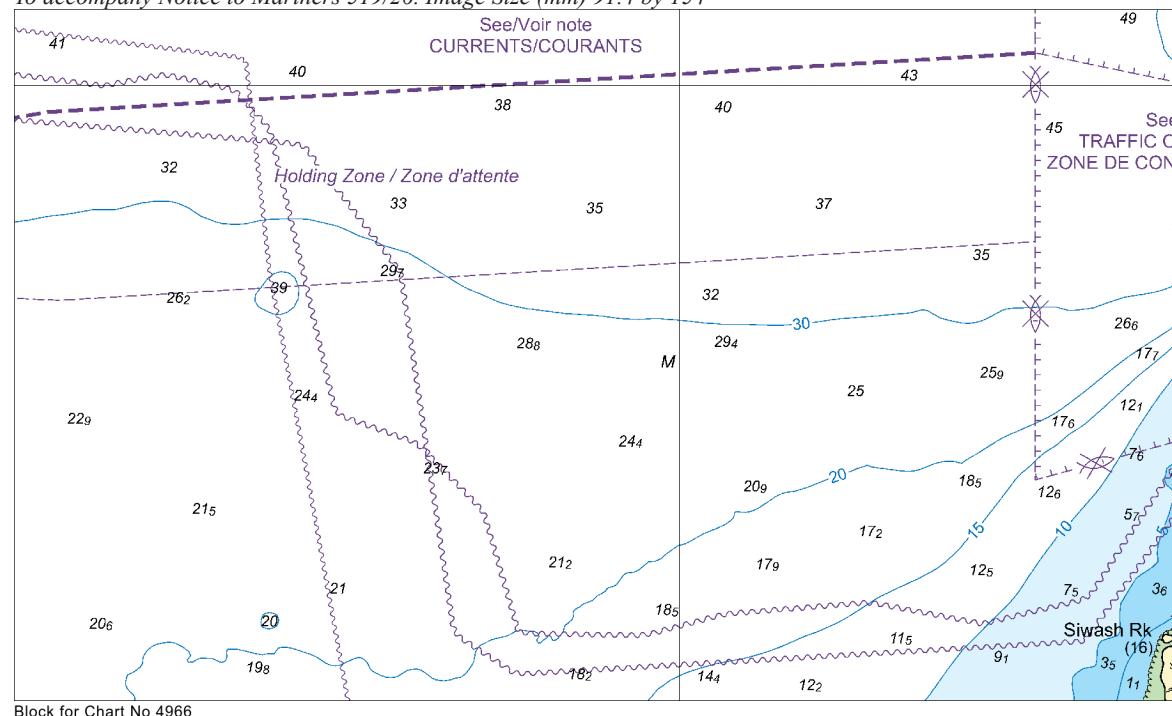
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To accompany Notice to Mariners 500/26. Image Size (mm) 51.1 by 64.1

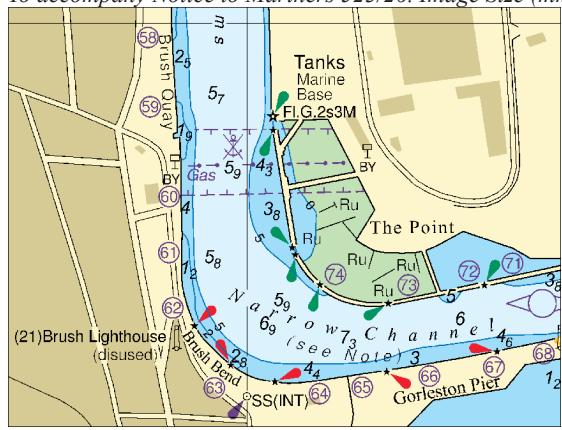




To accompany Notice to Mariners 519/26. Image Size (mm) 91.4 by 154

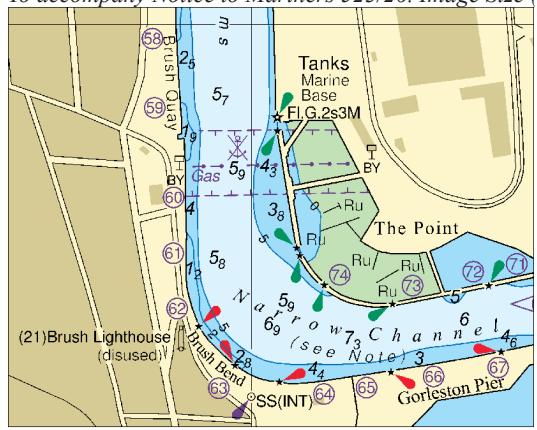


To accompany Notice to Mariners 523/26. Image Size (mm) 55.5 by 73.1



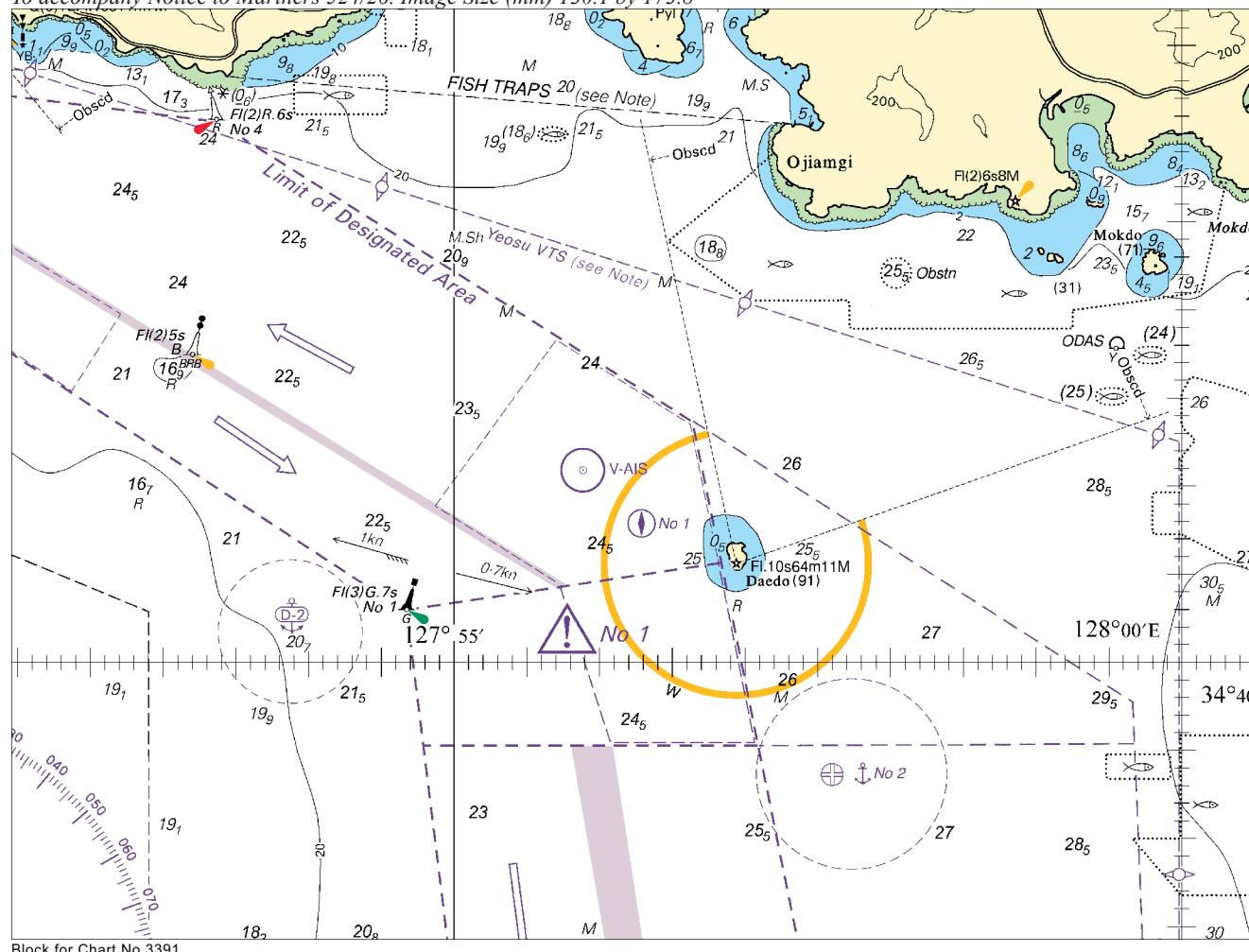
Block for Chart No 5614_4

To accompany Notice to Mariners 523/26. Image Size (mm) 55.5 by 69.5



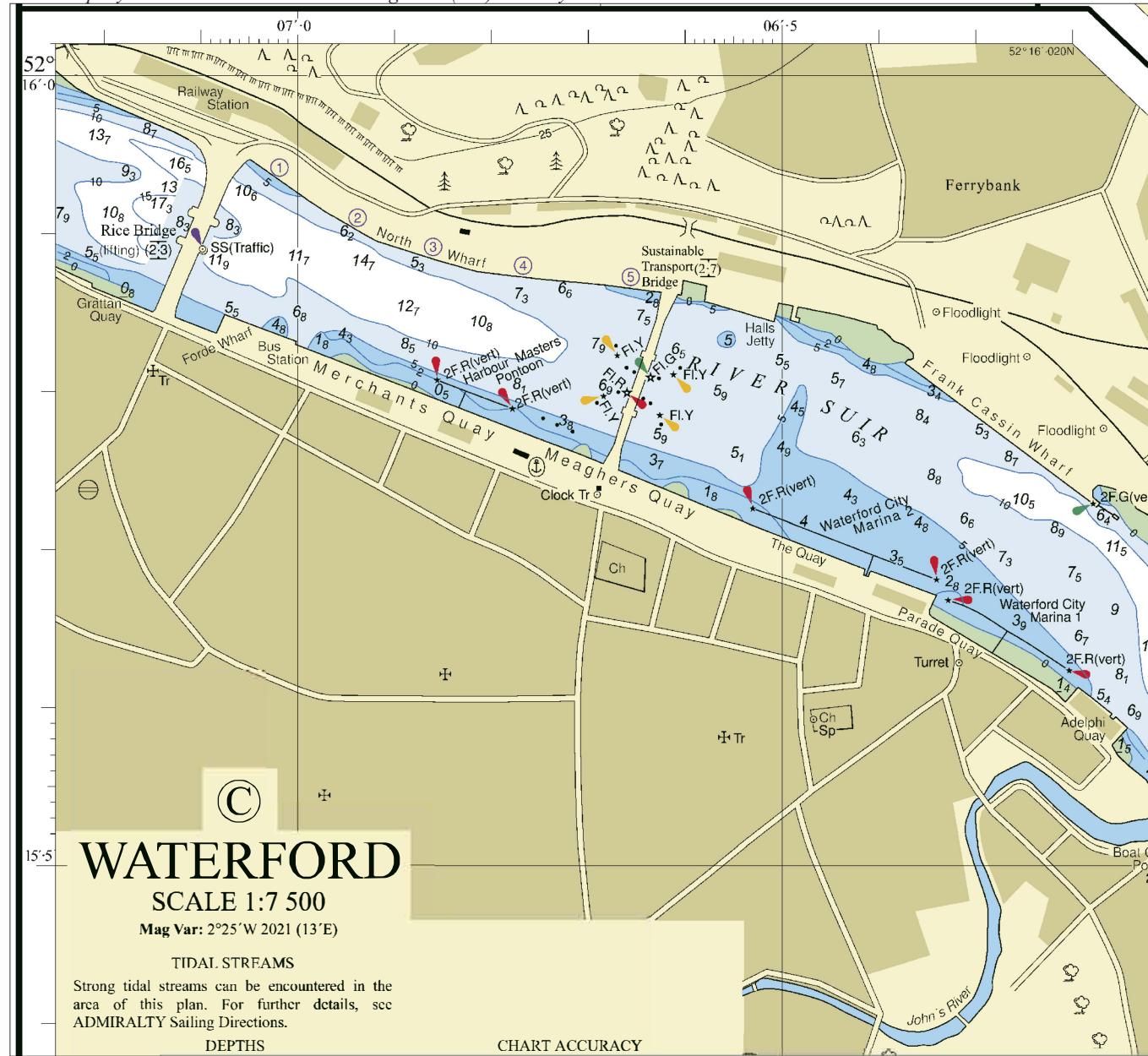
Block for Chart No 1534

To accompany Notice to Mariners 524/26. Image Size (mm) 130.1 by 173.8

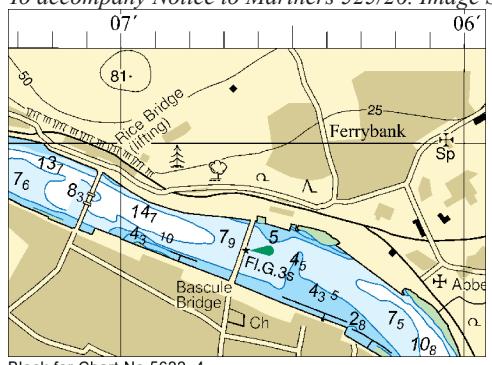


Block for Chart No 3391

Wk05/26



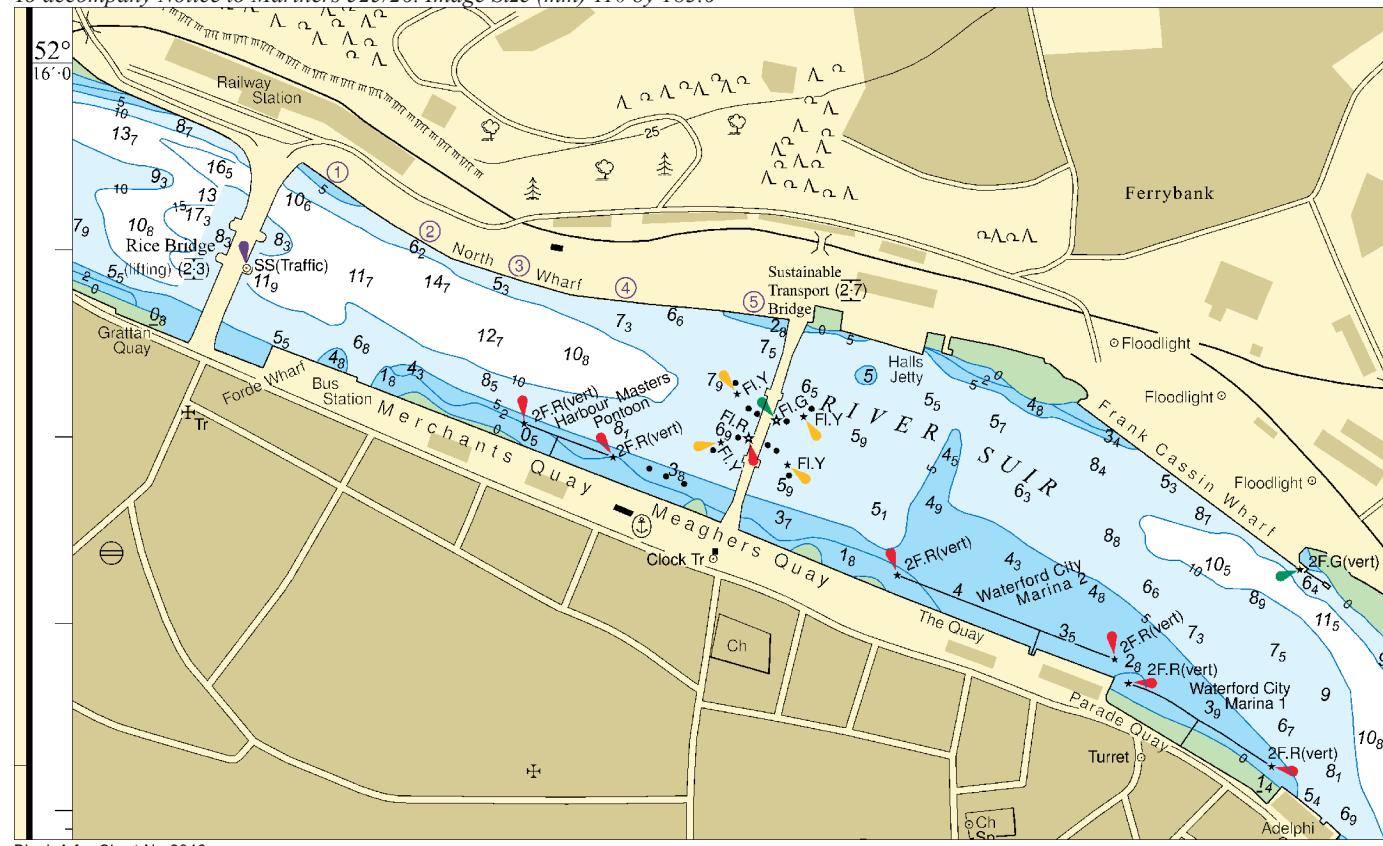
To accompany Notice to Mariners 525/26. Image Size (mm) 45.9 by 63.2



Block for Chart No 5622_4

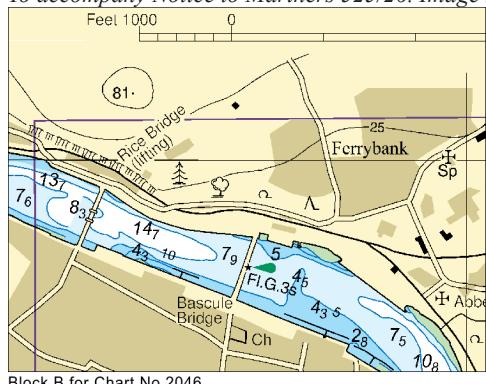
Wk05/26

To accompany Notice to Mariners 525/26. Image Size (mm) 110 by 183.6

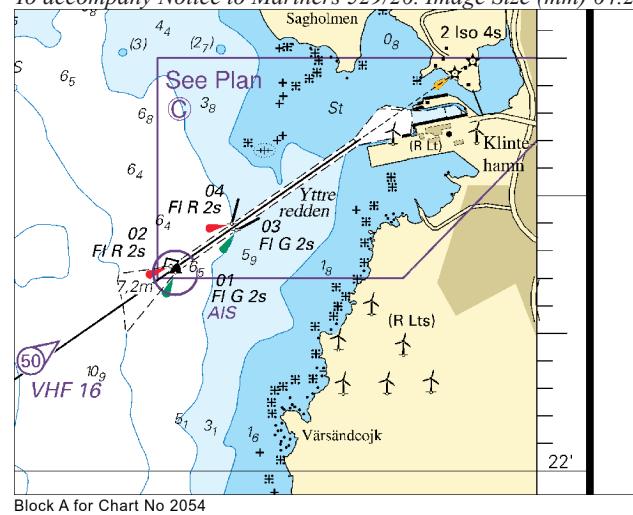


Block A for Chart No 2046

To accompany Notice to Mariners 525/26. Image Size (mm) 48.2 by 63.1

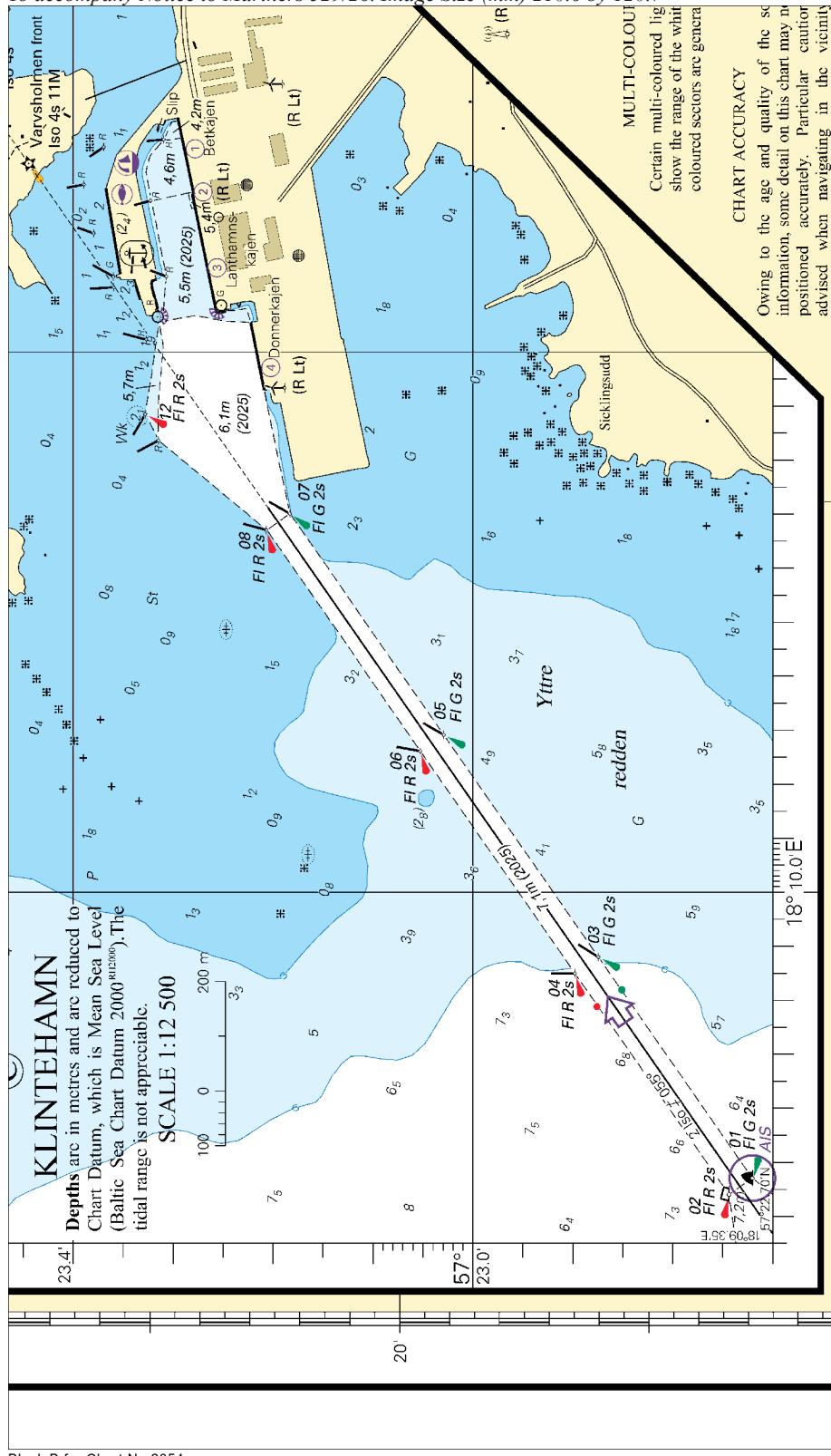


To accompany Notice to Mariners 529/26. Image Size (mm) 64.2 by 81.9



Block A for Chart No 2054

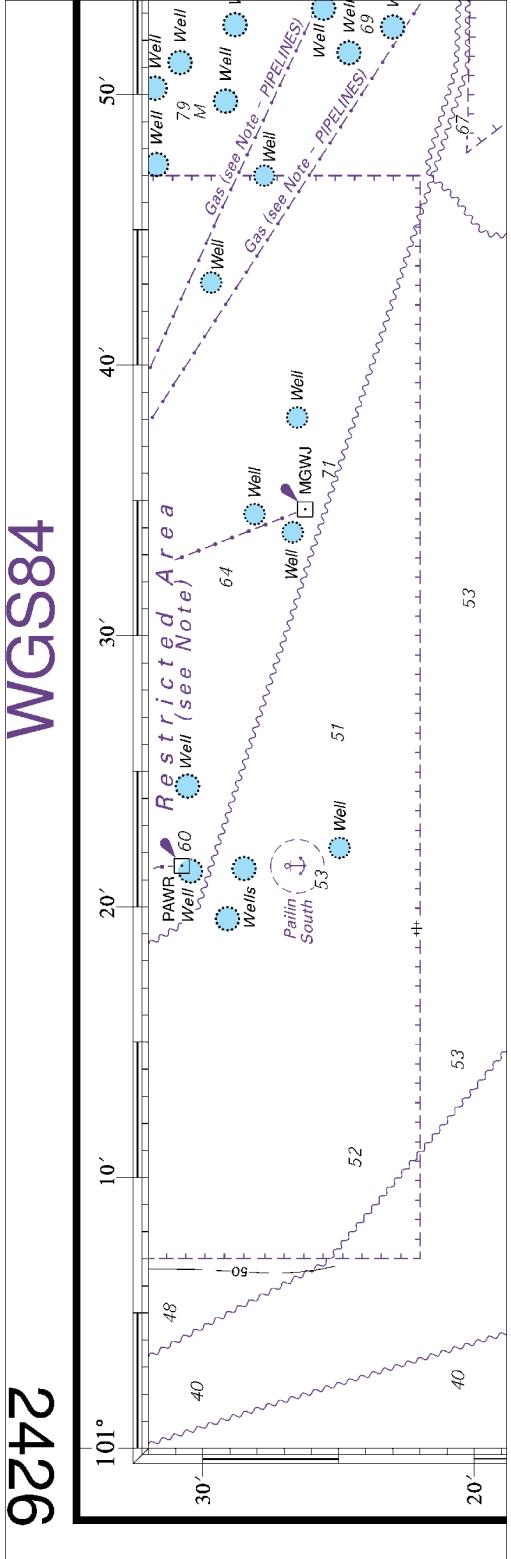
To accompany Notice to Mariners 529/26. Image Size (mm) 210.6 by 120.7



Block B for Chart No 2054

To accompany Notice to Mariners 530/26. Image Size (mm) 206.8 by 66.3

2426 WGS84



Block for Chart No 2426

III

NAVIGATIONAL WARNINGS

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

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

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

Weekly Edition 05 published on the UKHO website 19 Jan 26.

Navarea I (NE Atlantic) Weekly Edition 05

The following NAVAREA I warnings were in force at 190500 UTC Jan 2026.

2025 series: 157, 299.

2026 series: 6, 7, 8, 9, 10.

Summary of Navarea I warnings issued since Weekly Edition 03:

5 CANCELLED.

6 SOUTHERN NORTH SEA. MINERVA GAS FIELD SOUTHWESTWARDS.
CHART GB 121.
1. SAFETY ZONE, RADIUS 500 METRES, ESTABLISHED IN 53-56.08N 000-31.35E.
2. CANCEL NAVAREA I 5/26.

7 SCOTLAND, WEST COAST. OUTER HEBRIDES WESTWARDS.
1. LIVE WEAPONS FIRINGS IN PROGRESS DAILY FROM 0800 TO 1800 UTC, 19 TO 30 JAN IN AREA
WITHIN 38 MILES OF 57-15N 008-48W.
2. THIS IS AN EXTREMELY HAZARDOUS AREA AND MARINERS ARE REQUESTED TO VACATE THE
AREA DURING THE ABOVE PERIODS. ANY VESSELS INTENDING TO ENTER THE AREA SHOULD
CONTACT HEBRIDES RANGE ON VHF CH16 OR TELEPHONE NUMBER +441870604449 OR
+447787328975 FOR ADVICE. MARITIME PATROL AIRCRAFT MAY BE IN OPERATION TO SUPPORT
FIRINGS AND MARINERS ARE REQUESTED TO COMPLY WITH ANY INSTRUCTIONS GIVEN.
3. CANCEL THIS MSG 301900 UTC JAN 2026.

8 1. NAVAREA I WARNINGS IN FORCE AT 161000 UTC JAN 2026. 2. CANCEL 3/26.

9 DOVER STRAIT. SANDETTIE BANK NORTHWARDS.
CABLE OPERATIONS IN PROGRESS BY C/S PIERRE DE FERMAT IN AREA BOUND BY 51-23N 001-59E,
51-23N 002-02E, 51-22N 002-02E, 51-22N 001-59E.

10 RIGLIST.
1. CORRECT AT 190500 UTC JAN 2026.

SOUTHERN NORTH SEA: 51N TO 55N
52-07.7N 003-56.4E VALARIS 123 ACP P18-A

NEW ROTTERDAM HAEVA
53-07.1N 002-06.3E ENSCO 92 ACP LEMAN GAS FIELD

NEW 53-14.9N 003-59.2E SEAFOX 4 ACP K15-FA-1

NEW 53-24.3N 004-01.4E NOBLE RESOLUTE ACP L10-M

NEW 53-33.6N 000-52.7E 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

NEW ROTTERDAM ERDA
54-34.2N 002-17.6E VALARIS NORWAY ACP CYGNUS GAS FIELD

III

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 ELDFISK 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 |
| NEW | 57-00.8N | VALARIS STAVANGER ACP ELGIN GAS FIELD |
| | 57-01.9N | VALARIS 121 ACP SHEARWATER OIL FIELD |
| | 57-22.5N | NOBLE INNOVATOR ACP MUNGO OIL FIELD |
| | 57-48.9N | MAERSK INSPIRER ACP YME OIL FIELD |
| | 58-18.5N | SAFE CALEDONIA ACP CAPTAIN OIL FIELD |
| | 58-19.9N | DEEPSEA ATLANTIC |
| | 58-25.1N | NOBLE LLOYD NOBLE ACP SLEIPNER GAS FIELD |
| | 58-40.3N | DEEPSEA NORDKAPP |
| | 59-13.1N | COSL PIONEER |
| | 59-52.3N | NOBLE INTEGRATOR |

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

| | | |
|----------|-----------|---------------------------|
| 60-06.7N | 002-35.5E | DEEPSEA STAVANGER |
| 60-30.3N | 002-00.8E | ASKEPOTT ACP MARTIN LINGE |
| 60-50.3N | 003-34.9E | DEEPSEA ABERDEEN |
| 61-04.7N | 001-59.3E | ASKELADDEN |
| NEW | 61-16.5N | COSL PROMOTER |
| | 61-18.0N | DEEPSEA BOLLSTA |
| | 61-30.9N | NOBLE PATRIOT |
| | 64-20.5N | DEEPSEA 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 |
| 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

2. CANCEL NAVAREA I 4/26.

UPDATES TO ADMIRALTY SAILING DIRECTIONS

NP1 Africa Pilot Volume 1 (2020 Edition)

Morocco - Tan-Tan —
Arrival information; port operations

165

Paragraph 5.222 1 lines 1-5 *Replace by:*1 **Port operations.** Berthing and unberthing operations are carried out during daylight hours only.**Outer anchorages.** Anchorage may be obtained about 1 1/2 miles NW of the head of the main breakwater, in a depth of 19 to 21 m, good holding ground, sand. A heavy swell may force vessels to leave the anchorage.French Notice 21/Instructions nautiques C4/24
[NP1-No 191-Wk 05/26]

Nigeria - Lekki Deep Sea Port — Pilotage

332

Paragraph 11.146b 1 existing Section IV Notice Week 50/24 *Replace by:*1 **General information.** Lekki Deep Sea Port (6°25'·65N 4°00'·35E) provides berths for container, dry bulk and liquid cargoes. Portions of the port remain under construction (2022).Website. www.lekkiport.com**Depths.** The entrance channel and swinging area were reported (2022) dredged to 16·5 m. The Port Authority should be contacted for the latest information.**Pilotage.** The pilot boards in the following positions:

Vessels entering port 6°18'·30N 4°02'·50E.

