Admiralty Leisure Folio  
SC5606 Thames Estuary, Ramsgate to Tower Bridge


Temporary/Preliminary NMs  
Source: Belgian Notices 5/86(T) - 87(T)/13, 6/102(T)/13 & 7/116(T)/13

1. Works are in progress to establish the Northwind Windfarm on Lodewijkbank.
2. The working area is bounded by the following positions and marked as follows:

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>East cardinal light buoy</td>
<td>NW-E</td>
<td>Q(3)10s</td>
<td>51° 37' 40N, 2° 57' 14E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>NW7</td>
<td>Fl.Y.5s</td>
<td>51° 38' 22N, 2° 53' 44E.</td>
</tr>
<tr>
<td>North cardinal light buoy</td>
<td>NW-N</td>
<td>Q</td>
<td>51° 39' 03N, 2° 54' 43E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>NW2</td>
<td>Fl.Y.5s</td>
<td>51° 36' 26N, 2° 51' 63E.</td>
</tr>
<tr>
<td>West cardinal light buoy</td>
<td>NW-W</td>
<td>Q(9)15s</td>
<td>51° 35' 04N, 2° 50' 54E.</td>
</tr>
</tbody>
</table>

3. Unauthorised vessels are not permitted to enter the working area.
4. Wave rider buoys and marking buoys have been established on Lodewijkbank in the following positions:

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wave rider buoy</td>
<td>NWWR1</td>
<td>Fl.Y.5s</td>
<td>51° 36' 55N, 2° 55' 44E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>NW4</td>
<td>Fl.Y.5s</td>
<td>51° 36' 40N, 2° 55' 52E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>NW3</td>
<td>Fl.Y.5s</td>
<td>51° 36' 63N, 2° 55' 50E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>NW2</td>
<td>Fl.Y.5s</td>
<td>51° 36' 55N, 2° 53' 32E.</td>
</tr>
<tr>
<td>Wave rider buoy</td>
<td>NWWR2</td>
<td>Fl.Y.5s</td>
<td>51° 35' 72N, 2° 53' 06E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>NW5</td>
<td>Fl.Y.5s</td>
<td>51° 35' 65N, 2° 53' 13E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>NW4</td>
<td>Fl.Y.5s</td>
<td>51° 35' 70N, 2° 53' 11E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>NW10</td>
<td>Fl.Y.5s</td>
<td>51° 35' 72N, 2° 52' 93E.</td>
</tr>
</tbody>
</table>

5. Wave rider buoys and marking buoys have been established on Bligh Bank in connection with the Elia Belgian Offshore grid project, in the following positions:

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wave rider buoy</td>
<td>ELIA-1</td>
<td>Fl.Y.5s</td>
<td>51° 36' 11N, 2° 50' 67E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>ELIA-2</td>
<td>Fl.Y.5s</td>
<td>51° 35' 02N, 2° 50' 57E.</td>
</tr>
<tr>
<td>Special light buoy</td>
<td>ELIA-3</td>
<td>Fl.Y.5s</td>
<td>51° 35' 19N, 2° 50' 79E.</td>
</tr>
<tr>
<td>Wave rider buoy</td>
<td>ELIA-4</td>
<td>Fl.Y.5s</td>
<td>51° 36' 78N, 2° 46' 82E.</td>
</tr>
</tbody>
</table>
1. As part of the environmental monitoring campaign in connection with the London Gateway project, monitoring equipment (some marked by light-buoys, Fl.Y, and some by unlit buoys) has been deployed in Gravesend Reach, Lower Hope Reach, Mucking Flats, Sea Reach, Maplin Sands and Oaze, within an area bounded by the following positions (WGS84 Datum):

   51° 26' 5N., 0° 22' 0E.
   51° 34' 0N., 0° 22' 0E.
   51° 34' 0N., 0° 59' 0E.
   51° 26' 5N., 0° 59' 0E.

2. * The monitoring equipment and associated buoyage will remain in position until early 2014.

3. For information and positions of the monitoring equipment mariners are advised to consult the Port of London Authority website (www.pla.co.uk) for Notices to Mariners. Some monitoring equipment will be relocated to new sites at monthly intervals. Information on position changes can be obtained from London VTS and will be broadcast on VHF channels 68 and 69.

4. Frequent survey operations will take place in this region for the duration of the deployment.

5. Mariners are advised to navigate with caution in the above areas.* Indicates new or revised entry.

6. Former Notice L3218(T)/12 is cancelled.

Charts affected – SC5606 and SC5607

L1279/14 ENGLAND — South East Coast — Dover Strait — Bullock Bank NW and Sandettié Bank SW — Depths.
Source: EGS International Ltd

Chart: SC5606·1 WGS84 DATUM
Insert depth, 26
Delete depth, 23, close SW of:

(a) 51° 09' 42N., 1° 44' 92E.

Chart: SC5606·3 ETRS89 DATUM
Replace depth, 23, with depth, 27

51° 09' 29N., 1° 44' 55E.

Page 2 of 91
L1280/14  ENGLAND — East Coast — Approaches to the Thames Estuary —
Sunk Inner Precautionary Area and South Falls E — Automatic Identification
Systems.
Source: Trinity House

Chart: SC5606-1 WGS84 DATUM
Insert  Automatic Identification System, AIS, at Foxtrot 3 light-vessel  51° 24'·15N., 2° 00'·38E.

Temporary/Preliminary NMs
L1704(T)/14  BELGIUM — Westhinder Anchorage Area — Foul.
Source: Belgian Notice 6/104(T)/14

1. A foul, anchor and chain, has been reported to exist in position 51° 25'·78N., 2° 35'·52E.
   (WGS84 Datum).

Charts affected — SC5605, SC5606 and SC5607

Temporary/Preliminary NMs
L1705(T)/14  BELGIUM — Oostdyck NW — Foul.
Source: Belgian Notice 6/100(T)/14

1. Unexploded ordnance is reported to exist in position 51° 18'·72N., 2° 26'·91E. (WGS84 Datum).
2. Vessels are requested not to anchor or trawl in the area.

Charts affected — SC5605, SC5606 and SC5607

L1736/14  BELGIUM — At West Hinder TSS — Kwintebank N — Buoyage.
Source: Belgian Notice 6/105/14

Chart: SC5606-1 WGS84 DATUM
Insert  Fl(3)G.10s A-S  51° 21'·15N., 2° 36'·92E.
Delete  former Fl(3)G.10s A-S  51° 20'·81N., 2° 40'·29E.

L2038/14  ENGLAND — East Coast — Thames Estuary — Long Sand —
Obstruction.
Source: Port of London Authority

Chart: SC5606-2 ETRS89 DATUM
Replace  NW Long Sand (11) with ☐ Obsn, drying height 2
       51° 34'·72N., 1° 18'·03E.
Temporary/ Preliminary NMs
L2068(T)/14 BELGIUM — Westhinder Anchorage Area — Foul.

Source: Belgian Notice 8/143/14

A foul, anchor, has been reported to exist in position 51° 24’ 89N., 2° 34’ 98E. (WGS84 Datum).

Charts affected — SC5605, SC5606 and SC5607

L2121/14 BELGIUM — Noordhinder, Westhinder E and Gootebank SW and N — Depths.
Source: Belgian Notices 8/147-149/14

Chart: SC5606-1 WGS84 DATUM
Insert depth, δ
depth, 18, and extend 20m contour S to enclose
Delete depth, δ, close NE of:

(a) 51° 35’ 80N., 2° 34’ 25E.
51° 23’ 85N., 2° 43’ 70E.
(a) above

L2166/14 ENGLAND — East Coast — The Swale — Shell Ness E — Legend.
Source: UKHO

Chart: SC5606-12 (panel A, Shell Ness to Conyer Creek) ETRS89 DATUM
Delete legend, Cable works in progress (2012), centred on: 51° 22’ 34N., 0° 57’ 67E.

L2279/14 ENGLAND — Thames Estuary — Foulger’s Gat — Buoyage.
Source: Trinity House Notice 15/14

Chart: SC5606-2 ETRS89 DATUM
Insert
- Mo(A)15s Long Sand Inner 51° 38’ 78N., 1° 25’ 44E.
- Iso.5s Long Sand Middle 51° 35’ 60N., 1° 26’ 45E.
- LFl.10s Long Sand Outer 51° 34’ 61N., 1° 28’ 34E.

Source: Port of London Authority
L2354/14 NORTH SEA — Netherlands Sector — Zeebrugge to Lodewijkbank — Submarine power cable.
Source: Belgian Notice 9/156/14

Chart: SC5606·1 WGS84 DATUM
Insert submarine power cable, joining:
51° 35’·80N. , 3° 00’·00E (E Border).
51° 37’·52N. , 2° 56’·93E.
51° 36’·93N. , 2° 55’·79E.
51° 37’·19N. , 2° 55’·07E.

L2390/14 ENGLAND — East Coast — River Thames — Thames Haven S — Buoyage.
Source: Port of London Authority

Chart: SC5606·13 (panel A, Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert the accompanying block, showing amendments to buoyage, centred on:
51° 29’·69N. , 0° 28’·48E.

L2391/14 ENGLAND — South East Coast — Goodwin Sands SW — Foul.
Source: MRCC Dover

Chart: SC5606·3 ETRS89 DATUM
Insert 51° 12’·37N. , 1° 27’·75E.
Source: French Notice 19/27/14

Chart: SC5606·1 WGS84 DATUM
Insert depth, 13\textdegree \textprime \textsecond , \textdegree 51\textdegree \textprime \textsecond \textperiodcentered \textperiodcentered \textsecond 59\textdegree \textperiodcentered \textperiodcentered \textsecond 2\textdegree \textprime \textsecond \textperiodcentered \textperiodcentered \textsecond 75\textdegree \textperiodcentered \textperiodcentered \textsecond .
Replace \textdegree 26\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond Wk with \textdegree 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond Wk
Delete depth, 15\textdegree , close NE of: \textdegree 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 27\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 59\textdegree \textperiodcentered \textperiodcentered \textsecond ., \textdegree 2\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 14\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 75\textdegree \textperiodcentered \textperiodcentered \textsecond .

L2656/14 BELGIUM — Zeebrugge North-westwards — Lodewijkbank — Submarine power cables.  
Source: Belgian Notice 10/170/14 and Netherlands Notice 22/198/14

Chart: SC5606·1 WGS84 DATUM
Insert submarine power cable, 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 37\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 19\textdegree \textperiodcentered \textperiodcentered \textsecond , joining: 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 37\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 19\textdegree \textperiodcentered \textperiodcentered \textsecond ., 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 37\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 19\textdegree \textperiodcentered \textperiodcentered \textsecond , 2\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 56\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 15\textdegree \textperiodcentered \textperiodcentered \textsecond .  
(existing cable) 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 38\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 18\textdegree \textperiodcentered \textperiodcentered \textsecond , 2\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 56\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 15\textdegree \textperiodcentered \textperiodcentered \textsecond .  
(existing cable) 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 40\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 43\textdegree \textperiodcentered \textperiodcentered \textsecond N., 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 40\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 43\textdegree \textperiodcentered \textperiodcentered \textsecond E., 2\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 52\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 34\textdegree \textperiodcentered \textperiodcentered \textsecond E.  
(N border)

L2699/14 ENGLAND — East Coast — Sea Reach — Yantlet Channel — Obstruction.  
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM
Delete 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 29\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 47\textdegree \textperiodcentered \textperiodcentered \textsecond N., 0\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 52\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 56\textdegree \textperiodcentered \textperiodcentered \textsecond E.

