

**Admiralty Leisure Folio**  
**SC5605 Chichester to Ramsgate and Calais to Oostende**

The Notices to Mariners (NMs) listed below apply to the latest edition of SC5605 (13<sup>th</sup> Edition) published on 23rd March 2017.

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Temporary/Preliminary NMs

**L3250(T)/15 BELGIUM — Westhinder — Westhinder Anchorage — Foul.**

Source: Belgian Notice 11/144(T)/15

1. An anchor has been lost in position 51° 24' .23N. , 2° 36' .35E. (WGS84 Datum)

**Charts affected – SC5605, SC5606 and SC5607**

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Temporary/Preliminary NMs

**L3983(T)/15 BELGIUM — Approaches to Oostende — Submarine pipeline.**

Source: Belgian Notice 14/182(T)/15

1. A submarine pipeline, consisting of both floating and submerged sections, has been established joining the following positions:

51° 10' .92N. , 2° 46' .81E.

51° 10' .62N. , 2° 47' .09E.

2. Mariners are requested not to fish or anchor in the vicinity of the pipeline and to pass at a safe distance.(WGS84 Datum)

**Charts affected – SC5605**

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Temporary/Preliminary NMs

**L4796(T)/15 BELGIUM — Blankenberge — Depths.**

Source: Belgian Notice 17/205(T)/15

1. Shoal depths have been reported between the pier heads at Blankenberge, in the vicinity of position 51° 18' .9N. , 3° 06' .5E.
2. Mariners are advised to navigate with caution in the area.(WGS84 Datum)

**Charts affected – SC5605**

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Temporary/Preliminary NMs  
**L6526(T)/15 FRANCE — North Coast — Approaches to Calais — Works.  
Explosives dumping ground.**

Source: ~~French Notice 47/1(T)/15~~

1. ~~Works to remove explosive devices are taking place within an area bounded by the following positions:~~

~~50° 58' 389N., 1° 50' 455E. (shore)~~

~~50° 58' 386N., 1° 50' 414E.~~

~~50° 58' 484N., 1° 50' 171E.~~

~~50° 58' 772N., 1° 50' 606E.~~

~~50° 58' 994N., 1° 51' 155E.~~

~~50° 59' 084N., 1° 51' 824E.~~

~~50° 59' 045N., 1° 52' 537E.~~

~~50° 58' 871N., 1° 52' 898E.~~

~~50° 58' 488N., 1° 53' 097E.~~

~~50° 58' 486N., 1° 53' 052E. (shore)~~

2. ~~Navigation is prohibited within 500m of the works area.~~
3. ~~An explosives dumping ground has been established in position 51° 00' 6N., 1° 52' 8E.~~
4. ~~Mariners are advised to navigate with caution in the area.(WGS84 Datum)~~

**Charts affected — SC5605**

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Temporary/Preliminary NMs  
**L956(T)/16 FRANCE — North Coast — Dunkerque Port Ouest — Restricted  
areas.**

Source: French Notice 03/01(T)/16

1. The existing restricted areas, entry prohibited, to the east and west of the entrance to Dunkerque have been temporarily extended. The new limits are bounded by the following positions:

51° 02' 66N., 2° 09' 80E. (shore)

51° 02' 95N., 2° 09' 26E.

51° 03' 52N., 2° 15' 16E.

51° 02' 55N., 2° 15' 32E. (shore)

and

51° 02' 28N., 2° 09' 78E. (shore)

51° 02' 66N., 2° 08' 86E.

51° 01' 80N., 2° 07' 82E.

51° 01' 07N., 2° 07' 90E. (shore)

2. Navigation, anchoring, waiting and diving are prohibited within these areas.(WGS84 Datum)

**Charts affected — SC5605**

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Temporary/Preliminary NMs

~~L3619(T)/16 BELGIUM — Oostdyek Anchorage S — Foul.~~

~~Source: Belgian Notice 12/174(T)/16~~

- ~~1. An anchor has been lost in position 51° 19' 05N. , 2° 33' 15E. (WGS84 Datum)~~

~~Charts affected — SC5605, SC5606 and SC5607~~

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Temporary/Preliminary NMs

**L3733(T)/16 FRANCE — North Coast — Binnen Rattel N — Buoy. Measuring instrument. Automatic Identification System.**

Source: French Notice 24/1(T)/16

1. A measuring instrument buoy with Automatic Identification System, *M3EAI AIS*, has been temporarily established in position 51° 09' 641N. , 2° 21' 578E. (WGS84 Datum)

**Charts affected — SC5605**

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Temporary/Preliminary NMs

**L4746(P)/16 FRANCE — North Coast — Calais and Dunkerque — Vessel traffic services. Waiting area. Channel limit.**

Source: French Charts 7323, 6651 and 7214

1. Calais Vessel Traffic Service (VTS) operates in the area bounded by the following positions:

- 50° 57' 19N. , 1° 46' 49E. (Sangatte Light)
- 50° 57' 65N. , 1° 42' 32E.
- 50° 58' 87N. , 1° 39' 38E.
- 51° 00' 95N. , 1° 42' 32E.
- 50° 59' 95N. , 1° 44' 12E.
- 51° 01' 00N. , 1° 45' 84E. (RCW light-buoy)
- 51° 01' 00N. , 1° 48' 53E. (Ridens de Calais RCA light-buoy)
- 50° 59' 61N. , 1° 54' 89E. (Walde tower)
- 50° 59' 03N. , 1° 54' 89E. (shore)

2. Dunkerque VTS operates in the area bounded by the following positions:

- 51° 00' 59N. , 2° 07' 10E. (shore)
- 51° 01' 90N. , 2° 07' 10E.