Vessels proceeding to SPM 6°16'·07N 3°51'·95E.

For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Corr. Nigerian Ports Authority 15/11/24

[NP1-No 190-Wk 05/26]

NP3 Africa Pilot Volume 3 (2019 Edition)

Kenya - Mombasa — Limiting conditions;
vertical clearance; bridge

259

Paragraph 10.14 including existing Section IV Notice Week 08/21 *Replace by:*1 **Nyali Bridge,** a concrete structure with a vertical clearance of 10 m, spans Mombasa Harbour to Port Tudor channel at Ras Kisauni (4°02'·60S 39°40'·45E), joining Mombasa Island on the W with Nyali on the E.

Corr. Kenyan Port Authority 11/07/24

[NP3-No 74-Wk 05/26]

Kenya - Mombasa —
Harbour; development; bridge

259

After Paragraph 10.22 *Insert:*

Development

10.22a

1 **Likoni Floating Bridge** (4°04'·38S 39°39'·38E) spanning Kilindini Channel, is being demolished (2025) ahead of the planned construction of a permanent bridge; mariners should navigate with additional caution.

ENC GB500666 (15.002) [NP3-No 75-Wk 05/26]

NP13 Australia Pilot Volume 1 (2020 Edition)

Western Australia - North-west coast -
Augustus Island to Port Hedland —
General information; regulations

185

Paragraph 5.3a including heading and existing Section IV Notice Week 17/25 *Replace by:*

Hazards and dangers

5.3a

1 **Fish aggregating devices**, which may be marked by light buoys (special), or buoys (red cylinder, diamond topmark), may be encountered within the area covered by this chapter.

Regulations

5.3b

1 **Marine protected areas.** Many areas of this chapter lie within marine protected areas and ESSAs. For more information, see 1.83.

Australian Chart 4722 (2025)

[NP13-No 158-Wk 05/26]

South Australia - Denial Bay - Thevenard —
Arrival information; vessel traffic service

344

Paragraph 10.63 including heading *Replace by:*

Vessel traffic service

10.63

1 Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Outer anchorages

10.63a

1 Anchorage for vessels awaiting a pilot for extended periods may be obtained with Entrance Light Beacon (32°11'·79S 133°34'·62E) (10.69) bearing 055°, distance 4 miles.

Caution. Mariners should not approach Entrance Light Beacon before the pilot has boarded due to restricted sea room.

Corr. UKHO 24/04/25

[NP13-No 145-Wk 05/26]

**South Australia - Spencer Gulf -
Neptune Islands to Boston Bay —
Vessel traffic service**

357

After Paragraph 11.18 Insert:

Vessel traffic service

11.18a

1 Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Corr. UKHO 24/04/25

[NP13-No 146-Wk 05/26]

**South Australia - Spencer Gulf - Port Lincoln —
Arrival information; vessel traffic service**

359

Paragraph 11.39 including heading Replace by:

Vessel traffic service

11.39

1 Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Outer anchorages

11.39a

1 **Boston Bay** (34°40'·55S 135°53'·50E), is situated between Kirton Point (34°43'·21S 135°52'·74E) and Point Boston (34°38'·92S 135°56'·24E).

The Bay is protected from the sea by Boston Island. The shores of the bay consists mainly of sandy beaches backed by sandhills.

Anchorage, clear of marine farms (11.42), may be found at the N and S ends of the bay, in 13 m; the holding ground is reported to be fair or moderate.

Point Boston. Good holding ground may be found 2 miles SE of Point Boston, in 18 to 22 m.

2 **Spalding Cove** (34°46'·35S 135°58'·50E) is entered between Cape Colbert (34°43'·75S 135°58'·85E) and Surfleet Point (34°45'·43S 135°57'·39E), and extends about 3 miles S. The shores consist of low rocky points and sandy bays, and on the E side there is a good deal of sandy cliff with scrub covered rises at the back. There are general depths of 9 to 14 m to within 1 mile of the cove head and to within 5 cables of both sides.

3 There are no dangers in Spalding Cove and anchorage may be found anywhere in the bay in 9 to 14 m. The best anchorage is in the bay next S of the summit of Cape Colbert; with a strong N wind there is a short sea in the cove.

Corr. UKHO 24/04/25

[NP13-No 147-Wk 05/26]

**South Australia - Spencer Gulf - Wallaroo —
Arrival information; vessel traffic service**

367

Paragraph 11.110 including heading and existing Section IV Notice Week 21/25 Replace by:

Vessel traffic service

11.110

1 Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Outer anchorages

11.110a

1 Although Wallaroo Bay is open, the force of the sea is broken, and there is good and secure anchorage. In suitable light the bottom shows very clearly in the approaches, the weeds on the bottom appearing like rocks with white sand between them.

Anchorage for vessels awaiting a Pilot for extended periods may be obtained in positions 33°53'·65S 137°28'·80E and 33°54'·73S 137°27'·80E. between 1 and 2 miles W of the Entrance Light Beacon.

Corr. UKHO 24/04/25

[NP13-No 148-Wk 05/26]

**South Australia - Spencer Gulf -
Shoalwater Point to Whyalla —
Vessel traffic service**

369

After Paragraph 11.126 Insert:

Vessel traffic service

11.126a

1 Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Corr. UKHO 24/04/25

[NP13-No 149-Wk 05/26]

**South Australia - Spencer Gulf - Whyalla —
Arrival information; vessel traffic service**

370

Paragraph 11.141 including heading Replace by:

Vessel traffic service

11.141

1 Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Outer anchorages

11.141a

1 Vessels exceeding 280 m in length (panamax, capesize vessels) should anchor in an area bounded by:

33°18'·90S 137°33'·00E;
33°20'·10S 137°37'·40E;
33°25'·50S 137°35'·40E;
33°24'·30S 137°31'·00E.

2 Smaller vessels (handymax, supramax vessels) should anchor in an area bounded by:

33°03'·30S 137°39'·00E;
33°03'·00S 137°40'·50E;
33°05'·00S 137°39'·00E;
33°05'·00S 137°40'·50E.

Corr. UKHO 24/04/25

[NP13-No 150-Wk 05/26]

**South Australia - Spencer Gulf -
Port Bonython — Arrival information;
vessel traffic service**

373

Paragraph 11.164 including heading *Replace by*:

Vessel traffic service

11.164

¹ Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Outer anchorages

11.164a

¹ **Anchorage** may be found in an area centred on 33°22'23S 137°34'12E, with depths from 15 to 20 m.

Corr. UKHO 24/04/25

[NP13-No 151-Wk 05/26]

**South Australia - Spencer Gulf -
Germein Bay — Vessel traffic service**

375

After Paragraph 11.174 *Insert*:

Vessel traffic service

11.174a

¹ Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Corr. UKHO 24/04/25

[NP13-No 152-Wk 05/26]

**South Australia - Kangaroo Island -
South coast — Directions; shoal**

383

Paragraph 12.26 ² including existing Section IV Notice Week 15/23 *Replace by*:

² SSE of Cape Linois (36°01'06S 137°35'15E), a bold cliff headland, thence:
Clear of a 10-8 m shoal patch (36°03'17S 138°03'52E), thence:
SSE of Cape Hart (35°54'11S 138°02'48E), a low rocky point, steep-to; a reef, on which the sea breaks heavily extends 2 cables SW from Cape Hart.

Australian Notice 25/1072/25 [NP13-No 160-Wk 05/26]

**South Australia - Port Adelaide —
Arrival information; port operations**

394

Paragraph 12.113 ¹ *Delete*

Corr. UKHO 24/04/25

[NP13-No 153-Wk 05/26]

**South Australia - Port Adelaide —
Arrival information; vessel traffic service**

394

After Paragraph 12.113 *Insert*:

Vessel traffic service

12.113a

¹ Flinders Ports VTS is in operation for the control of shipping. The system is mandatory for all vessels greater than 35 m LOA operating within the VTS coverage area. For full details and reporting points see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Corr. UKHO 24/04/25

[NP13-No 154-Wk 05/26]

**South Australia - MacDonnell Sound -
Port Giles — Arrival information;
vessel traffic service**

399

Paragraph 12.138 ¹ lines 1-3 *Replace by*:

¹ **Vessel traffic service.** Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Corr. UKHO 24/04/25

[NP13-No 155-Wk 05/26]

**South Australia -
MacDonnell Sound to Ardrossan -
Klein Point — Vessel traffic service**

401

After Paragraph 12.152 ² line 3 *Insert*:

Vessel traffic service. See 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Corr. UKHO 24/04/25

[NP13-No 156-Wk 05/26]

**South Australia - Ardrossan —
Arrival information; vessel traffic service**

402

Paragraph 12.161 including heading *Replace by*:

Vessel traffic service

12.161

¹ Flinders Ports VTS is in operation for the control of shipping; see 12.113a and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Pilotage and tugs

12.161a

¹ **Pilotage** is compulsory for all vessels. Pilots boards in position 34°27'40S 137°56'80E.

Tugs available from Port Adelaide are compulsory for vessels over 150 m LOA (one tug) and 185 m (two tugs), the latter with pilotage approval. Use of tugs for unberthing is dependent on size and draught.

Corr. UKHO 24/04/25

[NP13-No 157-Wk 05/26]

NP14 Australia Pilot Volume 2 (2025 Edition)

New South Wales - Botany Bay —
Arrival information; vessel traffic service

315

Paragraph 12.75 including heading *Replace by*:

Vessel traffic service

12.75

See 12.120.

UKHO

[NP14-No 21-Wk 05/26]

New South Wales - Botany Bay —
Arrival information; pilotage

315

Paragraph 12.77 1 including existing Section IV Notice Week 51/25 *Replace by*:

1 Pilotage is available 24 hours a day and is compulsory for all vessels 30 m and over unless exempted. The pilot boards in position 34°01'00S 151°20'15E, E of Cape Solander. Vessels entering the port should not proceed W of the pilot boarding position without permission of Sydney VTS (12.120).

For pilot ladder and the embarkation of pilot requirements see *Harbour Master's Directions*, available from the Port Authority website (12.109), and *ADMIRALTY List of Radio Signals Volume 6(4)*.

Australian Notice 25/1061/25 [NP14-No 22-Wk 05/26]

New South Wales - Botany Bay —
Arrival information; entry regulations

315

Paragraph 12.79 1 lines 9–10 *Delete*

Australian Notice 25/1061/25 [NP14-No 23-Wk 05/26]

New South Wales - Sydney Harbour —
Arrival information; vessel traffic service

322

Paragraph 12.120 1 including heading *Replace by*:

Vessel traffic service

12.120

1 The ports of Botany Bay (33°59'00S 151°11'00E) and Sydney Harbour (33°51'30S 151°13'15E) are serviced by Sydney Ports VTS. All vessels of 30 m LOA and greater are required to participate. Vessels should indicate their destination by calling.

UKHO

[NP14-No 24-Wk 05/26]

New South Wales - Sydney Harbour —
Arrival information; pilotage

322

Paragraph 12.122 1 including existing Section IV Notice Week 51/25 *Replace by*:

1 Pilotage is available 24 hours and is compulsory for all commercial vessels of 30 m LOA or more unless exempted. The pilot boards in position 33°50'06S 151°22'99E, 4 miles E of Hornby Light, South Head (33°50'01S 151°16'86E).

Vessels entering the port should not proceed W of the pilot boarding position without permission of Sydney VTS (12.120).

Australian Notice 25/1061/25 [NP14-No 25-Wk 05/26]

New South Wales - Sydney Harbour —
Arrival information; traffic regulations

322

Paragraph 12.124 3 lines 4–5 *Delete*

Australian Notice 25/1061/25 [NP14-No 26-Wk 05/26]

NP15 Australia Pilot Volume 3 (2025 Edition)

Papua New Guinea - Gulf of Papua -
PNG LNG Terminal — Directions; lights

352

Paragraph 12.134 including existing Section IV Notice Week 51/25 *Replace by*:

1 **Line of bearing.** From a position in the vicinity of the pilot boarding position (12.133), the bearing (097.5°) of RL1 Light Beacon (orange square daymark on grey beacon) (9°18'58S 146°59'47E) leads E through a channel, marked by light buoys and beacons (lateral). The track then leads ESE and S, through the marked channel, to the berth.

2 **Useful marks:**

Gas flare (9°20'23S 147°00'84E).

Australian Notice 25/1066/25 [NP15-No 14-Wk 05/26]

Papua New Guinea -
Gulf of Papua — Tidal bores

354

After Paragraph 12.147 1 line 7 *Insert*:

Tidal bores occur at spring tides in the lower reaches of most rivers along the coastline.

Papua New Guinea Tide Tables (2026)

[NP15-No 13-Wk 06/26]

NP19 Baltic Pilot Volume 2 (2022 Edition)**Sweden - Baltic Sea - Gotland -
Klintehamn — Controlling depths****109**

Paragraph 2.126 2 including existing Section IV Notice Week 48/25 *Replace by:*

2 Entrance channel: 7·1 m (2025) over a width of 60 m.
 Entrance channel: 7·1 m (2025) over a width of 60 m.
 Entry to basin: 6·1 m (2025).
 Basin: 4·6 to 5·5 m (2025).

Density of water. 1·005 g/cm³.

Pilotage. Pilots are ordered through East Coast Pilot Ordering Centre at Södertälje. Pilots board in position 57°21'·80N 18°07'·00E. For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Port Authority. See Visby (2.138).

Directions for entering harbour. Varvsholmen Leading Lights:

Swedish Notice 1099/19820/25

[NP19-No 280-Wk 05/26]

NP20 Baltic Pilot Volume 3 (2022 Edition)**Finland - Gulf of Finland - Port of Inkoo —
Arrival information; prohibited area****158**

Paragraph 4.125 including existing Section IV Notice Week 11/25 *Replace by:*

1 **Vessel traffic services.** See 4.116.
Outer anchorages. Anchorage C (59°53'·50N 24°09'·50E), a waiting anchorage area with depths from about 20 to 40 m. The anchorage is also designated as T6, a cargo transhipment area.
 2 **Pilotage.** See 4.115.
Entry prohibited. Entry into the port area is prohibited, except with permission from Port of Inkoo.

Finnish Notice 33/258/24; UKHO

[NP20-No 267-Wk 05/26]

NP22 Bay of Biscay Pilot (2024 Edition)**France - West coast - Pertuis d'Antioche —
Anchorage; seaplanes****134**

After Paragraph 7.113 4 line 6 *Insert:*

The E part of the waiting anchorage is situated within a seaplane landing area, see 7.143.

French Notice 21/57/24

[NP22-No 58-Wk 05/26]

**France - West coast - La Rochelle-Ville —
Arrival information; outer anchorage; seaplanes****137**

Paragraph 7.141 2 *Replace by:*

2 La Rochelle anchorage (46°06'·80N 1°12'·60W), reserved for passenger vessels and yachts, lies 1 mile SE of the leading alignment and about 7 cables SE of Roche d'Amour (7.147), in depths of 5·5 to 6 m, rock and mud.

Caution. La Rochelle anchorage is situated within a seaplane landing area, see 7.143.

For other anchorage details, see 7.113.

French Notice 21/57/24

[NP22-No 59-Wk 05/26]

**France - West coast - La Rochelle-Ville —
Traffic regulations; restricted area; seaplanes****137**

Paragraph 7.143 including headings *Replace by:*

Traffic regulations**7.143**

1 **Restricted area.** A seaplane landing area is centred on 46°06'·04N 1°11'·90W.
Anchorage is prohibited in the entrance channel.

French Notice 21/57/24

[NP22-No 60-Wk 05/26]

**France - West coast - La Rochelle-Ville —
Regulations concerning entry****137**

After Paragraph 7.143 *Insert:*

Regulations concerning entry**7.143a**

1 **Navigation.** See 7.106 for regulations concerning navigation in the approach and entrance channels. Permission to enter or leave harbour is given by the port radio station.

French Notice 21/57/24

[NP22-No 61-Wk 05/26]

**France - Bay of Biscay -
Baie de Saint-Jean-de-Luz —
Traffic regulations; seaplanes****177**

After Paragraph 8.216 *Insert:*

Traffic regulations**8.216a**

1 **Entry restricted.** A seaplane landing area centred on 43°24'·50N 1°40'·70W is situated in the approaches to Baie de Saint-Jean-de-Luz; see 1.13a.

French Notice 21/57/24

[NP22-No 62-Wk 05/26]

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

Russia - Kerch Strait - Port Taman' — Arrival information; prohibited anchorage

274

Paragraph 8.37 including existing Section IV Notice Week 48/23 *Replace by*:

- 1 Anchorage Area No 470 (Anchorage Area A) consisting of seven anchor berths is located in an area centred on 45°02'14N 36°39'24E. See 8.39a for prohibited anchoring area.
- 2 Anchorage area (45°04'58N 36°38'45E); radius 2 cables.

Russian Notice 29/3014/24 [NP24-No 170-Wk 05/26]

Russia - Kerch Strait - Port Taman' — Arrival information; traffic regulations

274

After Paragraph 8.39 *Insert*:

Traffic regulations

8.39a

- 1 **Restricted area.** Anchoring is prohibited within a 50 m radius of 45°02'73N 36°40'67E, situated in the NE corner of Anchorage Area 470 (8.37).

Russian Notice 29/3014/24 [NP24-No 171-Wk 05/26]

Ukraine - Sea of Azov - Port Mariupol' — Harbour; hazards and dangers

286

After Paragraph 8.132 *Insert*:

Hazards and dangers

8.132a

- 1 **Unmarked wrecks** are reported in Port Mariupol' as follows:
 - In the vicinity of the Northern Mole close inside the harbour entrance.
 - In the vicinity of berths No 1 and No 5.

UKHO

[NP24-No 172-Wk 05/26]

NP27 Channel Pilot (2023 Edition)

France - North coast - Baie de Saint-Brieuc — Hazards; seaplanes

316

After Paragraph 10.66 2 line 4 *Insert*:

Seaplanes collecting seawater for fighting forest fires may be encountered within areas centred on 48°35'00N 2°43'00W and 48°44'00N 2°53'00W. See 1.23a.

French Notice 21/34/24

[NP27-No 58-Wk 05/26]

NP30 China Sea Pilot Volume 1 (2024 Edition)

Vietnam - Gulf of Tonkin - Hon La Port — Development; outer anchorages; pilotage

199

Paragraph 6.37 1-2 including existing Section IV Notice Week 40/25 *Replace by*:

- 1 **General information.** Hon La Port (17°56'35N 106°31'08E) lies on reclaimed land on the W side of Hon Co (17°56'48N 106°31'24E), an island now joined to the mainland.

Depths. The least charted depth in the approach channel is about 8 m.

Tidal levels. Mean maximum range about 0.8 m. See *ADMIRALTY Tide Tables Volume 5*.

Development. A breakwater and jetty are under construction in the bay N of Hon La Port.

- 2 **Outer anchorages.** Four charted anchor berths, numbered from V1 to V4, lie to the NW of the HL0 buoy, centred on position 17°55'13N 106°31'23E. The least depth in these anchorages is 10.6 m. Two further anchorages, V5 and V6, lie 5 cables NE of Hon La Island (17°56'05N 106°31'90E).

Three anchorage areas are established in positions:

17°54'00N 106°33'79E.

17°55'14N 106°31'32E.

17°55'84N 106°31'51E.

Pilotage. Pilots board in areas centred on positions 17°54'55N 106°32'21E and 17°56'12N 106°33'04E.

ENC V130009 (3.005); ENC V14N0016 (3.011)
[NP30-No 234-Wk 05/26]

NP32A China Sea Pilot Volume 3 (2024 Edition)

Taiwan - South-west coast - Kaohsiung — Arrival information; pilotage

82

Paragraph 4.37 including existing Section IV Notice Week 15/24 *Replace by*:

- 1 Pilotage is compulsory for domestic vessels of 1000 gt or more and foreign vessels of 500 gt or more and is available 24 hours. Pilots board in the following positions:

First Entrance Zone S (22°37'31N 120°13'52E); for tugs, workboats, fishing and other secondary and auxiliary vessels.

- 2 First Entrance Zone M (22°37'36N 120°13'00E); for small and medium sized vessels.

First Entrance Zone L (22°37'39N 120°12'56E); for large vessels.

Second Entrance Zone S (22°32'50N 120°16'33E); for tugs, workboats, fishing and other secondary and auxiliary vessels.

- 3 Second Entrance Zone M (22°32'35N 120°15'78E); for small and medium sized vessels.

Second Entrance Zone L (22°32'12N 120°14'84E); for large vessels.

Intercontinental Terminal Zone S (22°32'24N 120°15'34E); for tugs, workboats, fishing and other secondary and auxiliary vessels.

4 Intercontinental Terminal Zone M (22°32'·09N 120°14'·82E); for small and medium sized vessels.
 Intercontinental Terminal Zone L (22°31'·94N 120°14'·11E); for large vessels.
 For tankers berthing at the SBMs (4.50), as agreed with the pilot.
 For further details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO [NP32A-No 160-Wk 05/26]

Taiwan - South-west coast - Anping Port — Arrival information; pilotage

88

Paragraph 4.71 Replace by:

1 **Pilotage** is compulsory for vessels over 500 gt. Pilots board in an area (22°56'·53N 120°06'·86E) about 2 1/4 miles off the breakwaters, and are arranged through Kaohsiung (4.37).

UKHO [NP32A-No 161-Wk 05/26]

Taiwan - East coast - Hualien Port — Arrival information; pilotage

114

Paragraph 4.248 4 Replace by:

4 **Pilotage** is compulsory for foreign vessels over 500 gt and Taiwanese vessels over 1000 gt, and is available 0700 to 2400 for berthing, and 24 hours for sailing. Pilots board in an area (23°57'·61N 121°37'·48E) extending S from the harbour entrance. In bad weather pilots may board within the harbour entrance.

See *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO [NP32A-No 162-Wk 05/26]

Taiwan - East coast - Ho-p'ing Kang — Pilotage

119

Paragraph 4.277 3 lines 1-4 Replace by:

3 **Pilotage** is compulsory for vessels of 500 gt and over, and is available in daylight hours only. Pilots board in an area (24°15'·72N 121°45'·66E) about 2 miles S of the harbour entrance. For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO [NP32A-No 163-Wk 05/26]

NP34 Indonesia Pilot Volume 2 (2022 Edition)

Indonesia - Sulawesi - Teluk Tomori — Directions

358

Paragraph 14.74 Replace by:

1 With local knowledge the approach can be made from the S through the scattered reefs, which are not marked, lying in the bay's entrance.

From a position 8 1/4 miles N of Tanjung Dongkala (2°18'·30S 121°48'·80E) (14.58), the track into the S entrance of Teluk Tomori leads NW, passing:

SW of an obstruction (2°07'·29S 121°46'·54E) with a depth of 1·7 m, thence:

NE of an obstruction (2°06'·75S 121°44'·08E), thence:

2 SW of a rock awash (2°04'·18S 121°43'·85E), thence:

Clear of an obstruction (2°03'·10S 121°39'·71E) with a depth of 3 m.

The track then joins the route S of Tanjung Matube (1°57'·00S 121°32'·62E) (14.73) for the approach and entry from the N.

Indonesian Notice 29/273/24; ENC ID300310 (3.002)
 [NP34-No 135-Wk 05/26]

NP40 Irish Coast Pilot (2023 Edition)

Ireland - East coast - Port of Dublin — Arrival information; outer anchorage

160

Paragraph 5.191 3 lines 6-8 Replace by:

Vessels greater than 200 m LOA or deep-draught vessels approaching from seawards, requesting to use the Dublin Bay Anchorage, will generally be routed to the anchorage via South Burford TSS.

Dublin Port Company Notice 15/26

[NP40-No 42-Wk 05/26]

NP43 South and East Coasts of Korea, East Coast of Siberia and Sea of Okhotsk Pilot (2025 Edition)

South Korea - South coast - Jimaseom to Yeondo — Directions

115

Paragraph 2.221 Replace by:

1 From a position about 1 mile N of Jimaseom (34°19'·92N 127°22'·46E) the track leads E, passing:

N of Daebawi (34°17'·16N 127°26'·34E), a red rock.

A small above-water rock lies 1 cable N of Daebawi. Thence:

N of an offshore platform (lit) (34°19'·07N 127°29'·91E), thence:

2 S of Tanggeonyeo (34°21'·99N 127°30'·62E), from which a light (white 8-sided concrete tower, 10 m in height) is exhibited.

The track then leads to a position about 3 miles S of Soryongdan (34°24'·55N 127°48'·30E), from which Sorido Light (2.139) is exhibited. Soryongdan forms the S extremity of Yeondo (2.230).

(Directions continue for the SW approach to Yeosu Hang and Gwangyang Hang at 3.19)

Korean Notice 29/431/24; UKHO
[NP43-No 14-Wk 05/26]

NP46 Mediterranean Pilot Volume 2 (2022 Edition)

**Italy - Gulf of Genoa -
Marina di Carrara — Arrival information;
regulations concerning entry**

161

Paragraph 5.32 including existing Section IV Notice Week 16/25 *Replace by*:

1 Outer anchorages. Zone A (44°00'·05N 10°01'·60E) lies SW of the entrance; designated anchor berths have been established within the area.

Pilotage is generally compulsory for vessels of 500 gt or greater. In addition, vessels not exceeding 2000 gt, employed in coastal trade and not requiring a tug, can request radio assistance from the pilot station. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details.

The pilot boards 1 mile from the harbour entrance.

2 Tugs are available. In some circumstances the Port Authority may decide their use is compulsory.

Anchoring, fishing and any underwater activity are prohibited as follows:

In the vicinity of any submarine cables and outfalls. See 1.53 and 1.59.

Within an area encompassing the entrance channel.

3 Anchoring is prohibited outside the designated anchorage, unless authorised by the Port Authority.

Entry is prohibited as follows:

Within 100 m of a light buoy (special) (44°01'·31N 10°02'·21E), 3½ cables SW of the seaward end of Diga Foranea (5.33).

Within an area (44°01'·71N 10°02'·15E) adjacent to Diga Foranea.

Regulations concerning entry. Outbound vessels have the right of way over those entering.

Italian Notice 12/12.18/25 [NP46-No 209-Wk 05/26]

**Italy - Isola del Giglio -
Seno del Campese — Prohibited area**

223

After Paragraph 8.36 1 line 5 *Insert*:

Entry is prohibited within an area centred on 42°21'·99N 10°52'·48E, radius 50 m.

Italian Notice 12/12.28/25 [NP46-No 210-Wk 05/26]

**Italy - Isola del Giglio -
Seno del Campese — Anchorage**

224

Paragraph 8.36 3 lines 6-9 *Delete*

Italian Notice 12/12.28/25 [NP46-No 211-Wk 05/26]

NP59 Nova Scotia and Bay of Fundy Pilot (2020 Edition)

**Canada - Nova Scotia - Port Bickerton —
Directions; shoal patch**

72

Paragraph 3.84 2 line 3 *Replace by*:

...and a 9·5 m patch which lies 2½ cables ENE. Thence:

Canadian Eastern Notice 7/4227/25

[NP59-No 14-Wk 05/26]

**Canada - Bay of Fundy - Cape Spencer to
Martin Head — Directions; obstruction**

215

After Paragraph 9.78 2 line 6 *Insert*:

SSE of an obstruction (45°17'·43N 65°35'·59W), reported (2023), thence:

Canadian Eastern Notice 6/4010/25

[NP59-No 15-Wk 05/26]

NP65 St Lawrence Pilot (2020 Edition)

**Québec - Sept-Îles — Arrival information;
outer anchorages; obstruction**

101

After Paragraph 5.27 1 line 5 *Insert*:

Caution. An obstruction (50°11'·08N 66°28'·03W) is situated within the anchorage.

Canadian Eastern Notice 4/1220/25

[NP65-No 66-Wk 05/26]

**Québec - Havre de Port-Cartier —
Arrival information; outer anchorages;
obstructions**

105

Paragraph 5.56 1 lines 1-4 *Replace by*:

1 Anchor berths, designated A, B and D-G, in 20 to 33 m have been established S of the harbour. The holding ground is reported to be good.

Caution. The anchorages contain numerous obstructions and are only tenable in fair weather.

Canadian Eastern Notice 4/1226/25

[NP65-No 67-Wk 05/26]

**Québec - Rivière Saguenay -
Saguenay-St. Lawrence Marine Park —
Marine refuge**

115

After Paragraph 5.137 7 line 9 Insert:

8 Marine refuge. A marine refuge within Saguenay-St. Lawrence Marine Park has been established from Cap à l'Est (5.162) to Dubuc Bridge (48°25'·95N 71°04'·24W). No human activity incompatible with the conservation of ecological components of particular interest may be carried out or planned within this area; see the chart for further details.

Canadian Eastern Notice 4/1202/25; ENC CA44UN4A (4.000) **[NP65-No 68-Wk 05/26]**

**Nova Scotia - Straight of Canso —
General information; pilotage**

225

Paragraph 12.4 1 line 11 *For 223 m Read 222·5 m*

Paragraph 12.4 2 line 1 *For 223 m Read 222·5 m*

Paragraph 12.4 2 lines 7-13 *Replace by:*

...45°41'·70N 61°28'·30W.

See *ADMIRALTY List of Radio Signals, Volume 6(5)* for details.

Canadian Eastern Notice 7/ATL104/25; ENC CA43XQUA (1.003) **[NP65-No 70-Wk 05/26]**

**Prince Edward Island - Northumberland Strait —
Traffic regulations; prohibited anchorage**

263

After Paragraph 13.204 1 line 2 Insert:

Restricted area. Anchoring is prohibited in a high voltage cable area (46°14'·87N 63°52'·12W).