Chart: SC5606·7 ETRS89 DATUM
Delete 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 29\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 47\textdegree \textperiodcentered \textperiodcentered \textsecond N., 0\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 52\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 56\textdegree \textperiodcentered \textperiodcentered \textsecond E.

Chart: SC5606·9 ETRS89 DATUM
Delete 51\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 29\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 47\textdegree \textperiodcentered \textperiodcentered \textsecond N., 0\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 52\textdegree \textprime \textsecond \textperiodcentered \textsecond \textperiodcentered \textsecond 56\textdegree \textperiodcentered \textperiodcentered \textsecond E.

Temporary/Preliminary NMs
1. Works are nearing completion on the construction of the Northwind Windfarm on Lodewijkbank.

2. The working area is currently bounded by the following positions and marked as follows:

<table>
<thead>
<tr>
<th>Buoys Type</th>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special light-buoy</td>
<td>NW7</td>
<td>Fl.Y.5s</td>
<td>51° 37' 40N., 2° 57' 14E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW6</td>
<td>Fl.Y.5s</td>
<td>51° 38' 22N., 2° 55' 29E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW5</td>
<td>Fl.Y.5s</td>
<td>51° 39' 03N., 2° 54' 43E.</td>
</tr>
</tbody>
</table>

3. The buoys will be removed shortly and a safety zone will be established around the windfarm.

4. Unauthorised vessels are not permitted to enter the working area.

5. Northwind Windfarm consists of 72 wind turbines, of which 7 are lit in the following positions:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW C-10</td>
<td>Fl(3)Y.15s</td>
<td>51° 38' 09N., 2° 54' 72E.</td>
</tr>
<tr>
<td>NW A-06</td>
<td>Fl(3)Y.15s</td>
<td>51° 37' 55N., 2° 56' 61E.</td>
</tr>
<tr>
<td>NW H-04</td>
<td>Fl(3)Y.15s</td>
<td>51° 36' 58N., 2° 54' 66E.</td>
</tr>
<tr>
<td>NW H-09</td>
<td>Fl(3)Y.15s</td>
<td>51° 35' 86N., 2° 52' 57E.</td>
</tr>
<tr>
<td>NW G-09</td>
<td>Fl(3)Y.15s</td>
<td>51° 35' 82N., 2° 52' 10E.</td>
</tr>
<tr>
<td>NW E-09</td>
<td>Fl(3)Y.15s</td>
<td>51° 36' 09N., 2° 51' 54E.</td>
</tr>
<tr>
<td>NW D-06</td>
<td>Fl(3)Y.15s</td>
<td>51° 37' 41N., 2° 53' 16E.</td>
</tr>
</tbody>
</table>

6. Wave-rider buoys and marking buoys are established on Lodewijkbank in the following positions:

<table>
<thead>
<tr>
<th>Buoys Type</th>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wave-rider buoy</td>
<td>NWWR1</td>
<td>Fl.Y.5s</td>
<td>51° 36' 59N., 2° 55' 44E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW611</td>
<td>Fl.Y.5s</td>
<td>51° 36' 49N., 2° 55' 52E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW12</td>
<td>Fl.Y.5s</td>
<td>51° 36' 63N., 2° 55' 50E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW13</td>
<td>Fl.Y.5s</td>
<td>51° 36' 55N., 2° 55' 32E.</td>
</tr>
<tr>
<td>Wave-rider buoy</td>
<td>NWWR2</td>
<td>Fl.Y.5s</td>
<td>51° 35' 72N., 2° 53' 06E.</td>
</tr>
<tr>
<td>Special light</td>
<td>NW3</td>
<td>Fl.Y.5s</td>
<td>51° 35' 65N., 2° 53' 13E.</td>
</tr>
</tbody>
</table>
buoy
Special light-buoy NW Fl.Y.5s 51° 35'·79 N., 2° 53'·11 E.
Special light-buoy NW Fl.Y.5s 51° 35'·82 N., 2° 52'·93 E.

7. *Indicates new or revised entry.
8. An east cardinal buoy, BLW E Q(3)10s, and radar beacon, Racon(D), exists in position 51° 41'·30 N., 2° 50'·56 E.
9. Mariners are advised to navigate with caution in the area.
10. Former Notice 2057(T)/13 is cancelled.
11. Charts will be updated when full details become available.(WGS84 Datum)

Charts affected — SC5606 and SC5607

L3548/14 ENGLAND — East Coast — River Thames — Yantlet Channel, Lower Hope Reach — Depths.
Source: Port of London Authority

Chart: SC5606·8 ETRS89 DATUM

Insert depth, 2, close SW of: (a) 51° 30'·49 N., 0° 32'·28 E.
Delete depth, 4, close SW of: (a) above

Chart: SC5606·13 (panel A, Hole Haven to Gravesend Reach) ETRS89 DATUM

Insert depth, 2, close SW of: (a) 51° 30'·49 N., 0° 32'·28 E.
Insert depth, 7, close N of: (b) 51° 28'·60 N., 0° 27'·09 E.
Delete depth, 2, close N of: (a) above
Delete depth, 8, close NE of: (b) above

Source: Belgian Notices 13/203/14, 13/208/14, 12/193/14 & Netherlands Notice 26/230/14

Chart: SC5606·1 WGS84 DATUM

Insert limit of restricted area, entry prohibited, pecked line, joining: (a) 51° 39'·13 N., 2° 54'·67 E.
(b) 51° 37'·55 N., 2° 57'·31 E.
(c) 51° 36'·70 N., 2° 55'·83 E.
(d) 51° 36'·30 N., 2° 54'·85 E.
(e) 51° 36'·23 N., 2° 54'·36 E.
(f) 51° 35'·58 N., 2° 52'·74 E.
(g) 51° 35'·52 N., 2° 52'·05 E.
(h) 51° 35'·66 N., 2° 51'·38 E.
Source: French Notice 29/45/14

Chart: SC5606·1 WGS84 DATUM
Move Fl(3)G.12s Ruytingen SW and associated Automatic Identification System, AIS, from:

\[
51° 36' .11N., 2° 50' .96E.
\]

to:

\[
51° 39' .13N., 2° 54' .67E.
\]

symbol, wind farm, within:

\[
(a)-\ (j)\ above
\]

L3934/14 ENGLAND — East Coast — Shoebury Ness S and SE — Buoyage.
Source: Port of London Authority

Chart: SC5606·2 ETRS89 DATUM
Delete Fl.Y.10s EESAC 'B'

\[
51° 30' .22N., 0° 50' .79E.
\]

Chart: SC5606·7 ETRS89 DATUM
Delete Fl.Y.5s EESAC 'A'

\[
51° 30' .23N., 0° 46' .89E.
\]

Delete Fl.Y.10s EESAC 'B'

\[
51° 30' .22N., 0° 50' .79E.
\]

L4009/14 ENGLAND — East Coast — Rochester — Limehouse Reach — Chatham Ness Shoal — Depths.
Source: Medway Ports

Chart: SC5606·11 (panel B, River Medway Rochester) ETRS89 DATUM
Insert depth, \( t_a \), and extend 2m contour S to enclose

\[
51° 23' .171N., 0° 30' .931E.
\]

L4018/14 ENGLAND — East Coast — River Thames — Bugsby's Reach — Bow Creek — Anchorage area. Note.
Source: Port of London Authority

Chart: SC5606·15 (panel A, Hook Ness to Tower Bridge) ETRS89 DATUM
Delete limit of anchorage area, pecked line, and associated legend, \( BOW \) CREEK, joining:

\[
(a)\ 521E. \text{(shore)} \quad 51° 30' .440N., 0° 00' \n\]

\[
(b)\ 437E. \quad 51° 30' .356N., 0° 00' \]

Chart SC5606-6, SC5607-3 and SC5607-4 WGS84 DATUM
The following changes were published in the new edition of chart 1975, which is the source chart for the above folio sheets:

Includes changes from the latest British Government, Port of London Authority and commercial surveys. Also includes changes to lights, wrecks and cables. Mariners should therefore navigate with caution on sheets SC5606-6, SC5607-3 and SC5607-4 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.

These changes will be included in the next new edition of SC5606 and SC5607.

L4412/14 ENGLAND — East Coast — River Thames Sea Reach — Yantlet Channel and Yantlet Flats N — Buoyage.
Source: Port of London Authority

Chart: SC5606-7 ETRS89 DATUM
Insert

\[\text{Q.G (sync) Sea Reach 3 North}\]

51° 29' 41N, 0° 46' 80E.
Amend

light-buoy to, Q.R (sync)

51° 29' 22N, 0° 46' 71E.
Delete

\[\text{Q(6)+LFl.15s South East Leigh}\]

51° 29' 41N, 0° 47' 06E.

Chart: SC5606-8 ETRS89 DATUM
Replace

\[\text{Fl(2)R.10s E Blyth with Q E Blyth}\]

51° 29' 73N, 0° 37' 81E.
Move

\[\text{Fl(3)R.10s W Nore Sand, from:}\]

51° 29' 42N, 0° 40' 86E.

\[\text{to:}\]

51° 29' 48N, 0° 40' 87E.

Chart: SC5606-9 ETRS89 DATUM
Insert

\[\text{Q.G (sync) Sea Reach 3 North}\]

51° 29' 41N, 0° 46' 80E.
Amend light-buoy to, Q.R (sync) 51° 29' 22N., 0° 46' 71E.
Delete 1/2 Q(6)+LFl.15s South East Leigh 51° 29' 41N., 0° 47' 06E.

L4626/14 ENGLAND — East Coast — River Thames — Northfleet Hope to Gravesend Reach — Precautionary area. Legend. Note.
Source: Port of London Authority

Chart: SC5606·14 (panel A, Gravesend Reach to Erith Reach) ETRS89 DATUM
Insert limit of precautionary area, pecked line, joining:

51° 27' 69N., 0° 19' 10E. (shore)
51° 27' 87N., 0° 19' 77E. (jetty)
and
51° 26' 79N., 0° 20' 92E. (jetty)
51° 27' 05N., 0° 20' 95E. (jetty)

symbol, precautionary area, centred on:

51° 27' 41N., 0° 19' 88E.

legend, TILBURY PRECAUTIONARY AREA (see Note), centred on:

51° 27' 28N., 0° 19' 93E.

the accompanying note, TILBURY PRECAUTIONARY AREA, centred on:

51° 28' 20N., 0° 12' 70E.