51° 01' .90N. , 1° 57' .20E.  
51° 01' .64N. , 1° 50' .44E.  
51° 01' .00N. , 1° 48' .53E. (Ridens de Calais RCA light-buoy)  
51° 01' .00N. , 1° 45' .84E. (RCW light-buoy)  
50° 59' .95N. , 1° 44' .12E.  
51° 00' .95N. , 1° 42' .32E.  
51° 04' .92N. , 1° 48' .10E.  
51° 09' .92N. , 2° 09' .91E.  
51° 04' .70N. , 2° 22' .29E.  
51° 04' .50N. , 2° 23' .39E.  
51° 05' .30N. , 2° 28' .10E.  
51° 07' .87N. , 2° 30' .49E.  
51° 07' .05N. , 2° 31' .21E.  
51° 06' .40N. , 2° 31' .21E.  
51° 04' .80N. , 2° 28' .70E.  
51° 03' .60N. , 2° 21' .20E. (East Jetty head light)

3. A waiting area, B1 (Gas tankers), is bounded by the following positions:

51° 00' .95N. , 1° 42' .32E.  
51° 01' .30N. , 1° 42' .84E.  
51° 01' .30N. , 1° 45' .84E.  
51° 01' .00N. , 1° 45' .84E. (RCW light-buoy)  
50° 59' .95N. , 1° 44' .12E.

4. The limits of the Calais access channel have been amended as follows:

50° 58' .15N. , 1° 45' .67E. (CA2 light-buoy)  
50° 58' .38N. , 1° 48' .64E. (CA4 light-buoy)  
50° 58' .74N. , 1° 50' .46E.  
50° 58' .39N. , 1° 50' .46E. (East Jetty head light)  
50° 58' .25N. , 1° 50' .40E. (West Jetty head light)  
50° 57' .65N. , 1° 46' .11E. (CA1 light-buoy)

5. These changes will be included in the next New Editions of Charts 323, 1892, 1872 and 1873.(WGS84 Datum)

## Charts affected SC5605

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Temporary/Preliminary NMs

**L6079(T)/16 BELGIUM — Wenduinebank SE — Submarine pipeline. Buoy.**

Source: Belgian Notice 22/278(T)/16

1. A pipeline, consisting of submerged and floating sections, has been established joining the following positions:

\* 51° 15' .12N. , 2° 57' .53E.

\* 51° 15' .40N. , 2° 57' .22E.

2. \*The pipeline is marked by a N cardinal light-buoy, *Q DCI*, in position 51° 15' .49N. , 2° 57' .12E.
3. Mariners are requested not to anchor or fish in the vicinity of the pipeline and to navigate with caution in the area.
4. Former Notice 2873(T)/16 is cancelled.\* Indicates new or revised entry.(WGS84 Datum)

## Charts affected – SC5605

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### Temporary/Preliminary NMs

### **L765(P)/17 NORTH SEA — Belgium to Netherlands — Routeing measures. Area to be avoided. Anchorage area.**

Source: International Maritime Organization

1. To improve safety of navigation, reduce the risk of marine environment pollution and the planned development of wind farm sites in the area between traffic separation schemes of West Hinder, North Hinder and Maas West, new and amended IMO adopted routeing measures come into force at 0000 UTC 1 June 2017.
2. **“Off the Netherlands and Belgian coasts between West Hinder, North Hinder and Maas West traffic separation schemes”, new and amended schemes are to be established as follows:**a. The north-eastern end of the TSS “North Hinder South” will be shortened and the precautionary area “North Hinder Junction” will be extended to join the TSS.b. A new traffic separation scheme “Off North Hinder” will be established east of TSS “North Hinder South” adjoining the precautionary area “North Hinder Junction”.c. The eastbound traffic lane of TSS “Maas West Outer” will be amended.d. A new precautionary area “At Gootebank” will be established north of Deep Water route “In the Approaches to the River Scheldt”.e. The TSS “At West Hinder” will be shortened and the precautionary area “At West Hinder” will be extended to join the TSS.f. A new precautionary area “Windfarm Borssele” will be established north-east of the existing precautionary area “In the vicinity of Thornton and Bligh Banks”.g. A new Area to be Avoided “Windfarm Borssele Pass” will be established through the precautionary area “Windfarm Borssele” for traffic under 45m in length.
3. **To regulate traffic northbound and southbound east of the precautionary area “Windfarm Borssele”, new routeing measures are to be established as follows:**a. A new precautionary area “Schouwenbank Junction” will be established. This precautionary area is connected via a two-way route “Schouwenbank NW” to precautionary area “North Hinder Junction”; via a two-way route “Schouwenbank NE” to precautionary area “Maas Junction”; via a two-way route “Westpit” to precautionary area “At Gootebank” and via a two-way route “Schouwenbank SE” to the channel “Oostgat”.b. The anchorage area “Schouwenbank” will be adjusted according to the new two-way route “Schouwenbank NE”.
4. Details of all the above changes are shown on the accompanying diagram.
5. In addition to the above changes, radio reporting points, buoyage and anchorages will be amended and repositioned. The details of these changes will be published in the relevant NLHO and UKHO Publications.
6. Details of the routeing measures will be included in New Editions of Charts 110, 1406, 1630, 1872, 1873, 1874, and 2449 to be published in April 2017. These charts will be published with a cautionary note advising mariners that the existing charts, which will be given an “X” prefix, should be retained and used until 0000 UTC 1 June 2017. A New Edition of Chart 8012 will be published in June 2017. Charts 122, 1408, 2182A and 5500 will be updated by Notice to Mariners.*Note:* Mariners are advised that this is a significant change to IMO routeing in the West Hinder, North Hinder and Maas West area. Mariners should familiarise themselves with these changes and ensure that they have all necessary chart and publication updates in advance of the implementation date.