Canadian Sailing Directions ATL108
[NP65-No 69-Wk 05/26]

NP66A South-West Coast of Scotland Pilot (2023 Edition)

**The Rhins - Loch Ryan - Stranraer Harbour —
Arrival information; restricted area; speed limit**

55

After Paragraph 2.63 1 line 3 Insert:

Restricted area. Anchoring is prohibited in the Stranraer approach channel; the chart is the best guide.

Speed limit. A 5 kn speed limit is in force S of Stranraer Harbour Light Buoy (starboard hand) (54°54'·75N 5°01'·91W).

Corr. *Dumfries and Galloway Council 12/11/24*
[NP66A-No 57-Wk 05/26]

UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

NP74, Vol A Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.

Last Updates: Weekly Edition No. 4, dated 22 January 2026.

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|----------------------------|---|------------------------------|---------------|----|--|--|
| SOUTH COAST. FOWEY HARBOUR | | | | | | |
| A0082 | - Fowey | 50 19-63 N 4 38-83 W | LFl WR 5s | 28 | W11 White 8-sided tower, R 9 red lantern 6 | <i>fl 2.</i> R284°-295°(11°), W295°-028°(93°), R028°-054°(26°) * |
| A0083 | - Saint Catherines Point. NE Side | 50 19-69 N 4 38-66 W | Fl R 2.5s | 15 | 2 Lamp box | R150°-295°(145°) * |
| A0247-8 | - Ferry Pontoon. N | 50 23-90 N 3 30-62 W * | 2 F G(vert) | .. | .. .. | .. * |
| A0713-2 | - Pile A | 50 50-65 N 1 06-34 W | Fl(4)R 10s | .. | .. Red pile | .. * |
| A0715 | - Bedenham Pier. Head. N End | 50 50-10 N 1 08-94 W | 2 F R(vert) | .. | .. .. | .. * |
| A0924 | - S Breakwater. W Head | 51 06-79 N 1 19-80 E | Oc R 30s | 21 | 18 White tower 21 | <i>ec 3</i> * |
| A0936-4 | - Pier. C | 51 07-46 N 1 20-23 E * | Oc R 5s | 8 | .. .. | <i>ec 1.</i> Intens in fog * |
| A2191 | EAST COAST. THAMES ESTUARY. WEST SHORE. RIVER COLNE | | | | | |
| | - Rowhedge | 51 51-44 N 0 56-95 E | Fl R 3s | .. | .. .. | .. * |
| A2288 | - Lowestoft. Harbour. Inner Harbour. Heritage Jetty. Elbow (GB:ABP) | 52 28-35 N 1 45-17 E | 2 F R(vert) | 8 | 1 Metal column 4 | .. |
| | ----- SS 13m. W | .. | 3 F R(vert) | .. | .. .. | Vessels may not proceed. Traffic Signals only visible inside the Yacht Basin |
| | ----- | .. | 3 F GWG(vert) | .. | .. .. | Vessels may proceed on instruction. Traffic Signals only visible inside the Yacht Basin * |
| A3610-6 | ORKNEY HARBOUR. SCAPA FLOW. SOUTH APPROACHES. SOUND OF HOXA | | | | | |
| | - Nevi Skerry | 58 50-68 N 3 02-71 W | Fl(2)W 6s | 7 | 6 Black 8 on black beacon, red band 9 | <i>fl 0.5, ec 1, fl 0.5, ec 4</i> * |
| | -- | .. | AIS | .. | .. .. | MMSI No 992351161 * |
| A3808-35 | - NE Mouth. Orfans Holm | 60 25-17 N 0 45-09 W | Q(9)W 15s | .. | .. 8 on yellow beacon, black band | .. * |

V

NP74, Vol A Edition 2025 *continued.*

| | | | | | | |
|------------------|--|-------------------------|-------------|----|----------------------------|---|
| A3995·65 | NORTH UIST - Griminish Harbour | 57 39·39 N 7 26·72 W | Dir WRG 4s | 6 | 6 Metal post 2 | Iso G178°-182°(4°). Al WG182°-182·5°(0·5°). Iso W182·5°-183·5°(1°). Al WR183·5°-184°(0·5°). Iso R184°-188°(4°) * |
| A3999·4 | Status changed: Light is 10m back from charted position. (T) 2025 | | | | | |
| A4338·5 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4338·501 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4338·502 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4339 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4339·001 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4339·002 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4339·003 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4340 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4340·001 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4340·002 | WEST COAST. FIRTH OF CLYDE. ISLE OF ARRAN Remove from list; deleted | | | | | |
| A4972 | - Birkenhead. Woodside Landing Stage. N End (GB:MD) | 53 23·76 N 3 00·48 W | 2 F G(vert) | 5 | 2 Metal column 5 | In form of △ |
| A4972·1 | Status changed: TD 2026 | | | | | * |
| A4974 | - Birkenhead. Woodside Landing Stage. S End | 53 23·74 N 3 00·47 W | 2 F G(vert) | 5 | 2 Metal column | .. |
| A5317·7 | - RoRo Ferry Terminal. NE | 51 41·89 N 4 57·02 W | 2 F G(vert) | .. | .. .. | .. |
| A5572·4 | - Brue | 51 13·52 N 3 00·28 W | Fl R 3s | 4 | 3 White mast, red bands | .. |
| | | | | | | * |

V

NP74, Vol A Edition 2025 *continued.*

| | | | | | | |
|----------------|---|-------------------------|-------------------|----|---------------------|---|
| A5584·2 | - Watchet Harbour. E Pier | 51 11·01 N 3 19·71 W | 2 F R(vert) | .. | 3 .. | Traffic Signals at Marina Tidal Gate 40m S |
| | | | | | | * |
| A8167·2 | - <i>Fladen Ground.</i> <i>Northward. 9/13a. SPM 3</i> (GB) | 59 32·02 N 1 33·46 E | Mo(U)W 15s | .. | 15 Superbuoy | Unreliable (T) 2026 |
| | - - - - Reserve light | .. | Mo(U)W 15s | .. | 10 .. | Unreliable (T) 2026 |
| | - - - - Subsidiary light | .. | Mo(U)R 15s | .. | 2 .. | Unreliable (T) 2026 |
| | - - - - | .. | Horn Mo(U) 30s | .. | .. .. | (bl 0·7, si 1) x 2, bl 2·5, si 24·1. TD 2026 |
| | | | | | | * |

NP76, Vol C Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.
Last Updates: Weekly Edition No. 4, dated 22 January 2026.

C0240 SJÆLLAND. HESSELØ BUGT. ISEFJORD
Remove from list; deleted

C0240·1 SJÆLLAND. HESSELØ BUGT. ISEFJORD
Remove from list; deleted

C0241 SJÆLLAND. HESSELØ BUGT. ISEFJORD
Remove from list; deleted

C0241·1 SJÆLLAND. HESSELØ BUGT. ISEFJORD
Remove from list; deleted

C0774·1 Status changed: **TE 2025**

C2824·6 - Parnica. Nabrzeże Naftowe. 53 24·61 N
PL, 521, 1058 E Side 14 36·49 E
* Oc R 4s 6 2 Red mast *ec 1.*
Sync with C2828·5 *

C2828·5 - Basen Górnoslaski. 53 24·49 N
PL, 521, 1084 Nabrzeże. E End. CPN-1 14 36·41 E
* * Oc G 4s 6 2 Green mast *ec 1.*
Sync with C2824·6 *

C3016·2 - Entrance. S Breakwater. S 54 31·03 N
PL, 521, 0328 Head 18 33·70 E
* - - - Reserve light .. * .. * .. 12 9 Grey concrete tower,
glass dome, flat roof *ec 2·5*
* * * * .. *

C3081·43 GULF OF GDAŃSK. PORT PÓŁNOCNY
Remove from list; deleted

NP77, Vol D Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.
Last Updates: Weekly Edition No. 4, dated 22 January 2026.

D1660·5 Status changed: **TE 2025**

V

NP77, Vol D Edition 2025 *continued.*

| | | | | | | |
|-------|--|--------------------------|----------|-----|--|----|
| D7695 | JAZİREH-YE FORŪR (FARUR) - Jazireh-ye Forur (Farur) (IR) | 26 17-56 N 54 30-09 E | Fl W 15s | 170 | 18 White metal framework tower, red bands 17 | .. |
| | * | * | * | * | * | * |

NP78, Vol E Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.

Last Updates: Weekly Edition No. 4, dated 22 January 2026.

| | | | | | | |
|----------|---|------------------------------|------------|----|----------------------------|---|
| E6520 | SKIKDA - Port Methanier. Jetée Principale. Head DZ, , 3809 | 36 53-65 N 6 57-11 E * | Q G | 10 | 10 .. | .. |
| E6520-1 | - Port Methanier. Breakwater. Head * | 36 53-36 N 6 57-15 E * | Q R | 10 | 7 .. | .. |
| E6520-2 | - Port Methanier. Jetée Secondaire. Head DZ, , 3810 | 36 53-20 N 6 56-59 E * | Oc R 4s | 10 | 7 White pyramid tower 6 | .. |
| E6520-35 | - Port Methanier. Inner Basin. W Jetty * | 36 52-97 N 6 56-18 E * | Fl(2)G 8s | 6 | 8 .. | .. |
| E6588 | Port de Dellys - Jetty. Head DZ, , 2702 FR, L2, 08520 | 36 54-81 N 3 55-13 E | Oc W 4s | 12 | 10 White round tower 8 | <i>ec 1.</i> Obscured by Point de Dellys when bearing less than 193° * |
| E6625-7 | KHEMISTI Status changed: TE 2025 | | | | | |
| E6642-25 | Status changed: TE 2025 | | | | | |
| E6642-7 | Port de Gouraya - Entrance. E Side DZ, , 2102D | 36 34-59 N 1 54-46 E | Fl(3)G 10s | .. | .. .. | (fl 0-5, ec 1-5) x 2, fl 0-5, ec 5-5 * |
| E6660 | Status changed: TE 2025 | | | | | |
| E6712 | Status changed: TE 2025 | | | | | |

NP79, Vol F Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.

Last Updates: Weekly Edition No. 4, dated 22 January 2026.

F9527-488 Status changed: **Unreliable (T)** 2026

V

NP80, Vol G Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.

Last Updates: Weekly Edition No. 4, dated 22 January 2026.

| | | | | | | | |
|--|--|--------------------------|------------|----|---------------------------------|--|---|
| G0792-574 AR, H214, 4461 * | - Paraná Inferior | 33 08-22 S 60 28-50 W | Fl(3)Y 14s | 8 | 1-5 White metal post, red bands | (fl 0-5, ec 1-5) x 2, fl 0-5, ec 9-5 | * |
| G0792-575 AR, H214, 4463 * | - Paraná Inferior | 33 07-89 S 60 29-06 W | Fl(3)Y 14s | 8 | 1-5 White metal post, red bands | (fl 0-5, ec 1-5) x 2, fl 0-5, ec 9-5 | * |
| G0792-582 AR, H214, 4479 * | - Paraná Inferior. Muelle Punta Alvear | 33 02-91 S 60 34-38 W | Fl(3)W 5s | 8 | 1-5 White metal post, red bands | (fl 0-5, ec 0-5) x 2, fl 0-5, ec 2-5 | * |
| G0792-583 AR, H214, 4480 * | - Paraná Inferior. Muelle Punta Alvear. Dolphin. S | 33 02-88 S 60 34-39 W | Fl(3)W 5s | 8 | 1-5 White metal post, red bands | (fl 0-5, ec 0-5) x 2, fl 0-5, ec 2-5 | * |
| G0792-584 AR, H214, 4481 * | - Paraná Inferior. Muelle Punta Alvear. Dolphin. N | 33 02-81 S 60 34-43 W | Fl(3)W 5s | 8 | 1-5 White metal post, red bands | (fl 0-5, ec 0-5) x 2, fl 0-5, ec 2-5 | * |
| G0792-585 AR, H214, 4482 * | - Paraná Inferior. Muelle Punta Alvear | 33 02-76 S 60 34-48 W | Fl(3)W 5s | 8 | 1-5 White metal post, red bands | (fl 0-5, ec 0-5) x 2, fl 0-5, ec 2-5 | * |
| G0792-6 AR, H214, 4518 AR, H214, 4519 AR, H214, 4520 AR, H214, 4521 AR, H214, 4522 AR, H214, 4523 | - Paraná Inferior. Puente Rosario-Victoria. Km 430 | 32 52-21 S 60 41-13 W | Q W | .. | 1-5 .. | Upstream Centre Mark. Bridge Piers marked by Fl W or Fl Y lights | |
| | | .. | Racon | .. | .. .. | ALRS Vol 2 Station 93197 | |
| | | .. | Q W | .. | 1-5 .. | Downstream Centre Mark | |
| | | .. | LFI G | .. | 1-5 Red and white column 1 | Marks Downstream Port Side of Bridge | |
| | | .. | LFI R | .. | 1-5 Red and white column 1 | Marks Downstream Starboard Side of Bridge | |
| | | .. | LFI G | .. | 1-5 Red and white column 1 | Marks Upstream Port Side of Bridge | |
| | | .. | LFI R | .. | 1-5 Red and white column 1 | Marks Upstream Starboard Side of Bridge | |
| * | * | * | * | * | * | * | * |
| G0792-751 AR, H214, 4568 * | - Mooring beacon. S | 32 37-55 S 60 45-22 W | Fl(2)W 12s | .. | .. Square post | fl 0-5, ec 1, fl 0-5, ec 10 | * |
| G0792-752 AR, H214, 4569 * | - Berthing beacon. S | 32 37-52 S 60 45-22 W | Fl(2)W 6s | .. | .. Square post | fl 0-5, ec 1, fl 0-5, ec 4 | * |
| G0792-843 AR, H214, 4581 * | - Paraná Inferior. Puerto Timbúes. Km 464. Renova Timbúes. Baliza No 2 | 32 35-07 S 60 46-81 W | Fl(3)W 9s | 2 | 1-5 White metal post, red bands | (fl 0-8, ec 1-2) x 2, fl 0-8, ec 4-2 | * |
| G0792-845 AR, H214, 4580 * | - Paraná Inferior. Puerto Timbúes. Km 464. Renova Timbúes. Baliza No 1 | 32 35-02 S 60 46-85 W | Fl(3)W 9s | 2 | 1-5 White metal post, red bands | (fl 0-8, ec 1-2) x 2, fl 0-8, ec 4-2 | * |
| G0792-92 AR, H214, 4582 * | - Paraná Inferior. Puerto Timbúes. Km 465. Central Termoeléctrica Gral. San Martín. Dolphin. S | 32 34-69 S 60 47-15 W | Fl(3)W 12s | 2 | 1-5 White metal post, red bands | (fl 0-5, ec 1-5) x 2, fl 0-5, ec 7-5 | * |

V

NP80, Vol G Edition 2025 *continued.*

| | | | | | | |
|---|--|---------------------------|------------|----|--|---|
| G0792-96 AR, H214, 4583 | - Paraná Inferior. Puerto Timbúes. Km 465. Central Termoeléctrica Gral. San Martín. Muelle. S | 32 34-65 S 60 47-17 W | Fl(3)W 12s | 2 | 1-5 White metal post, red bands | (fl 0-5, ec 1-5) x 2, fl 0-5, ec 7-5 |
| * | * | | | * | * | * |
| G0792-97 AR, H214, 4584 | - Paraná Inferior. Puerto Timbúes. Km 465. Central Termoeléctrica Gral. San Martín. Muelle. N | 32 34-61 S 60 47-20 W | Fl(3)W 12s | 2 | 1-5 White metal post, red bands | (fl 0-5, ec 1-5) x 2, fl 0-5, ec 7-5 |
| * | * | | | * | * | * |
| G0792-98 AR, H214, 4585 | - Paraná Inferior. Puerto Timbúes. Km 465. Central Termoeléctrica Gral. San Martín. Dolphin. N | 32 34-57 S 60 47-23 W | Fl(3)W 12s | 2 | 1-5 White metal post, red bands | (fl 0-5, ec 1-5) x 2, fl 0-5, ec 7-5 |
| * | * | | | * | * | * |
| G0792-99 AR, H214, 4589 | - Paraná Inferior. Paso Abajo Correntoso. Km 472 | 32 30-18 S 60 48-01 W | Fl(4)G 16s | 8 | 5 Green □ on green round tower with platform | (fl 0-5, ec 1-5) x 3, fl 0-5, ec 9-5 |
| * | | | | * | * | * |
| G0792-993 AR, H214, 4604 | - Paraná Inferior. Paso Abajo Correntoso. Km 500. 5 | 32 19-86 S 60 41-35 W | Fl(4)R 16s | 8 | 5 Red △ on red round tower with platform | (fl 0-5, ec 1-5) x 3, fl 0-5, ec 9-5 |
| * | | | | * | * | * |
| G5413-26 CA, P, 348-5 | - Deas Island. Ldg Lt 073°26'. Front | 49 07-11 N 123 04-55 W | Oc Y 5s | 7 | 12 White □, red stripe, on square framework tower, on 9-pile Dolphin | ec 0-3. Shown 24 hours |
| * | --- | * | .. | 7 | 5 .. | .. |
| * | * | | * | * | * | * |
| G5413-27 CA, P, 348-6 | - Deas Island. Ldg Lt 073°26'. Rear. 191m from front | 49 07-14 N 123 04-40 W | Oc(2)Y 5s | 14 | 13 White □, red stripe, on square framework tower, on 4-pile Dolphin | ec 0-3, lt 0-7, ec 0-3, lt 3-7. Shown 24 hours |
| * | * | | * | * | * | * |
| STRAIT OF GEORGIA. BURRARD INLET. VANCOUVER HARBOUR. SECOND NARROWS | | | | | | |
| G5473-2 | Remove from list; renumbered to G5478.5 | | | | | |
| G5475 | - Shellburn | 49 17-36 N 122 57-87 W | F R | 2 | ... | Private |
| * | * | * | * | * | * | * |
| G5475-2 | - Shellburn | 49 17-36 N 122 57-78 W | F G | 2 | ... | Private |
| * | * | * | * | * | * | * |
| STRAIT OF GEORGIA. BURRARD INLET. VANCOUVER HARBOUR. SECOND NARROWS | | | | | | |
| G5478-5 | Renumbered; was previously G5473.2 | | | | | |
| * | - | 49 17-43 N 122 54-71 W | Q Y | .. | ... | .. |

V

NP82, Vol J Edition 2026. Weekly Edition No. 5, Dated 29 January 2026.
Last Updates: Weekly Edition No. 4, dated 22 January 2026.

| | | | | | | |
|-------------------------------------|---|--------------------------|-----------|----|--|-------------------|
| J4836 CU, P2101, 32 | Punta Gobernadora | 22 59-67 N 83 12-93 W | Fl W 6s | 33 | 27 White conical metal tower, red bands 32 | Aeromarine |
| | - Reserve light | .. | Fl W 6s | .. | 7 .. | .. |
| | | | | | | * |
| J4965 CU, P2101, 488 | - Bajo Salina Grande. S End. No 10 | 20 48-57 N 75 41-82 W | Fl R 6s | 4 | 3 Red △ on red concrete tower on piles | .. |
| | | | | | | * |
| J4966 CU, P2101, 489 | - Bajo Lengua de Tierra. E End. No 11 | 20 48-72 N 75 42-64 W | Fl G 5s | 4 | 3 Green □ on green concrete tower on piles | .. |
| | | | | | | * |
| J5068 CU, P2101, 725 | - Bajo Cucharillas. Médano del Cauto | 20 31-69 N 77 17-28 W | Fl R 4s | 4 | 3 Red △ on red concrete tower on piles | .. |
| | | | | | | * |
| J5069-4 CU, P2101, 766-43 | - Cayo Alacrán | 20 39-26 N 77 43-93 W | Q W | 3 | 5 △ on yellow GRP tower on pile, black top | .. |
| | | | | | | * |
| J5069-6 CU, P2101, 766-47 | - Cayo Navio | 20 40-94 N 77 51-60 W | Fl G 5s | 3 | 3 Green □ on green GRP tower on pile | .. |
| | | | | | | * |
| J5073-4 CU, P2101, 752 | - Banco Vibora | 20 33-82 N 77 41-51 W | Fl R 6s | 4 | 4 Red △ on red GRP tower on pile | .. |
| | | | | | | * |
| J5073-5 CU, P2101, 766-52 | - Santa Cruz del Sur. Punta Bonita. No 3 | 20 41-87 N 77 58-60 W | Fl G 5s | 5 | 4 Green □ on green GRP tower on pile | .. |
| | | | | | | * |
| J5073-7 CU, P2101, 766-53 | - Santa Cruz del Sur. No 4 | 20 41-93 N 77 58-57 W | Fl R 6s | 5 | 4 Red △ on red GRP tower on pile | .. |
| | | | | | | * |
| J5079 CU, P2101, 789 | - Punta Vertientes | 21 24-54 N 78 34-46 W | Fl G 3s | 4 | 3 Green GRP tower on concrete platform on piles | <i>fl 0.3</i> |
| | | | | | | * |
| J5133 CU, P2101, 1027 | - Cayo Pasaje | 21 41-00 N 81 58-60 W | LFl W 10s | 4 | 4 Red ○ on white GRP tower on pile, red stripes | .. |
| | | | | | | * |
| J5136 CU, P2101, 1029 | - Cayo Ávalos. S End | 21 32-39 N 82 09-95 W | Fl W 8s | 9 | 3 White framework tower 8 | <i>fl 1</i> |
| | | | | | | * |
| J5162 CU, P2101, 1163 | - Cayo Cruz. E Side | 22 28-11 N 82 16-83 W | Fl G 3s | 4 | 4 Green □ on green GRP tower on pile | .. |
| | | | * | | | * |
| J5204-4 CU, P2101, 1180 | - Puerto La Coloma. W Side. No 5 | 22 13-03 N 83 34-89 W | Fl G 5s | 4 | 3 Green □ on green GRP tower on pile | <i>fl 0.5</i> |
| | | | | | | * |

V

NP82, Vol J Edition 2026 *continued.*

| | | | | | | | |
|-----------------|------------|-------------------------|-----|----|-------|----|----|
| J6150-5 | - Río León | 7 55-55 N 76 44-53 W | F R | .. | .. .. | .. | .. |
| * | * | * | * | * | * | * | * |
| J6150-51 | - Río León | 7 55-59 N 76 44-40 W | F R | .. | .. .. | .. | .. |
| * | * | * | * | * | * | * | * |

J6832 ESSEQUIBO RIVER
Remove from list; deleted

NP83, Vol K Edition 2026. Weekly Edition No. 5, Dated 29 January 2026.

Last Updates: Weekly Edition No. 4, dated 22 January 2026.

| | | | | | | |
|----------------|--|---------------------------|--------------|----|--------------------------------------|---|
| K4066-3 | - Porirua Harbour. Goat Point. Mana. Dir Lt 100-1° | 41 05-33 S 174 52-00 E | Dir WRG 2-5s | .. | .. White △, orange stripe, on column | ec 0-8. Oc G 2.5s 092-4°-099°(6-6°). Oc W 2.5s 099°-101-1°(2-1°). Oc R 2.5s 101-1°-131-6°(30-5°). F R light on Radio Mast 1.2 M WSW |
| * | | | | | | |

NP84, Vol L Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.

Last Updates: Weekly Edition No. 4, dated 22 January 2026.

| | | | | | | |
|--------------|--|--------------------------|------------|-----|---|-----------------------------|
| L6556 | Mys Ostryye Ludki RU, 2105, 3035 | 67 24-66 N 41 06-73 E | Fl(2)W 15s | 133 | 18 Red □, white stripe, on metal framework tower | fl 0-5, ec 3, fl 1, ec 10-5 |
| * | | | | | | |

| | | | | | | |
|--------------|---|--------------------------|---------|----|---|---------------------------------|
| L6576 | Ostrov Danilov RU, 2105, 3390 | 66 44-35 N 41 05-50 E | Fl W 5s | 17 | 15 Red truncated pyramid, white stripe | fl 0-5. W212-2°-032-2°(180°) |
| * | | | | | | |

L6645 Status changed: **TE 2026**

L6645-1 Status changed: **TE 2026**

L6646 Status changed: **TE 2026**

| | | | | | | |
|--------------|---|--------------------------|-------------|----|---|---|
| L6914 | - Mys Letne Orlovskiy. Letne-Orlovskiy | 64 55-28 N 36 26-26 E | Fl W 6s | 12 | 12 White 12-sided truncated pyramid, black stripe | fl 1-5. W335°-215°(240°) |
| --- | --- | .. | Horn(5) 60s | .. | .. .. | bl 3, (si 4, bl 8) x 3, si 4, bl 2, si 15 |

V

NP85, Vol M Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.
Last Updates: Weekly Edition No. 4, dated 22 January 2026.

| | | | | | | |
|---|--|---------------------------|------------|----|--|--------------------------------------|
| M4135-88 KR, 410, 3747-1 | Baengnyeongdo. Yonggipo Hang. Inner Breakwater. Head | 37 57-35 N 124 44-22 E | Fl(2)Y 6s | 10 | 7 Yellow round steel post | .. |
| * | * | * | * | * | * | * |
| M4279-45 KR, 410, 2582-1 | Hoenggando | 34 14-31 N 126 37-56 E | Fl W 5s | 21 | 9 White round concrete tower 15 | W170°-320°(150°) * |
| | | | | | | |
| M4283 KR, 410, 2597-2 KR, 410, 4589 KR, 410, 4124-5 | Wandocho | 34 04-40 N 126 31-11 E | Fl(2)W 10s | 19 | 9 Black 4-sided metal tower, red bands 24 | .. |
| - | .. | Racon | .. | .. | .. | ALRS Vol 2 Station 82620 |
| - | .. | AIS | .. | .. | .. | MMSI No 994403006 |
| * | * | * | * | * | * | |
| M4283-2 KR, 410, 2581-1 | Bogildo. Book Hang. S Breakwater. Head | 34 07-80 N 126 30-48 E | Fl R 4s | 18 | 9 Red round metal pipe 8 | .. * |
| * | * | * | * | * | * | |
| M4283-3 KR, 410, 2581-2 | Bogildo. Book Hang. N Breakwater. Head | 34 07-81 N 126 30-61 E | Fl G 4s | 13 | 9 White round concrete tower 8 | .. * |
| * | * | * | * | * | * | |
| M4283-35 KR, 410, 2601-1 | Tongri Hang. Breakwater. Head | 34 09-36 N 126 34-83 E | Fl G 6s | 11 | 9 White metal post 8 | .. * |
| * | * | * | * | * | * | |
| M4295-5 KR, 410, 2560 | Hwangjedo | 34 11-57 N 127 04-74 E | Fl W 5s | 50 | 7 White round concrete tower 10 | W152°-002°(210°) * |
| * | * | * | * | * | * | |
| M4410-955 KR, 410, 1310-4 | - Yeongilman Hang | 36 05-52 N 129 26-37 E | Fl R 4s | 13 | 7 Red metal post 9 | .. * |
| * | * | * | * | * | * | |
| M4430-12 KR, 410, 1282-1 | Wangdolcho | 36 41-16 N 129 44-55 E | Mo(U)W 15s | 37 | 11 Yellow round steel structure 8 | Multiple lights in the vicinity * |
| * | * | * | * | * | * | |
| M7283-96 | Remove from list; deleted | | | | | |

NP86, Vol N Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.
Last Updates: Weekly Edition No. 4, dated 22 January 2026.

N4294-2 Status changed: **Destroyed; Fl R 2s in situ (T) 2025**

N4461 Remove from list; deleted

N4598-04 - Órmos Sígri. Quay. Head 39 12-88 N
25 51-09 E 2 F R (vert) 8 3 White metal post ..
* * * * *

NP86, Vol N Edition 2025 *continued.*

| | | | | | | | |
|-----------------|---|--------------------------|---------|---|--|---------------|---|
| N4598-06 | - Órmos Sígrí. E Breakwater. Head | 39 12-78 N 25 51-07 E | F R | 7 | 3 White lattice beacon, red stripes 6 | .. | * |
| * | * | * | * | * | * | * | * |
| N4598-08 | - Órmos Sígrí. W Breakwater. Head | 39 12-80 N 25 51-03 E | F G | 7 | 3 White lattice beacon, green stripes 6 | .. | * |
| * | * | * | * | * | * | * | * |
| N4598-1 | Renumbered; was previously N4598.4 | | | | | | |
| GR., 7127 | - Órmos Sígrí. Berth. NW Corner | 39 12-72 N 25 50-93 E | Fl W 2s | 6 | 5 White metal framework | <i>fl 0.3</i> | |
| * | | * | | | | | |
| N4598-4 | Remove from list; renumbered to N4598.1 | | | | | | |

NP87, Vol P Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.

Last Updates: Weekly Edition No. 4, dated 22 January 2026.

P3348-37 Status changed: **TE 2025**

| | | | | | | | |
|-------------------|--|---------------------------|------------|-----|---|----------------------------|-------------------|
| P3714-227 | - Chuanshan Bandao. Beilun LNG Water Intake No 1 | 29 54-18 N 122 05-90 E | Mo(C)Y 12s | 3 | 9 Yellow × on yellow pile 6 | .. | * |
| * | * | * | * | * | * | * | * |
| P3908 | - Dagu | 38 56-35 N 117 58-82 E | Fl W 10s | 36 | 17 White round concrete tower, red and white chequered band 38 | <i>fl 1</i> | |
| CN, G101, 1327 | | | | | | | |
| - - Reserve light | .. | .. | | .. | 10 .. | .. | |
| - - | .. | Racon |  | .. | .. .. | ALRS Vol 2 Station 82124.5 | |
| - - | .. | AIS | * | .. | .. .. | MMSI No 004125096 | * |
| * | * | * | * | * | * | | |
| P4065 | LIAODONG BANDAO. DALIAN GANG - Nandaquan | 39 01-12 N 121 54-88 E | Fl(2)W 10s | 57 | 20 White square concrete tower 22 | .. | |
| CN, G101, 1072 | | | | | | | |
| * | - - | * | .. | AIS | .. * | .. .. | MMSI No 004135100 |
| * | * | * | * | * | * | * | * |
| P4076 | - Dalu Dao. Dengta Shan | 39 44-94 N 123 45-23 E | Fl W 5s | 79 | 17 White metal tower, red bands 8 | .. | |
| CN, G101, 1030 | | | | | | | |
| * | - - - | * | .. | AIS | .. * | .. .. | MMSI No 004135199 |
| * | * | * | * | * | * | * | * |
| P4621 | - First Entrance. S Breakwater. Head | 22 37-06 N 120 15-37 E | Fl R 6s | 15 | 12 Red round concrete column 14 | <i>fl 0.5</i> | * |
| TW, 5, 31330 | | | | | | | |
| | | | | | | | |
| P4624-35 | Status changed: TE 2025 | | | | | | |
| P4624-465 | Status changed: TE 2025 | | | | | | |

V

NP88, Vol Q Edition 2025. Weekly Edition No. 5, Dated 29 January 2026.
Last Updates: Weekly Edition No. 4, dated 22 January 2026.