TILBURY PRECAUTIONARY AREA
Inward and outward bound vessels rounding Tilburyness should be aware of strong tidal sets and the presence of vessels manoeuvring at and swinging for berths in the area, including Tilbury Lock.

L4642/14 ENGLAND — South East Coast — Dover Strait — Dover SE — The Varne NE — Buoyage.
Source: Trinity House

Chart: SC5606·1 WGS84 DATUM
Insert

1/2 Q Varne NW 51° 00' 80N., 1° 22' 70E.
1/3 Q(3)10s Varne NE 50° 59' 80N., 1° 22' 70E.

L4726/14 ENGLAND — South East Coast — Margate Road E, NE and North Sand Head NE — Pilot boarding places.
Source: Port of London Authority

Chart: SC5606·1 WGS84 DATUM
L5065/14 ENGLAND — Thames Estuary — Gunfleet Sands Wind Farm SW and Black Deep — Depths.
Source: Mr Roger Gasper

Chart: SC5606·2 ETRS89 DATUM
Insert depth, 6, and extend 10m contour SE to enclose 51° 37′·66N., 1° 18′·74E.

L5101/14 NORTH SEA — Netherlands Sector — Walcheren W — Bligh Bank — Foul.
Source: Netherlands Notice 43/364/14

Chart: SC5606·1 WGS84 DATUM
Insert # 51° 39′·15N., 2° 45′·89E.

L5108/14 ENGLAND — Thames Estuary — Kentish Flats Wind Farm NW — Buoy.
Source: Port of London Authority

Chart: SC5606·2 ETRS89 DATUM
Insert Fl(5)Y.20s 51° 28′·11N., 1° 02′·52E.

Chart: SC5606·5 ETRS89 DATUM
Insert Fl(5)Y.20s 51° 28′·11N., 1° 02′·52E.
L5495/14 ENGLAND — East Coast — River Thames — Thames Tidal Barrier E — Pontoon.
Source: Port of London Authority

Chart: SC5606·13 (panel C, Thames Tidal Barrier) ETRS89 DATUM
Insert pontoon, double firm line, width 5m, joining: 51° 29’·749N , 0° 02’·595E.

Chart: SC5606·14 (panel B, Erith Reach to Hook Ness) ETRS89 DATUM
Insert pontoon, single firm line, joining: 51° 29’·75N , 0° 02’·60E.
51° 29’·75N, 0° 02’·64E.

Source: Maritime and Coastguard Agency

Chart: SC5606·2 ETRS89 DATUM
Insert depth, 8, and extend 10m contour NW to enclose 51° 38’·28N , 1° 24’·03E.

L484/15 ENGLAND — Thames Estuary — South Edinburgh Channel NW, North Edinburgh Channel SE, West Barrow — Depths.
Source: Port of London Authority

Chart: SC5606·2 ETRS89 DATUM
Insert depth, 1a, enclosed by 2m contour 51° 32’·27N , 1° 13’·05E.
Insert depth, 5a, and extend 10m contour SE to enclose (a) 51° 31’·79N , 1° 22’·59E.
Delete depth, 5a, close W of: (a) above

Chart: SC5606·6 ETRS89 DATUM
Insert depth, 0a, enclosed by 2m contour 51° 33’·87N , 1° 03’·35E.
Insert depth, 1a, enclosed by 2m contour (a) 51° 32’·27N , 1° 13’·05E.
Delete depth, 5a, close S of: (a) above

L666/15 ENGLAND — East Coast — River Thames — Hole Haven SW — Mucking Flats E — Lower Hope Reach — Gravesend Reach SE — Depths. Drying height.
Source: Port of London Authority

Chart: SC5606·13 (panel A, Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert depth, 4a, and extend 5m contour SW to enclose 51° 30’·49N , 0° 32’·08E.
Insert depth, 6 (a) 51° 28’·49N , 0° 27’·01E.
Delete depth, 0m, enclosed by 2m contour

Delete depth, 8m, close S of:

(a) above

L755/15 ENGLAND — East Coast — River Medway — Holborough Reach — Legend.
Source: Peel Ports Medway

Chart: SC5606·12 (panel C, Wouldham to Lower Cut) ETRS89 DATUM
Insert legend, Bridge under construction (2015), centred on: 51° 20´·45N, 0° 27´·62E.

L1114/15 ENGLAND — East Coast — River Thames — Saint Clement's or Fiddler’s Reach — Depths.
Source: Port of London Authority

Chart: SC5606·14 (panel A, Gravesend Reach to Erith Reach) ETRS89 DATUM
Insert depth, 4m, and extend 5m contour N to enclose 51° 28´·05N, 0° 18´·32E.
Insert depth, 3m, 51° 27´·62N, 0° 17´·04E.
Insert depth, 5m, (a) 51° 27´·53N, 0° 16´·68E.
Delete depth, 5m, close W of:

(a) above

Source: Port of London Authority

Note: This update is included in New Editions 1609 and 1606, published 26th March 2015.

Chart: SC5606·5 ETRS89 DATUM
Delete K1, and associated swinging circle, centred on: 51° 30´·64N, 1° 03´·21E.
Delete K2, and associated swinging circle, centred on: 51° 31´·33N, 1° 05´·07E.

Chart: SC5606·6 ETRS89 DATUM
Delete K2, and associated swinging circle, centred on: 51° 31´·33N, 1° 05´·07E.

Chart: SC5606 inside front cover
Replace note DESIGNATED ANCHORAGE AREAS with

DESIGNATED ANCHORAGE AREAS
Vessels requiring to wait at anchor must do so only in the designated anchorage areas. Within these areas, mariners are requested to use the anchor berths. Vessels may not anchor in a fairway except in an emergency or for the purpose of manoeuvring. Anchor berths K3 (51°30´·4N 1°04´·0E), W1 (51°30´·9N 0°55´·9E) and W2 (51°31´·2N 0°57´·1E) are reserved for vessels nominated by London VTS. For further details, see Admiralty List of Radio Signals.
L1513/15 BELGIUM — Westhinder S and SE — Buoyage.
Source: Belgian Notices 14/222-224/14, 14/226/14 and UKHO

Chart: SC5606-1 WGS84 DATUM

Amend designation of buoy to, BerugesBk-N 51° 19'·95N., 2° 24'·50E.
designation of buoy to, OostdyckBk 51° 21'·45N., 2° 31'·10E.
designation of buoy to, A-N 51° 23'·45N., 2° 36'·90E.
designation of buoy to, G-S 51° 24'·25N., 2° 44'·65E.


Chart SC5606-7, SC5606-8, SC5606-9, and SC5606-10 WGS84 DATUM

The following changes were published in the new edition of chart 1185, which is the source chart for the above folio sheets:

In the following changes were published in the new edition of chart 1185, which is the source chart for the above folio sheets:

Includes changes to depths from the latest Port of London Authority surveys. Mariners should therefore navigate with caution on sheets SC5606-7, SC5606-8, SC5606-9, and SC5606-10 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.

These changes will be included in the next new edition of SC5606.


Chart SC5606-6 WGS84 DATUM

The following changes were published in the new edition of chart 1975, which is the source chart for the above folio sheet:

Includes changes from the latest British Government surveys and Port of London Authority surveys. Mariners should therefore navigate with caution on sheet SC5606-6 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.
Source: Trinity House and London Array Ltd.

Chart: SC5606-2 ETRS89 DATUM
Amend light to, Iso.2s 51° 34'·61N. , 1° 28'·34E.
light to, Iso.2s 51° 38'·78N. , 1° 25'·44E.

L2205/15 ENGLAND — East Coast — Thames Estuary — Mouse Channel — North Mouse E — Wreck.
Source: Port of London Authority

Chart: SC5606-2 ETRS89 DATUM
Replace 3+¾ Wk with 2Ó+Wk 51° 32'·29N. , 1° 04'·27E.

Chart: SC5606-6 ETRS89 DATUM
Replace 3+¾ Wk with 2Ó+Wk 51° 32'·29N. , 1° 04'·27E.

Temporary/ Preliminary NMs
L2541(T)/15 BELGIUM — Thornton Bank S to Vaargeul 1 S — Submarine power cable.
Source: Belgian Notice 8/111(T)/15

1. Sections of the submarine power cable between Oostende and Thornton Bank may become exposed due to movements of the seabed, between the following positions:

51° 31'·96N. , 2° 57'·30E.
51° 31'·65N. , 2° 57'·28E. and
51° 30'·02N. , 2° 57'·84E.
51° 28'·90N. , 2° 57'·54E. and
51° 27'·20N. , 2° 57'·09E.
51° 25'·60N. , 2° 56'·68E. and
51° 24'·22N. , 2° 55'·74E.
51° 22'·97N. , 2° 54'·93E.

5. (WGS84 Datum)

Charts affected -SC5606 and SC5607

L2723/15 ENGLAND — Thames Estuary — Fisherman's Gat — Buoy.
Source: London Array Ltd
Chart: SC5606·2 ETRS89 DATUM
Delete

\( F(5)Y.20s \) 51° 34'·65N., 1° 23'·67E.

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L2828/15 ENGLAND — East Coast — River Thames — Barking Reach — Depth.
Source: Port of London Authority

Chart: SC5606·14 (panel B, Erith Reach to Hook Ness) ETRS89 DATUM
Insert depth, \( s \) \( (a) \) 51° 30'·81N., 0° 06'·92E.
Delete depth, \( s \), close E of: \( (a) \) above

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Source: Trinity House

Chart: SC5606·2 ETRS89 DATUM
Insert limit of wind farm, pecked line, joining: \( (a) \) 51° 28'·11N., 1° 03'·19E.
\( (a) \) existing limit
\( (b) \) 51° 27'·98N., 1° 01'·97E.
\( (c) \) 51° 26'·29N., 1° 04'·09E.
\( (d) \) 51° 26'·72N., 1° 08'·58E.
\( (e) \) 51° 27'·14N., 1° 08'·03E.
\( (e) \) existing limit

Legend, Under construction (2015), within: \( (a) \) through \( (e) \) above
\( Q \)
51° 28'·23N., 1° 02'·19E.
\( Q(9)15s \)
51° 26'·29N., 1° 03'·71E.
\( Q(3)10s \)
\( (d) \) above

Chart: SC5606·5 ETRS89 DATUM
Insert limit of wind farm, pecked line, joining: \( (a) \) 51° 28'·10N., 1° 03'·25E.
\( (a) \) existing limit
\( (b) \) 51° 27'·98N., 1° 01'·97E.
\( (c) \) 51° 26'·29N., 1° 04'·09E.
\( (d) \) 51° 26'·72N., 1° 08'·58E.
\( (e) \) 51° 27'·14N., 1° 08'·03E.
\( (e) \) existing limit

Legend, Under construction (2015), within: \( (a) \) through \( (e) \) above
\( Q \)
51° 28'·23N., 1° 02'·19E.
Source: Port of London Authority

Chart: SC5606-4 ETRS89 DATUM
Insert depth, $\varnothing_9$, enclosed by 2m contour 51° 27' 79N., 1° 11' 93E.