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**L1112/17 FRANCE — North Coast — Dyck Central — Automatic Identification System.**

Source: French Notice 5/50/17

**Chart: SC5605·1 (Panel B, Northern Approaches to Dover Strait) WGS84 DATUM**

Insert **Automatic Identification System, A/S**, at *DY 1* light-buoy 51° 08' ·92N. , 2° 14' ·90E.

**Chart: SC5605·10 ETRS89 DATUM**

Insert **Automatic Identification System, A/S**, at *DY 1* light-buoy 51° 08' ·93N. , 2° 14' ·94E.

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**L1182/17 FRANCE — North Coast — Fairy Bank W — Automatic Identification System.**

Source: French Notice 8/46/17 and Netherlands Notice 7/80/17

**Chart: SC5605·1 (Panel B, Northern Approaches to Dover Strait) WGS84 DATUM**

Insert **Automatic Identification System, A/S**, at *Fairy W* light-buoy 51° 23' ·84N. , 2° 09' ·27E.

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Temporary/Preliminary NMs

**L1385(P)/17 NORTH SEA — Approaches to Zeebrugge, Oostende and Nieuwpoort — Depths.**

Source: ENC BE4VLBNK

1. Numerous changes to depths have been identified between the North Hinder South TSS and the ports of Zeebrugge, Oostende and Nieuwpoort. The most significant are as follows:

| <i>Depth</i> | <i>Position</i>              |
|--------------|------------------------------|
| 15·6m        | 51° 28' ·21N. , 3° 00' ·17E. |
| 10·5m        | 51° 27' ·15N. , 2° 58' ·81E. |
| 13·3m        | 51° 27' ·11N. , 2° 56' ·75E. |
| 9·4m         | 51° 26' ·82N. , 2° 58' ·18E. |
| 15·4m        | 51° 26' ·70N. , 2° 54' ·48E. |
| 9·2m         | 51° 26' ·52N. , 2° 57' ·90E. |
| 9·5m         | 51° 25' ·59N. , 2° 56' ·05E. |
| 9·2m         | 51° 23' ·54N. , 2° 51' ·65E. |
| 15·9m        | 51° 23' ·51N. , 2° 36' ·81E. |
| 9·1m         | 51° 22' ·38N. , 2° 47' ·54E. |
| 16·3m        | 51° 21' ·55N. , 2° 24' ·39E. |

4.4m

51° 18' .70N. , 2° 28' .76E.

2. These changes will be included in New Editions of Charts 1406, 1872, 1873, 1874, 1630 and 2449 to be published 27 April 2017. Chart 323 will be updated by Notice to Mariners.(WGS84 DATUM)

### Charts affected – SC5605, SC5606 and SC5607

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#### L1457/17 ENGLAND — South East Coast — Dover S — Wrecks.

Source: British Government Survey

##### Chart: SC5605.2 WGS84 DATUM

Replace wreck area depth, 15<sub>9</sub>, with wreck area depth, ~~14<sub>8</sub>~~ 51° 03' .26N. , 1° 18' .07E.

##### Chart: SC5605.7 ETRS89 DATUM

Replace  Wks, with  Wks 51° 03' .17N. , 1° 17' .71E.

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#### L1515/17 FRANCE — North Coast — Approaches to Calais — Automatic Identification System.

Source: French Notice 8/47/17

##### Chart: SC5605.1 (Panel B, Northern Approaches to Dover Strait) WGS84 DATUM

Insert Automatic Identification System, *A/S*, at *RCW* light-buoy 51° 01' .23N. , 01° 45' .32E.

##### Chart: SC5605.2 WGS84 DATUM

Insert Automatic Identification System, *A/S*, at *RCW* light-buoy 51° 01' .00N. , 01° 45' .84E.

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#### L1665/17 FRANCE — North Coast — Ridens de Calais — Automatic Identification System.