Q1794 **Cape Leeuwin. S Summit** 34 22.49 S Fl W 7.5s 56 **25** White tower *fl 0.04.*
(AU:AMSA) 115 08.18 E W261°-141°(240°).
Visibility may be reduced by inshore
mists when it is clear at sea
*

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. 5 dated 29 January 2026

The **ADMIRALTY List of Radio Signals diagrams** included in the paper version of the weekly Notice to Mariners (Section VI) are printed in black and white. If required, a colour version of these diagrams can be downloaded from www.admiralty.co.uk/maritime-safety-information. To obtain the colour versions select **View and download NMs** – select **Weekly** – select **Year** – select **Week** – go to **Selected Week Content** – select **File** (for example: NP286(3)-WK01-14-PAGE149_Week01_2026.pdf)

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

Published Wk 42/25

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

MARITIME RADIO STATIONS**PAGE 178, ISRAEL (Mediterranean Coast).****MARITIME TELEMEDICAL ASSISTANCE SERVICE (TMAS).**

Delete entry and replace by:

| MARITIME TELEMEDICAL ASSISTANCE SERVICE (TMAS) | |
|---|---|
| Usual name of centre | Med trix, 28 Hayezira st, Ramat Gan 52521, Israel |
| Telephone: | +972 3 7545955 (Med-Trix) |
| | Email: radio-medical@med-trix.com (Med-Trix) |
| Telephone: +972 4 8111458 (RCC Haifa) +972 4 8110625 | Fax: +972 4 8632117 (RCC Haifa) +972 3 6849867 (Fax to Mail) |
| Inmarsat: 772577926 (RCC Haifa) Inmarsat C: 423594249 (RCC Haifa) Iridium: +881 623472554 (RCC Haifa) | Email: rcc@mot.gov.il (RCC Haifa) rcchaifa@gmail.com |
| Consultation Languages | English Hebrew |

Israeli Notice 97/25 (RSDRA2025000607136) 5/26

PAGES 178 and 179, ISRAEL (Mediterranean Coast).**HEFA JRCC (HAIFA).**

Delete entry and replace by:

| HEFA JRCC (HAIFA) | | | | | |
|--|----------------|------------------------------------|---|-----|-----------------|
| Control Centre: 32°49'00N 35°00'00E | MMSI 004280001 | DSC VHF MF HF 4 6 8 12 & 16 MHz | | OBS | Diagram page 87 |
| Telephone: +972 4 8111458 +972 4 8110625 +870 772577926 (Inmarsat) | | | Fax: +972 4 8632117 +972 3 6849867 (Fax to Mail) | | |
| Call: JRCC Haifa Inmarsat C: 423594249 Iridium: +881 623472554 | | | Email: rcc@mot.gov.il rcchaifa@gmail.com Website: https://www.gov.il/en/departments/general/jrcc | | |
| NOTE(S): 1. MMSI 004280002 to be used South/West of Tel Aviv and South/West of the Israeli coast (Ashdod, Ashkelon etc). 2. MMSI 004280003 to be used South/East/West of the Red Sea. 3. For reports to the Israel Ministry of Transport (IMOT) ship reporting system refer to ALRS Volume 6 (NP286(3)). | | | | | |

Continued on next page

ISRAEL (Mediterranean Coast)**HEFA JRCC (HAIFA) (Continued)****VHF**

| | | | |
|--|--|----------|-----|
| | | Ch 16 26 | H24 |
|--|--|----------|-----|

RT (MF)

| | Position | Transmits | Receives | Hours of Watch |
|--|----------|-----------|----------|----------------|
| | | 2182 | 2182 | H24 |
| | | 2649 | 2225 | |

RT (HF)

| | Position | Transmits | Receives | Hours of Watch |
|--|----------|-----------|----------|----------------|
| | | 4125 | 4125 | H24 |
| | | 6215 | 6215 | |
| | | 8291 | 8291 | |
| | | 12290 | 12290 | |
| | | 16420 | 16420 | |

Israeli Notice 97/25 (RSDRA2025000607136) 5/26

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

Published Wk 47/25

(Last Updates: Weekly Edition No. 4 dated 22 January 2026)

MARITIME RADIO STATIONS**PAGE 373, UNITED STATES (Alaska).****JUNEAU SECTOR (US COAST GUARD) (NMJ).**

Delete entry and replace by:

| JUNEAU SECTOR (US COAST GUARD) (NMJ) | | | | | |
|---|--|--|--|--|------------------|
| Control Centre: 58°18'07N 134°25'20W | | | | | Diagram page 372 |
| Telephone: +1 866 7596061 (Emergency) +1 484 9980154 (Text) +1 907 4632840 +1 907 4632980 | Fax: +1 907 4632485 | | | | |
| | Email: sccjuneau@uscg.mil Website: www.uscg.mil | | | | |
| NOTE(S): 1. Area of responsibility (AOE) is Southeastern Alaska (Panhandle of Alaska) 2. Juneau Sector operates as a Sector Command within the US Coast Guard Arctic District. See Juneau JRCC for additional information. | | | | | |

VHF

| | | | |
|--|--|-----------------|-----|
| | | Ch 06 12 16 22A | H24 |
|--|--|-----------------|-----|

The US Coast Guard National VHF Distress System provides continuous coastal coverage outwards to 20 n miles on VHF Ch 16. After contact on Ch 16, communications with the Coast Guard should be on Ch 22A. Vessels not equipped with Ch 22A should use Ch 12.

United States Coast Guard website (RSDRA2025000607093) 5/26

PAGE 374, UNITED STATES (Atlantic Coast).
BOSTON SECTOR (US COAST GUARD).

Delete entry and replace by:

| BOSTON SECTOR (US COAST GUARD) | | | | | |
|---|----------------|---------|----------|----------------|------------------|
| Control Centre: 42°22'11N 71°03'14W | MMSI 003669901 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 833 4490539 (Emergency) +1 617 2233123 (Primary) | | | Fax: | +1 617 2238219 | |
| | | | Website: | www.uscg.mil | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Boston Sector Station falls within the Northeast District Area of SAR Coordination and Responsibility, see Boston RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\)](#) 5/26

PAGE 376, UNITED STATES (Atlantic Coast).
CHARLESTON SECTOR (US COAST GUARD).

Delete entry and replace by:

| CHARLESTON SECTOR (US COAST GUARD) | | | | | |
|--|----------------|---------|----------|----------------|------------------|
| Control Centre: 32°46'42N 79°56'64W | MMSI 003669907 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 833 4531261 (Emergency) +1 843 7247600 | | | Fax: | +1 843 7407086 | |
| | | | Website: | www.uscg.mil | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Station accepts Ships' Weather Reports addressed SHIP OBS NWS SILVER SPRING MD. 3. Charleston Sector Station falls within the Southeast District Area of SAR Coordination and Responsibility, see Miami RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\)](#) 5/26

PAGE 377, UNITED STATES (Atlantic Coast).
DELAWARE BAY SECTOR (US COAST GUARD).

Delete entry and replace by:

| DELAWARE BAY SECTOR (US COAST GUARD) | | | | | |
|---|----------------|---------|----------|----------------|------------------|
| Control Centre: 39°56'01N 75°08'52W | MMSI 003669905 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 833 4531007 (Emergency) +1 215 2714800 (0730-1600) | | | Fax: | +1 215 2714967 | |
| | | | Website: | www.uscg.mil | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Delaware Sector Station falls within the East District Area of SAR Coordination and Responsibility, see Norfolk RCC for further details. | | | | | |

VHF

| | | | |
|---|---------------------|-----------|-----|
| Delaware Bay | 38°56'68N 74°53'03W | Ch 16 22A | H24 |
| The US Coast Guard National VHF (Rescue 21) Distress System provides continuous coastal coverage outwards to 20 n miles on VHF Ch 70 and Ch 16. After contact on Ch 16, communications with the Coast Guard should be on Ch 22A. Vessels not equipped with Ch 22A should use Ch 12. Each sector station is supported by a system of coastal transmitters and receivers. | | | |

[United States Coast Guard website \(RSDRA2025000607093\)](#) 5/26

PAGE 378, UNITED STATES (Atlantic Coast).
JACKSONVILLE SECTOR (US COAST GUARD).
Delete entry and replace by:

| JACKSONVILLE SECTOR (US COAST GUARD) | | | | | |
|--|---------------------|---|--|--|------------------|
| Control Centre: 30°23'27N 81°26'06W | MMSI 003669962 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 833 4531268 (Emergency) +1 206 8157379 (Primary) +1 904 7147558 +1 904 7147500 | Fax: +1 904 5647519 | | | | |
| | | Website: www.uscg.mil | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Station accepts Ships' Weather Reports addressed SHIP OBS NWS SILVER SPRING MD. 3. Jacksonville Sector Station falls within the Southeast District Area of SAR Coordination and Responsibility, see Miami RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://United%20States%20Coast%20Guard%20website%20(RSDRA2025000607093).%205/26)

PAGE 378, UNITED STATES (Atlantic Coast).
LONG ISLAND SOUND SECTOR (US COAST GUARD) (NEW HAVEN).
Delete entry and replace by:

| LONG ISLAND SOUND SECTOR (US COAST GUARD) (NEW HAVEN) | | | | | |
|--|--|---------|--|--|------------------|
| Control Centre: 41°16'33N 72°54'26W | MMSI 003669931 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 866 2998031 (Emergency) +1 206 8156879 (Primary) | | | | | |
| | Email: d01-smb-lisccenter@uscg.mil Website: www.uscg.mil | | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Long Island Sound Sector Station falls within the Northeast District Area of SAR Coordination and Responsibility, see Boston RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://United%20States%20Coast%20Guard%20website%20(RSDRA2025000607093).%205/26)

PAGE 378, UNITED STATES (Atlantic Coast).
MARYLAND NATIONAL CAPITAL REGION SECTOR (US COAST GUARD).
Delete entry and replace by:

| MARYLAND NATIONAL CAPITAL REGION SECTOR (US COAST GUARD) | | | | | |
|--|---|---------|--|--|------------------|
| Control Centre: 39°12'26N 76°34'09W | MMSI 003669961 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 800 4187314 (Emergency) +1 800 4248802 (National Response Centre) +1 410 5762674 +1 410 5762693 | Fax: +1 410 5762575 | | | | |
| | Website: www.uscg.mil | | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Maryland National Capital Region Station falls within the East District Area of SAR Coordination and Responsibility, see Norfolk RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://United%20States%20Coast%20Guard%20website%20(RSDRA2025000607093).5/26)

PAGE 379, UNITED STATES (Atlantic Coast).
MIAMI SECTOR (US COAST GUARD).
Delete entry and replace by:

| MIAMI SECTOR (US COAST GUARD) | | | | | |
|---|---|---------|--|--|------------------|
| Control Centre: 25°46'25N 80°08'69W | MMSI 003669919 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 833 6427271 (Emergency) +1 305 5354313 (Primary) +1 305 5354300 +1 305 5354472 +1 305 5354520 | Fax: +1 305 5358761 | | | | |
| | Website: www.uscg.mil | | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Miami Sector Station falls within the Southeast District Area of SAR Coordination and Responsibility, see Miami RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://United%20States%20Coast%20Guard%20website%20(RSDRA2025000607093).5/26)

**PAGE 379, UNITED STATES (Atlantic Coast).
NEW YORK SECTOR (US COAST GUARD).**

Delete entry and replace by:

| NEW YORK SECTOR (US COAST GUARD) | | | | | |
|---|----------------|----------|--------------|--|------------------|
| Control Centre: 40°36'25N 74°03'70W | MMSI 003669929 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 844 6928724 (Emergency) | | | | | |
| +1 718 3544037 (Primary) | | | | | |
| | | Website: | www.uscg.mil | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. New York Sector Station falls within the Northeast District Area of SAR Coordination and Responsibility, see Boston RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://www.uscg.mil)

**PAGE 379, UNITED STATES (Atlantic Coast).
NORTH CAROLINA SECTOR (US COAST GUARD).**

Delete entry and replace by:

| NORTH CAROLINA SECTOR (US COAST GUARD) | | | | | |
|--|----------------|----------|--------------|--|------------------|
| Control Centre: 34°11'78N 77°56'04W | MMSI 003669906 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 833 7328628 (Emergency) | | | | | |
| +1 910 7722238 | | | | | |
| | | Website: | www.uscg.mil | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Control Office in Wilmington NC. 3. North Carolina Sector Station falls within the East District Area of SAR Coordination and Responsibility, see Norfolk RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://www.uscg.mil)

**PAGE 380, UNITED STATES (Atlantic Coast).
NORTHERN NEW ENGLAND SECTOR (US COAST GUARD) (SOUTH PORTLAND).**

Delete entry and replace by:

| NORTHERN NEW ENGLAND SECTOR (US COAST GUARD) (SOUTH PORTLAND) | | | | | |
|--|----------------|----------|--------------|--|------------------|
| Control Centre: 43°38'68N 70°14'77W | MMSI 003669921 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 833 4492407 (Emergency) | | | | | |
| +1 207 7670320 | | | | | |
| | | Website: | www.uscg.mil | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Northern New England Station falls within the Northeast District Area of SAR Coordination and Responsibility, see Boston RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://www.uscg.mil)

PAGE 380, UNITED STATES (Atlantic Coast).
SOUTHEASTERN NEW ENGLAND (US COAST GUARD) (WOODS HOLE).
Delete entry and replace by:

| SOUTHEASTERN NEW ENGLAND (US COAST GUARD) (WOODS HOLE) | | | | | |
|---|--|---------|----------|------------------|------------------|
| Control Centre: 41°31'·24N 70°40'·03W | MMSI 003669928 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 866 8199128 (Emergency) +1 206 8156718 (Primary) | | | Fax: | +1 508 4573236 | |
| | | | Email: | secsene@uscg.mil | |
| | | | Website: | www.uscg.mil | |
| NOTE(S): | <ol style="list-style-type: none"> 1. Distress, Urgency and Safety traffic only. 2. Southeastern New England Sector Station falls within the Northeast District Area of SAR Coordination and Responsibility, see Boston RCC for further details. | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\)](#) 5/26

PAGE 380, UNITED STATES (Atlantic Coast).
VIRGINIA SECTOR (US COAST GUARD).
Delete entry and replace by:

| VIRGINIA SECTOR (US COAST GUARD) | | | | | |
|---|--|---------|----------|----------------|------------------|
| Control Centre: 36°53'·02N 76°21'·15W | MMSI 003669922 | DSC VHF | | | Diagram page 375 |
| Telephone: +1 877 7225727 (Emergency) | | | Fax: | +1 757 4838641 | |
| | | | Website: | www.uscg.mil | |
| NOTE(S): | <ol style="list-style-type: none"> 1. Distress, Urgency and Safety traffic only. 2. Virginia Sector Station falls within the East District Area of SAR Coordination and Responsibility, see Norfolk RCC for further details. | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\)](#) 5/26

PAGE 381, UNITED STATES (Great Lakes).
BUFFALO SECTOR (US COAST GUARD).
Delete entry and replace by:

| BUFFALO SECTOR (US COAST GUARD) | | | | | |
|---|---|---------|----------|------------------|------------------|
| Control Centre: 42°52'·60N 78°53'·21W | MMSI 003669960 | DSC VHF | | | Diagram page 382 |
| Telephone: +1 888 2304703 (Emergency) +1 716 8439527 (Emergency) +1 716 8439315 | | | Fax: | +1 716 8439594 | |
| | | | Email: | segllcc@uscg.mil | |
| | | | Website: | www.uscg.mil | |
| NOTE(S): | <ol style="list-style-type: none"> 1. Distress, Urgency and Safety traffic only. 2. Buffalo Sector Station falls within the Great Lakes District Area of SAR Coordination and Responsibility, see Cleveland JRCC for further details. 3. Due to the limitations of range there is not complete VHF coverage of the USA areas of the Great Lakes by the US Coast Guard. | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\)](#) 5/26

PAGE 381, UNITED STATES (Great Lakes).
DETROIT SECTOR (US COAST GUARD).

Delete entry and replace by:

| DETROIT SECTOR (US COAST GUARD) | | | | | |
|--|----------------|---|--|--|------------------|
| Control Centre: 42°20'44N 83°00'45W | MMSI 003669930 | DSC VHF | | | Diagram page 382 |
| Telephone: +1 833 388724 (Emergency) +1 313 5689560 (Emergency) | | Fax: +1 313 5689517 | | | |
| | | Website: www.uscg.mil | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Detroit Sector Station falls within the Great Lakes District Area of SAR Coordination and Responsibility, see Cleveland JRCC for further details. 3. Due to the limitations of range there is not complete VHF coverage of the USA areas of the Great Lakes by the US Coast Guard. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://United%20States%20Coast%20Guard%20website%20(RSDRA2025000607093).5/26)

PAGE 383, UNITED STATES (Great Lakes).
LAKE MICHIGAN SECTOR (US COAST GUARD).

Delete entry and replace by:

| LAKE MICHIGAN SECTOR (US COAST GUARD) | | | | | |
|--|----------------|---|--|--|------------------|
| Control Centre: 43°00'15N 87°53'40W | MMSI 003669933 | DSC VHF | | | Diagram page 382 |
| Telephone: +1 833 9002247 (Emergency) +1 206 8157340 +1 414 7477100 | | Fax: +1 414 7477108 | | | |
| | | Website: www.uscg.mil | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Lake Michigan Sector Station falls within the Great Lakes District Area of SAR Coordination and Responsibility, see Cleveland JRCC for further details. 3. Due to the limitations of range there is not complete VHF coverage of the USA areas of the Great Lakes by the US Coast Guard. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://United%20States%20Coast%20Guard%20website%20(RSDRA2025000607093).5/26)

PAGE 383, UNITED STATES (Great Lakes).
SAULT SAINTE MARIE SECTOR (US COAST GUARD).
Delete entry and replace by:

| SAULT SAINTE MARIE SECTOR (US COAST GUARD) | | | | | | | |
|---|----------------|---------|--|--|------------------|--|--|
| Control Centre: 46°29'·95N 84°20'·30W | MMSI 003669935 | DSC VHF | | | Diagram page 382 | | |
| Telephone: +1 206 8157439 +1 906 6353233 | | | Fax: +1 906 6353321 | | | | |
| | | | Email: d09-smb-secsaultstemarie-commandcenter@uscg.mil | | | | |
| Website: www.uscg.mil | | | | | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Sault Ste. Marie Sector Station falls within the Great Lakes District Area of SAR Coordination and Responsibility, see Cleveland JRCC for further details. 3. Due to the limitations of range there is not complete VHF coverage of the USA areas of the Great Lakes by the US Coast Guard. | | | | | | | |

VHF

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

United States Coast Guard website (RSDRA2025000607093) 5/26

PAGE 383, UNITED STATES (Gulf Coast).
CORPUS CHRISTI SECTOR (US COAST GUARD).
Delete entry and replace by:

| CORPUS CHRISTI SECTOR (US COAST GUARD) | | | | | |
|--|----------------|---------|-----------------------|--|------------------|
| Control Centre: 27°42'·08N 97°16'·73W | MMSI 003669916 | DSC VHF | | | Diagram page 384 |
| Telephone: +1 866 3020587 (Emergency SAR) +1 361 9390450 (Emergency) +1 800 8742143 (Command Centre) +1 877 8724912 (Primary) +1 361 2898291 (SAR) | | | Fax: +1 361 9396240 | | |
| | | | Website: www.uscg.mil | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Corpus Christi Sector Station falls within the Heartland District Area of SAR Coordination and Responsibility, see New Orleans RCC for further details. | | | | | |

VHF

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

United States Coast Guard website (RSDRA2025000607093) 5/26

PAGE 385, UNITED STATES (Gulf Coast).
HOUSTON-GALVESTON SECTOR (US COAST GUARD).
Delete entry and replace by:

| HOUSTON-GALVESTON SECTOR (US COAST GUARD) | | | | | |
|---|---|---------|--|--|------------------|
| Control Centre: 29°43'·78N 95°15'·44W | MMSI 003669915 | DSC VHF | | | Diagram page 384 |
| Telephone: +1 866 5398114 (Emergency) +1 281 4644854 (Emergency) +1 281 4644800 | Fax: +1 281 4644814 | | | | |
| | Website: www.uscg.mil | | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Houston-Galveston Sector Station falls within the Heartland District Area of SAR Coordination and Responsibility, see New Orleans RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://www.uscg.mil)

PAGE 385, UNITED STATES (Gulf Coast).
KEY WEST SECTOR (US COAST GUARD).
Delete entry and replace by:

| KEY WEST SECTOR (US COAST GUARD) | | | | | |
|--|---|---------|--|--|------------------|
| Control Centre: 24°33'·88N 81°47'·86W | MMSI 003669918 | DSC VHF | | | Diagram page 384 |
| Telephone: +1 888 2459727 (Emergency) +1 305 2928779 | Fax: +1 305 2928739 | | | | |
| | Website: www.uscg.mil | | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Key West Sector Station falls within the Southeast District Area of SAR Coordination and Responsibility, see Miami RCC for further details. | | | | | |

VHF

| | | | |
|---|-----------------------|-----------|-----|
| Key West | 24°32'·90N 81°47'·19W | Ch 16 22A | H24 |
| The US Coast Guard National VHF (Rescue 21) Distress System provides continuous coastal coverage outwards to 20 n miles on VHF Ch 70 and Ch 16. After contact on Ch 16, communications with the Coast Guard should be on Ch 22A. Vessels not equipped with Ch 22A should use Ch 12. Each sector station is supported by a system of coastal transmitters and receivers. | | | |

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://www.uscg.mil)

PAGE 386, UNITED STATES (Gulf Coast).
NEW ORLEANS SECTOR (US COAST GUARD).
Delete entry and replace by:

| NEW ORLEANS SECTOR (US COAST GUARD) | | | | | |
|---|---|---------|--|--|------------------|
| Control Centre: 29°57'·15N 90°02'·24W | MMSI 003669908 | DSC VHF | | | Diagram page 384 |
| Telephone: +1 800 8742153 (Emergency) +1 504 3652200 | | | | | |
| | Website: www.uscg.mil | | | | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. New Orleans Sector Station falls within the Heartland District Area of SAR Coordination and Responsibility, see New Orleans RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\) 5/26](http://www.uscg.mil)

PAGE 386, UNITED STATES (Gulf Coast).
ST PETERSBURG SECTOR (US COAST GUARD).
Delete entry and replace by:

| ST PETERSBURG SECTOR (US COAST GUARD) | | | | | |
|---|----------------|---------|----------|----------------|------------------|
| Control Centre: 27°45'69N 82°37'62W | MMSI 003669917 | DSC VHF | | | Diagram page 384 |
| Telephone: +1 866 8811392 (Emergency) +1 727 8247574 | | | Fax: | +1 727 8247556 | |
| | | | Website: | www.uscg.mil | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. St Petersburg Sector Station falls within the Southeast District Area of SAR Coordination and Responsibility, see Miami RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\)](#) 5/26

PAGE 389, UNITED STATES (Pacific Coast).
COLUMBIA RIVER SECTOR (US COAST GUARD).
Delete entry and replace by:

| COLUMBIA RIVER SECTOR (US COAST GUARD) | | | | | |
|--|----------------|---------|----------|----------------|------------------|
| Control Centre: 46°09'25N 123°53'10W | MMSI 003669937 | DSC VHF | | | Diagram page 388 |
| Telephone: +1 833 7698724 (Emergency) +1 503 8616211 +1 503 8616212 | | | Fax: | +1 503 8616360 | |
| | | | Website: | www.uscg.mil | |
| NOTE(S): 1. Distress, Urgency and Safety traffic only. 2. Columbia River Sector Station falls within the Northwest District Area of SAR Coordination and Responsibility, see Seattle RCC for further details. | | | | | |

VHF

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

[United States Coast Guard website \(RSDRA2025000607093\)](#) 5/26

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

Published Wk 12/25
(Last Updates: Weekly Edition No. 4 dated 22 January 2026)

RADAR BEACONS

PAGE 16, DENMARK.
56220 Anholt Offshore Wind Farm Turbine No A01.
Delete entry

[Danish Notice 52/1075/25 \(RSDRA2025000607147\)](#) 5/26

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 80, BELGIUM, below Oosterweel Anchorage Area North Boundary AO-W.
Insert:

| | | | | | |
|---------------------------------|----------------------|-----------|--|------|--|
| Princess Elisabeth Island Lt Bn | 51°31'·61N 2°29'·88E | 992051111 | | Real | |
|---------------------------------|----------------------|-----------|--|------|--|

[Belgian Notice 24/181/25 \(RSDRA2025000554143\) 5/26](#)

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

Published Wk 12/25

(Last Updates: Weekly Edition No. 4 dated 22 January 2026)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 160, CHINA.

Datang Nan'ao Lemen I Offshore Wind Farm Extension Lt Buoy No LMY1.

Delete entry

[Chinese Notice 52/1625/25 \(RSDRA2026000007380\) 5/26](#)

PAGE 160, CHINA.

Datang Nan'ao Lemen I Offshore Wind Farm Extension Lt Buoy No LMY5.

Delete entry

[Chinese Notice 52/1625/25 \(RSDRA2026000007380\) 5/26](#)

PAGE 160, CHINA.

Datang Nan'ao Lemen I Offshore Wind Farm Extension Lt Buoy No LMY10.

Delete entry

[Chinese Notice 52/1625/25 \(RSDRA2026000007380\) 5/26](#)

PAGE 160, CHINA.

Datang Nan'ao Lemen I Offshore Wind Farm Lt Bn No 2.

Delete entry

(former update 44/25)

[Chinese Notice 50/1559/25 \(RSDRA2025000607116\) 5/26](#)

PAGE 160, CHINA.

Datang Nan'ao Lemen I Offshore Wind Farm Lt Bn No 3.

Delete entry

(former update 44/25)

[Chinese Notice 50/1559/25 \(RSDRA2025000607116\) 5/26](#)

PAGE 160, CHINA, below Datang Nan'ao Lemen I Offshore Wind Farm Lt Bn No 3.

Insert:

| | | | | | |
|---|------------------------|-----------|----------------------------|------|--|
| Datang Nan'ao Lemen I Offshore Wind Farm Lt Bn No 4 | 23°14'·87N 117°05'·30E | 994141777 | Broadcasts every 3 minutes | Real | |
|---|------------------------|-----------|----------------------------|------|--|

(former update 44/25)

[Chinese Notice 50/1559/25 \(RSDRA2025000607116\) 5/26](#)

PAGE 160, CHINA.

Datang Nan'ao Lemen I Offshore Wind Farm Lt Bn No 5.

Delete entry

(former update 44/25)

[Chinese Notice 50/1559/25 \(RSDRA2025000607116\) 5/26](#)

PAGE 160, CHINA.**Datang Nan'ao Lemen I Offshore Wind Farm Lt Bn No 6.**

Delete entry

(former update 44/25)

Chinese Notice 50/1559/25 (RSDRA2025000607116) 5/26

PAGE 160, CHINA, below Datang Nan'ao Lemen I Offshore Wind Farm Lt Bn No 6.

Insert:

| | | | | | |
|---|------------------------|-----------|----------------------------|---------|--|
| Datang Nan'ao Lemen I Offshore Wind Farm Lt Bn No 12 | 23°17'·88N 117°01'·15E | 994141779 | Broadcasts every 3 minutes | Real | |
| Datang Nan'ao Lemen I Submarine Cable Virtual Mark No 1 | 23°13'·17N 116°56'·56E | 994136783 | Broadcasts every 3 minutes | Virtual | |
| Datang Nan'ao Lemen I Submarine Cable Virtual Mark No 2 | 23°14'·11N 116°48'·67E | 994136860 | Broadcasts every 3 minutes | Virtual | |

(former update 44/25)

Chinese Notice 50/1559/25 (RSDRA2025000607116) 5/26

PAGE 290, JAPAN.**Yurihonjo Offshore Wind Farm ODAS Buoy.**

Delete entry

Japanese Notice 2/11/26 (RSDRA2026000007281) 5/26

VOLUME 5, NP285, Sixth Edition, 2025

Published Wk 32/25

(Last Updates: Weekly Edition No. 2 dated 08 January 2026)

DISTRESS, SEARCH AND RESCUE**PAGES 351 and 352, NAVAREA III.****ISRAEL.**

Delete entry and replace by:

ISRAEL

See diagram R6

| | | | |
|---|-------------------------------------|--------------------------------------|--|
| National SAR Agency: JRCC Hefa (Haifa) Address: POB 806, Hefa 31007 Israel Telephone: +972 4 8111458 +972 4 8110625 Fax: +972 4 8632117 +972 3 6849867 (Fax to Mail) email: rcc@mot.gov.il rcchaifa@gmail.com | Telephone +972 | Fax +972 | Others/Ship Earth Stations (SES) |
| RCC BEN GURION AIRPORT (Cospas-Sarsat SPOC) | 3 9756215 3 9756216 3 9756217 | 3 9756219 | AFTN: LLBGYDYX email: fpl@iaa.gov.il |
| JRCC HEFA (Haifa) (Cospas-Sarsat SPOC) | 4 8111458 4 8110625 | 4 8632117 3 6849867 (Fax to Mail) | Inmarsat: 772577926 (Telephone) Inmarsat C: 423594249 Iridium: +881 623472554 email: rcc@mot.gov.il rcchaifa@gmail.com |

Israeli Notice 97/25 (RSDRA2025000607136) 5/26

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

Published Wk 20/25

(Last Updates: Weekly Edition No. 03 dated 15 January 2026)

PAGE 20, BELGIUM AND NETHERLANDS, WESTERSCHELDE, diagram (1A) VESSEL TRAFFIC SERVICE SCHELDEMOND (VTS-SM).
Delete diagram and replace by diagram (1A) VESSEL TRAFFIC SERVICE SCHELDT AREA on page 6.33

Netherlands Notices 49/309/25 and 50/314/25 and Netherlands Hydrographic Office correspondence. (RSDRA2025000573073, RSDRA2025000584478 & RSDRA2025000594555), 05/26

PAGE 25, BELGIUM AND NETHERLANDS, WESTERSCHELDE, Steenbank (Netherlands) Pilot Station, PROCEDURE, section (1).
Delete and replace by:

(1) Vessels should contact Traffic Centre Steenbank on VHF Ch 64 at least 30 mins before ETA at the Pilot boarding position with the following information available:

- (a) What is the full manoeuvring speed of vessel in still water?
- (b) Is the vessel fitted with a Pilot door in the vessel's hull? If yes, what is the height of the door above the waterline?
- (c) What is your freeboard?
- (d) If your freeboard is more than 9m, can you rig the lower platform of the gangway more than 7m above the water?
- (e) Is the vessel fitted with fenders on the hull?
- (f) Is the vessel fitted with stabilising fins?