Chart: SC5606-5 ETRS89 DATUM
Insert drying height, $\varnothing_3$, and extend 0m low water line S to enclose depth, $\varnothing_5$, and extend 2m contour S to enclose depth, $\varnothing_3$, enclosed by 2m contour depth, $2\varnothing$ 51° 28' 18N., 1° 10' 18E.

Chart: SC5606-5 ETRS89 DATUM
Insert drying height, $\varnothing_3$, and extend 0m low water line S to enclose depth, $\varnothing_5$, and extend 2m contour S to enclose depth, $\varnothing_3$, enclosed by 2m contour depth, $2\varnothing$ 51° 28' 03N., 1° 08' 66E.

Chart: SC5606-5 ETRS89 DATUM
Insert drying height, $\varnothing_3$, and extend 0m low water line S to enclose depth, $\varnothing_5$, and extend 2m contour S to enclose depth, $\varnothing_3$, enclosed by 2m contour depth, $2\varnothing$ 51° 27' 79N., 1° 11' 93E.

Chart: SC5606-5 ETRS89 DATUM
Insert drying height, $\varnothing_3$, and extend 0m low water line S to enclose depth, $\varnothing_5$, and extend 2m contour S to enclose depth, $\varnothing_3$, enclosed by 2m contour depth, $2\varnothing$ 51° 26' 96N., 1° 08' 35E.

L3040/15 ENGLAND — Thames Estuary — Kentish Knock E — Depths.
Source: mv Cefas Endeavour

Chart: SC5606-1 WGS84 DATUM
Replace depth, 23, with depth, 22, 51° 39' 96N., 1° 46' 54E.

L3098/15 ENGLAND — Thames Estuary — Oaze SW — Buoy.
Source: Trinity House

Chart: SC5606-2 ETRS89 DATUM
Move $\clubsuit$ Q.G Oaze Bank, from: 51° 29' 36N., 0° 56' 95E.
to: 51° 29' 18N., 0° 56' 77E.

Chart: SC5606-5 ETRS89 DATUM
Move $\clubsuit$ Q.G Oaze Bank, from: 51° 29' 36N., 0° 56' 95E.
to: 51° 29' 18N., 0° 56' 77E.

L3121/15 ENGLAND — Thames Estuary — North Mouse E and Knob Gat NW — Buoyage.
Source: Trinity House

Chart: SC5606-2 ETRS89 DATUM
Insert  Fi(2)5s  

Move  Fl(2)R.5s No 12, from:  

   to:  

Chart: SC5606-6 ETRS89 DATUM
Insert  Fl(2)R.5s Barrow No 12  

Delete  former Fl(2)R.5s Barrow No 12  

Temporary/Preliminary NMs
L3250(T)/15  BELGIUM — Westhinder — Westhinder Anchorage — Foul.  
Source: Belgian Notice 11/44(T)/15

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

Charts affected — SC5605, SC5606 and SC5607

Source: French Notice 21/50/15

Chart: SC5606-1 WGS84 DATUM
Amend  light to, Dir Iso.4s17M  
light to, Dir Iso.4s17M (F. by day)  

Chart: SC5606-3 WGS84 DATUM
Move  Dyck Fl.I.R.4s and associated Automatic Identification System, A/S, and radar beacon, Racon(B), from:  

   to:  

Fi.G.4s RCE and associated Automatic Identification System, A/S, from:  

   to:  

Replace  with  

Delete  VQ.R DW 6, close SE of:  

(a) above

L3815/15  ENGLAND — East Coast — The Swale — Wreck. Buoy.  
Source: Peel Ports
Chart: SC5606·12 (panel A, Shell Ness to Conyer Creek) ETRS89 DATUM

Insert  
\[ \begin{align*} 
& \text{\textbullet} \text{PA} \quad 51^\circ \, 21' \cdot 30'' \text{N.}, \ 0^\circ \, 52' \cdot 60'' \text{E.} \\
& \text{\textbullet} \text{Q Uplees} \quad 51^\circ \, 21' \cdot 31'' \text{N.}, \ 0^\circ \, 52' \cdot 69'' \text{E.} 
\end{align*} \]

Source: Port of London Authority

Chart: SC5606·2 ETRS89 DATUM

Insert  \text{limit of anchorage area, pecked line, joining:}  

\[ \begin{align*} 
& (a) \ 51^\circ \, 30' \cdot 80'' \text{N.}, \ 1^\circ \, 00' \cdot 95'' \text{E.} \\
& \text{(existing limit)} \\
& 51^\circ \, 31' \cdot 26'' \text{N.}, \ 1^\circ \, 00' \cdot 54'' \text{E.} \\
& (b) \ 51^\circ \, 30' \cdot 89'' \text{N.}, \ 0^\circ \, 59' \cdot 35'' \text{E.} \\
& \text{(existing limit)} \\
& \text{legend, Mouse} \quad \text{\textbullet}, \text{centred on:} \\
& 51^\circ \, 30' \cdot 63'' \text{N.}, \ 0^\circ \, 59' \cdot 44'' \text{E.} \\
& \text{legend, Alice, at buoy} \\
& 51^\circ \, 32' \cdot 42'' \text{N.}, \ 1^\circ \, 04' \cdot 25'' \text{E.} \\
& \text{Warp Boarding} \\
& \text{Delete former limit of anchorage area, pecked line, and associated legend,} \\
& \text{Mouse} \quad \text{\textbullet}, \text{joining:} \\
& (a) \text{above} \\
& 51^\circ \, 31' \cdot 31'' \text{N.}, \ 1^\circ \, 02' \cdot 79'' \text{E.} \\
& 51^\circ \, 31' \cdot 94'' \text{N.}, \ 1^\circ \, 02' \cdot 36'' \text{E.} \\
& 51^\circ \, 31' \cdot 19'' \text{N.}, \ 0^\circ \, 59' \cdot 70'' \text{E.} \\
& (b) \text{above} \\
& \text{Boarding London and Medway} \\
& 51^\circ \, 29' \cdot 75'' \text{N.}, \ 0^\circ \, 55' \cdot 00'' \text{E.} \\
\end{align*} \]

Chart: SC5606·5 ETRS89 DATUM

Insert  \text{limit of anchorage area, pecked line, joining:}  

\[ \begin{align*} 
& (a) \ 51^\circ \, 30' \cdot 81'' \text{N.}, \ 1^\circ \, 00' \cdot 95'' \text{E.} \\
& \text{(existing limit)} \\
& 51^\circ \, 31' \cdot 26'' \text{N.}, \ 1^\circ \, 00' \cdot 54'' \text{E.} \\
& (b) \ 51^\circ \, 30' \cdot 89'' \text{N.}, \ 0^\circ \, 59' \cdot 29'' \text{E.} \\
& \text{(existing limit)} \\
& \text{legend, Mouse} \quad \text{\textbullet}, \text{(see Note), centred on:} \\
& 51^\circ \, 30' \cdot 63'' \text{N.}, \ 0^\circ \, 59' \cdot 27'' \text{E.} \\
& \text{Warp Boarding} \\
& \text{Delete former limit of anchorage area, pecked line, and associated legend,} \\
& \text{Mouse} \quad \text{\textbullet}, \text{(see Note), joining:} \\
& (a) \text{above} \\
& 51^\circ \, 31' \cdot 34'' \text{N.}, \ 1^\circ \, 02' \cdot 80'' \text{E.} \\
& 51^\circ \, 31' \cdot 94'' \text{N.}, \ 1^\circ \, 02' \cdot 38'' \text{E.} 
\end{align*} \]
1 Boarding London and Medway

Chart: SC5606-6 ETRS89 DATUM
Insert limit of anchorage area, pecked line, joining:

legend, Alice, at buoy

Delete former limit of anchorage area, pecked line, and associated legend,

Mouse (see Note), joining:

L3986/15 ENGLAND — South East Coast — Dover Strait — The Varne NE — Obstruction.
Source: SHOM

Chart: SC5606-1 WGS84 DATUM
Insert

L4487/15 ENGLAND — East Coast — River Medway — Wreck.
Source: Peel Ports Medway

Chart: SC5606-12 (panel B, Rochester Bridge to Wouldham) ETRS89 DATUM
Insert

L4570/50 ENGLAND — East Coast — River Thames — Yantlet Channel — Depths.
Source: Port of London Authority
Chart: SC5606·8 ETRS89 DATUM
Insert depth, 13: (a) 51° 30' -14N. , 0° 36' -81E.
Delete depth, 14s, close W of: (a) above

L4689/15 ENGLAND — South East Coast — Goodwin Sands — Gull Stream and North Sand Head — Depths.
Source: mv FPV Morven

Chart: SC5606·3 ETRS89 DATUM
Insert depth, 3s, and extend 5m contour SW to enclose depth. 7s, and extend 10m contour NW to enclose (a) 51° 15' -32N. , 1° 27' -79E.
Delete depth, 4s, close NE of: (a) above
depth, 11s, close SW of: (b) above

L4745/15 ENGLAND — East Coast — River Thames — The Warp SW — Depths.
Source: Port of London Authority

Chart: SC5606·7 ETRS89 DATUM
Insert depth, 7s, (a) 51° 29' -34N. , 0° 52' -89E.
Delete depth, 7s, close E of: (a) above

Chart: SC5606·9 ETRS89 DATUM
Insert depth, 7s, (a) 51° 29' -34N. , 0° 52' -89E.
Delete depth, 7s, close E of: (a) above

L4881/15 ENGLAND — South East Coast — Dover Strait — The Ridge W — Wreck.
Source: Trinity House

Chart: SC5606·1 WGS84 DATUM
Insert 50° 50' -08N. , 1° 13' -82E.

L4952/15 ENGLAND — East Coast — River Thames — Gravesend Reach W — Depths.
Source: Port of London Authority

Chart: SC5606·14 (panel A, Gravesend Reach to Erith Reach) ETRS89 DATUM
Insert depth, 7s, (a) 51° 26' -99N. , 0° 20' -85E.
Delete depth, $\delta$, close W of: (a) above

L5043/15 ENGLAND — East Coast — Ray Sand Channel — Buoy.
Source: Roger Gasper

Chart: SC5606·6 ETRS89 DATUM
Move
Ray Sand Middle, from: 51° 40'·00N., 0° 59'·00E.
to: 51° 40'·00N., 0° 59'·50E.