Source: French Notice 10/46/17

##### Chart: SC5605.1 (Panel B, Northern Approaches to Dover Strait) WGS84 DATUM

Insert Automatic Identification System, *A/S*, at *RCA* light-buoy 51° 01' .06N. , 1° 48' .53E.

##### Chart: SC5605.2 WGS84 DATUM

Insert Automatic Identification System, *A/S*, at *RCA* light-buoy 51° 01' .05N. , 1° 48' .55E.

##### Chart: SC5605.10 ETRS89 DATUM









Insert Automatic Identification System, AIS, at *Ridens de Calais-RCA* light-buoy 51° 01' ·00N. , 1° 48' ·53E.

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


**L1697/17 ENGLAND — South East Coast — Folkestone S — Wrecks.**

Source: mv Vigilant

**Chart: SC5605·2 WGS84 DATUM**

Replace  WK, with  WK 50° 55' ·64N. , 1° 07' ·91E.  
 WK, with  WK 51° 00' ·04N. , 1° 08' ·51E.  
 WK, with  WK 51° 00' ·07N. , 1° 11' ·13E.

**Chart: SC5605·7 ETRS89 DATUM**

Replace  WK, with  WK 50° 55' ·66N. , 1° 07' ·95E.  
 WK, with  WK 51° 00' ·04N. , 1° 08' ·51E.  
 WK, with  WK 51° 00' ·07N. , 1° 11' ·13E.

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**L2008/17 ENGLAND — South Coast — Dover — Inner Harbour — Light.**

Source: Dover Harbour Board

**Chart: SC5605·14 (Panel A, Dover) ETRS89 DATUM**

Delete ★ Iso.G.2s 51° 06' ·895N. , 1° 18' ·933E.

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**L2243/17 DOVER STRAIT — Sandettié Bank — Depths.**

Source: EGS Pioneer

**Chart: SC5605·1 (Panel B, Northern Approaches to Dover Strait) WGS84 DATUM**

Insert depth, 4<sub>4</sub> (a) 51° 11' ·80N. , 1° 52' ·86E.  
Delete depth, 5, close E of: (a) above

**Chart: SC5605·2 WGS84 DATUM**

Insert depth, 6<sub>7</sub> (a) 51° 11' ·03N. , 1° 50' ·55E.  
depth, 4<sub>4</sub>, and extend 5m contour SW to enclose (b) 51° 11' ·80N. , 1° 52' ·86E.  
10m contour, joining: (c) 51° 11' ·22N. , 1° 50' ·58E.  
(existing contour)  
(d) 51° 11' ·05N. , 1° 50' ·15E.

|   |                                  |
|---|----------------------------------|
|   | (existing contour)               |
|   | and                              |
|   | (e) 51° 11' ·05N. , 1° 50' ·77E. |
|   | (existing contour)               |
|   | (f) 51° 10' ·91N. , 1° 50' ·44E. |
|   | (existing contour)               |
| Delete depth, 6 <sub>9</sub> , close SW of: | (a) above                        |
| depth, 5, close NE of:                      | (b) above                        |
| former 10m contour, joining:                | (c) above                        |
|   | (e) above                        |
|   | and                              |
|   | (d) above                        |
|   | (f) above                        |

**Chart: SC5605·10 ETRS89 DATUM**

|   |                                  |
|---|----------------------------------|
| Insert depth, 6 <sub>7</sub> , and extend 10m contour SW to enclose | (a) 51° 11' ·03N. , 1° 50' ·55E. |
| depth, 4 <sub>4</sub> , and extend 5m contour W to enclose          | (b) 51° 11' ·80N. , 1° 52' ·86E. |
| Delete depth, 8 <sub>4</sub> , close NE of:                         | (a) above                        |
| depth, 5, close E of:   | (b) above                        |

**L2334/17 ENGLAND — South Coast — Shoreham-by-Sea — Light.**

Source: Shoreham Port Authority Notice 5/17

**Chart: SC5605·1 (Panel A, Western Approaches to Dover Strait) ETRS89 DATUM**

|                              |                            |
|------------------------------|----------------------------|
| Amend range of light to, 10M | 50° 49' ·9N. , 0° 14' ·8W. |
|------------------------------|----------------------------|

**Chart: SC5605·4 (Panel A, Worthing to Newhaven) ETRS89 DATUM**

|                              |                              |
|------------------------------|------------------------------|
| Amend range of light to, 10M | 50° 49' ·85N. , 0° 14' ·89W. |
|------------------------------|------------------------------|

**Chart: SC5605·4 (Panel B, Shoreham Harbour Western Arm and River Adur) ETRS89 DATUM**

|                              |                              |
|------------------------------|------------------------------|
| Amend range of light to, 10M | 50° 49' ·85N. , 0° 14' ·89W. |
|------------------------------|------------------------------|

**Chart: SC5605·14 (Panel B, Shoreham Harbour Eastern Arm) ETRS89 DATUM**

|                              |                                |
|------------------------------|--------------------------------|
| Amend range of light to, 10M | 50° 49' ·852N. , 0° 14' ·891W. |
|------------------------------|--------------------------------|

**L2362/17 ENGLAND — South Coast — Worthing — Buoy.**

Source: Trinity House and Beasley Christopher Limited

**Chart: SC5605·3 ETRS89 DATUM**

Insert  50° 47' ·83N. , 0° 25' ·12W.