After identification by the VTS Scheldt Area the Pilot Steenbank will provide procedural information on VHF Ch 64.

(Former update 41/25)

Netherlands ENC NL2NZ100 ED6_000 and Netherlands Notice 49/309/25.
(RSDRA2025000555389 & RSDRA2025000573073), 05/26

PAGE 26, BELGIUM AND NETHERLANDS, WESTERSCHELDE, Shore Based Pilotage, PROCEDURE section.

Delete and replace by:

PROCEDURE:**(1) Wandelaar Approaches (Scheur/Wielingen Fairway):**

- (a) **Vessels not carrying dangerous cargo**, under 180m LOA, and/or 8m draught
- (b) **RoRo carriers, car carriers and similar vessels**, under 175m LOA, and/or 8m draught
- (c) **Vessels carrying dangerous cargo** under 140m LOA, and/or 6m draught should contact the Traffic Centre Wandelaar on VHF Ch 65, 30 mins before entering the VTS Scheldt Area for advice on the possibility of obtaining Shore Based Pilotage.
- (d) Vessels will then be requested to transfer to Radar Zeebrugge on VHF Ch 04, to receive procedural information. Subsequent control is maintained consecutively by Traffic Centre Wandelaar, Traffic Centre Zeebrugge, and Centrale Vlissingen.

(2) Steenbank Approaches (Oostgat Fairway):

- (a) **Vessels not carrying dangerous cargo** under 125m LOA, 6-4m draught
- (b) **Vessels carrying dangerous cargo** under 110m LOA, 5m draught should contact the Traffic Centre Steenbank on VHF Ch 64, 30 mins before entering the VTS Scheldt Area for advice on the possibility of obtaining Shore Based Pilotage.
- (c) SWATH pilotage procedures take place via VHF Ch 79 to relieve the load on Ch 64. Steenbank Traffic will inform vessels when Ch 79 is to be used.

(Former update 41/25)

Netherlands ENC NL2NZ100 ED6_000 and Netherlands Notice 49/309/25.
(RSDRA2025000555389 & RSDRA2025000573073), 05/26

PAGES 26 to 29, BELGIUM AND NETHERLANDS, WESTERSCHELDE, Vessel Traffic Service Scheldemond (VTS-SM) section.
Delete and replace by:

Vessel Traffic Service Scheldt Area**DESCRIPTION:**

- (1) **Reporting is compulsory** for all commercial traffic when entering the VTS Scheldt Area both inward-bound and outward-bound. Use Dutch or English language only.
- (2) It is compulsory for all vessels to maintain a continuous listening watch on the VHF Channel for the appropriate Traffic Area (including vessels at anchor).
- (3) Each Traffic Area provides traffic link up, traffic information, traffic instructions, pilotage advice and recommendations. Additional traffic information, radar information and harbour information can be obtained on the specified VHF Channel.
- (4) See the following Traffic Areas for contact details and additional procedures:
 - (a) Traffic Area Wandelaar Approach
 - (b) Traffic Area Wandelaar
 - (c) Traffic Area Zeebrugge
 - (d) Traffic Area Steenbank
 - (e) Traffic Area Vlissingen (Flushing)
 - (f) Traffic Area Terneuzen
 - (g) Traffic Area Gent/Terneuzen (Terneuzen-Gent Canal)
 - (h) Traffic Area Hansweert
 - (i) Traffic Area Zandvliet (Antwerpen)

CONTACT DETAILS:

Call: Scheldt Coordination Centre
VHF Channel: Ch 67 (Emergency)
Telephone: +31(0)88 7980758
+31(0)88 7980760
Fax: +31(0)88 7980735
E-mail: gna-scc@vts-scheldt.net
Website: www.vts-scheldt.net

Hr Mr Westerschelde

Telephone: +31(0)118 424790
Fax: +31(0)118 472503

Zeeland Seaports

Telephone: +31(0)115 647560
Fax: +31(0)115 460600

HOURS: H24**PROCEDURE:**

Vessels should report as follows:

- (1) To the appropriate Traffic Centre 30 mins before entering the VTS Scheldt Area operational area, stating:
 - (a) Vessel's name
 - (b) Position
 - (c) Draught
 - (d) Destination
 - (e) ETA at the Pilot boarding position
- (2) When entering a VTS Scheldt Area to the appropriate Traffic Centre (vessels will receive voyage instructions) stating:
 - (a) Vessel's name
 - (b) Position
 - (c) Destination (vessels inward-bound should include ETA, vessels outward-bound should indicate ETA if destination is within VTS Scheldt operational area)
- (3) To the appropriate Traffic Centre when entering or leaving a port, lock or the traffic flow, mooring, casting off, anchoring or weighing anchor and any other specific manoeuvre or manoeuvring problem, providing the following information:
 - (a) Vessel's name
 - (b) Position
 - (c) Draught
 - (d) Planned route
 - (e) Destination
 - (f) ETA at Pilot station
 - (g) For barges carrying one or more blue cones, the number of cones
- (4) For full details, see REPORTING.

continued on next page

PRE-ENTRY/PRE-DEPARTURE REPORTING:

(1) **Notice of ETA/ETD:** All seagoing vessels are required to report to Hr Mr Westerschelde, 24h prior to arrival but at the latest prior to entering territorial waters and prior to leaving the harbour, anchorage or load/discharge terminal. The following information shall be provided:

- (a) Vessel's name, call sign, ship station identity and flag
- (b) Date and time of report
- (c) Position
- (d) Port of departure
- (e) Destination and ETA
- (f) Pilot details
- (g) Intended route
- (h) Maximum draught
- (i) Details of dangerous cargo (if applicable)
- (j) Defects, damage, deficiencies or limitations
- (k) Vessel's Agent
- (l) Vessel type, LOA, beam and gt
- (m) Total number of crew and passengers on board
- (n) Any additional information

(2) **Notification of dangerous goods:** All vessels carrying noxious and dangerous goods on the way to or leaving from the harbour, an inland anchorage or load/discharge terminal via the agent (EDI) to Zeeland Seaports (destination Vlissingen, Terneuzen, Dow Chemical and Total Jetty) or Hr Mr Westerschelde (destination Westerschelde or Gent-Terneuzen Canal), 24h prior to arrival but at the latest prior to entering territorial waters and prior to leaving the harbour, anchorage or load/discharge terminal. The following information shall be provided:

- (a) Vessel's name, call sign, ship station identity and flag
- (b) Date and time of report
- (c) Port of departure
- (d) Date, time and point of entry into system
- (e) Destination and ETA
- (f) Intended route
- (g) Maximum draught
- (h) Details of dangerous cargo (if applicable)
- (i) Vessel type, LOA, beam and gt
- (j) Total number of crew and passengers on board

(3) Pollution Prevention:

(a) All vessels carrying noxious and dangerous goods on the way to or leaving an anchorage, load/discharge terminal inside territorial waters and in the approach area are required to provide their details of their International Oil Pollution Prevention Certificate, if possible, 24h prior to arrival but at the latest prior to entering territorial waters to Hr Mr Westerschelde via telephone or fax. The following information shall be provided:

- (i) Vessel's name, call sign, ship station identity and flag
- (ii) Date and time of report
- (iii) Port of departure
- (iv) Date, time and point of entry into system
- (v) Destination and ETA
- (vi) Intended route
- (vii) Maximum draught
- (viii) Details of dangerous cargo (if applicable)
- (ix) Vessel type, LOA, beam and gt
- (x) Total number of crew and passengers on board

(b) All vessels carrying noxious and dangerous goods on the way to or leaving an anchorage, load/discharge terminal inside territorial waters but outside the approach area are required to provide their details of their International Oil Pollution Prevention Certificate, if possible, 24h prior to arrival but at the latest prior to entering territorial waters to the Netherlands Coastguard via telephone (+31(0)88 9584000), fax (+31(0)223 658358) or e-mail (ccc@kustwacht.nl). The following information shall be provided:

- (i) Vessel's name, call sign, ship station identity and flag
- (ii) Date and time of report
- (iii) Port of departure
- (iv) Date, time and point of entry into system
- (v) Destination and ETA
- (vi) Intended route
- (vii) Maximum draught
- (viii) Details of dangerous cargo (if applicable)
- (ix) Vessel type, LOA, beam and gt
- (x) Total number of crew and passengers on board

(c) All oil tankers over 150 gt are required to provide details their International Oil Pollution Prevention Certificate via the agent (EDI) to Zeeland Seaports (destination Vlissingen, Terneuzen, Dow Chemical and Total Jetty) or Hr Mr Westerschelde (destination Westerschelde or Gent-Terneuzen Canal).

(4) **Notification of Waste:** All vessels should, if possible, provide 24h notice for waste removal (or when departing previous port if voyage time is less than 24h) via the agent (EDI) to Zeeland Seaports (destination Vlissingen, Terneuzen, Dow Chemical and Total Jetty) or Hr Mr Westerschelde (destination Westerschelde or Gent-Terneuzen Canal). The following information shall be provided:

- (a) Vessel's name, call sign, IMO number and flag
- (b) ETA and ETD
- (c) Last and next port of call
- (d) Last port and date where waste was discharged
- (e) Details on what waste is to be discharged
- (f) Waste Report form

(5) **Notification of Vessel Security:** All commercial vessels of 500 gt and over and all passenger vessels that are under way to a port or anchorage in the Netherlands as part of an international voyage must provide Ship Security pre-arrival Information to Zeeland Seaports (destination Vlissingen, Terneuzen, Dow Chemical and Total Jetty) or Hr Mr Westerschelde (destination Westerschelde or Gent-Terneuzen Canal) via the agent (EDI), 24h before ETA at the Pilot boarding point or at the time the ship leaves the previous port if the voyage time is less than 24h. The following vessels are not required to report:

- (a) Warships and troop transporting vessels
- (b) Vessels without propulsion
- (c) Wooden vessels with primitive construction
- (d) Fishing vessels

REPORTING:**(1) Vessels inward-bound:**

| Reporting Point | Information Required | Traffic Centre | VHF Channel |
|--|---|---|---|
| 30 mins before entering the VTS Scheldt Area | Vessel's name, position, draught and destination | Relevant Traffic Centre for the area which vessel will enter the system | see diagram (1A) VESSEL TRAFFIC SERVICE SCHELDT AREA |
| A line connecting the following: Position 51°25'·95N 2°27'·50E/OD1 buoy (51°21'·45N 2°30'·83E)/ Position 51°19'·65N 2°31'·50E/ Middelkerkebank Lt buoy (51°18'·20N 2°42'·75E)/ Westende water tower (51°10'·60N 2°47'·56E) | Vessel's name, position, ETA Vlissingen Roads and planned route | Traffic Centre Wandelaar | 65 |
| SBZ Lt buoy (51°42'·45N 3°16'·62E) | Vessel's name, position, ETA Vlissingen Roads and planned route | Traffic Centre Steenbank | 64 |

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| Reporting Point | Information Required | Traffic Centre | VHF Channel |
|--|---|---------------------------|-------------|
| A line connecting the following: Lt buoy A1 bis (51°21'69N 2°58'02E)/ Lt buoy S2 (51°23'37N 2°58'07E)/VG6 Lt buoy (51°25'22N 2°56'24E)/ position 51°28'75N 2°56'00E | Vessel's name, position, ETA Vlissingen Roads and planned route | Traffic Centre Zeebrugge | 69 |
| A line connecting the following: Lt buoy W5 (51°24'32N 3°24'51E)/Lt buoy OG17 (51°29'05N 3°29'50E) | Vessel's name and position | Traffic Centre Vlissingen | 14 |
| Vlissingen Roads | Vessel's name, ETA destination and route | Traffic Centre Vlissingen | 14 |
| Lt buoy 15A (51°22'84N 3°42'93E)/Lt buoy E2A (51°24'45N 3°44'47E) | Vessel's name and position | Traffic Centre Terneuzen | 03 |
| Lt buoy 35 (51°23'09N 3°57'18E) 3°56'65E)/Lt buoy MG2 (51°23'84N 3°54'27E) | Vessel's name and position | Traffic Centre Hansweert | 65 |
| Lt buoy 35 (51°23'09N 3°57'18E) | Vessel's name and position | Schelde Informatie Dienst | 19 |
| Lt buoy 55 (51°24'14N 4°01'79E) | Vessel's name, position and destination | Traffic Centre Zandvliet | 12 |
| Lt buoy 65 (51°22'11N 4°07'06E) | Vessel's name, position and destination | Traffic Centre Zandvliet | 12 |
| Zuid Saeftinge Lt (51°21'85N 4°13'05E) | Vessel's name, position and ETA destination | Traffic Centre Zandvliet | 12 |

(2) Vessels outward-bound:

| Reporting Point | Information Required | Traffic Centre | VHF Channel |
|---|--|-------------------------------|-------------|
| Lt buoy 100 (51°15'53N 4°18'09E) or when entering the river | Vessel's name and destination | Traffic Centre Zandvliet | 12 |
| Zuid Saeftinge Lt (51°21'85N 4°13'05E) | Vessel's name, position and ETA Vlissingen Roads | Scheepvaart Informatie Dienst | 19 |
| Lt buoy 46 (51°24'14N 4°02'30E) | Vessel's name and position | Traffic Centre Hansweert | 65 |

continued on next column

| Reporting Point | Information Required | Traffic Centre | VHF Channel |
|--|--|---------------------------|-------------|
| Lt buoy 32 (51°23'19N 3°56'65E) | Vessel's name and position | Traffic Centre Terneuzen | 03 |
| Lt buoy 8 (51°23'00N 3°43'59E)/Lt buoy E2A (51°24'45N 3°44'47E) | Vessel's name and position | Traffic Centre Vlissingen | 14 |
| Vlissingen Roads | Vessel's name, position and ETA Pilot station | Traffic Centre Vlissingen | 14 |
| Lt buoy WP4 (51°34'38N 3°08'68E)/Lt buoy OG 14 (51°29'50N 3°29'55E) | Vessel's name, position, planned route and ETA pilot station | Traffic Centre Steenbank | 64 |
| Lt buoy W4 (51°24'94N 3°24'40E) | Vessel's name, position, planned route and ETA Pilot station | Traffic Centre Zeebrugge | 69 |
| A line connecting the following: Lt buoy A1 bis (51°21'69N 2°58'02E)/ Lt buoy S2 (51°23'37N 2°58'07E)/VG6 Lt buoy (51°25'22N 2°56'24E) | Vessel's name, position and planned route | Traffic Centre Wandelaar | 65 |
| Lt buoy OD1 buoy (51°21'38N 2°31'12E) | Vessel's name and position | Traffic Centre Wandelaar | 60 |

(3) Vessels joining the VTS:

| Area | Information Required | Traffic Centre | VHF Channel |
|--|------------------------------|---------------------------|-------------|
| Zeebrugge Harbour area | Vessel's name and position | Zeebrugge Radar | 19 |
| Zeebrugge Roads area | Vessel's name and position | Traffic Centre Zeebrugge | 69 |
| Zeebrugge | Vessel's name and position | Traffic Centre Wandelaar | 65 |
| Zeebrugge, departure from the quay in NIEUWPOORT | Vessel's name and position | Wandelaar Approach | 60 |
| Vlissingen, before heaving anchor | Vessel's name and intentions | Traffic Centre Steenbank | 64 |
| Vlissingen | Vessel's name and intentions | Vlissingen Radar | 21 |
| Vlissingen | Vessel's name and position | Traffic Centre Vlissingen | 14 |
| Terneuzen | Vessel's name and intentions | Traffic Centre Terneuzen | 03 |

continued on next page

| Area | Information Required | Traffic Centre | VHF Channel |
|-----------|------------------------------|-------------------------------|-------------|
| Hansweert | Vessel's name and intentions | Traffic Centre Hansweert | 65 |
| Antwerpen | Vessel's name and intentions | Traffic Centre Zandvliet | 12 |
| Antwerpen | Vessel's name and intentions | Scheepvaart informatie dienst | 85 |

(4) Vessels leaving the VTS:

| Area | Information Required | Traffic Centre | VHF Channel |
|---|--|-------------------------------|-------------|
| Zeebrugge Harbour area | Vessel's name and position | Zeebrugge Radar | 19 |
| Zeebrugge Roads area | Vessel's name and position | Traffic Centre Zeebrugge | 69 |
| Zeebrugge | Vessel's name and position | Traffic Centre Wandelaar | 65 |
| Zeebrugge, moored at the quay in NIEUWPOORT | Vessel's name and position | Wandelaar Approach | 60 |
| Vlissingen | Vessel's name and request anchor information | Vlissingen Radar | 21 |
| Vlissingen | Vessel's name and intentions | Traffic Centre Vlissingen | 14 |
| Terneuzen (Dow Jetty Lt buoy 22) | Vessel's name and intentions | Traffic Centre Terneuzen | 03 |
| Hansweert | Vessel's name and intentions | Traffic Centre Hansweert | 65 |
| Antwerpen | Vessel's name and intentions | Traffic Centre Zandvliet | 12 |
| Antwerpen | Vessel's name and intentions | Scheepvaart informatie dienst | 85 |

INFORMATION BROADCASTS:

(1) Shipping Reports containing visibility reports, meteorological and tidal data, anchoring positions and movements of vessels (particularly those with dangerous cargoes) are broadcast as follows:

- (a) H+00 on VHF Ch 11 by Terneuzen (in Dutch)
- (b) H+10 on VHF Ch 69 by Zeebrugge (in Dutch)
- (c) H+15 on VHF Ch 04 by Radar Zeebrugge (in English)
- (d) H+30 on VHF Ch 12 by Zandvliet (in Dutch)
- (e) H+50 on VHF Ch 14 by Centrale Vlissingen (in Dutch) and then H+55 on VHF Ch 21 by Radar Vlissingen (in English)

(2) Additional Shipping Reports are broadcast for urgent matters.

(Former update 41/25)

Netherlands ENC_NL2NZ100_ED6_000 and Netherlands Notice 49/309/25.
(RSDRA2025000555389 & RSDRA2025000573073), 05/26

PAGES 31 and 32, BELGIUM AND NETHERLANDS, WESTERSCHELDE, Traffic Area Gent/Terneuzen (Terneuzen-Gent Canal) section.

Delete and replace by:

Traffic Area Gent/Terneuzen (Terneuzen-Gent Canal)

CONTACT DETAILS:

VTS Gent

Call: VTS Gent
VHF Channel: Ch 05 61 68 78

VTS Terneuzen

Call: VTS Terneuzen
VHF Channel: Ch 11

HOURS: H24

PROCEDURE:

(1) **Reporting inward-bound (Terneuzen-Gent):** Vessels should report their name, position and other information as stated to the appropriate station on VHF when passing the following Reporting Points:

| Reporting Point | Traffic Centre Call Sign | VHF Ch |
|---|--------------------------|--------|
| Terneuzen Locks (51°19'·95N 3°49'·24E) Nieuwe Sluis (51°19'·61N 3°49'·24E) Westsluis (51°19'·58N 3°49'·12E) | VTS Terneuzen | 11 |
| Sluiskil Bridge (51°17'·65N 3°50'·13E) | | |
| Driekwart (51°15'·65N 3°49'·80E) | | |
| Tweekwart (51°14'·87N 3°49'·16E) | VTS Gent | 61 |
| Sas van Gent Bridge (51°12'·60N 3°48'·19E) | | |
| After mooring in a Netherlands harbour | VTS Terneuzen | 11 |
| Before departure from a Netherlands harbour (include draught) | | |
| Passing Sifferdok (51°07'·40N 3°45'·61E) | VTS Gent | 61 |
| 51°06'·09N 3°43'·98E (Entering Terneuzen-Gent Canal) | | |
| 51°05'·64N 3°43'·84E (Entering Terneuzen-Gent Canal) | | |
| 51°08'·37N 3°46'·69E (Entering Terneuzen-Gent Canal) | | |
| After mooring in the Port of Gent | | |

(2) Vessels wishing to obtain mooring information may, once they are located in the Terneuzen Lock Complex, call the Gent Hr Mr on VHF Ch 05.

(3) The Sluiskil Bridge report is primarily intended for other vessels using the canal. VTS Terneuzen may not confirm receipt of this report.

(4) Uitkijk Zelzate will call the vessel if an ETA for Zelzate is required. Vessels must call VTS Gent on VHF Ch 61 if the Zelzate Bridge has to be opened.

(5) When passing the Sas van Gent Bridge, Uitkijk Zelzate will advise:

- (a) Status of the bridge
- (b) Other information regarding the canal and vessel movements

(6) Following passage under Zelzate Bridge, vessels should report to VTS Gent to obtain mooring and harbour information. If necessary, vessels will be transferred to another VHF Channel.

continued on next page

(7) The report on passing Sifferdok is primarily intended for vessels arriving from the Ringvaart.

(8) After reporting the vessel's mooring in the Port of Gent, VTS Gent will respond first, followed by Uitkijk Zelzate. If Uitkijk Zelzate does not confirm receipt, vessels should repeat the call.

(9) **Reporting outward-bound (Gent-Terneuzen):** Vessels should report their name, position and other information as stated to the appropriate station on VHF when passing the following Reporting Points:

| Reporting Point | Traffic Centre Call Sign | VHF Ch |
|---|--------------------------|--------|
| Before leaving berth in the port of Gent (include draught, destination (port and sea passage) and PEC number (include name of PEC holder)) | | |
| When entering the VTS Scheldt Area (include ETA Zelzate) | VTS Gent | 61 |
| Sidmar Zuid (51°10'·12N 3°47'·63E) | | |
| Sas van Gent Bridge (51°12'·60N 3°48'·19E) | | |
| After mooring in a Netherlands harbour | | |
| Before departure from a Netherlands harbour (include draught, destination (port and sea passage) and PEC number (include name of PEC holder)) | VTS Terneuzen | 11 |
| Tweekwart (51°14'·77N 3°49'·06E) | | |
| Driekwart (51°15'·65N 3°49'·80E) | | |
| Sluiskil Bridge (51°17'·65N 3°50'·13E) | | |

(10) Prior to departure, vessels should report the following information to VTS Gent:

- Ready for departure from berth (state berth name and if vessel swinging or not)
- Draught
- Destination (Destination Harbour to VTS Gent, and the sea passage (N or W) to Uitkijk Zelzate)
- If applicable, the name and number of the person holding a PEC

(11) VTS Gent will issue information regarding the canal and vessel movements.

(12) If Uitkijk Zelzate does not confirm receipt, vessels may report draught and sea passage information when making the next report. If a vessel fails to do so, Uitkijk Zelzate will request this information.

(13) When entering the VTS Scheldt Area, vessels should inform Uitkijk Zelzate:

- Position
- ETA Zelzate

(14) Uitkijk Zelzate will issue bridge information.

(15) Vessels should report to VTS Terneuzen at Zelzate Bridge, to receive latest lock information.

(16) The Sas van Gent Bridge report is primarily intended for other vessels; VTS Terneuzen may not confirm receipt of this report.

(17) The reports at Driekwart and Sluiskil Bridge should be made to receive latest lock information.

(18) Vessels should maintain a continuous listening watch on VHF Ch 11.

NOTE:

Vessels navigating the inland waterways should report to VTS Gent on VHF Ch 78.

(Former update 41/25)

Netherlands ENC_NL2NZ100_ED6_000 and Netherlands Notice 49/309/25.
(RSDRA2025000555389 & RSDRA2025000573073), 05/26

PAGE 133, ISLE OF MAN (UK), PEEL, Pilots section.

Delete and replace by:

Pilots

PROCEDURE:

- Pilotage is not compulsory** but is available by arrangement with the Hr Mr or agent.
- Pilot ordering:** Vessels should send request at least 24h in advance via email or telephone.
- Pilot boards** off Douglas in position 54°09'·44N 4°26'·12W (or up to 1 n mile ENE of No 1 Lt buoy).

NOTE:

Pilotage is provided by DOUGLAS.

Isle of Man Harbours correspondence, (RSDRA2025000606018), 05/26

PAGES 250 and 252, UNITED KINGDOM, ABERDEEN, Vessel Traffic Service section.

Delete and replace by:

Vessel Traffic Service

AREA:

Within a radius of 2-3 n miles from Girdle Ness Lt (57°08'·34N 2°02'·91W).

DESCRIPTION:

This is a UK designated port VTS. The purpose of Aberdeen VTS is to interact with vessel traffic and respond to developing situations within their designated area, to improve safety and efficiency of navigation, contribute to the safety of life at sea and support the protection of the environment.

CONTACT DETAILS:

Call: Aberdeen VTS
VHF Channel: Ch 16; **12**
Telephone: +44(0)1224 597000
Fax: +44(0)1224 597007
E-mail: vts@portofaberdeen.co.uk

General

E-mail: vts@portofaberdeen.co.uk

Security Notifications

E-mail: pfso@portofaberdeen.co.uk

Waste Notifications

E-mail: waste@portofaberdeen.co.uk

Dangerous Substances Notifications

E-mail: dangerous@portofaberdeen.co.uk

HOURS: H24

PROCEDURE:

- Compliance: Participation is mandatory.** All vessels shall participate in, and comply with Aberdeen VTS procedures. Failure to comply with Aberdeen VTS procedures may attract statutory prosecution.

- Inward-bound vessels:** All vessels (except fishing vessels and recreational craft) should send ETA to Aberdeen VTS 24h prior to arrival (or give as much advance notice as possible) stating:

- Vessel's name
- IMO number
- LOA
- Maximum draught
- Last port/location
- ETA
- Pilotage requirements
- gt
- List of defects

continued on next page

- (j) Cargo
- (k) Agent
- (3) All vessels (except fishing vessels and recreational craft) must call Aberdeen VTS 1h prior to arrival stating the following information:
 - (a) Maximum draught
 - (b) Last port/location
 - (c) List of defects
 - (d) Pilotage/towage requirements
 - (e) PEC number
- (4) All vessels (including fishing vessels and recreational craft) must call Aberdeen VTS when 3 n miles from the Fairway Lt buoy to obtain permission to enter the Aberdeen VTS area. Fishing vessels and recreational craft should provide the information listed at (2) if required to do so.
- (5) All vessels must maintain a continuous listening watch on VHF Ch 12 when navigating within the Aberdeen VTS area.
- (6) All vessels must obtain traffic clearance from Aberdeen VTS prior to entering and transiting the navigational channels for the North and South Harbours.
- (7) All vessels must obtain traffic clearance from Aberdeen VTS prior to carrying out any manoeuvre such as letting go mooring lines, operating engines/thrusters whilst alongside, moving along the quayside using ropes and launching any small craft (including ROVs) or deploying shipboard deck equipment such as cranes/davits/A-frames outboard.
- (8) **Vessels within the area:**
 - (a) No vessels (except in emergency) or with the express permission of Aberdeen VTS are allowed to anchor in the VTS area
 - (b) All vessels must maintain a continuous listening watch on VHF Ch 12
 - (c) All vessels must report on berthing
 - (d) All vessels must obtain traffic clearance from Aberdeen VTS before leaving a berth
 - (e) All vessels must report on leaving a berth
- (9) **Outward-bound vessels and shifting berth:** All vessels must send ETD to Aberdeen VTS when known, message should also include:
 - (a) Draught
 - (b) Where bound (next port/location/berth)
 - (c) All vessels must obtain traffic clearance from Aberdeen VTS prior to leaving berth

REPORTING POINTS:

All vessels must report to Aberdeen VTS when passing Reporting Points I and B. All vessels, when required by Aberdeen VTS to do so, must report when passing Reporting Points A, C and D.

| Reporting Point | Position | Remarks |
|-----------------|-----------------------------------|-------------------------------------|
| I | 3 n miles from Fairway Lt buoy | Inward and outward-bound |
| B | Close vicinity to Fairway Lt buoy | Inward and outward-bound |
| A | 57°08'52N 2°04'77W | Entrance to Albert Basin |
| C | 57°08'63N 2°04'85W | Entrance to Victoria Dock (the Cut) |
| D | 57°08'42N 2°04'52W | Entrance to River Dee |

NOTE:

Vessels (in particular offshore support and fishing vessels) may be required to hold at these points.

EMERGENCY PROCEDURES:

- (1) Any vessel requiring emergency assistance within the VTS area should contact Aberdeen VTS on VHF Ch 12.
- (2) In the event of a major incident, Aberdeen VTS will broadcast details.
- (3) Thereafter all vessels should maintain continuous listening watch on VHF Ch 12, minimise all VHF radio traffic and be prepared for traffic regulation instructions.

NOTICE TO MARINERS:

For local Notice to Mariners and additional marine information, Masters should visit the Aberdeen Harbour website at: www.portofaberdeen.co.uk

(Former update 47/25)

Port of Aberdeen correspondence and Port of Aberdeen VTS Manual.
(RSDRA2025000554810, RSDRA2026000007112 & RSDRA2026000007179), 05/26

PAGE 251, UNITED KINGDOM, ABERDEEN, diagram ABERDEEN VESSEL TRAFFIC SERVICE.

Delete and replace by diagram ABERDEEN VESSEL TRAFFIC SERVICE on page 6.34

[Port of Aberdeen correspondence, \(RSDRA2025000554810 & RSDRA2026000007179\), 05/26](#)

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

Published Wk 23/25

(Last Updates: Weekly Edition No. 04 dated 22 January 2026)

PAGE 459, SWEDEN, SÖDERTÄLJE KANAL, Port, PROCEDURE section.