L5131/15 ENGLAND — East Coast — River Thames — Erith Sands E — Depth.
Source: Port of London Authority

Chart: SC5606·14 (panel A, Gravesend Reach to Erith Reach) ETRS89 DATUM
Insert depth, $\delta$, and extend 5m contour N to enclose (a) 51° 29'·01N., 0° 13'·08E.
Delete depth, $\delta$, close SE of: (a) above

L5165/15 ENGLAND — East Coast — Thames Estuary — Middle Deep — Buoyage.
Source: Trinity House

Chart: SC5606·2 ETRS89 DATUM
Insert
- Fl(2)G.10s Maplin Approach 51° 39'·54N., 1° 09'·39E.
- Fl.R.5s East Maplin 51° 38'·29N., 1° 08'·86E.
- Fl.G.5s Maplin Middle Bell 51° 36'·78N., 1° 05'·50E.
- Fl(2)G.10s S Whitaker 51° 40'·15N., 1° 09'·13E.
- Fl.R.5s W Hook Middle 51° 39'·18N., 1° 07'·91E.
- Fl.G.5s Bell NE Maplin 51° 37'·46N., 1° 04'·79E.

Chart: SC5606·6 ETRS89 DATUM
Insert
- Fl(2)G.10s Maplin Approach 51° 39'·54N., 1° 09'·39E.
- Fl.R.5s East Maplin 51° 38'·29N., 1° 08'·86E.
- Fl.G.5s Maplin Middle Bell 51° 36'·78N., 1° 05'·50E.
- Fl(2)G.10s S Whitaker 51° 40'·16N., 1° 09'·11E.
- Fl.R.5s W Hook Middle 51° 39'·18N., 1° 07'·91E.
- Fl.G.5s Bell NE Maplin 51° 37'·46N., 1° 04'·79E.
L5796/15 ENGLAND — East Coast — River Medway — Wreck.
Source: Peel Ports Authority

Chart: SC5606-12 (panel B, Rochester Bridge to Wouldham) ETRS89 DATUM
Delete 51° 22' ·04N. , 0° 27' ·10E.

L6157/15 ENGLAND — South East Coast — Goodwin Sands — Depths.
Source: FPV Morven

Chart: SC5606·3 ETRS89 DATUM
Insert depth, 4f, enclosed by 5m contour 51° 17' ·14N. , 1° 33' ·21E.
depth, 4f, enclosed by 5m contour 51° 16' ·61N. , 1° 32' ·99E.
depth, 4f, and extend 5m contour NW to enclose 51° 12' ·93N. , 1° 30' ·81E.
Replace depth, 24s, with depth, 23s 51° 11' ·32N. , 1° 42' ·77E.
depth, 30s, with depth 29s, enclosed by 30m contour 51° 08' ·97N. , 1° 40' ·94E.

L6243/15 ENGLAND — East Coast — River Thames — Thames Haven S — Depths.
Source: Port of London Authority

Chart: SC5606·13 (panel A, Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert depth, 9s, and extend 10m contour N to enclose (a) 51° 29' ·80N. , 0° 29' ·34E.
Delete depth, 13s, close N of: (a) above

L6581/15 ENGLAND — South East Coast — Goodwin Sands — South Sand Head — Depths.
Source: fpv Morven

Chart: SC5606·3 ETRS89 DATUM
Insert depth, 9s, and extend 10m contour SW to enclose (a) 51° 08' ·80N. , 1° 28' ·95E.
Delete depth, 7s, close NE of: (a) above

L6627/15 ENGLAND — South East Coast — Margate Road — Buoy.
Source: Trinity House

Chart: SC5606·2 ETRS89 DATUM
L174/16 ENGLAND — East Coast — Princes Channel W — Depths.
Source: Port of London Authority

Chart: SC5606-5 ETRS89 DATUM
Insert depth, $\gamma$, 
$(a)$ 51° 29’ ·23N., 1° 08’ ·71E.
Delete depth, $\gamma$, close NW of: 
$(a)$ above


Charts SC5606-10 and SC5606-11 WGS84 DATUM
The following changes were published in the new edition of chart 1827, which is the source chart for the above folio sheets:

Includes significant safety-related information as follows: changes to depths in Ramsgate Harbour from the latest harbour authority surveys. Mariners should therefore navigate with caution on sheets SC5606-10 and SC5606-11 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.

These changes will be included in the next new edition of SC5606.

L917/16 FRANCE — North Coast — Sandettié Bank NE — Automatic Identification System.
Source: French Notice 3/46/16

Chart: SC5606-1 WGS84 DATUM
Insert Automatic Identification System, AIS, at Sandettié E light-buoy 51° 14’ ·9N., 2° 02’ ·6E.

L1316/16 ENGLAND — East Coast — River Thames — Hole Haven — Depths.
Source: Port of London Authority

Chart: SC5606-13 (panel A, Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert depth, $\delta$, 
$(a)$ 51° 30’ ·72N., 0° 33’ ·04E.
Replace depth, $\delta$, with depth, $\gamma$: 
51° 30’ ·46N., 0° 32’ ·58E.
depth, 14\textdegree, with depth, 13; 51° 30' - 42N, 0° 32' - 84E.

Delete depth, 0\textdegree, close N of: (a) above

Chart: SC5606\cdot13 (panel B, Continuation Of Hole Haven Creek) ETRS89 DATUM

Insert depth, 0\textdegree, (a) 51° 30’ - 72N, 0° 33’ - 04E.
Delete depth, 0\textdegree, close N of: (a) above

Temporary/Preliminary NMs

L1323(T)/16—BELGIUM — Westhinder E — Westhinder Anchorage N — Foul.

Source: Belgian Notice 3/76(T)/16

1. An anchor has been lost in position 51° 26’ - 1N, 2° 39’ - 3E (WGS84 Datum)

Charts affected—SC5605, SC5606, SC5607

Temporary/Preliminary NMs


Source: Belgian Notice 3/77(P)/16

1. Works are in progress to extend the Belwind windfarm at Blighbank, position 51° 40’ - 35N, 2° 48’ - 40E.

2. The construction area is bounded by the following approximate positions and marked as follows:

<table>
<thead>
<tr>
<th>Position</th>
<th>Buoy Type</th>
<th>Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>51° 38’ - 66N, 2° 45’ - 19E</td>
<td>West cardinal light buoy BB-W</td>
<td></td>
</tr>
<tr>
<td>51° 30’ - 75N, 2° 45’ - 87E</td>
<td>Special buoy BB01</td>
<td></td>
</tr>
<tr>
<td>51° 40’ - 84N, 2° 46’ - 55E</td>
<td>Special buoy BB02</td>
<td></td>
</tr>
<tr>
<td>51° 41’ - 93N, 2° 47’ - 24E</td>
<td>Special buoy BB03</td>
<td></td>
</tr>
<tr>
<td>51° 43’ - 03N, 2° 47’ - 91E</td>
<td>North cardinal light buoy BB-N</td>
<td></td>
</tr>
<tr>
<td>51° 40’ - 04N, 2° 51’ - 05E</td>
<td>Special buoy BB04</td>
<td></td>
</tr>
<tr>
<td>51° 30’ - 04N, 2° 52’ - 68E</td>
<td>East cardinal light buoy BB-E</td>
<td></td>
</tr>
<tr>
<td>51° 39’ - 03N, 2° 51’ - 50E</td>
<td>Special buoy BB05</td>
<td></td>
</tr>
<tr>
<td>51° 38’ - 12N, 2° 50’ - 54E</td>
<td>Special buoy BB06</td>
<td></td>
</tr>
<tr>
<td>51° 37’ - 21N, 2° 49’ - 42E</td>
<td>Special buoy BB07</td>
<td></td>
</tr>
</tbody>
</table>
3. Unauthorised vessels are not permitted to enter the construction area.
4. Mariners are advised to navigate well clear of the limits of the construction area.
5. Charts will be updated when works are complete. (WGS84 Datum)

Charts affected—SC5606, SC5607

Source: Port of London Authority

Chart: SC5606·2 ETRS89 DATUM
Insert depth, 14,
drying height, \( \Delta_h \) enclosed by 0m low water line
depth, 4\(_a\) enclosed by 5m contour
Delete depth, 14, close NE of:
depth, \( \Delta_h \), close E of:

(a) 51° 37'·35N., 1° 20'·75E.
(b) 51° 32'·46N., 1° 13'·73E.
51° 31'·29N., 1° 14'·26E.

Chart: SC5606·5 ETRS89 DATUM
Insert depth, 4\(_a\) enclosed by 5m contour
51° 31'·29N., 1° 14'·26E.

Chart: SC5606·6 ETRS89 DATUM
Insert drying height, \( f_h \), enclosed by 0m low water line
depth, \( \delta_h \), and extend 10m contour N to enclose
drying height, \( \Delta_h \), enclosed by 0m low water line
depth, 2\(_i\) enclosed by 5m contour
depth, 2\(_i\) enclosed by 5m contour
depth, 4\(_a\) enclosed by 5m contour
Delete depth, 12\(_a\), close W of:
depth, \( \Delta_h \), close E of:
depth, 7\(_i\), close SW of:

(a) 51° 33'·01N., 1° 15'·27E.
(b) 51° 32'·86N., 1° 14'·37E.
(c) 51° 32'·41N., 1° 13'·29E.
51° 32'·21N., 1° 12'·79E.
51° 31'·29N., 1° 14'·26E.

Chart: SC5606·1 WGS84 DATUM
Insert depth, 23
depth, 26,
(a) 51° 11'·32N., 1° 42'·77E.
51° 09'·44N., 1° 41'·37E.

L1551/16 ENGLAND — South East Coast — Approaches to Ramsgate — Goodwin Sands N and W — Tail of the Falls S — Depths.
Source: British Government Survey

Chart: SC5606·1 WGS84 DATUM
Insert depth, 23
depth, 26,
(a) 51° 11'·32N., 1° 42'·77E.
51° 09'·44N., 1° 41'·37E.
L2251/16 ENGLAND — East Coast — River Thames — Mucking Flats SE — Depth.
Source: Port of London Authority

Chart: SC5606·3 ETRS89 DATUM

Delete depth, 25, close SW of: (a) above

Insert depth, 5,  
depth, 3,  
depth, 2, enclosed by 5m contour  
depth, 19, enclosed by 20m contour  
depth, 26,  
Replace depth, 23, with depth, 23  
Delete depth, 6, close NE of: (a) above  
depth, 3, close SW of: (b) above  
depth, 20, close S of: (c) above  
depth, 28, close S of: (d) above

Chart: SC5606·4 ETRS89 DATUM

Replace depth, 6, with depth, 5  
51° 19’·68N., 1° 31’·14E.