**Chart: SC5605·4 (Panel A, Worthing to Newhaven) ETRS89 DATUM**

Insert  50° 47' ·83N. , 0° 25' ·12W.

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**L2372/17 ENGLAND — South Coast — Littlehampton S — Buoyage.**

Source: Littlehampton Harbour Notice 3/17

**Chart: SC5605·3 ETRS89 DATUM**

Insert  *Fl.Y.5s (seasonal)* 50° 47' ·52N. , 00° 30' ·00W.

50° 47' ·18N. , 00° 34' ·03W.

Amend light-buoy to, *Fl.Y.5s (seasonal)* 50° 46' ·32N. , 00° 33' ·15W.

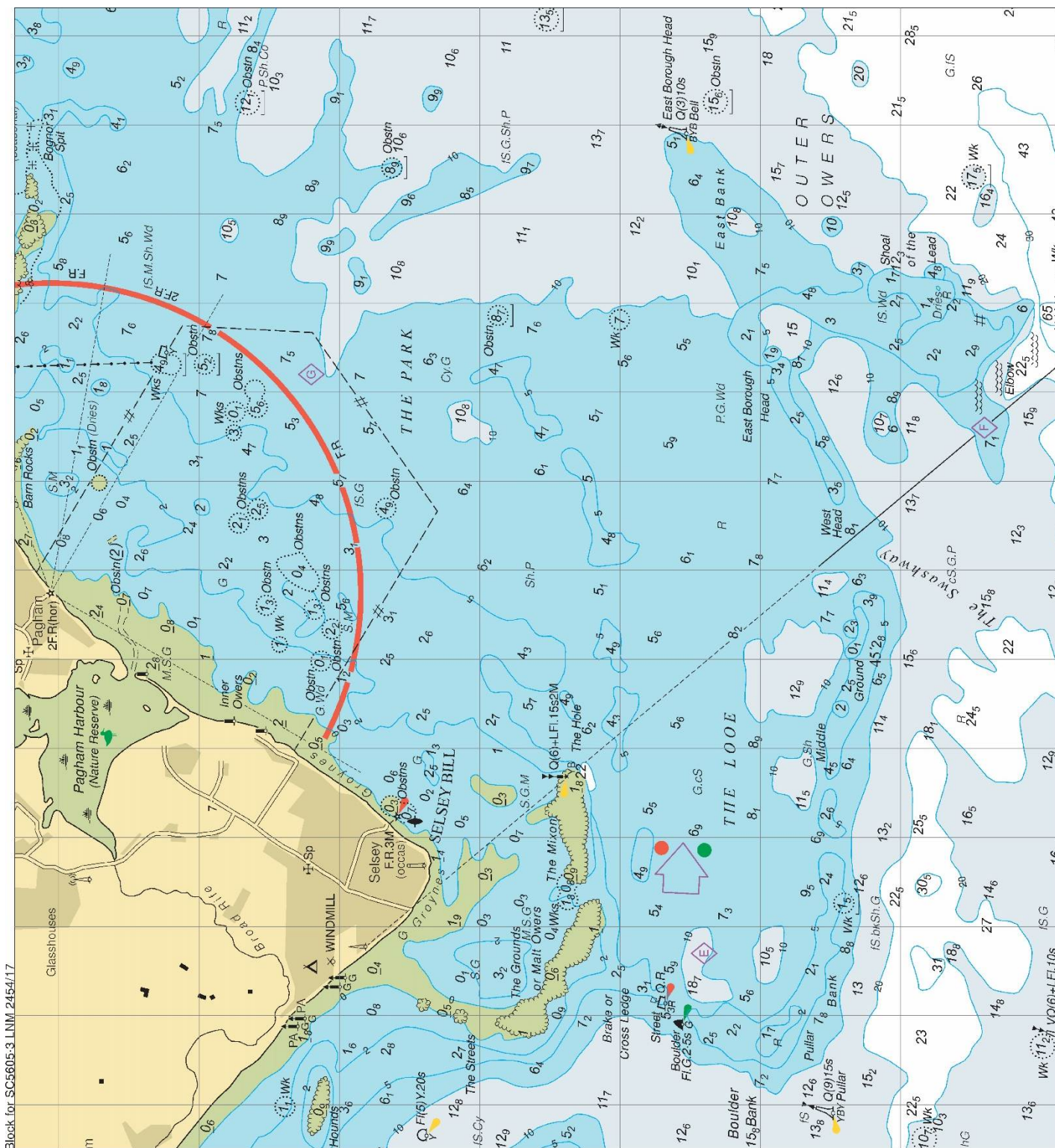
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**L2454/17 ENGLAND — South Coast — Selsey Bill — NM Block.**

Source: UKHO

**Chart: SC5605·3 ETRS89 DATUM**

Insert the accompanying block, centred on: 50° 42' ·6N. , 0° 44' ·5W.



**L2862/17 FRANCE — North Coast — Dunkerque Port-Ouest — Lights.**  
 Source: French Notices 21/50/15 and 19/45/17

**Chart: SC5605.1 (Panel B, Northern Approaches to Dover Strait) WGS84 DATUM**

Amend light to, Dir Fl.4s20M 51° 01' .68N. , 2° 11' .97E.