Delete and replace by:

PROCEDURE:

1 Jan to 31 Dec 2026 weekdays (except holidays) between 1100-1900 LT: the fairway through Södertälje Kanal and lock is closed for vessels exceeding any of the following: 70m LOA, 14m beam or a 4.5m draught. The fairway is closed between the following positions:

- (1) N limit: 59°12'27N 17°37'43E (Mälarmarinen)
- (2) S limit: 59°10'90N 17°39'38E (Igelstaviken)

[\(Former update 44/25\)](#)

[Swedish Notice 1099/19810\(T\)/25, \(RSDRA2026000000096\), 05/26](#)

PAGE 460, SWEDEN, SÖDERTÄLJE KANAL, Slussbron (Lock and Bridge), PROCEDURE, section (1).

Delete and replace by:

(1) 1 Jan to 31 Dec 2026 weekdays (except holidays) between 1100-1900 LT: the fairway at the lock Slussen in Södertälje is closed for all vessels of 24m LOA and over.

[\(Former update 44/25\)](#)

[Swedish Notice 1099/19810\(T\)/25, \(RSDRA2026000000096\), 05/26](#)

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

Published Wk 27/25

(Last Updates: Weekly Edition No. 03 dated 15 January 2026)

PAGES 336 and 337, SLOVENIA, KOPER.

Delete entry and replace by:

KOPER 45°33'N 13°43'E

UNCTAD LOCODE: SI KOP

Pilots

CONTACT DETAILS:

Call: Koper Pilots
Piloti Koper
VHF Channel: Ch 16; 08
Telephone: +386(0)5 8502440
E-mail: info@kopp.si
Website: www.kopp.si

continued on next page

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory** for all vessels over 500 gt.
- (2) **Pilotage is exempt** for:
 - (a) Vessels anchoring at the Port of Koper or other anchorages
 - (b) Administrative vessels and domestic military vessels
 - (c) Vessels less than 500 gt
- (3) If required for navigational safety, Koper VTS may impose compulsory pilotage for certain types and sizes of vessels, cargoes carried, navigational areas and weather conditions.
- (4) **Notice of ETA/ETD:** Vessels must contact the Pilots via VHF Ch 08 1h before arrival at the Pilot station, before shifting or departure from berth.
- (5) **Pilot boards** in the following positions:
 - (a) A: 45°33'80N 13°40'20E (Tankers, vessels carrying dangerous goods (IMDG class 1 & 7), vessels over 40 000 gt and vessels over 250m LOA)
 - (b) B: 45°33'80N 13°41'60E (All other vessels including passenger and cruise vessels, and for shifting of all vessels from anchorage to berth)

Vessel Traffic Service

CONTACT DETAILS:

Call: Koper VTS
 VHF Channel: Ch 16; **69 72**
 Telephone: +386 (0)5 6632106
 +386 (0)5 6632107
 E-mail: kp.promet@gov.si
 Website: <https://www.up.gov.si>

HOURS: H24

PROCEDURE:

- (1) **Participation in the VTS is mandatory** for:
 - (a) Vessels of 300 gt and over
 - (b) Fishing vessels, traditional vessels, and recreational vessels of 45m LOA and over
- (2) Warships, government vessels of any size and all other vessels not specified in (1) are exempt but encouraged to participate voluntarily.
- (3) Participating vessels must obtain permission from Koper VTS prior to:
 - (a) Berthing, unberthing, shifting, anchoring, or heaving anchor
 - (b) Commencing any dangerous manoeuvre
- (4) The VTS will instruct vessels on the designated anchorage and berth where the vessel should anchor.
- (5) Vessels navigating in the VTS Area must immediately information the VTS via VHF in the following situations:
 - (a) Damage or failure of the vessel's propulsion or navigational equipment
 - (b) Deviation from the planned route
 - (c) Presence of obstructions at sea
 - (d) Dangerous manoeuvres or non-compliance with the COLREGs by other vessels
 - (e) Persons or vessels in distress at sea
 - (f) Any maritime incident that may affect the safety of navigation or endanger human life, including collision, grounding, fire or explosion, structural failure or stability issues
 - (g) Risk of marine pollution, or any maritime incident that has caused or may cause marine pollution
- (6) Vessels reporting emergencies should include the following in their report, wherever possible:
 - (a) Vessel's name and call sign
 - (b) Position (latitude/longitude, or relative to a charted point)
 - (c) Nature of the emergency
 - (d) Assistance required (if any)
 - (e) Persons in danger or injured
 - (f) Other relevant information for the safety of navigation and environment
- (7) All vessels must maintain a continuous listening watch on VHF Chs 16 and 69 while underway or at anchor inside the VTS Area.

REPORTING:

- (1) With the exception of the information required in the reports listed below, vessels are not required to report information which the VTS can obtain from AIS and SeaSafeNet (SSN), except when requested by Koper VTS. Upon first contact, Koper VTS will advise the vessel which information the vessel is required to report. Vessels navigating in the VTS Area must provide any information or data as required by the VTS.
- (2) **Vessels bound for ports and anchorages in Slovenia** must report via VHF Ch 69:
 - (a) 1h before entering the VTS Area
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) ETA and position of entry into VTS Area
 - (iii) Port of destination and ETA to Pilot station or anchorage
 - (iv) Defects, damages or limitations
 - (v) Any other relevant information
 - (b) When entering the VTS Area
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time and position of entry into VTS Area
 - (iii) Any other relevant information
 - (c) When entering the Port of Koper limits
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time and position of entry into port limits
 - (iii) Any other relevant information
 - (d) When anchoring and heaving anchor
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time of anchoring or heaving anchor
 - (iii) Anchor berth
 - (iv) Number of shackles in the water and any other relevant information
 - (e) When commencing pilotage
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time pilotage commenced
 - (iii) Destination berth
 - (iv) Pilot's licence number
 - (v) Number of tugs assisting and any other relevant information
 - (f) When mooring or on completion of pilotage
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time of mooring or when pilotage was completed
 - (iii) Any other relevant information
- (3) **Vessels transiting the VTS Area** must report via VHF Ch 69:
 - (a) 1h before entering the VTS Area
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Port of destination and ETA
 - (iii) Quantity and IMO class of cargo on board
 - (iv) Defects, damages or limitations
 - (v) Number of persons on board (crew and passengers)
 - (vi) Any other relevant information
 - (b) When entering the VTS Area
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time and position of entry into VTS Area
 - (iii) Any other relevant information
 - (c) When exiting the VTS Area
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time and position of exit from VTS Area
 - (iii) Any other relevant information
- (4) **Outward-bound vessels** must report via VHF Ch 69:
 - (a) When commencing pilotage or before casting off
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time pilotage commenced
 - (iii) Berth
 - (iv) Pilot's licence number
 - (v) Defects, damages or limitations
 - (vi) Number of tugs assisting and any other relevant information
 - (b) When pilotage is complete
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time when pilotage was completed
 - (iii) Any other relevant information

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- (c) When anchoring and heaving anchor
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time of anchoring or heaving anchor
 - (iii) Anchor berth
 - (iv) Number of shackles in the water and any other relevant information
- (d) When exiting Port of Koper limits
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time and position of exit from port limits
 - (iii) Any other relevant information
- (e) When exiting the VTS Area
 - (i) Vessel's name, IMO number and MMSI number
 - (ii) Time and position of exit from VTS Area
 - (iii) Any other relevant information

INFORMATION BROADCASTS:

(1) MSI, including navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages, is broadcast by Koper VTS on VHF Ch 07 at the following times:

- (a) 0440 (UTC)
- (b) 1040 (UTC)
- (c) 1640 (UTC)
- (d) 2240 (UTC)

(2) MSI broadcasts will be preceded by an announcement on VHF Ch 16.

(3) Unscheduled broadcasts may be issued depending on the situation.

(4) Meteorological data is broadcast via the Koprski Zaliv Signal Station AIS (45°33'·61N 13°43'·90E) via Application Specific Message (ASM) (see ALRS Volume 2(1) NP282(1)).

(5) During severe weather conditions, berthing and unberthing manoeuvres may be temporarily suspended. Koper VTS will broadcast details and instructions via VHF and AIS Safety Related Broadcast Messages (SRBM).

(6) In the event that Koper VTS is operating in a restricted capacity or service is suspended, the VTS will broadcast details via VHF and AIS Safety Related Broadcast Messages (SRBM).

Port

CONTACT DETAILS:

VHF Channel: Ch 16; 08
 Telephone: +386(0)5 6656100
 Fax: +386(0)5 6395020
 E-mail: portkoper@luka-kp.si
 Website: www.luka-kp.si

Hr Mr (Slovenian Maritime Administration)

VHF Channel: Ch 16; 07 08 12
 Telephone: +386(0)5 6632106
 Fax: +386(0)5 6632110
 E-mail: kp-promet@gov.si
 koper.mrcc@gov.si
 MMSI: 002780200

Port Facility Security Officer

Telephone: +386(0)5 6656786 (0800-1600)
 +386(0)5 6656950 (H24)
 Fax: +386(0)5 6395011
 E-mail: vnc@luka-kp.si

HOURS: H24

PROCEDURE:

Notice of ETA: Vessels should send ETA 7 days, 72h, 48h and 24h prior to arrival.

Tugs

CONTACT DETAILS:

Adria Tow

Call: Adria Tow
 VHF Channel: Ch 08 (contacted by Pilots)
 Telephone: +386(0)5 6656318
 +386(0)5 6656381
 E-mail: agent@adria-tow.si
 adria.tow@adria-tow.si
 Website: www.adria-tow.si

HOURS: H24

PROCEDURE:

Notice of ETA: Vessels must call for tugs via VHF 1h before arrival at the Pilot station, or as instructed by the VTS or Pilot.

Slovenian Notice 1-12(P)/25 and Koper VTS Users Manual Nov 2025,
 (RSDRA2025000596160 & RSDRA2025000599319), 05/26

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

Published Wk 36/25

(Last Updates: Weekly Edition No. 03 dated 15 January 2026)

PAGE 214, INDONESIA, above DUMAI, Sumatera entry.

Insert new entry:

DONGGI SENORO LNG, Sulawesi
 UNCTAD LOCODE: ID DOG

1°15'S 122°36'E

Pilots

PROCEDURE:

Pilot boards in the following positions:

- (1) A: 1°17'·14S 122°36'·12E
- (2) B: 1°16'·21S 122°38'·10E

Indonesian ENC ID50326A_ED3_000, (RSDRA2025000539633), 05/26

VOLUME 6, NP286(5), Sixth Edition, 2025

Published Wk 44/25

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

PAGE 237, UNITED STATES (Great Lakes), below RADIO COMMUNICATION (GREAT LAKES ENTRANCE) section.

Insert new section:

ICE-BREAKING ASSISTANCE

(1) At the start of each voyage or transit, all shipping companies must provide an ETA for their vessels:

- (a) Downbound to Whitefish Pt (46°46'·00N 84°58'·25W)
- (b) Upbound to De Tour Reef Lt (45°56'·95N 83°54'·19W)
- (c) Eastbound to Lansing Shoals Lt (45°54'·22N 85°33'·70W)
- (d) Westbound to Round Island (45°49'·80N 84°36'·00W)
- (e) Arriving or departing from any of the Western Superior ports and terminals

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(2) Similarly, for vessels operating in Lake Michigan in the presence of ice, all shipping companies must provide an ETA for their vessels:

- (a) Entering the Sturgeon Bay Ship Canal (44°50'00N 87°23'10W)
- (b) Entering the Rock Island Passage (45°26'00N 86°45'00W)
- (c) Arriving or departing Escanaba, Green Bay, Marinette or any other ports and terminals within Green Bay

(3) ETA must be received 6h prior to a vessel's arrival at any of the above points, or once a day by 1000 (Eastern).

(4) Position reports can be given to "Sault Traffic" by telephone: +1 906 6353299, fax: +1 906 6353238, or e-mail: sootfc@uscg.mil.

(5) A vessel's ETA must be updated whenever the ETA changes by more than 6h.

(6) Vessels must establish VHF contact with the servicing icebreaker on VHF Ch 16, approximately 1h before reaching the appropriate service area.

[United States Local Notice to Mariners for District 1 Dec 2025. \(RSDRA2025000607169\). 05/26](#)

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

Published Wk 01/26

(Last Updates: Weekly Edition No. 04 dated 22 January 2026)

PAGES 221 and 223 to 224, JAPAN, BISAN SETO.

Delete entry and replace by:

BISAN SETO

34°21'N 133°57'E

See diagram BISAN SETO VESSEL TRAFFIC SERVICE.

Pilots

PROCEDURE:

Pilotage is compulsory for the following vessels entitled to fly the flag of a foreign country:

- (1) Vessels carrying dangerous cargoes.
- (2) Vessels commanded by a Master navigating the Seto Inland Sea for the first time.

Vessel Traffic Service

DESCRIPTION:

(1) Bisan Seto Vessel Traffic Service provides information for vessels entering, leaving, or navigating within the following Traffic Routes: Bisan Seto East, Uko East, Uko West, Bisan Seto North, Bisan Seto South, and Mizushima.

(2) The following ports are contained within the Vessel Traffic Service area:

- (a) HIBI, Honshu
- (b) MARUGAME, Shikoku
- (c) MIZUSHIMA, Honshu
- (d) NAOSHIMA, Honshu
- (e) SAKAIDE, Shikoku
- (f) TAKAMATSU, Shikoku
- (g) TAKUMA, Shikoku
- (h) UNO, Honshu

CONTACT DETAILS:

Call: Bisan Martis
 VHF Channel: Ch 13 16; 14 66
 RT Frequency (kHz): 2177
 Telephone: +81(0)877 493366
 +81(0)877 492220
 +81(0)877 492221
 Fax: +81(0)877 491413
 +81(0)877 491156
 Website: www6.kaiho.mlit.go.jp/bisan

HOURS: H24

PRE-ENTRY REPORT:

(1) **1 day in advance:** The following vessels intending to navigate the Bisan Seto Traffic Routes must report to Bisan Martis by 1200 LT of the day before entering the traffic route:

- (a) Huge vessels (200m LOA or over)
- (b) Vessels of 25 000 gt and over carrying liquefied gas
- (c) Towing or pushing vessels of 200m in length and over, measuring from the stern of the towing vessel to the after end of the towed object or measuring from the front of the pushed object to the stern of the pushing vessel
- (d) Vessels of 160m LOA and over but less than 200m LOA for (excluding Mizushima Traffic Route)
- (e) Vessels of 70m LOA and over but less than 200m LOA for (Mizushima Traffic Route only)

(2) The report can be submitted by VHF, MF, telephone or fax and should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the Traffic Route the vessel is intending to navigate
 - (i) ETA at the entrance of the Traffic Route
 - (ii) ETD from the Traffic Route
- (c) Vessel's contact details (if no radio equipment onboard)
- (d) Port of destination
- (e) Draught
- (f) Dangerous goods onboard (if carrying liquefied gas)
- (g) Length between the bow of the towing vessel and the after end of the towed vessel, or, between the front of the pushed vessel and the stern of the pushing vessel
- (h) Port of departure
- (i) Confirmation if a Pilot has been arranged while navigating with Traffic Route

(3) In the case of any changes to information provided, the changes should be reported 3h before entering the Traffic Route. Changes to information provided and changes to ETA of 10 mins or more when within 3h of entry into the Traffic Route should be reported immediately.

(4) **3h in advance:** The following vessels (except vessels in (1) above) carrying dangerous cargoes intending to navigate the Bisan Seto Traffic Route, are required to report to Bisan Seto VTS 3h before entering the Traffic Route:

- (a) Vessels of 70m LOA and over but less than 160m LOA navigating Mizushima Traffic Route should report to Bisan Martis
- (b) Vessels of 300 gt and over carrying certain quantities of powder (See item 1, paragraph 1, of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety, for the exact amount)
- (c) Vessels of 1000 gt and over carrying inflammable high pressure gas in bulk
- (d) Vessels of 1000 gt and over carrying inflammable liquid in bulk
- (e) Vessels of 300 gt and over carrying organic peroxide of 200 tons and over

(5) The report should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the Traffic Route the vessel is intending to navigate
 - (i) ETA at the entrance of the Traffic Route
 - (ii) ETD from the Traffic Route
- (c) Vessel's contact details (if no radio equipment onboard)
- (d) Port of destination
- (e) Dangerous goods onboard

(6) Vessels must maintain a continuous listening watch on VHF Chs 16 and 13 (or 2177 kHz if VHF not available) when navigating within the radar service area.

POSITION REPORT:

Vessels of 50m LOA or over (except for vessels of 300 gt or less which have an auto-pilot system and are appropriately navigating) and vessels of 100m LOA or over towing objects (except for vessels which have an auto-pilot system and are appropriately navigating) must report to Bisan Martis when crossing the Reporting Lines stating the following information:

- (1) Vessel's name.
- (2) Present position, or the time (LT) of crossing the Reporting Line.
- (3) Abbreviation of Reporting Line crossed.
- (4) Traffic route and area intending to navigate or port of destination.

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REPORTING POINTS:

| Name of Reporting Line | Abbreviation | Description |
|--|--------------|--|
| W Side of Bisan Seto South Traffic Route | SW | A line bearing 180° from Futaomote Shima Lt (34°18'07N 133°37'27E) to the coast of Awa Shima |
| S Side of Bisan Seto South Traffic Route | SS | A line joining NE point of Awa Shima (34°16'80N 133°39'44E) with the NW point of Shami Shima (34°21'20N 133°49'14E) |
| N Side of Mizushima | MN | A line bearing 075° from the summit of Futo Noji Shima (34°26'90N 133°45'24E) |
| W Side of Mizushima | MW | A line bearing 180° for 2000m from the summit of Futo Noji Shima |
| E Side of Mizushima | ME | A line joining Nishino Saki Sig Str (34°26'14N 133°47'20E) with the NW point of Hitsuishi Shima (34°25'50N 133°47'44E) |
| S Side of Bisan Seto East Traffic Route | ES | A line bearing 090° from the summit of Kosei Shima (34°22'50N 133°51'14E) to the coast and a line bearing 238° for 2860m from the same point |
| N Side of Uko | UN | A line joining the N point of Kama Shima (34°25'50N 133°50'21E) with Manaita Ishi Lt Bn (34°26'83N 133°58'16E) |
| S Side of Uko | US | A line joining Megi Shima Triangulation point (34°23'15N 134°02'45E) with the summit of Kusi No Yama (34°21'68N 133°58'54E) |
| E End of Bisan Seto East Traffic Route | EE | A line joining Okushi Saki (34°22'19N 134°12'42E) to Jizo Saki (34°24'90N 134°13'89E) |
| N Side of Bisan Seto East Traffic Route | EN | A line joining Reita Saki (34°27'59N 134°04'83E) to Tsuno Saki (34°27'24N 134°00'74E) |
| N of Takamatsu | EY | A line joining the N point of Taka Shima (34°23'91N 134°10'41E) to Kabutoshima (34°25'30N 134°07'58E) |
| NE of Takamatsu | ET | A line joining the S point of Ogi Shima (34°24'98N 134°03'31E) to Ananokuchi Hana (O Shima) (34°24'89N 134°06'32E) |

INFORMATION LISTENING AREAS:

(1) **VHF Standby Area:** All vessels of 50m LOA and over are required to monitor the VHF while navigating within the VHF Standby Area (see diagram BISAN SETO VESSEL TRAFFIC SERVICE).

(2) **Information Service Area:** Vessels shall maintain a listening watch on VHF Chs 13 and 16 whilst within the Information Service Area, in case Bisan Martis need to provide information relating to the safety of navigation.

RADAR ASSISTANCE:

Radar assistance is available on request from the Vessel Traffic Service Centre as follows:

(1) Own vessel's position: Report vessel's approximate position to the Vessel Traffic Service Centre. Position of vessel will be given by bearing and distance from radar conspicuous objects in the area.

(2) Information on another vessel: Vessel should report own position and approximate bearing and distance of the vessel for which information is requested. Information given comprises relative position, course and speed, and, if known, name, tonnage and destination. If vessel is involved in construction work details will be given.

(3) During periods of restricted visibility information on the relative positions, course and speed of other vessels is provided.

continued on next column

WARNING SERVICE:

The Centre contacts appropriate vessels in the event of any of the following:

- (1) To prevent collision: If there appears to be a risk of collision, it provides each vessel with the following details:
 - (a) Approximate position of other vessel
 - (b) Name, type, size, destination of other vessel
 - (c) Estimated time and location of possible collision
- (2) To warn a vessel approaching a dangerous area e.g. shoal water, poor visibility or the site of a recent accident.
- (3) To warn a vessel in a traffic lane, proceeding with incorrect course or speed.

INFORMATION BROADCASTS:

For further details see GENERAL NOTES.

Tugs**PROCEDURE:**

Vessels transiting the Bisan Seto East Traffic Route, Bisan Seto North Traffic Route, Bisan Seto South Traffic Route, Uko East Traffic Route, Uko West Traffic Route, Mizushima Traffic Route and adjacent waters require an escort tug.

[Japanese Navigation Safety Guidance March 2025. \(RSDRA202500534073\). 05/26](#)

PAGES 238 and 241 to 242, JAPAN, ISE WAN, including Mikawa Wan, Honshu.

Delete entry and replace by:

ISE WAN, including Mikawa Wan, Honshu 34°48'N 136°56'E

See diagram ISE WAN and MIKAWA WAN PILOTAGE.

See diagram ISE WAN TRAFFIC ADVISORY SERVICE (TAS).

Pilots**CONTACT DETAILS:****Ise-Mikawa Wan Pilots**

Call: Irago Pilot
VHF Channel: Ch 16; 68
Telephone: +81(0)526 519111
Fax: +81(0)526 512287
E-mail: operator@isemikawapilot.jp
Website: www.isemikawapilot.jp

HOURS: H24**PROCEDURE:**

- (1) **Pilotage is compulsory**, and is available H24, for the following:

- (a) All vessels in Irago Suido Traffic Route, including foreign vessels and Japanese vessels of 130m LOA and over carrying dangerous cargo
- (b) All vessels of 10 000 gt or over operating NW of a line bearing 050° from Ijika Lt (34°26'65N 136°55'41E) to the coast of Atsumi Hanto

- (2) Pilotage is strongly recommended for all foreign vessels passing through Morozaki Narrows (Morozaki Suido) at night and all vessels unfamiliar with Morozaki Narrows.

- (3) **Notice of ETA:** Vessels inward-bound should send ETA at the Pilot boarding position, 24h and 6h in advance with immediate notification of any change. The message should include the following information:

- (a) Vessel's name
- (b) gt
- (c) Deepest draught
- (d) LOA
- (e) ETA or ETD
- (f) Last port of call and destination
- (g) Berthing schedule
- (h) Nature of cargo (dangerous cargo)
- (i) Confirmation if a Pilot has been arranged while navigating the Irago Suido Traffic Route
- (j) Other information: Quarantine, defects to vessel, navigational equipment etc.

- (4) Vessels should contact the PV 3h in advance advising ETA at No 1 Buoy.

continued on next page

(5) Vessels outward-bound should send request for Pilots 12h and 6h in advance of ETD.

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

- (a) Vessels with a draught of 14m and over: In a circle of radius 3.5 n miles centred on 34°24'80N 136°59'92E (3.5 n miles E of Yoroi Saki Lt)
- (b) LNG tankers exceeding 70 000 gt: In a circle of radius 1 n mile centred on 34°25'00N 137°03'62E (6 n miles S of Ise Wan No 1 Lt buoy)
- (c) Vessels with a draught of less than 14m:
 - (i) Vessels approaching from the W or S: In a circle of radius 1.5 n miles centred on 34°28'50N 137°03'62E (2.5 n miles S of Ise Wan No 1 Lt buoy)
 - (ii) Vessels approaching from the east: In a circle of radius 1.5 n miles centred on 34°31'00N 137°06'72E (2.5 n miles E of Ise Wan No 1 Lt buoy)
- (d) Ise Wan Sea Berth: Pilot boards in position 34°51'60N 138°44'42E

NOTE:

Pilotage is provided by Ise-Mikawa Wan Pilots Association, who serve the following ports:

- (1) ATSUMI, Honshu
- (2) GAMAGORI, Honshu
- (3) KINUURA KO, Honshu
- (4) MATSUSAKA, Honshu
- (5) NAGOYA, Honshu
- (6) TOBA, Honshu
- (7) TOYOHASHI, Honshu
- (8) TSU KO and IGURAZU KO, Honshu
- (9) YOKKAICHI, Honshu

Vessel Traffic Service

NOTE:

The Ise Wan Vessel Traffic Service covers the following ports;

- (1) ATSUMI, Honshu
- (2) GAMAGORI, Honshu
- (3) KINUURA KO, Honshu
- (4) MATSUSAKA, Honshu
- (5) NAGOYA, Honshu
- (6) TOBA, Honshu
- (7) TOYOHASHI, Honshu
- (8) TSU KO and IGURAZU KO, Honshu
- (9) YOKKAICHI, Honshu

CONTACT DETAILS:

Call: Ise Wan Martis
 VHF Channel: Ch 13 16; 14 66
 RT Frequency (kHz): 2189-5
 Telephone: +81(0)531 342443
 Fax: +81(0)531 342444
 Website: www6.kaiho.mlit.go.jp/isewan

HOURS: H24

PRE-ENTRY REPORTS:

(1) **1 day in advance:** The following vessels intending to navigate the Irago Suido Traffic Route must report to Ise Wan Martis by noon LT of the day before the date of entry into the traffic route:

- (a) Huge vessels (vessels of 200m and over)
- (b) Vessels of 130m and over but less than 200m
- (c) Vessels of 25 000 gt and over carrying liquefied gas
- (d) Towing or pushing vessels of 200m in length and over (measured from the bow of the towing vessel to the after end of the towed vessel or measured from the front of the pushed vessel to the stern of the pushing vessel)

(2) The report can be submitted by VHF, MF, telephone or fax and should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the traffic route the vessel is intending to navigate
 - (i) ETA at the entrance of the traffic route
 - (ii) ETD from the traffic route
- (c) Vessel's contact details (if no radio equipment onboard)
- (d) Port of destination
- (e) Draught
- (f) Dangerous goods onboard (if carrying liquefied gas)

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(g) Length between the bow of the towing vessel and the after end of the towed vessel, or, between the front of the pushed vessel and the stern of the pushing vessel

(h) Port of departure

(i) Confirmation if a Pilot has been arranged while navigating the Irago Suido Traffic Route

(3) In the case of any changes to information provided, the changes should be reported 3h before entering the traffic route. Changes to information provided and changes of 5 mins and over to the ETA at the entrance of the traffic route when within 3h of entry into the traffic route should be reported immediately.

(4) **3h in advance:** The following vessels (except vessels in (1) above) carrying dangerous cargoes intending to navigate the Irago Suido Traffic Route are required to report to Ise Wan MARTIS 3h before entering the traffic route:

(a) Vessels of 300 gt and over carrying certain quantities of powder (See item 1, paragraph 1, of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety, for the exact amount)

(b) Vessels of 1000 gt and over carrying inflammable high pressure gas in bulk

(c) Vessels of 1000 gt and over carrying inflammable liquid in bulk

(d) Vessels of 300 gt and over carrying organic peroxide of 200 tons and above

(5) The report should include the following information:

(a) Vessel's name, call sign, gt and LOA

(b) Section of the traffic route the vessel is intending to navigate

(i) ETA at the entrance of the traffic route

(ii) ETD from the traffic route

(c) Vessel's contact details (if no radio equipment onboard)

(d) Port of destination

(e) Dangerous goods

(6) Vessels over 130m LOA must contact Ise Wan VTS Centre by VHF Ch 16 to confirm the conditions of traffic control before approaching the traffic route.

POSITION REPORTS:

(1) The following vessels should report to Ise Wan Martis on VHF Ch 16 or 13 when crossing any Reporting Line:

(a) Vessels of 50m and over

(b) Towing or pushing vessels of 100m in length and over (measured from the bow of the towing vessel to the after end of the towed vessel or measured from the front of the pushed vessel to the stern of the pushing vessel)

(2) The report should include the following information:

(a) Vessel's name and call sign

(b) Reporting Line code and time of crossing, or

(c) Present position

(d) Destination

NOTE:

Vessels equipped with AIS may omit position reports via VHF at the Reporting Lines as long as the data transmitted by AIS is correctly maintained. However, a watch on VHF Chs 16 and 13 must be maintained to receive navigational and safety information.

REPORTING POINTS:

| Name of Reporting Line | Abbreviation | Position |
|------------------------|--------------|--|
| Ise Wan Ko Minami | IS | A line extending 20.5 km E from Ijika Lt (34°26'65N 136°55'41E) to position 34°26'67N 137°08'78E |
| Ise Wan Ko Higashi | IE | A line extending 17.5 km S from O Yama (34°36'13N 137°08'78E) to position 34°26'67N 137°08'78E |
| Nakayama Suido Higashi | NE | A line connecting Tatsuma Saki Lt (34°39'64N 137°04'19E) to the S limit of Saku Shima I (34°42'89N 137°03'02E) |
| Morosaki Suido Minami | MS | A line connecting S limit of Saku Shima I (34°42'89N 137°03'02E) to Hazumisaki (34°41'72N 136°58'33E) |

continued on next page

| Name of Reporting Line | Abbreviation | Position |
|-------------------------|--------------|---|
| Ise Wan Ko Kita | IN | A line extending from position 34°42'49N 136°55'13E (Breakwater W Lt) to position 34°37'72N 136°50'77E |
| Ise Wan Ko Nishi | IW | A line extending 13-3 km N from the W end of Toshi Shima I (34°30'48N 136°50'77E) to position 34°37'72N 136°50'77E |
| Sugashima Suido Higashi | SE | A line connecting the E end of Suga Shima I (34°30'07N 136°54'60E) and the SE end of Toshi Shima I (34°31'20N 136°54'27E) |

INFORMATION LISTENING AREAS:

(1) All vessels equipped with VHF are strongly recommended to monitor VHF Chs 16 and 13 while navigating within Ise Wan.

(2) **VHF Standby Area:** All vessels of 50m and above are required to monitor VHF Chs 16 and 13 while navigating within the VHF Standby Area (sea area).

INFORMATION BROADCASTS:

For further details see GENERAL NOTES.

Tugs

PROCEDURE:

Vessels transiting the Irago Suido Traffic Route require an escort tug.

Japanese Navigation Safety Guidance March 2025. (RSDRA2025000534073), 05/26

PAGES 249 and 251 to 253, JAPAN, KANMON KAIKYO, Vessel Traffic Service section.