Source: Belgian Notice 9/144(T)/16

1. Works are in progress to extend the Belwind windfarm at Blighbank in position 51° 40’·35N., 2° 48’·40E.
2. The construction area is bounded by the following positions and marked as follows:

<table>
<thead>
<tr>
<th>Position</th>
<th>Buoys-Type</th>
<th>Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>51° 38’·66N., 2° 45’·02E.</td>
<td>West cardinal light buoy</td>
<td>BB-W</td>
</tr>
<tr>
<td>51° 39’·75N., 2° 45’·87E.</td>
<td>Special buoy</td>
<td>BB1</td>
</tr>
<tr>
<td>51° 40’·84N., 2° 46’·55E.</td>
<td>Special buoy</td>
<td>BB2</td>
</tr>
<tr>
<td>51° 41’·93N., 2° 47’·23E.</td>
<td>Special buoy</td>
<td>BB3</td>
</tr>
<tr>
<td>51° 42’·03N., 2° 47’·91E.</td>
<td>North Cardinal light buoy</td>
<td>BB-N</td>
</tr>
<tr>
<td>51° 40’·77N., 2° 51’·05E.</td>
<td>Special buoy</td>
<td>BB4</td>
</tr>
<tr>
<td>51° 39’·94N., 2° 52’·68E.</td>
<td>East Cardinal light buoy</td>
<td>BB-E</td>
</tr>
</tbody>
</table>
3. Unauthorised vessels are not permitted to enter the construction area.
4. Mariners are advised to navigate clear of the limits of the construction area.
5. Charts will be updated when works are complete.
6. Former Notice 1324(P)/16 is cancelled.*Indicates new or revised entry.(WGS84 Datum)

Charts affected—SC5606, SC5607

______________________________
L2983/16 ENGLAND — East Coast — River Thames — Blackwall Reach and Wapping — Foul. Buoy.
Source: Port of London Authority

Chart: SC5606·15 (panel A Hook Ness to Tower Bridge) ETRS89 DATUM
Insert limit of foul ground area, pecked line, joining:
51° 29’·568N., 0° 00’·136E. (shore)
51° 29’·568N., 0° 00’·122E.
51° 29’·504N., 0° 00’·125E.
51° 29’·504N., 0° 00’·154E. (shore)

______________________________
L3200/16 ENGLAND — Thames Estuary — South Edinburgh Channel S — Wreck.
Source: Port of London Authority

Chart: SC5606·2 ETRS89 DATUM
Replace $\text{H} Wk$, with $\text{H} Wk$

Chart: SC5606·5 ETRS89 DATUM
Replace $\text{H} Wk$, with $\text{H} Wk$

______________________________
L3310/16 ENGLAND — East Coast — River Thames — Yantlet Channel — Depth.
Source: Port of London Authority

Note: This update is included in New Edition 1186, published 7th July 2016.

Chart: SC5606·13 (Panel A, Hole Haven to Gravesend Reach) ETRS89 DATUM
L3313/16  ENGLAND — East Coast — Thames Estuary — Whitaker Channel — Legend.
Source: Trinity House

Chart: SC5606·6 ETRS89 DATUM
Insert legend, Less water reported (2016), centred on: 51° 40’ ·67N., 1° 08’ ·90E.

L3533/16  ENGLISH CHANNEL — Dover Strait — The Varne NW — Depths. Wreck.
Source: CEFAS

Chart: SC5606·1 WGS84 DATUM
Replace \( \text{Wk} \) with \( \text{Wk} \) 51° 01’ ·04N., 1° 16’ ·50E.

Temporary/Preliminary NMs
L3619(T)/16  BELGIUM — Oostdyck 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


Charts SC5606·4, SC5606·5 and SC5606·6 WGS84 DATUM
The following changes were published in the new edition of chart 1607, which is the source chart for the above folio sheets:

Includes changes to depths from the latest British Government, Port of London Authority and Trinity House surveys. Mariners should therefore navigate with caution on sheets SC5606·4, SC5606·5 and SC5606·6 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.

These changes will be included in the next new edition of SC5606.

L3718/16  ENGLAND — East Coast — River Thames — Bugsby’s Reach NW — Depth.
Source: Port of London Authority
Chart: SC5606·15 (panel A, Hook Ness to Tower Bridge) ETRS89 DATUM

Insert depth, 4, and extend 5m contour N to enclose 51° 30’·336N., 0° 00’·361E.

L3843/16 ENGLAND — Thames Estuary — South West Sunk — Depths.
Source: Roger Gaspar

Chart: SC5606·6 ETRS89 DATUM

Insert depth, 1, and extend 2m approximate contour N to enclose 51° 37’·92N., 1° 17’·21E.

depth, 3, and extend 5m approximate contour NE to enclose (a) 51° 37’·85N., 1° 17’·58E.

Delete depth, 7, close NW of:

former 5m approximate contour, joining:

51° 37’·91N., 1° 17’·13E.

51° 37’·90N., 1° 17’·27E.

L3950/16 ENGLAND — Thames Estuary — Middle Deep — Depths.
Source: Port of London Authority

Chart: SC5606·2 ETRS89 DATUM

Insert depth, 2, (a) 51° 37’·59N., 1° 05’·93E.

depth, 2, (b) 51° 38’·00N., 1° 06’·81E.

Delete depth, 3, close SW of: (a) above

depth, 3, close SW of: (b) above

Chart: SC5606·6 ETRS89 DATUM

Insert depth, 2, (a) 51° 37’·59N., 1° 05’·93E.

depth, 2, (b) 51° 38’·00N., 1° 06’·81E.

Delete depth, 3, close SW of: (a) above

depth, 3, close NE of: (a) above

depth, 3, close SW of: (b) above

depth, 3, close NE of: (b) above

L4167/16 BELGIUM — Oostdyck N and Negenvaam — Buoyage. Radar beacon.
Source: Belgian Notices 14/195-197/16

Chart: SC5606·1 WGS84 DATUM

Replace VQ KB2, with Q KB (a) 51° 21’·16N., 2° 42’·08E.

Insert radar beacon, Racon (K), at light-buoy (a) above

Delete Q OostdyckBk 51° 21’·47N., 2° 31’
L4409/16 ENGLAND — East Coast — Thames Estuary — Princes Channel — NM Blocks. Buoy.
Source: Trinity House and Port of London Authority

Chart: SC5606·2 ETRS89 DATUM
Move **VQ(6)+LFl.10s Princes Outer**, from: 51° 28' · 89N., 1° 20' · 43E.
to: 51° 28' · 79N., 1° 19' · 87E.

Chart: SC5606·4 ETRS89 DATUM
Insert the accompanying block, centred on: 51° 28' · 56N., 1° 20' · 16E.

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L4509/16 ENGLAND — East Coast — Thames Estuary — Whitaker Channel NE — Depths. Legend.
Source: Port of London Authority

Chart: SC5606·6 ETRS89 DATUM
Insert depth, 4s, and extend 5m contour NE to enclose 51° 41' · 22N., 1° 09' · 96E.
depth, 1s, and extend 2m contour NE to enclose 51° 41' · 09N., 1° 08' · 44E.
depth, 2s 51° 40' · 55N., 1° 09' · 15E.
Replace depth, 4s, with depth, 2s 51° 40' · 38N., 1° 09' · 08E.
Delete legend, *Less water reported (2016)*, centred on: 51° 40' · 67N., 1° 08' · 90E.

Charts SC5606-7, SC5606-8, SC5606-9 and SC5606-10 WGS84 DATUM

The following changes were published in the new edition of chart 1185, which is the source chart for the above folio sheets:

Includes changes to depths from the latest Port of London Authority Surveys. Mariners should therefore navigate with caution on sheets SC5606-7, SC5606-8, SC5606-9 and SC5606-10 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.

These changes will be included in the next new edition of SC5606.

L4749/16 ENGLAND — Thames Estuary — Kentish Flats — Buoyage.
Source: Trinity House

Chart: SC5606-2 ETRS89 DATUM
Delete

$Q$
$51^\circ\ 28'\ .23N.,\ 1^\circ\ 02'\ .19E.$

$Q(3)10s$
$51^\circ\ 26'\ .72N.,\ 1^\circ\ 08'\ .58E.$

$Q(9)15s$
$51^\circ\ 26'\ .29N.,\ 1^\circ\ 03'\ .71E.$

Chart: SC5606-5 ETRS89 DATUM
Delete

$Q$
$51^\circ\ 28'\ .23N.,\ 1^\circ\ 02'\ .19E.$

$Q(3)10s$
$51^\circ\ 26'\ .72N.,\ 1^\circ\ 08'\ .58E.$

$Q(9)15s$
$51^\circ\ 26'\ .29N.,\ 1^\circ\ 03'\ .71E.$

L4876/16 ENGLAND — South East Coast — Approaches to Ramsgate — Cross Ledge NE — Wreck.
Source: Fugro EMU Limited

Chart: SC5606-3 ETRS89 DATUM
Insert

$51^\circ\ 18'\ .63N.,\ 1^\circ\ 25'\ .12E.$

L4946/16 ENGLAND — East Coast — River Thames — Blackwall Reach S — Depths.
Source: Port of London Authority
Chart: SC5606-15 (panel A, River Thames Hook Ness to Tower Bridge) ETRS89 DATUM

Insert depth, 3, (a) 51° 29'·551N., 0° 00'·090W.
depth, 1s (b) 51° 29'·468N., 0° 00'·086W.
Delete depth, 3, close E of: (a) above
depth, 1s, close NE of: (b) above

---

L4955/16 ENGLISH CHANNEL — Dover Strait — The Ridge NW — Legend.
Source: Historic England

Chart: SC5606-1 WGS84 DATUM

Insert legend, Historic Wreck (see Note), centred on: 50° 56'·56N., 1° 14'·00E.

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L4985/16 ENGLAND — East Coast — River Thames — Shellhaven S — Buoyage.
Source: Port of London Authority

Chart: SC5606-13 (panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM

Replace Fl.Y.2·5s, with 51° 30'·31N., 0° 30'·93E.
51° 30'·32N., 0° 31'·03E.
51° 30'·33N., 0° 31'·14E.

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L5103/16 ENGLAND — East Coast — River Medway N — Landmark.
Source: Peel Ports Medway Notice 20/16

Chart: SC5606-2 ETRS89 DATUM

Delete CHIMNEY (244) (RLts) 51° 26'·78N., 0° 42'·70E.

Chart: SC5606-9 ETRS89 DATUM

Delete (244) CHIMNEY (RLts) 51° 26'·79N., 0° 42'·70E.

Chart: SC5606-10 (panel A, Mouth of River Medway and West Swale) ETRS89 DATUM

Delete (244) CHIMNEY (RLts) 51° 26'·79N., 0° 42'·70E.

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L5327/16 ENGLAND — Thames Estuary — The Warp — Depths.
Source: Port of London Authority
Chart: SC5606·5 ETRS89 DATUM
Replace depth, 15, with depth, 14, enclosed by 15m contour 51° 30' 97N., 0° 56' 58E.

L5908/16 ENGLAND — Thames Estuary — Knock John Channel SW — Anchorage area.
Source: UKHO

Chart: SC5606·2 ETRS89 DATUM
Delete Knob DW 51° 31' 16N., 1° 04' 75E.

Chart: SC5606·5 ETRS89 DATUM
Delete Knob DW (see note) 51° 31' 02N., 1° 04' 33E.