51° 01' ·51N. , 2° 12' ·41E.

**Chart: SC5605·10 ETRS89 DATUM**

Amend light to, Dir Fl.4s15m20M 51° 01' ·67N. , 2° 11' ·92E.  
light to, Dir Fl.4s29m20M 51° 01' ·51N. , 2° 12' ·37E.

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**L3048/17 FRANCE — North Coast — Dunkerque N — Buoy.**

Source: French Notice 21/47/17

**Chart: SC5605·10 ETRS89 DATUM**

Insert  Fl(4)Y.20s DY4 51° 06' ·88N. , 2° 23' ·11E.

**Chart: SC5605·11 WGS84 DATUM**

Insert  Fl(4)Y.20s DY4 51° 06' ·88N. , 2° 23' ·11E.

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**L3131/17 ENGLAND — South Coast — Shingle Bank E and Rye Bay SE —  
Legends. Notes.**

Source: British Government

**Chart: SC5605·5 (Panel A, Newhaven to Hastings) ETRS89 DATUM**

Insert legend, *Military Wreck (see Note)*, centred on: 50° 43' ·72N. , 0° 37' ·77E.

**Chart: SC5605·6 (Panel A, Hastings to Dungeness) ETRS89 DATUM**

Insert legend, *Military Wreck (see Note)*, centred on: 50° 50' ·54N. , 0° 53' ·67E.

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**L3151/17 ENGLAND — South Coast — Eastbourne Bay — Buoy.**

Source: Sovereign Harbour Yacht Club

**Chart: SC5605·5 (Panel A, Newhaven to Hastings) ETRS89 DATUM**

Insert  Fl.Y.4s 50° 46' ·04N. , 00° 19' ·00E.

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**L3716/17 FRANCE — North Coast — Out Ruytingen E — Depths.**

Source: French Chart 7214

**Chart: SC5605·10 ETRS89 DATUM**

Insert depth, 4<sub>z</sub>, enclosed by 5m contour 51° 09' ·72N. , 2° 08' ·63E.  
depth, 9<sub>z</sub>, enclosed by 10m contour (a) 51° 09' ·86N. , 2° 11' ·05E.

Delete depth, 11<sub>2</sub>, close E of:

(a) above

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**L3793/17 FRANCE — North Coast — Binnen Ratel — Depths.**

Source: French Notice 27/44/17

**Chart: SC5605·10 ETRS89 DATUM**

Insert depth, 7<sub>6</sub> (a) 51° 11' ·22N. , 2° 22' ·79E.

Delete depth, 8<sub>3</sub>, close SE of: (a) above

**Chart: SC5605·11 WGS84 DATUM**

Insert depth, 7<sub>6</sub> (a) 51° 11' ·22N. , 2° 22' ·79E.

depth, 4<sub>5</sub>, enclosed by 5m contour (b) 51° 10' ·15N. , 2° 24' ·30E.

depth, 6<sub>2</sub> (c) 51° 10' ·49N. , 2° 24' ·63E.

depth, 5<sub>6</sub> (d) 51° 10' ·09N. , 2° 25' ·78E.

Replace depth, 3<sub>4</sub>, with depth, 2<sub>7</sub> 51° 09' ·52N. , 2° 24' ·33E.

Delete depth, 8<sub>3</sub>, close SE of: (a) above

depth, 5<sub>9</sub>, close SW of: (b) above

depth, 7<sub>6</sub>, close NW of: (c) above

depth, 7<sub>4</sub>, close NW of: (d) above

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Temporary/Preliminary NMs

**L3810(T)/17 BELGIUM — Blankenberge — Buoyage.**

Source: Belgian Notices 14/190(T)-191(T)/17).

1. Shoaling exists at the entrance to Blankenberge.
2. Starboard-hand, lateral light-buoys have been temporarily established in the following positions:

| <i>Designation</i> | <i>Characteristic</i> | <i>Position</i>                |
|--------------------|-----------------------|--------------------------------|
| <i>BL1</i>         | <i>Fl(2)G.5s</i>      | 51° 18' ·928N. , 3° 06' ·372E. |
| <i>BL3</i>         | <i>Q.G</i>            | 51° 18' ·932N. , 3° 06' ·403E. |
| <i>BL5</i>         | <i>Fl(2)G.5s</i>      | 51° 18' ·938N. , 3° 06' ·435E. |
| <i>BL7</i>         | <i>Q.G</i>            | 51° 18' ·942N. , 3° 06' ·469E. |
| <i>BL9</i>         | <i>Q.G</i>            | 51° 18' ·941N. , 3° 06' ·501E. |

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

**Chart affected – SC5605**

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**L3847/17 FRANCE — North Coast — Calais N — Buoyage. Restricted area.**

Source: French Notice 27/45/17

Note: Former Notice L6526(T)/15 is cancelled.

**Chart: SC5605·10 ETRS89 DATUM**

Insert



(a) 50° 59' ·20N. , 1° 51' ·79E.