Delete and replace by:

Vessel Traffic Service

DESCRIPTION:

(1) Kanmon Kaikyo Vessel Traffic Service provides information and traffic control for vessels entering, leaving or navigating within the Kanmon Kaikyo area and its approaches.

(2) The Vessel Traffic Service covers the following ports:

- (a) KITA-KYUSHU, Kyushu
- (b) MOJI, Kyushu
- (c) SHIMONOSEKI, Honshu

CONTACT DETAILS:

Kanmon Martis

Call: Kanmon Martis
Moji Hoan

VHF Channel: Ch 13 16; 12 14 66

Telephone: +81(0)93 3720099
+81(0)93 3720090

Website: www6.kaiho.mlit.go.jp/kanmon

Wakamatsu Port Traffic Control

Call: Wakamatsu-Konai Hoan
VHF Channel: Ch 16; 12 14 66
Telephone: +81(0)93 8712482
Fax: +81(0)93 8816094
E-mail: jcg-7wakamatsu-jizentsuho@gxb.mlit.go.jp

HOURS: H24

PRE-ENTRY REPORTS:

(1) **Hayatomo Seto:** Vessels of 10 000 gt and over and tankers of 3000 gt and over intending to navigate the Hayatomo Seto Fairway should contact Kanmon Martis by VHF (using call sign Moji Hoan), by mail to Kanmon Kaikyo VTS Centre, telephone or by e-mail via: <https://www.naccs.jp/aboutnaccs/reference.html>, by noon of the day before the date of entry into the fairway and provide the following information:

continued on next column

- (a) Vessel's name, call sign, MMSI
- (b) gt and LOA
- (c) ETA at Hayatomo Seto
- (d) Vessel's contact details
- (e) Name of berth at Kanmon Port where the vessel is going to berth (if applicable)
- (f) Type of vessel
- (g) Name of departure berth and ETD
- (h) Name of reporting line which the vessel is going to pass and ETA of passing
- (i) Max draught for transiting the Hayatomo Seto
- (j) Dangerous goods onboard
- (k) Pilot onboard (Y/N)

(2) In the case of any changes to information provided, the changes should be reported immediately. Changes to the planned entry time into Hayatomo Seto fairway should only be reported if more than 15 mins.

(3) **Wakamatsu Passage & Okudokai Passage:** Vessels of 300 gt and over intending to berth or depart a berth via the Wakamatsu Passage or Okudokai Passage should contact Wakamatsu Port Traffic Control by VHF, by mail to Wakamatsu Port Traffic Control Office, telephone or by e-mail via: <https://www.naccs.jp/aboutnaccs/reference.html>, by noon of the day before the date of entry into the fairway and provide the following information:

- (a) Vessel's name, type of vessel and flag
- (b) gt and LOA
- (c) Port of origin and port of destination
- (d) When entering: ETA at the entrance of the Wakamatsu Passage
- (e) When departing: ETD from the berth
- (f) Vessel's contact details
- (g) Name of berth at Kanmon Port where the vessel is going to berth or has been berthed
- (h) Maximum draught at the time of entry into Wakamatsu Passage
- (i) Dangerous cargo and quantity onboard
- (j) Pilot arranged (Y/N?)
- (k) General remarks

POSITION REPORTS:

(1) Vessels of 10 000 gt and above and tankers of 3000 gt and above intending to navigate the Kanmon Passage or Kanmon Passage 2 from outside of Kanmon Port limits, should report to Kanmon Martis on VHF Chs 16 or 13 when crossing any reporting line and provide the following information:

- (a) Vessel's name
- (b) Vessel's call sign
- (c) Reporting line code and passing position

(2) Vessels of 300 gt and above but less than 10 000 gt and tankers of 300 gt and above but less than 3000 gt intending to navigate the Kanmon Passage or Kanmon Passage 2 from outside of Kanmon Port limits (except vessels equipped with an operational AIS), should report to Kanmon Martis when crossing any reporting line and provide the following information:

- (a) Vessel's name
- (b) Vessel's call sign
- (c) Reporting line code and passing position
- (d) gt
- (e) Draught
- (f) Destination

(3) Vessels of 300 gt and above departing from Kanmon Port (excluding Hibiki Shinko-Ku and Shin-Moji-Ku) should report to Kanmon Martis on leaving the berth and provide the following information:

- (a) Vessel's name
- (b) Vessel's call sign
- (c) Reporting line code and passing position
- (d) gt
- (e) Draught
- (f) Destination

Note: Vessels departing the Wakamatsu Passage from the W of the reporting line WA should report when the vessel passes the reporting line WA and vessels departing the Chofu Ku should report when the vessel passes the reporting line CS.

(4) Vessels towing, pushing or carrying cargo athwartship navigating in Kanmon Passage or Kanmon Passage 2 (except vessels equipped with an operational AIS), should report to Kanmon Martis when crossing any reporting line (vessels departing a berth in Kanmon Port should report when departing the berth). The following information should be provided:

continued on next page

- (a) Vessel's name
- (b) Vessel's call sign
- (c) Reporting line code and passing position
- (d) gt
- (e) Draught
- (f) Destination
- (g) Length of tow (if applicable)

Note: Vessels departing the Wakamatsu Passage from the W of the reporting line WA should report when the vessel passes the reporting line WA and vessels departing the Chofu Ku should report when the vessel passes the reporting line CS.

(5) Vessels navigating in the Daibahana area should contact Kanmon Martis in advance for information regarding other vessels navigating the area, particularly special vessels. Special vessels (huge vessels which cannot navigate the right side of the passage due to their draught, and tugs towing objects of 200m LOA or more) must report their position to Kanmon Martis beforehand and follow all instructions.

(6) Vessels fitted with VHF should monitor VHF Chs 13 and 16 when in the sea routes, the passage routes leading to the sea routes and in the surrounding areas, as information regarding navigational safety may be broadcast by Kanmon Martis. Passage information is provided on VHF to vessels that have made a Position Report.

REPORTING POINTS:

| Name of Reporting Line | Code | Description |
|------------------------|------|--|
| North of Mutsure Shima | MN | A line bearing 000° 6,930m from Mutsure Shima Lt (33°58'·50N 130°52'·10E) thence 90° to Kurumi-no-Se Lt Bn (34°02'·43N 130°53'·58E) |
| South of Ai-no-Shima | AS | A line joining the S point of Ai-no-Shima (33°59'·14N 130°49'·27E) with N point of Kata Shima (33°58'·15N 130°50'·74E) |
| South of Shira Su | SS | A line bearing 180° from Shira Su Lt (33°59'·02N 130°47'·50E) to the shore |
| North of Shin Moji | SN | A line from Takeno Hana (33°54'·33N 131°00'·36E) to a point 90° 2,150m from Shin Moji Hakuchi Breakwater Lt (33°52'·38N 131°00'·60E) |
| East of Shin Moji | SE | A line from a point 90° 2,150m to a point 90° 8,150m from Shin Moji Hakuchi Breakwater Lt (33°52'·38N 131°00'·60E) |
| South East of He Saki | HS | A line from a point 90° 8,150m from Shin Moji Hakuchi Breakwater Lt to a point 215° 3,950m from Ryuo San Triangulation Point (33°57'·38N 131°10'·07E) |
| West of Onoda | OW | A line from a point 215° 3,950m, to a point 240° 4,350m from Ryuo San Triangulation Point |
| South of Chofu | CS | A line joining Manju Shima Lt (33°59'·69N 131°01'·59E) and the S point of Kanju Shima (33°59'·63N 131°00'·51E) |
| Wakamatsukita | WA | A line joining a point 1,630m from Wakamatsu Dokai Bay entrance Lt bearing 232° to a point 1,710m from Wakamatsu Dokai Bay entrance Lt bearing 222·75° |

RADAR SERVICE AREA:

Covers the whole of Kanmon Kaikyo, including the W and E approaches, together with the area N and E of Mutsure Shima.

RADAR ASSISTANCE:

- (1) Available on request from the Vessel Traffic Service Centre as follows:
 - (a) Own vessel's position: Report vessel's approx position to the Centre. Position of vessel will be given by bearing and distance from radar conspicuous objects within the area.
 - (b) Position of another vessel: Vessel should report own position and approximate bearing and distance of vessel for which information is requested. Information given comprises relative position, course and speed, and, if known name, tonnage and destination. If vessel is involved in construction work, details will be given.
- (2) During periods of limited visibility information on the relative positions of other vessels, their course and speed, is provided.

WARNING SERVICE:

- (1) The Vessel Traffic Service Centre provides information on VHF to vessels which have previously submitted a Position Report, in the event of any of the following:

- (a) To prevent collision: If there appears to be a danger of collision vessels will receive the following details:
 - (i) Approx position
 - (ii) Name, type, gt and destination of other vessel
 - (iii) Estimated time and location of possible collision
- (b) To warn a vessel proceeding with incorrect course and/or speed
- (c) To warn a vessel approaching a dangerous area e.g. shoal water, site of a recent accident etc.

- (2) Advice will also be provided from the centre for those vessels anchoring in the area E of Mutsure Shima.

INFORMATION SERVICE AREA:

Kanmon MARTIS provides information via VHF Radiotelephone to vessels within the Information Service Area shown on the diagram.

INFORMATION BROADCASTS:

For further details see GENERAL NOTES.

[Japanese Navigation Safety Guidance March 2025, \(RSDRA2025000534073\), 05/26](#)

PAGES 264 and 266, JAPAN, KURUSHIMA KAIKYO.

Delete entry and replace by:

KURUSHIMA KAIKYO

34°06'N 132°59'E

See diagram KURUSHIMA KAIKYO VESSEL TRAFFIC SERVICE.

Pilots

PROCEDURE:

- (1) **Pilotage is compulsory** for:
 - (a) Vessels of 10 000 gt and over
 - (b) Foreign vessels carrying dangerous cargoes
 - (c) Foreign vessels commanded by a Master navigating the Seto Inland Sea for the first time
- (2) **Pilot ordering:** For procedure for requesting Pilots, see SETO NAIKAI (INLAND SEA) Pilots.

Vessel Traffic Service

NOTE:

The following ports are contained within the Vessel Traffic Service area:

- (1) IMABARI, Shikoku
- (2) NAMIKATA, Shikoku

CONTACT DETAILS:

Call: Kurushima Martis
 VHF Channel: Ch 13 16; 14 66
 RT Frequency (kHz): 2189·5
 Telephone: +81(0)898 319000
 Fax: +81(0)898 319666
 Website: www6.kaiho.mlit.go.jp/kurushima

continued on next column

continued on next page

HOURS: H24

PRE-ENTRY REPORTS:

(1) **24h in advance:** The following vessels intending to navigate the Kurushima Strait Traffic Route, must report to Kurushima Martis by noon LT of the day before the date of entry into the traffic route:

- (a) Huge vessels (vessels of 200m and over)
- (b) Vessels of 160m and over but less than 200m
- (c) Vessels of 25 000 gt and over carrying liquefied gas
- (d) Towing or pushing vessels of 100m in length and over (measured from the bow of the towing vessel to the after end of the towed vessel or measured from the front of the pushed vessel to the stern of the pushing vessel)

(2) The report can be submitted by VHF, MF, telephone or fax and should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the Traffic Route the vessel is intending to navigate
 - (i) ETA at the entrance of the Traffic Route
 - (ii) ETD from the Traffic Route
- (c) Vessel's contact details (if no radio equipment onboard)
- (d) Port of destination
- (e) Port of departure
- (f) Draught (vessels of 160m and over)
- (g) Name and quantity of dangerous goods being carried (if carrying liquefied gas)
- (h) Length between the bow of the towing vessel and the after end of the towed vessel, or, between the front of the pushed vessel and the stern of the pushing vessel
- (i) Whether a Pilot has been arranged for the vessel's navigation of the traffic route

(3) In the case of any changes to information provided, the changes should be reported 3h before entering the Traffic Route. Changes to information provided and changes to ETA of over 10 mins when within 3h of entry into the Traffic Route should be reported immediately.

(4) **3h in advance:** The following vessels (except vessels in (1) above) carrying dangerous cargoes intending to navigate the Kurushima Strait Traffic Route, are required to report to Kurushima Martis 3h before entering the traffic route:

- (a) Vessels of 300 gt and over carrying certain quantities of powder (See item 1, paragraph 1, of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety, for the exact amount)
- (b) Vessels of 1000 gt and over carrying inflammable high pressure gas in bulk
- (c) Vessels of 1000 gt and over carrying inflammable liquid in bulk
- (d) Vessels of 300 gt and over carrying organic peroxide of 200 tons and above

(5) The report should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the Traffic Route the vessel is intending to navigate
 - (i) ETA at the entrance of the Traffic Route
 - (ii) ETD from the Traffic Route
- (c) Vessel's contact details (if no radio equipment onboard)
- (d) Port of destination
- (e) Dangerous goods onboard

POSITION REPORTS:

(1) Position Report (during tide change):

- (a) Vessels expecting to navigate through the Kurushima Strait Traffic Route during the period of time from 1h before tide change until the time of tide change should report to Kurushima Martis on VHF Chs 16 or 13 or by telephone immediately after crossing any reporting line.

(b) The report should include the following information:

- (i) Vessel's name
- (ii) Means of communication with the Japanese Coast Guard
- (iii) Speed
- (iv) ETA at the traffic route

(2) Position Report (except during tide change):

- (a) The following vessels should report to Kurushima Martis on VHF Chs 16 or 13 or by telephone immediately after crossing any reporting line:
 - (i) Vessels of 50m LOA and over
 - (ii) Vessels towing or pushing a long object whose total length is 100m LOA and over (except for vessels equipped with properly operating AIS)

(b) The report should include the following information:

- (i) Vessel's name and call sign
- (ii) Reporting line code and time of crossing, or
- (iii) Present position

- (iv) Traffic routes and sea area in which the vessel is intending to navigate, or
- (v) Destination

NOTE:

Vessels equipped with AIS may omit position reports via VHF at the Reporting Lines as long as the data transmitted by AIS is correctly maintained. However, a watch on VHF Chs 16 and 13 must be maintained to receive navigational and safety information.

REPORTING LINES:

| Name of Reporting Line | Code | Description |
|-----------------------------------|------|--|
| Kurushima Kaikyo East Entrance N | EN | A line bearing 325° from Kaji Shima (34°07'36N 133°09'37E) to the coast (O Shima (34°10'66N 133°06'74E)) |
| Kurushima Kaikyo East Entrance S | ES | A line bearing 218° from Kaji Shima (34°07'36N 133°09'37E) to the coast (Shikoku (34°00'46N 133°03'09E)) |
| Off Imabari | KI | A line bearing 120° from Obama Signal Station to position 34°04'16N 133°02'06E then 189° to the coast |
| Off Hashihama | KH | A line connecting O Shima East Lt (34°07'73N 132°59'04E) and Osumi Hana and a line bearing 199° from O Shima East Lt to the coast |
| Off Namikata | KS | A line bearing 250° from Osumi Hana to position 34°07'71N 132°53'84E then 205° to shore |
| Kurushima Kaikyo North Entrance E | KE | A line bearing 340° from the Signal Station on Tsu Shima to position 34°11'51N 132°58'44E and a line bearing 141° from the signal station to the coast (O Shima) |
| Kurushima Kaikyo North Entrance W | KN | A line bearing 075° from Ago-no-Hana Lt on Oge Shima to position 34°11'51N 132°58'44E and a line bearing 255° from Ago-no-Hana Lt to the coast (Osaki-Shimo Shima) |
| Kurushima Kaikyo West Entrance N | WN | A line bearing 000° from the eastern end of Itsuki Shima (34°07'26N 132°48'03E) to the coast (Osaki-Shimo Shima (34°09'51N 132°48'04E)) |
| Kurushima Kaikyo West Entrance S | WS | A line connecting the eastern end of Itsuki Shima (34°07'26N 132°48'03E) and Kajitori Hana Lt (34°07'10N 132°53'54E) |

INFORMATION LISTENING AREAS:

(1) **VHF Standby Area:** All vessels of 50m LOA and over are required to monitor the VHF while navigating within the VHF Standby Area (see diagram KURUSHIMA KAIKYO VESSEL TRAFFIC SERVICE).

(2) **Information Service Area:** Vessels shall maintain a listening watch on VHF Chs 13 and 16 whilst within the Information Service Area, in case Kurushima Martis need to provide information relating to the safety of navigation.

INFORMATION BROADCASTS:

For further details see GENERAL NOTES.

Tugs

PROCEDURE:

Vessels transiting the Kurushima Kaikyo Traffic Route and adjacent waters require an escort tug.

[Japanese Navigation Safety Guidance March 2025. \(RSDRA2025000534073\), 05/26](#)

continued on next column

PAGES 277 and 279, JAPAN, NAGOYA, Honshu, Pilots and Vessel Traffic Service sections.

Delete and replace by:

Pilots

For details see ISE WAN, including Mikawa Wan, Honshu.

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory** in Ise Wan and Mikawa Wan for vessels of 10 000 gt and over.
- (2) Pilotage is available from the entrance of Irago Suido to Nagoya Anchorage for vessels inward-bound and outward-bound.
- (3) **Pilot ordering:** Vessels should request Pilot through the agents, maintain contact with Pilots and advise ETA by VHF (see ISE WAN, including Mikawa Wan, Honshu for details) 3h and 1 1/2h before arrival at the Pilot boarding position.
- (4) Before arrival, vessels should send the following:

- (a) Vessel's name
- (b) gt
- (c) ETA at outer port

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

- (a) 34°55'·12N 136°45'·82E (in the vicinity of Lt buoy No 6)
- (b) Large vessels: 34°53'·60N 136°45'·66E (approx 2·2 n miles SE of Ise Wan Sea-Berth)

Vessel Traffic Service

NOTE:

For details of the ISE WAN VESSEL TRAFFIC SERVICE see ISE WAN, including Mikawa Wan, Honshu.

CONTACT DETAILS:

Call: Nagoya Harbour Radar
 VHF Channel: Ch 13 16; 12 14 66
 Telephone: +81(0)52 3980711
 +81(0)52 3980716 (Scheduling Desk)
 +81(0)52 3980712 (Operations Desk)
 +81(0)52 3980715 (Operator Room)
 E-mail: nagoyako-seibi@kaiho.mlit.go.jp
 Website: www6.kaiho.mlit.go.jp/nagoyako

HOURS: H24

PROCEDURE:

- (1) The following designated vessels are required to report to the Vessel Traffic Service:

- (a) **Vessels intending to navigate the East Passage:** All vessels of 270m and over and oil tankers of 5000 gt and over
- (b) **Vessels intending to navigate the West or North Passage:** All vessels of 175m and over and oil tankers of 5000 gt and over

- (2) Vessels listed above should send an advance report on VHF Chs 12 or 16 to Nagoya Coast Guard Radio, by telephone to Nagoya Harbour Radio (Operator Room), by mail to Nagoya Port VTS Centre (and separately contact the centre to confirm your intended time has been accepted), or by e-mail via: <https://www.naccs.jp/aboutnaccs/reference.html>, by noon of the day before the scheduled entry into the intended passage, including the following information:

- (a) Vessel's name, type, MMSI number and call sign
- (b) Vessel's gt and LOA
- (c) Name of intended passage (East Passage, West Passage or North Passage)
- (d) Estimated time of entering fairway or leaving berth
- (e) Means of communication
- (f) Mooring site
- (g) Type of dangerous cargoes loaded and quantities
- (h) Maximum draught at time of transit through intended passage
- (i) Navigation type (Port entry, port departure, shifting within port)
- (j) Pilot arrangement
- (k) Use of tugs
- (l) Remarks

- (3) Any changes to the advance report must be reported immediately, and changes in ETA of more than 10 mins should be advised.

continued on next column

- (4) The following designated vessels should report to Nagoya Harbour Radio (Operations Desk), on VHF or by telephone, as follows:

- (a) **Inward-bound:** Vessels of 50m LOA or over, and vessels towing/pushing of 50m LOA in total or over (measured from the bow of the towing vessel to the after end of the towed vessel or measured from the front of the pushed vessel to the stern of the pushing vessel):

- (i) When passing the Reporting Lines
- (ii) 30 mins prior to getting underway after anchoring
- (iii) When getting underway

- (b) **Outward-bound:** Vessels of 50m LOA or over, and vessels towing/pushing of 50m LOA in total or over (measured from the bow of the towing vessel to the after end of the towed vessel or measured from the front of the pushed vessel to the stern of the pushing vessel):

- (i) 30 mins prior to leaving the berth
- (ii) When leaving berth
- (iii) 30 mins prior to getting underway after anchoring
- (iv) When getting underway

- (5) Reporting Lines have been established as follows:

| Name of Reporting Line | Abbreviation | Description |
|------------------------|--------------|--|
| Nagoya West | NW | A line extending from Ise Wan Sea-Berth Lt (34°55'·61N 136°44'·43E) 000° 8,100m and a line extending from the Sea-Berth Lt 180° 3,600m |
| Nagoya South | NS | A line extending from the Togase North Lt buoy (34°53'·50N 136°47'·55E) 270° 4,500m |

- (6) The report should include the following information:

- (a) **Inward-bound vessels:**

- (i) Vessel's name and call sign
- (ii) Estimated time of passing Reporting Line or leaving the berth or anchored position
- (iii) Abbreviation of Reporting Line
- (iv) Name of berth or anchoring position
- (v) Name of intended passage (East Passage, West Passage or North Passage)

- (b) **Outward-bound vessels:**

- (i) Vessel's name and call sign
- (ii) ETD
- (iii) Name of berth or anchoring position
- (iv) Name of intended passage (East Passage, West Passage or North Passage)

- (7) Vessels should maintain a continuous listening watch on VHF Ch 16 from 2h before crossing the first Reporting Line until berthing or leaving the radar service area.

AIS:

Designated vessels with an operational AIS unit, except vessels anchoring and/or departing from mooring facilities in the Information Service Area, may omit making verbal reports.

INFORMATION SERVICE AREA:

The Information Service Area is defined as the area where Nagoya Harbour Radio can offer safety/navigational information and monitor vessel movements by radar. Vessels within the Information Service Area must maintain a continuous listening watch on VHF Chs 13 and 16.

INFORMATION BROADCASTS:

For further details see GENERAL NOTES.

[Japanese Navigation Safety Guidance March 2025 & Japanese Notice 492/25. \(RSDRA2025000534073 & RSDRA2025000554025\), 05/26](https://www.naccs.jp/)

PAGES 293 to 295, JAPAN, OSAKA WAN, Honshu, Vessel Traffic Service and Tugs sections.

Delete and replace by:

Vessel Traffic Service

DESCRIPTION:

(1) Osaka Wan Vessel Traffic Service Centre will provide maritime traffic services and Traffic Route control for the safety of navigation in the Akashi Kaikyo area.

(2) The following ports are contained within the Vessel Traffic Service area:

- (a) AMAGASAKI, Honshu
- (b) KAKOGAWA, Honshu
- (c) KOBE, Honshu
- (d) OSAKA, Honshu
- (e) SAKAI-SENBOKU and HANNAN, Honshu

CONTACT DETAILS:

Call: Osaka Martis
 VHF Channel: Ch 13 16; 14 66
 RT Frequency (kHz): 2189.5
 Telephone: +81(0)799 823030
 +81(0)799 823032
 +81(0)783 027614
 +81(0)783 027615
 Fax: +81(0)799 823033
 Website: www6.kaiho.mlit.go.jp/osakawan/
www.naccs.jp

HOURS: H24

PRE-ENTRY REPORTS:

(1) **1 day in advance:** The following vessels intending to navigate the Akashi Strait Traffic Route must report to Osaka Martis by noon LT of the day before the date of entry into the traffic route:

- (a) Huge vessels (vessels of 200m and over)
- (b) Vessels of 160m and over but less than 200m
- (c) Vessels of 25 000 gt and over carrying liquefied gas
- (d) Towing or pushing vessels of 160m in length and over (measured from the bow of the towing vessel to the after end of the towed vessel or measured from the front of the pushed vessel to the stern of the pushing vessel)

(2) The report can be submitted by VHF, MF, telephone or fax and should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the Traffic Route the vessel is intending to navigate
 - (i) ETA at the entrance of the Traffic Route
 - (ii) ETD from the Traffic Route
- (c) Vessel's contact details (if no radio equipment onboard)
- (d) Port of destination
- (e) Draught
- (f) Dangerous goods onboard (if carrying liquefied gas)
- (g) Length between the bow of the towing vessel and the after end of the towed vessel, or, between the front of the pushed vessel and the stern of the pushing vessel

(3) In the case of any changes to information provided, the changes should be reported 3h before entering the traffic route. Changes to information provided when within 3h of entry into the Traffic Route should be reported immediately.

(4) **3h in advance:** The following vessels (except vessels in (1) above) carrying dangerous cargoes intending to navigate the Akashi Strait Traffic Route, are required to report to Osaka Martis 3h before entering the Traffic Route:

- (a) Vessels of 300 gt and over carrying certain quantities of powder (See item 1, paragraph 1, of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety, for the exact amount)
- (b) Vessels of 1000 gt and over carrying inflammable high pressure gas in bulk
- (c) Vessels of 1000 gt and over carrying inflammable liquid in bulk
- (d) Vessels of 300 gt and over carrying organic peroxide of 200 tons and over

(5) The report should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the Traffic Route the vessel is intending to navigate
 - (i) ETA at the entrance of the Traffic Route
 - (ii) ETD from the Traffic Route

- (c) Vessel's contact details (if no radio equipment onboard)

- (d) Port of destination

- (e) Dangerous goods onboard

(6) Means of report:

- (a) Paper: this report can be brought to any Japan Coast Guard office or mailed to the Osaka Martis
- (b) Telephone: on +81(0)78 027611, +81(0)783 027612 or +81(0)783 027613
- (c) E-mail: contact the Osaka Wan Vessel Traffic Service Centre

POSITION REPORTS:

(1) The following vessels should report to Osaka Martis on VHF Ch 16 or 13 when crossing any reporting line or departing from an anchorage:

- (a) Vessels of 50m LOA and over
- (b) Towing or pushing vessels of 100m LOA and over (measured from the bow of the towing vessel to the after end of the towed vessel or measured from the front of the pushed vessel to the stern of the pushing vessel)

(2) The report should include the following information:

- (a) Vessel's name and call sign
- (b) Reporting line code and time of crossing, or
- (c) Present position and start of operation
- (d) Destination

NOTE:

Vessels equipped with AIS may omit position reports via VHF at the Reporting Lines as long as the data transmitted by AIS is correctly maintained. However, a watch on VHF Chs 16 and 13 must be maintained to receive navigational and safety information.

REPORTING LINES:

Reporting Lines have been established as follows:

- (1) **AH Reporting Line:** A line joining Eigashima Ko West Bkw Lt (34°40'39N 134°54'64E) to Harimanada North Traffic Route No 10 Lt Buoy (34°38'43N 134°49'05E).
- (2) **AW Reporting Line:** A line joining Harimanada North Traffic Route No 10 Lt Buoy to Awajimurotsu West Bkw Lt (34°31'53N 134°52'68E).
- (3) **ON Reporting Line:** A line joining positions 34°37'30N 135°03'91E (Hira Iso Lt Bn) and 34°37'30N 135°20'53E.
- (4) **AE Reporting Line:** A line joining positions 34°38'90N 135°10'08E (Kobe Lt) and 34°37'30N 135°10'08E.
- (5) **SN Reporting Line:** A line joining positions 34°37'30N 135°20'53E and 34°33'82N 135°17'91E.
- (6) **SS Reporting Line:** A line joining positions 34°33'82N 135°17'91E and 34°31'22N 135°21'65E.
- (7) **KN Reporting Line:** A line joining positions 34°31'22N 135°21'65E and 34°27'32N 135°14'50E.
- (8) **KS Reporting Line:** A line joining positions 34°25'69N 135°12'07E and 34°22'61N 135°15'08E.
- (9) **OS Reporting Line:** A line joining positions 34°19'88N 135°09'21E and 34°27'55N 135°00'29E.
- (10) **AS Reporting Line:** A line joining positions 34°27'55N 135°00'29E and 34°27'55N 134°56'43E (Tsuna Ko Sano East Bkw Lt).

INFORMATION LISTENING AREAS:

(1) **VHF Standby Area:** All vessels of 50m LOA and over are required to monitor VHF Chs 16 and 13 while navigating within the VHF Standby Area. The VHF Standby Area comprises the waters bounded by the following positions:

- (a) 34°33'98N 135°06'13E
- (b) 34°33'98N 135°03'21E
- (c) 34°35'68N 135°02'55E
- (d) 34°36'88N 135°00'33E
- (e) 34°36'83N 134°59'27E
- (f) 34°34'48N 134°55'51E
- (g) 34°37'68N 134°55'51E
- (h) 34°37'93N 135°00'68E
- (i) 34°36'53N 135°03'26E
- (j) 34°37'29N 135°06'13E
- (k) 34°37'13N 135°10'08E
- (l) 34°38'10N 135°15'53E
- (m) 34°38'56N 135°15'94E
- (n) 34°40'37N 135°14'67E
- (o) 34°40'51N 135°14'94E

continued on next page

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- (p) 34°38'·71N 135°16'·22E
- (q) 34°37'·81N 135°18'·88E
- (r) 34°37'·00N 135°20'·25E
- (s) 34°36'·77N 135°20'·66E
- (t) 34°38'·20N 135°23'·01E
- (u) 34°37'·68N 135°23'·77E
- (v) 34°37'·60N 135°24'·13E
- (w) 34°37'·44N 135°24'·07E
- (x) 34°37'·53N 135°23'·69E
- (y) 34°37'·75N 135°23'·34E
- (z) 34°36'·51N 135°23'·28E
- (aa) 34°36'·51N 135°23'·58E
- (bb) 34°35'·58N 135°25'·54E
- (cc) 34°35'·24N 135°26'·40E
- (dd) 34°35'·07N 135°26'·46E
- (ee) 34°35'·44N 135°25'·50E
- (ff) 34°36'·30N 135°23'·70E
- (gg) 34°36'·34N 135°23'·47E
- (hh) 34°36'·34N 135°23'·28E
- (ii) 34°33'·47N 135°23'·38E
- (jj) 34°33'·47N 135°24'·55E
- (kk) 34°33'·31N 135°24'·54E
- (ll) 34°33'·31N 135°18'·65E

(2) **Information Service Area:** Vessels shall maintain a listening watch on VHF Chs 13 and 16 whilst within the Information Service Area, in case Osaka Martis need to provide information relating to the safety of navigation.