L5951/16 BELGIUM — Akkaertbank NW — Depth.
Source: Belgian Notice 21/270/16

Chart: SC5606·1 WGS84 DATUM
Insert depth, 19, enclosed by 20m contour 51° 24' 97N., 2° 39' 39E.

L6015/16 ENGLAND — Thames Estuary — Kentish Flats — NM Block.
Source: UKHO

Chart: SC5606·5 ETRS89 DATUM
Insert the accompanying block, centred on: 51° 27' 5N., 1° 04' 9E.
L6031/16 FRANCE — North Coast — Approaches to Dunkerque — Automatic Identification Systems.
Source: French Notice 42/46/16

Chart: SC5606-1 WGS84 DATUM
Insert Automatic Identification System, AIS, at DY3 light-buoy 51° 11' 47N., 2° 22' 52E.
Automatic Identification System, AIS, at Ruytingen SE light-buoy 51° 09' 22N., 2° 08' 91E.
L6036/16 ENGLAND — East Coast — Thames Tidal Barrier W — Depths.
Source: Port of London Authority

Chart: SC5606·14 (panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM
Insert depth, 3, and extend 5m contour S to enclose 51° 29.83N., 0° 01′·67E.

L6049/16 ENGLAND — Thames Estuary — Knock John Channel — Depth.
Source: Port of London Authority

Chart: SC5606·6 ETRS89 DATUM
Insert depth, 14s 51° 33′·12N., 1° 09′·53E.

Source: French Notice 42/48/16

Chart: SC5606·1 WGS84 DATUM
Insert Automatic Identification System, AIS, at Colbart N'light-buoy 50° 57′·47N., 1° 23′·32E.


Chart SC5606·3 WGS84 DATUM
The following changes were published in the new edition of chart 323, which is the source chart for the above folio sheet:

Includes changes to depths from the latest British Government and French Government surveys. Mariners should therefore navigate with caution on sheet SC5606·3 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.

L6420/16 ENGLAND — East Coast — River Thames — Long Reach — Depths.
Source: Port of London Authority

Chart: SC5606·14 (Panel A, Gravesend Reach to Erith Reach) ETRS89 DATUM
Insert depth, 6, (a) 51° 28′·20N., 0° 14′·98E.

Page 37 of 91
Delete depth, $\delta_6$, close W of: $(a)$ above

L649/16 BELGIUM — Negenvaam N — Depths.
Source: ENC BE4VLBNK

Chart: SC5606·1 WGS84 DATUM
Insert depth, $\delta_4$, $(a)\ 51^\circ\ 21'\cdot55N.,\ 2^\circ\ 42'\cdot92E.$
Delete depth, $\delta_6$, close S of: $(a)$ above

L6573/16 ENGLAND — East Coast — River Thames — Gravesend Reach — Fog signal.
Source: Port of London Authority

Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM
Delete fog signal, Siren(2)60s, and associated symbol, fog signal $51^\circ\ 27'\cdot13N.,\ 0^\circ\ 23'\cdot46E.$

L161/17 NORTH SEA — Netherlands Sector — Oosthinder N and S — Depths.
Source: Netherlands Notice 49/451/16

Chart: SC5606·1 WGS84 DATUM
Insert depth, $\delta_6$, and extend 20m contour N to enclose $(a)\ 51^\circ\ 24'\cdot17N.,\ 2^\circ\ 37'\cdot98E.$
Delete depth, $\delta_8$, close N of: $(a)$ above

L213/17 ENGLAND — East Coast — River Thames — Thames Haven to Canvey Island — Depths.
Source: Port of London Authority

Chart: SC5606·8 ETRS89 DATUM
Insert depth, $\delta_3$, $51^\circ\ 30'\cdot28N.,\ 0^\circ\ 32'\cdot91E.$

Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert depth, $\delta_3$, $51^\circ\ 30'\cdot55N.,\ 0^\circ\ 28'\cdot37E.$

2m contour, joining: $51^\circ\ 30'\cdot07N.,\ 0^\circ\ 28'\cdot29E.$

(existing contour)

$51^\circ\ 30'\cdot04N.,\ 0^\circ\ 28'\cdot35E.$

$51^\circ\ 30'\cdot05N.,\ 0^\circ\ 28'\cdot39E.$
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.

Charts affected – SC5605, SC5606, SC5607 and SC5614
NEW AND AMENDED ROUTEING MEASURES

"OFF THE NETHERLANDS - BELGIAN COAST BETWEEN WEST HINDER, NORTH HINDER AND MAAS WEST TRAFFIC SEPARATION SCHEMES"

Diagram shows new and amended routing and associated measures to be implemented at 0000 UTC on 1 June 2017

DO NOT USE THIS DIAGRAM FOR NAVIGATION
L841/17 ENGLAND — Thames Estuary — Knob Gat — Depths.
Source: Port of London Authority

Chart: SC5606·2 ETRS89 DATUM
Insert depth, 2, enclosed by 5m contour
(depth, 1, enclosed by 2m contour)
(a) 51° 32’·59N., 1° 06’·34E.
(b) 51° 33’·02N., 1° 06’·94E.
Delete depth, 6, close SE of: (a) above
(depth, 6, close W of: (b) above

Chart: SC5606·6 ETRS89 DATUM
Insert depth, 2, enclosed by 5m contour
(depth, 2, enclosed by 5m contour)
(a) 51° 32’·59N., 1° 06’·34E.
(depth, 3, enclosed by 5m contour) (b) 51° 32’·50N., 1° 06’·61E.
(depth, 1, enclosed by 2m contour) (c) 51° 33’·02N., 1° 06’·94E.
(depth, 0, and extend 2m contour NW to enclose 51° 33’·25N., 1° 07’·48E.
Replace depth, 6, with depth, 2, enclosed by 5m contour 51° 32’·86N., 1° 06’·67E.
Delete depth, 7, close NW of: (a) above
(depth, 6, close N of: (b) above
(depth, 6, close W of: (c) above

L854/17 ENGLAND — East Coast — Yantlet Channel — Depths.
Source: Port of London Authority

Chart: SC5606·8 ETRS89 DATUM
Insert depth, 13, (a) 51° 30’·29N., 0° 32’·93E.
Delete depth, 13, close SW of: (a) above

Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert depth, 13, (a) 51° 30’·29N., 0° 32’·93E.
Delete depth, 13, close SW of: (a) above

L885/17 ENGLAND — South East Coast — Sandettié Bank NW — Depths.
Source: British Government Survey

Chart: SC5606·1 WGS84 DATUM
Insert depth, 25, (a) 51° 14’·50N., 1° 51’·27E.
Delete depth, 28, close SW of: (a) above
(depth, 29, close NE of: (a) above

Chart: SC5606·3 ETRS89 DATUM
Temporary/Preliminary NMs
L819(T)/17 ENGLAND — Thames Estuary — North Hinder South TSS — Wreck, Buoyage, Radar beacon, Restricted area.
Source: Trinity House

1. A wreck is located in position 51° 40' ·21 N., 2° 13' ·54 E.
2. A temporary exclusion zone has been established, radius 250m (0·14M), centred on the wreck.
3. Temporary wreck marking light buoys, have been established as follows:

<table>
<thead>
<tr>
<th>Position</th>
<th>Characteristic</th>
</tr>
</thead>
<tbody>
<tr>
<td>51° 40' ·20N., 2° 13' ·63E.</td>
<td>Al.Oc.BuY.3s Racon (D)</td>
</tr>
<tr>
<td>51° 40' ·17N., 2° 13' ·64E.</td>
<td>Al.Oc.BuY.3s</td>
</tr>
<tr>
<td>51° 40' ·28N., 2° 13' ·45E.</td>
<td>Al.Oc.BuY.3s</td>
</tr>
<tr>
<td>51° 40' ·17N., 2° 13' ·46E.</td>
<td>Al.Oc.BuY.3s</td>
</tr>
</tbody>
</table>

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

Charts affected — SC5606 and SC5607


Chart SC5606·6 WGS84 DATUM
The following changes were published in the new edition of chart 1975, which is the source chart for the above folio sheet:

Includes changes from the latest British Government, Port of London Authority, Trinity House and Commercial surveys. Mariners should therefore navigate with caution on sheet SC5606·6 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.

Source: French Notice 5/50/17

Chart: SC5606·1 WGS84 DATUM
Insert Automatic Identification System, AIS, at DY 1 light-buoy 51° 08' ·92N., 2° 14' ·90E.
Source: Port of London Authority

**Chart: SC5606·6 ETRS89 DATUM**

Insert depth, $9_{6}$, and extend 10m contour NW to enclose 51° 33’·63N., 1° 07’·40E.

Legend, *Less Water (2017)*, orientated SW/NE, centred on: 51° 32’·63N., 1° 06’·22E.

---

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

**Chart: SC5606·1 WGS84 DATUM**

Insert **Automatic Identification System, AIS, at Fairy W buoy** 51° 23’·84N., 2° 09’·27E.

---

L1319/17  NORTH SEA — Belgium to Netherlands — Legends.
Source: Netherlands Notice 9/95/17 and UKHO

**Chart: SC5606·1 WGS84 DATUM**

Insert **legend, CHANGES TO TSS TO BE IMPLEMENTED ON 1 JUNE 2017 (SEE NM 765(P)/17)**, centred on: 51° 29’·94N., 2° 42’·81E.

---

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:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>45·6m</td>
<td>$51^\circ23^\prime21^\primeN., 2^\circ00^\prime17^E.$</td>
</tr>
<tr>
<td>40·5m</td>
<td>$51^\circ27^\prime15^\primeN., 2^\circ58^\prime84^E.$</td>
</tr>
<tr>
<td>13·3m</td>
<td>$51^\circ27^\prime11^\primeN., 2^\circ56^\prime75^E.$</td>
</tr>
<tr>
<td>9·4m</td>
<td>$51^\circ26^\prime82^\primeN., 2^\circ58^\prime18^E.$</td>
</tr>
<tr>
<td>15·4m</td>
<td>$51^\circ26^\prime70^\primeN., 2^\circ54^\prime48^E.$</td>
</tr>
<tr>
<td>9·2m</td>
<td>$51^\circ26^\prime52^\primeN., 2^\circ57^\prime90^E.$</td>
</tr>
<tr>
<td>9·5m</td>
<td>$51^\circ25^\prime59^\primeN., 2^\circ56^\prime05^E.$</td>
</tr>
<tr>
<td>9·2m</td>
<td>$51^\circ23^\prime54^\primeN., 2^\circ51^\prime65^E.$</td>
</tr>
<tr>
<td>45·9m</td>
<td>$51^\circ23^\prime54^\primeN., 2^\circ36^\prime81^E.$</td>
</tr>
<tr>
<td>9·4m</td>
<td>$51^\circ22^\prime38^\primeN., 2^\circ47^\prime54^E.$</td>
</tr>
<tr>
<td>16·3m</td>
<td>$51^\circ21^\prime55^\primeN., 2^\circ24^\prime39^E.$</td>
</tr>
<tr>
<td>4·4m</td>
<td>$51^\circ18^\prime70^\primeN., 2^\circ28^\prime76^E.$</td>
</tr>
</tbody>
</table>
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: SC5606·1 WGS84 DATUM