(b) 50° 58' ·96N. , 1° 53' ·03E.

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

50° 58' ·40N. , 1° 50' ·46E.

( ★ )

50° 58' ·86N. , 1° 50' ·45E.

50° 59' ·09N. , 1° 51' ·05E.

(a) above

50° 59' ·16N. , 1° 52' ·56E.

(b) above

50° 58' ·55N. , 1° 53' ·25E.

50° 58' ·50N. , 1° 52' ·99E.

(shore)

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**L3969/17 ENGLAND — South East Coast — Dover Strait — Legends. Notes.**

Source: British Government

**Chart: SC5605·2 WGS84 DATUM**

Insert

legend, *Military Wreck (see Note)*, centred on:

51° 03' ·66N. , 1° 20' ·06E.

**Chart: SC5605·7 ETRS89 DATUM**

Insert

legend, *Military Wreck (see Note)*, centred on:

51° 03' ·50N. , 1° 19' ·57E.

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**L4033/17 ENGLAND — South Coast — Selsey — Light.**

Source: Clive Cockayne

**Chart: SC5605·3 ETRS89 DATUM**

Delete

★ F.R.3M (occas)

50° 43' ·59N. , 0° 46' ·77W.

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**L4060/17 BELGIUM — Nieuwpoort Bank S, Grote Rede and Negenvaam N —  
Buoyage. Wreck.**

Source: Belgian Notices 15/195-197/17

**Chart: SC5605·11 WGS84 DATUM**

Insert

 Q(6)+LFl. 15s V@S-S

51° 10' ·85N. , 2° 39' ·73E.

 Wk

51° 16' ·36N. , 2° 54' ·50E.

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Temporary/Preliminary NMs

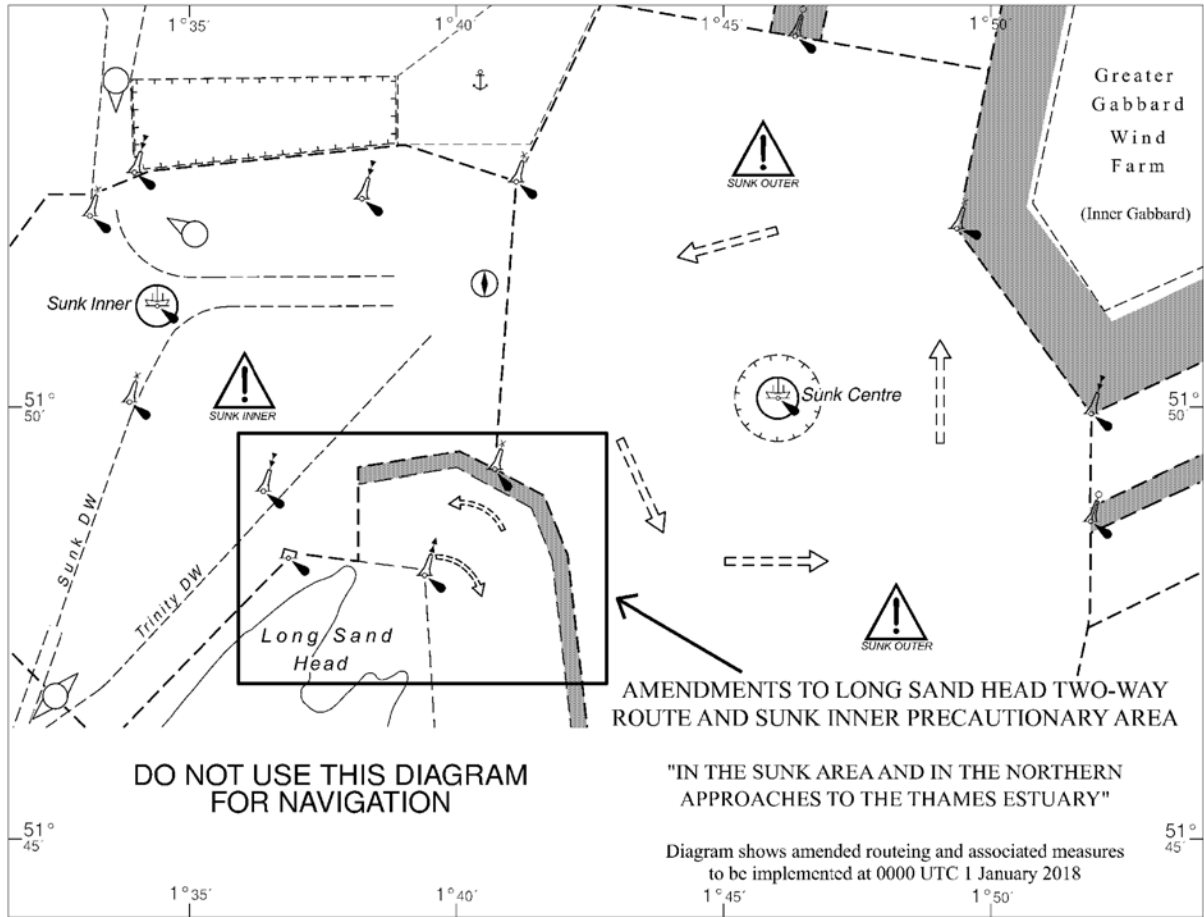
**L4087(P)/17 ENGLAND — East Coast — Thames Estuary — Traffic separation scheme.**