(3) When abnormal weather/sea state such as typhoons, tsunamis, etc. are expected, vessels of 50m LOA and over navigating, drifting or anchored to the NW of Kansai International Airport, are required to maintain a listening watch within the Mandatory Information Listening Area. The following information will be broadcast:

- (a) Information on the vessels anchored in the path of the abnormal weather/sea state as well as the risk which will affect the anchoring conditions in and around this area
- (b) Navigation information
- (c) Any other information deemed significant by Osaka Wan VTS

INFORMATION BROADCASTS:

For further details see GENERAL NOTES.

Tugs

PROCEDURE:

Vessels, including huge vessels of 250m LOA and over or huge vessels which are carrying dangerous cargo, are required to have an escort tug through the Akashi Strait Traffic Route.

[Japanese Navigation Safety Guidance March 2025. \(RSDRA2025000534073\), 05/26](#)

PAGES 312 and 315 to 317, JAPAN, TOKYO WAN, Honshu.

Delete entry and replace by:

TOKYO WAN, Honshu

35°21'N 139°54'E

See diagram TOKYO WAN PILOTAGE.

See diagram TOKYO WAN VESSEL TRAFFIC SERVICE.

Pilots

CONTACT DETAILS:

Call: Uraga Channel Pilot
Uraga Suido Pilot
VHF Channel: Ch 16; 12 68
E-mail: qa-pilot@tokyobay-pilot.jp
Website: www.tokyobay-pilot.jp

Head Office

Telephone: +81(0)45 6503180
Fax: +81(0)45 6634811

continued on next column

Harbour Group

Telephone: +81(0)45 6814081
Fax: +81(0)45 6621260

Bay Group

Telephone: +81(0)45 6814091
Fax: +81(0)45 6814090

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory** for the following:
 - (a) In Tokyo Wan Pilotage District: For vessels of 10 000 gt and over (available H24)
 - (b) In Yokosuka District: For vessels of 300 gt and over (available H24)
 - (c) In Uraga Suido Traffic Route and Naka-no-se Traffic Route: For foreign vessels, and Japanese vessels commanded by a Master who does not have sufficient experience in navigating Tokyo Wan
- (2) Pilotage is recommended for all vessels.
- (3) **Notice of ETA:** Vessels should send ETA at Pilot boarding position 24h, 6h and (on VHF) 3h in advance. Alteration or cancellation of pilotage service must be made at least 6h prior to estimated time of commencement. Any subsequent amendments to ETA should be reported immediately.
- (4) The 24h message should include the following:
 - (a) Vessel's name
 - (b) Call sign
 - (c) Nationality
 - (d) Type (cargo vessel, PCC, LNG tanker, bulk carrier etc)
 - (e) gt
 - (f) LOA (in metres)
 - (g) Maximum draught (in metres)
 - (h) Type of dangerous cargo (applicable only to vessel carrying dangerous cargo)
 - (i) Quarantine
 - (j) Any defects of engine, rudder, VHF, compass, radar etc.
 - (k) ETA or ETD
 - (l) Last port of call
 - (m) Destination
 - (n) Traffic route to be navigated
 - (o) Berthing programme
 - (p) Items indicated by Maritime Safety Agency (MSA)
 - (q) Name of operator, agent and Master
- (5) Vessels in a special condition are required to provide the necessary information no later than 3 days in advance.
- (6) **Pilot boards** in position 35°10'·50N 139°46'·70E (2·2 n miles S of Uraga Suido Centre Lt buoy).

NOTE:

Pilotage is provided by Tokyo Bay Licensed Pilots Association, who serve the following ports:

- (1) CHIBA, including Funabashi, Honshu
- (2) KAWASAKI, Honshu
- (3) KISARAZU, Honshu (KIMITSU)
- (4) TOKYO, Honshu
- (5) YOKOHAMA, Honshu
- (6) YOKOSUKA, Honshu

Vessel Traffic Service

NOTE:

The Vessel Traffic Service covers the following ports:

- (1) CHIBA, including Funabashi, Honshu
- (2) KAWASAKI, Honshu
- (3) KISARAZU, Honshu (KIMITSU)
- (4) TOKYO, Honshu
- (5) YOKOHAMA, Honshu
- (6) YOKOSUKA, Honshu

CONTACT DETAILS:

Call: Tokyo Martis
VHF Channel: Ch 16; 12 13 14 66 69
RT Frequency (kHz): 2189·5

continued on next page

Telephone: +81(0)46 8438622
 +81(0)46 8438623
 +81(0)46 8438624
 Fax: +81(0)46 8444720
 Website: www6.kaiho.mlit.go.jp/tokyowan

HOURS: H24

PRE-ENTRY REPORTS:

(1) **1 day in advance:** The following vessels intending to navigate the Uraga Suido Traffic Route and/or the Naka-no-se Traffic Route, must report to Tokyo Martis by noon LT of the day before the date of entry into the Traffic Route:

- (a) Huge vessels (vessels of 200m and over)
- (b) Vessels of 160m and over but less than 200m
- (c) Vessels of 25 000 gt and over carrying liquefied gas
- (d) Towing or pushing vessels of 200m in length and over (measured from the bow of the towing vessel to the after end of the towed vessel or measured from the front of the pushed vessel to the stern of the pushing vessel)

(2) The report can be submitted by VHF, MF, telephone or fax and should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the Traffic Route the vessel is intending to navigate
 - (i) ETA at the entrance of the Traffic Route
 - (ii) ETD from the Traffic Route
- (c) Vessel's contact details (if no radio equipment onboard)
- (d) Port of destination
- (e) Draught
- (f) Dangerous goods onboard (if carrying liquefied gas)
- (g) Length between the bow of the towing vessel and the after end of the towed vessel, or, between the front of the pushed vessel and the stern of the pushing vessel

(3) In the case of any changes to information provided, the changes should be reported 3h before entering the Traffic Route. Changes to information provided when within 3h of entry into the Traffic Route should be reported immediately.

(4) **3h in advance:** The following vessels (except vessels in (1) above) carrying dangerous cargoes intending to navigate the Uraga Suido Traffic Route and/or the Naka-no-se Traffic Route, are required to report to Tokyo Martis 3h before entering the Traffic Route:

- (a) Vessels of 300 gt and over carrying certain quantities of powder (See item 1, paragraph 1, of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety, for the exact amount)
- (b) Vessels of 1000 gt and over carrying inflammable high pressure gas in bulk
- (c) Vessels of 1000 gt and over carrying inflammable liquid in bulk
- (d) Vessels of 300 gt and over carrying organic peroxide of 200 tons and above

(5) The report should include the following information:

- (a) Vessel's name, call sign, gt and LOA
- (b) Section of the Traffic Route the vessel is intending to navigate
 - (i) ETA at the entrance of the Traffic Route
 - (ii) ETD from the Traffic Route
- (c) Vessel's contact details (if no radio equipment onboard)
- (d) Port of destination
- (e) Dangerous goods onboard

POSITION REPORTS:

(1) The following vessels should report to Tokyo Martis on VHF Ch 16 or 13 when crossing the Tsurugizaka-Sunosaki Line and entering the designated sea area:

- (a) Vessels of 50m and over
- (b) Vessels of 100 gt and over with a passenger carrying capacity of 30 or over

(2) The report should include the following information:

- (a) Vessel's name and call sign
- (b) LOA
- (c) dwt
- (d) Present position
- (e) Destination

NOTE:

Vessels equipped with AIS may omit position reports via VHF as long as the data transmitted by AIS is correctly maintained. However, a watch on VHF Chs 16 and 13 must be maintained to receive navigational and safety information.

INFORMATION LISTENING AREAS:

- (1) All vessels equipped with VHF are strongly recommended to monitor VHF Chs 16 and 13 while navigating within Tokyo Wan.
- (2) **VHF Standby Area:** All vessels of 50m and above are required to monitor VHF Chs 16 and 13 while navigating within the VHF Standby Area (sea area) (see diagram TOKYO WAN VESSEL TRAFFIC SERVICE).

INFORMATION BROADCASTS:

For further details see GENERAL NOTES.

Tugs

PROCEDURE:

Vessels transiting the Uraga Suido Traffic Route and Naka-no-se Traffic Route require an escort tug.

[Japanese Navigation Safety Guidance March 2025, \(RSDRA2025000534073\), 05/26](#)

PAGE 314, JAPAN, TOKYO WAN, diagram TOKYO WAN VESSEL TRAFFIC SERVICE.

Delete diagram and replace by diagram TOKYO WAN VESSEL TRAFFIC SERVICE on page 6.35

[Japanese Navigation Safety Guidance March 2025 & Japanese Chart W90, \(RSDRA2025000534073\), 05/26](#)

VOLUME 6, NP286(7), Sixth Edition, 2025

Published Wk 06/25

(Last Updates: Weekly Edition No. 03 dated 15 January 2026)

PAGE 18, ARGENTINA, LA PLATA, Pilots, PROCEDURE, section (2).
 Delete and replace by:

(2) **Pilot boards** within the Pilot boarding areas in Rada La Plata bounded by the following positions:

- (a) East Zone 1 (ZE1):
 - (i) 34°43'48S 57°49'09W
 - (ii) 34°43'80S 57°47'68W
 - (iii) 34°45'02S 57°45'98W
 - (iv) 34°45'55S 57°45'56W
 - (v) 34°45'55S 57°49'67W
 - (vi) 34°45'26S 57°49'53W
 - (vii) 34°44'67S 57°49'38W
- (b) East Zone 2 (ZE2):
 - (i) 34°45'55S 57°49'67W
 - (ii) 34°45'55S 57°45'56W
 - (iii) 34°46'40S 57°44'88W
 - (iv) 34°46'40S 57°50'08W
- (c) West Zone 1 (ZW1):
 - (i) 34°42'61S 57°53'03W
 - (ii) 34°43'30S 57°49'94W
 - (iii) 34°45'03S 57°50'84W
 - (iv) 34°45'03S 57°54'58W
- (d) West Zone 2 (ZW2):
 - (i) 34°45'03S 57°54'58W
 - (ii) 34°45'03S 57°50'84W
 - (iii) 34°46'40S 57°51'52W
 - (iv) 34°46'40S 57°53'20W

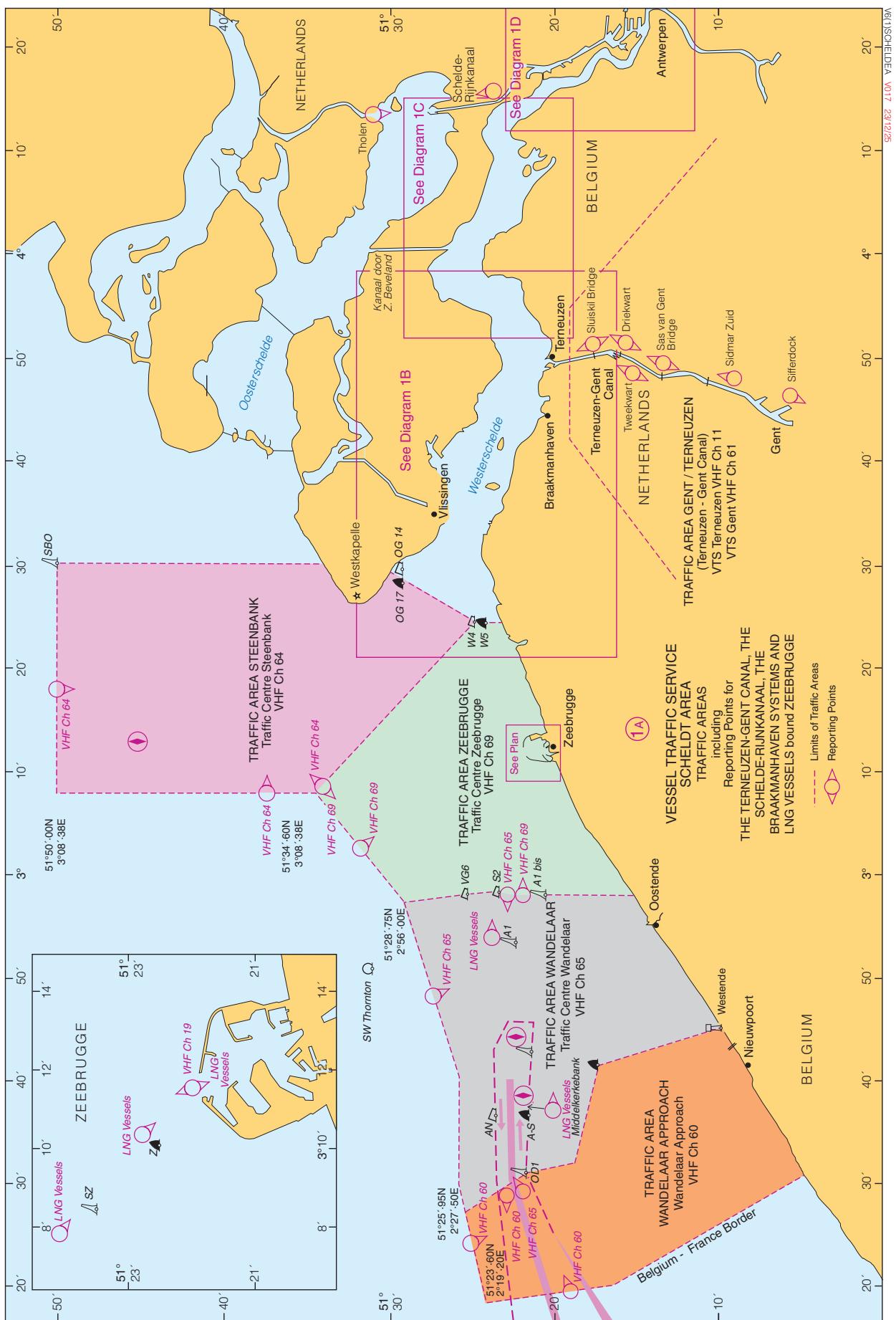
[ENC AR201010_ED6_000, \(RSDRA2025000564990\), 05/26](#)

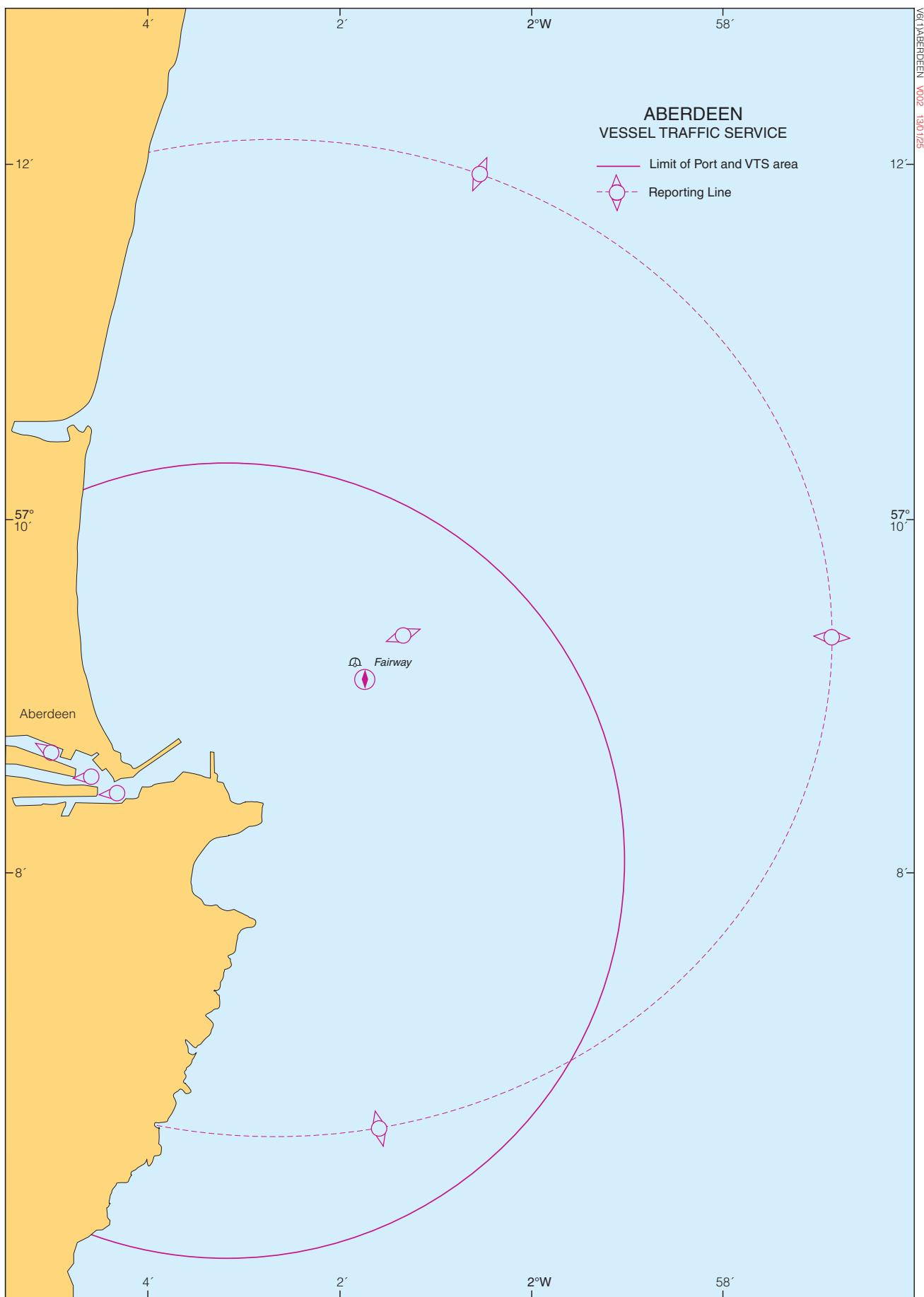
continued on next column

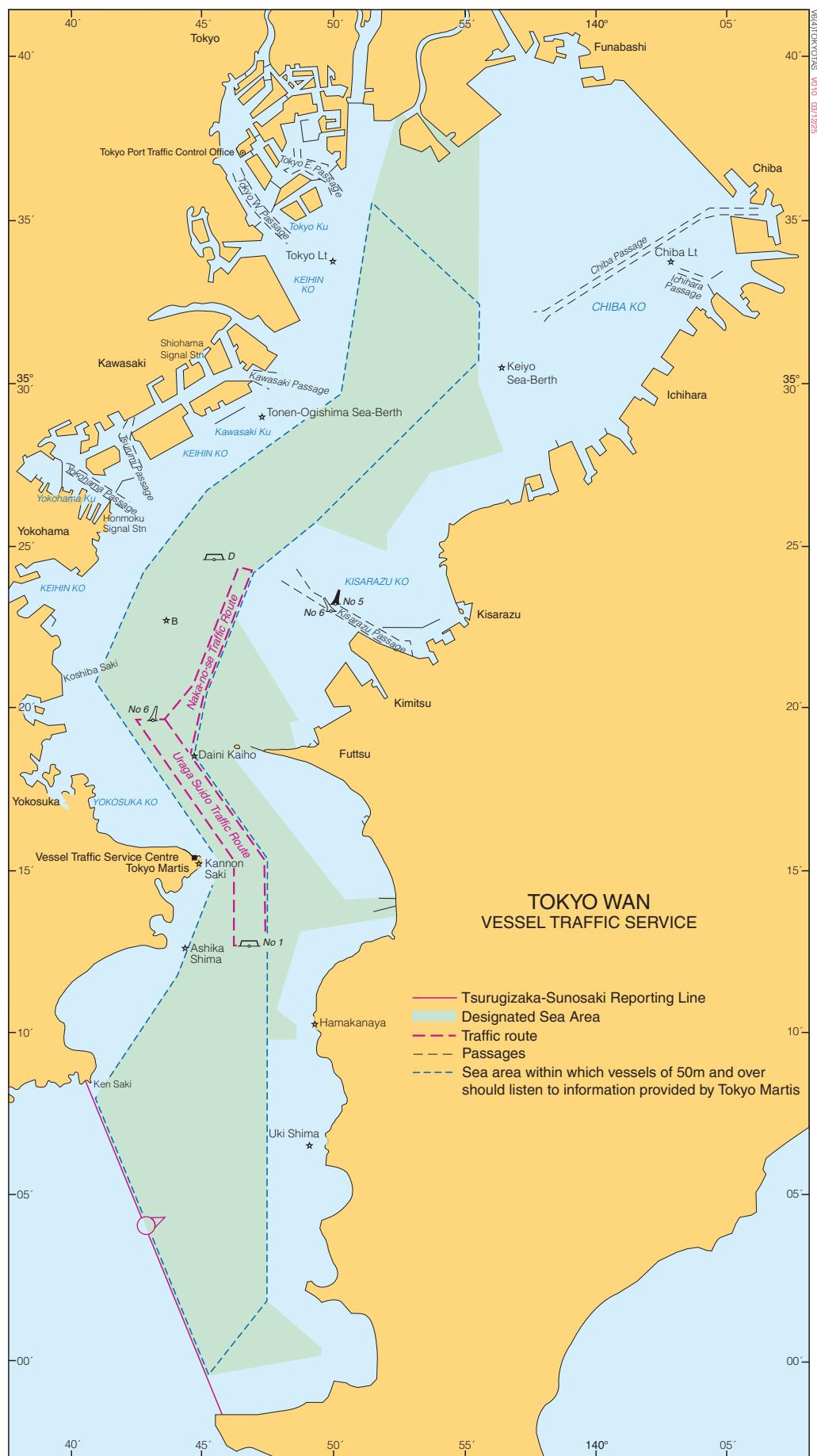
PAGE 19, ARGENTINA, LA PLATA, diagram LA PLATA PILOTS.

Delete Pilot boarding symbol, anchorage area and legend "Deep-draught" in approximate position $34^{\circ}44'10S$ $57^{\circ}46'00W$.

ENC AR201010_ED6_000, (RSDRA2025000564990), 05/26







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.

b) *ENC Readme.txt file*

The README.TXT file located within the ENC_ROOT folder of AVCS Exchange sets contains important safety related information relating to the use of ENCs in ECDIS. The file is also available on the AVCS Support page, accessed from admiralty.co.uk/avcs.

This file should be consulted each week to ensure that all related issues are taken into consideration. The file header indicates the last time that the README file was updated and the date that it was issued.

c) *Temporary information in ENCs*

Mariners should take temporary information into account when planning and executing a passage with ENCs and most ENC producers now include temporary information in their ENCs. It is usually compiled as normal ENC updates, sometimes with the start and end dates attributed or described as 'Temporary' in the pick report.

The latest confirmed status of T&P NM information in the ENCs that are available in ADMIRALTY services is shown in the **T&P NMs in ENCs** section at: admiralty.co.uk/charts/digital-charts/admiralty-vector-chart-service/updates-support. The latest pdf file can be downloaded by clicking: *Download the current status of T&P NMs in ENCs*.

Note that T&P NMs are compiled for paper charts and may not align with any temporary information that is compiled into ENCs.

ADMIRALTY Information Overlay (AIO) includes ADMIRALTY T&P NMs for paper charts where the ENC Producer has not confirmed that they include temporary information in their ENCs.

2. ADMIRALTY Products Supporting Digital Navigation

- i. ADMIRALTY ENC and ECDIS Maintenance Record (NP133C). This publication is designed to hold paper records on ENC and ECDIS maintenance to assist information management and support inspections. Please note that V3.0 is the current edition.
- ii. ADMIRALTY Guide to ENC Symbols Used in ECDIS (NP5012). A companion to the ADMIRALTY Guide to Symbols and Abbreviations Used on Paper Charts, NP5011. The 2nd edition of NP5012 includes the changes highlighted in the new S-52 standards and the new presentation library 4.0.
- iii. ADMIRALTY Guide to the Practical Use of ENCs (NP231). Supports ECDIS training on the interpretation and use of ENC data.
- iv. ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures (NP232). Provides clear guidance for any individual or organisation responsible for the introduction of ECDIS, in particular those involved in the development of detailed ECDIS operating procedures.

3. ADMIRALTY Digital Publications (ADP)

ADMIRALTY Sailing Directions: Removal of AIS and Racons

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

ADP V24 is available on the ADP Weekly Update DVD from 18th January 2024

V23 and V24 are supported by the UKHO and are the only versions that allow users to receive updates as they are made available. Users of older versions of ADP should upgrade to a supported version at their earliest convenience.

ADMIRALTY TotalTide (ATT): German Tidal Stations predicted on LAT

The TotalTide application computes predictions for all German tidal stations based on Lowest Astronomical Tide (LAT). Mariners using charts which refer to Mean Low Water Springs (MLWS) in German waters, must deduct 0.5m from all predicted tidal heights for these ports before applying them to the depths on those charts to determine the correct predicted depth of water. This advice will also be contained in the 'Notes' tab on the Prediction Windows in TotalTide for each German tidal station.

For information: Please note the UKHO will not be supporting V18 from 1st July 2023, and will not be supporting V19 from 1st December 2024.

The ADP software and the Data updates can still be downloaded from weekly ADP Update and Software DVDs.

To get access to the ADP Update and Software DVD, please contact your ADMIRALTY Distributor.

For information: Ensure that Activation Key Requests and Update Data Requests for ADP are sent to ADPMailGateway@ukho.gov.uk

4. ADMIRALTY e-Nautical Publications (AENP)

The ADMIRALTY e-Reader 1.3 currently enables users to view digital versions of our Sailing Directions, which are traditionally available in paper format.

A new version, e-Reader 1.4, was released to the Channel on 01 October 2020. This version retains the same core functionality as version 1.3 but offers improved performance and a more user-friendly interface. To align with Microsoft's end-of-support policy for Windows 7, e-Reader 1.4 is compatible only with Windows 8.1, 10, and 11. In contrast, version 1.3 remains compatible with Windows 7 and 8.1.

If a user has already activated the maximum of three e-Reader installations under their Fleet Manager license, they may need to deactivate one existing installation before activating e-Reader 1.4.

Both e-Reader versions 1.3 and 1.4 continue to be supported by the UK Hydrographic Office (UKHO).

The e-Reader 1.4 software and its data updates are available via the weekly ADP Update and Software DVDs.

To obtain the AENP Update and Software DVD, please contact your ADMIRALTY Distributor.

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

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

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

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

6. Status of ADMIRALTY Digital Services

| Update status table | | | |
|---------------------|--|------------------------|-----------------------|
| | Product | Last issue date/Week | Reissue Date/Week |
| i. | ADMIRALTY Vector Chart Service (AVCS) Base .zip download | 03 July 2025 – 27 | - |
| ii. | ADMIRALTY Information Overlay (AIO) Base CD | 11 January 2024 – 02 | - |
| iii. | ADMIRALTY Raster Chart Service (ARCS) Regional disc 1 | 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 | 29 January 2026 - 05 | - |
| | ADMIRALTY Raster Chart Service (ARCS) Regional disc 5 | 01 May 2025 - 18 | 12 February 2026 - 07 |
| | ADMIRALTY Raster Chart Service (ARCS) Regional disc 6 | 28 August 2025 – 35 | 19 March 2026 – 12 |
| | ADMIRALTY Raster Chart Service (ARCS) Regional disc 7 | 11 September 2025 - 37 | - |
| | ADMIRALTY Raster Chart Service (ARCS) Regional disc 8 | 19 June 2025 - 25 | 5 March 2026 – 10 |
| | ADMIRALTY Raster Chart Service (ARCS) Regional disc 9 | 4 December 2025 – 49 | - |
| | ADMIRALTY Raster Chart Service (ARCS) Regional disc 10 | 15 May 2025 - 20 | 16 April 2026 - 16 |
| | ADMIRALTY Raster Chart Service (ARCS) Regional disc 11 | 9 October 2025 – 41 | - |

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

7. Supported ADMIRALTY Software Versions

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

If you are using an unsupported version, contact your ADMIRALTY Distributor to upgrade to the latest version as soon as possible.

**HYDROGRAPHIC NOTE FOR PORT
INFORMATION**
(To accompany Form H.102)

H.102A
(V7.0 Jan 2013)

Reporting Port Information affecting ADMIRALTY Products

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

**HYDROGRAPHIC NOTE FOR PORT
INFORMATION**
(To accompany Form H.102)

H.102A
(V7.0 Jan 2013)

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

NOTES:

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

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

(To accompany Form H.102)

H.102B
(V7.0 Jan 2014)

HYDROGRAPHIC NOTE FOR GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY CHART POSITIONS

(To accompany Form H.102)

H.102B
(V7.0 Jan 2014)

NOTES:

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

2. Objective of GNSS Data Collection

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

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

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

3. Details required

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

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

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

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



Hydrographic Note – H.102
Reporting information affecting ADMIRALTY Maritime Products & Services

For emergency information affecting safety of life at sea forward to: navwarnings@ukho.gov.uk
 Or alternatively contact T: +44 (0)1823 353448 (direct line) +44 (0)7989 398345 (mobile) F: +44 (0)1823 322352
 For new information affecting all ADMIRALTY Charts and Publications forward to: sdr@ukho.gov.uk
 This form H.102 and instructions are available online: admiralty.co.uk/msi

| | | | | | | | |
|--|----------|------------------------------|-----------------------------|------------------|----------|------------------------------|-----------------------------|
| Date | | | Ref. number | | | | |
| Name of ship or sender | | | IMO number | | | | |
| Address and general locality | | | | | | | |
| E-mail / Tel / Fax of sender | | | | | | | |
| Subject | | | | | | | |
| Position (see <i>Instruction 2</i>) | Latitude | | | Longitude | | | |
| | GPS | | Datum | | Accuracy | | |
| ADMIRALTY Charts affected | | | | Edition | | | |
| Latest Weekly Edition of Notices to Mariners (NMs) held | | | | | | | |
| Replacement copy of chart number (see <i>Instruction 3</i>) | | IS / IS NOT required | | | | | |
| ENCs affected | | | | | | | |
| Latest update disk applied | | Week: | | | | | |
| Make, model and or age of ECDIS if applicable | | | | | | | |
| Publications affected (e-NP / DP number, edition number) | | | | | | | |
| Date of latest supplement/update, page & Light List number etc. | | | | | | | |
| Details of anomaly / observation: | | | | | | | |
| Name of observer / reporter | | | | | | | |
| H.102A submitted | | Yes <input type="checkbox"/> | No <input type="checkbox"/> | H.102B submitted | | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Tick box if not willing to be named as source of this information <input type="checkbox"/> | | | | | | | |