Source: International Maritime Organization (IMO)

1. To improve the safety of navigation in the Approaches to the Thames Estuary, the International Maritime Organization (IMO) has approved the modification of the Long Sand Head two-way route and the SUNK Inner Precautionary Area in the existing Traffic Separation Scheme 'In the SUNK area and in the Northern approaches to the Thames Estuary'. These changes will be implemented at 0000hrs UTC on 1 January 2018.
2. The limits of the two-way route and Precautionary Area are to be extended northwards to route traffic away from the shallow banks of Long Sand Head. These banks are surveyed and monitored on a regular basis and have been found to be migrating north-eastwards.
3. The details of the amended scheme are shown in the accompanying diagram.
4. These amendments will be included in a New Edition of Chart 2692 to be published November 2017. This chart will be published with a cautionary note advising mariners that the existing chart, which will be given an 'X' prefix, should be retained and used until 0000hrs UTC on 1 January 2018. Charts 1975, 1183, 1610, 1406 and 8157 will be updated by Notice to Mariners. All ENC's affected will be updated at 0000hrs on 1 January 2018.

**Charts affected – SC5605, SC5606 and SC5607**





**L4308/17 FRANCE — North Coast — Banc In Ratel NE — Automatic Identification System.**

Source: French Notice 31/46/17

**Chart: SC5605·1 (Panel B, Northern Approaches to Dover Strait) WGS84 DATUM**

Insert **Automatic Identification System, A/S**, at light-buoy 51° 09' ·43N. , 2° 19' ·40E.

**Chart: SC5605·10 ETRS89 DATUM**

Insert **Automatic Identification System, A/S**, at light-buoy 51° 09' ·45N. , 2° 19' ·42E.

**Chart: SC5605·11 WGS84 DATUM**

Insert **Automatic Identification System, A/S**, at light-buoy 51° 09' ·45N. , 2° 19' ·42E.

**L4523/17 ENGLAND — South Coast — Sussex Bay — Rampion Offshore Wind Farm N — Buoy.**

Source: Rampion Offshore Wind

**Chart: SC5605-4 (Panel A, Worthing to Newhaven) ETRS89 DATUM**

Insert  *Fl(5)Y.20s* 50° 46' ·56N. , 0° 19' ·07W.

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**L4679/17 ENGLAND — South Coast — Newhaven Harbour — Light.**

Source: Newhaven Port & Properties Notice 7/17

**Chart: SC5605-4 (Panel A, Worthing to Newhaven) ETRS89 DATUM**

Amend light to, Q.G.5M 50° 46' ·81N. , 0° 03' ·59E.

**Chart: SC5605-5 (Panel A, Newhaven to Hastings) ETRS89 DATUM**

Amend light to, Q.G.5M 50° 46' ·81N. , 0° 03' ·59E.

**Chart: SC5605-13 (Panel A, Newhaven Harbour) ETRS89 DATUM**

Amend light to, Q.G.12m5M 50° 46' ·808N. , 0° 03' ·589E.

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**L4783/17 BELGIUM — Zeebrugge and Blankenberge — Buoy. Fog signal.**

Source: Belgian Notice 18/221-222/17

**Chart: SC5605-11 WGS84 DATUM**

Delete  *Fl.Y.5s HBL* 51° 19' ·03N. , 3° 06' ·09E.

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**L4821/17 ENGLAND — South Coast — Port of Dover — North Pier — Light-beacon. Light.**

Source: Dover Harbour Board

**Chart: SC5605-14 (Panel A, Dover) ETRS89 DATUM**

Delete  3F.G(vert) 51° 06' ·981N. , 1° 18' ·858E.

★ Q.G 51° 06' ·920N. , 1° 19' ·026E.

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



**L4910/17 ENGLAND — South East Coast — Gull Stream — Depths. Wrecks. Drying height.**

Source: Trinity House

**Chart: SC5605-9 ETRS89 DATUM**

Insert depth, 7 (a) 51° 17' ·60N. , 1° 29' ·48E.

depth, 1<sub>3</sub>, enclosed by 2m contour 51° 17' ·05N. , 1° 29' ·16E.

|         |  |                                  |
|---------|--|----------------------------------|
|         | depth, $6_6$   | (b) 51° 16' ·92N. , 1° 28' ·25E. |
|         | drying height, $0_6$ , enclosed by 0m low water line   | (c) 51° 16' ·55N. , 1° 28' ·51E. |
| Replace |  with  | 51° 17' ·42N. , 1° 29' ·66E.     |
|         |  with  | 51° 16' ·69N. , 1° 28' ·11E.     |
|         | depth, $5_3$ , with depth, $4_6$ , enclosed by 5m contour  | 51° 15' ·65N. , 1° 26' ·62E.     |
| Delete  | depth, $8$ , close SE of:  | (a) above                        |
|         | depth, $7_2$ , close N of:   | (b) above                        |
|         | depth, $2_9$ , close NE of:  | (c) above                        |

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