Insert

\[\text{Wks} \quad (a) \quad 51^\circ \ 03' \cdot 17N. , \ 1^\circ \ 17' \cdot 71E.\]

Delete

\[\text{Wks, close NE of:} \quad (a) \quad \text{above}\]

---

**L1485/17 ENGLAND — East Coast — River Thames — Barking Reach — Depth.**
Source: Port of London Authority

Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM

Insert depth, \( 4_{a} \) and extend 5m contour SE to enclose\[
51^\circ \ 30' \cdot 82N. , \ 0^\circ \ 06' \cdot 82E.\]

---

**L1515/17 FRANCE — North Coast — Approaches to Calais — Automatic Identification System.**
Source: French Notice 8/47/17

Chart: SC5606·1 WGS84 DATUM

Insert \text{Automatic Identification System, AIS, at RCW light-buoy} \[
51^\circ \ 01' \cdot 00N. , \ 01^\circ \ 45' \cdot 84E.\]

---

**L1589/17 ENGLAND — East Coast — Thames Tidal Barrier — Depth.**
Source: Port of London Authority

Chart: SC5606·13 (Panel C, Thames Tidal Barrier) ETRS89 DATUM

Insert \[
51^\circ \ 29' \cdot 787N. , \ 0^\circ \ 01' \cdot 863E.\]

Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM

Insert \[
51^\circ \ 29' \cdot 787N. , \ 0^\circ \ 01' \cdot 863E.\]

---

**L1665/17 FRANCE — North Coast — Ridens de Calais — Automatic Identification System.**
Source: French Notice 10/46/17

Chart: SC5606·1 WGS84 DATUM
Insert Automatic Identification System, AIS, at RCA light-buoy
51° 01' 06N., 1° 48' 53E.

L1697/17 ENGLAND — South East Coast — Folkestone S — Wrecks.
Source: mv Vigilant

Chart: SC5606·1 WGS84 DATUM
Replace 23 Wk, with 11 Wk
50° 55' 56N., 1° 07' 95E.

L1747/17 ENGLAND — Thames Estuary — Mouse Channel SE — Buoyage.
Source: Cefas

Chart: SC5606·2 ETRS89 DATUM
Insert Fl(5)Y.20s
51° 32' 00N., 1° 02' 90E.

Chart: SC5606·5 ETRS89 DATUM
Delete Fl(5)Y.20s (2 buoys)
51° 31' 57N., 1° 01' 60E.

Chart: SC5606·6 ETRS89 DATUM
Delete Fl(5)Y.20s PA
51° 31' 57N., 1° 01' 63E.

L1761/17 ENGLAND — East Coast — River Thames — Halfway Reach — Depths.
Source: Port of London Authority

Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM
Replace depth, 6, with depth, 5

(a) 51° 30' 69N., 0° 08' 98E.

Delete depth, 6, close S of: (a) above

L1789/17 ENGLAND — East Coast — Whitstable Bay — Marine farm.
Legends.
Source: The Whitstable Oyster Fishery Company Limited
**Chart: SC5606·2 ETRS89 DATUM**

Insert limit of marine farm, pecked line, joining:

- 51° 21’·60N. , 1° 00’·57E. (S border)
- 51° 22’·64N. , 0° 59’·18E.
- 51° 22’·99N. , 0° 59’·07E.
- 51° 23’·73N. , 1° 01’·93E.
- 51° 21’·93N. , 1° 02’·34E. (shore)

- 51° 22’·54N. , 1° 01’·13E.

**Chart: SC5606·5 ETRS89 DATUM**

Insert limit of marine farm, pecked line, joining:

- 51° 21’·90N. , 1° 00’·95E. (shore)
- 51° 22’·64N. , 0° 59’·18E.
- 51° 22’·99N. , 0° 59’·07E.
- 51° 23’·73N. , 1° 01’·93E.
- 51° 21’·93N. , 1° 02’·34E. (shore)

- 51° 22’·54N. , 1° 01’·13E.

**Oyster Trestles (numerous obstructions)**

---

**L1974/17 ENGLAND — South East Coast — South Falls W — Foul.**
Source: mv Havila Phoenix

**Chart: SC5606·3 ETRS89 DATUM**

Insert #

51° 19’·7N. , 1° 41’·6E.

---

**Temporary/Preliminary NMs**

**L1938(P)/17 BELGIUM — Thorntonbank to Lodewijkbank — Works. Wind farm. Restricted area. Buoyage.**
Source: Belgian Notice 6/97(P)/17

1. Works are in progress to establish Rentel windfarm between Thorntonbank and Lodewijkbank.
2. The construction area is bounded by the following positions and marked as follows:

<table>
<thead>
<tr>
<th>Position</th>
<th>Buoy Type</th>
<th>Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>51° 37’·38N. , 2° 57’·01E.</td>
<td>North Cardinal light-buoy</td>
<td>REN-N</td>
</tr>
<tr>
<td>51° 36’·37N. , 2° 58’·79E.</td>
<td>Special buoy</td>
<td>REN-I-1</td>
</tr>
<tr>
<td>51° 35’·21N. , 3° 00’·62E.</td>
<td>East Cardinal light-buoy</td>
<td>REN-E</td>
</tr>
<tr>
<td>51° 33’·54N. , 2° 56’·52E.</td>
<td>South Cardinal light-buoy</td>
<td>REN-S</td>
</tr>
<tr>
<td>51° 34’·23N. , 2° 54’·18E.</td>
<td>Special buoy</td>
<td>REN-I-2</td>
</tr>
<tr>
<td>51° 35’·58N. , 2° 52’·74E.</td>
<td>West Cardinal light-buoy</td>
<td>REN-W</td>
</tr>
</tbody>
</table>
3. Unauthorised vessels are not permitted to enter the construction area.
4. Mariners are advised to navigate clear of the limits of the construction area.
5. Charts will be updated when works are complete. (WGS84 DATUM)

**Charts affected – SC5606 and SC5607**

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**L2206/17 ENGLAND — East Coast — Yantlet Channel — Depths.**
Source: Port of London Authority

**Chart: SC5606-8 ETRS89 DATUM**
- Insert depth, \(\theta_6\), and extend 10m contour S to enclose \(51^\circ 30' \cdot 20N., 0^\circ 39' \cdot 03E.\)
- Insert depth, \(\theta_7\), and extend 10m contour S to enclose \(51^\circ 30' \cdot 17N., 0^\circ 39' \cdot 99E.\)
- Delete depth, \(\theta_9\), close SE of: \((a)\) above

---

**L2243/17 DOVER STRAIT — Sandettié Bank — Depths.**
Source: EGS Pioneer

**Chart: SC5606-1 WGS84 DATUM**
- Insert depth, \(\theta_4\), and extend 10m contour SW to enclose \(51^\circ 11' \cdot 80N., 1^\circ 52' \cdot 86E.\)
- Delete depth, \(\theta_5\), close E of: \((a)\) above

**Chart: SC5606-3 ETRS89 DATUM**
- Insert depth, \(\theta_6\), and extend 10m contour SW to enclose \(51^\circ 11' \cdot 03N., 1^\circ 50' \cdot 55E.\)
- Insert depth, \(\theta_4\), and extend 5m contour W to enclose \(51^\circ 11' \cdot 80N., 1^\circ 52' \cdot 86E.\)
- Delete depth, \(\theta_6\), close NE of: \((a)\) above
- Delete depth, \(\theta_5\), close E of: \((b)\) above

---

**Temporary/Preliminary NMs**

**L2388(T)/17 ENGLAND — Thames Estuary — North Hinder South TSS — Wreck. Buoyage. Radar beacon. Restricted area.**
Source: Trinity House

1. *A wreck is located in position \(51^\circ 40' \cdot 20N., 2^\circ 13' \cdot 58E.\)
2. *A temporary exclusion zone has been established, radius 1000m (0·54M), centred on the wreck.
3. Temporary wreck marking light-buoys, have been established as follows:

<table>
<thead>
<tr>
<th>Position</th>
<th>Characteristic</th>
</tr>
</thead>
<tbody>
<tr>
<td>(51^\circ 40' \cdot 52N., 2^\circ 14' \cdot 05E.)</td>
<td>(Al.Oc.BuY.3s Racon (D))</td>
</tr>
<tr>
<td>(51^\circ 39' \cdot 91N., 2^\circ 14' \cdot 09E.)</td>
<td>(Al.Oc.BuY.3s)</td>
</tr>
<tr>
<td>(51^\circ 39' \cdot 88N., 2^\circ 13' \cdot 11E.)</td>
<td>(Al.Oc.BuY.3s)</td>
</tr>
<tr>
<td>(51^\circ 40' \cdot 49N., 2^\circ 13' \cdot 07E.)</td>
<td>(Al.Oc.BuY.3s)</td>
</tr>
</tbody>
</table>

---
4. Mariners are advised to navigate with caution in the area. Former Notice 819(T)/17 is cancelled*Indicates new or revised entry(WGS84 DATUM)

Charts affected – SC5606 and SC5607


Chart SC5606-2 WGS84 DATUM
The following changes were published in the new edition of chart 1183, which is the source chart for the above folio sheet:

Includes changes to depths from the latest British Government, Port of London Authority, Trinity House and Commercial surveys. Mariners should therefore navigate with caution on sheet SC5606-2 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.

L2862/17 FRANCE — North Coast — Dunkerque Port-Ouest — Lights.  
Source: French Notices 21/50/15 and 19/45/17
Chart: SC5606-1 WGS84 DATUM
Amend light to, Dir Fl.4s20M 51° 01’·68N. , 2° 11’·97E.  
51° 01’·51N. , 2° 12’·41E.

L2897/17 ENGLAND — East Coast — Princes Channel — Depths.  
Source: Port of London Authority
Chart: SC5606-5 ETRS89 DATUM
Insert depth, 5f 51° 29’·35N. , 1° 06’·64E.

Temporary/Preliminary NMs
L490(T)/17 ENGLAND — South East Coast – Isle of Thanet NE —Buoyage.  
Source: Vattenfall Wind Power Ltd.

1. Yellow wave recorder light-buoys have been temporarily established in the following positions:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>A2b</td>
<td>Fl(5)Y.20s</td>
<td>51° 28’·01N. , 1° 38’·95E.</td>
</tr>
<tr>
<td>A3b</td>
<td>Fl(5)Y.20s</td>
<td>51° 23’·81N. , 1° 38’·75E.</td>
</tr>
</tbody>
</table>
Charts affected – SC5605 and SC5606

L3592/17 BELGIUM — Blighbank — Buoy. Restricted area. NM Blocks.
Note: Former Notice L2874(P)/16 is cancelled.

Chart: SC5606·1 WGS84 DATUM
Insert the accompanying block, centred on: 51° 37.4 N., 2° 45.4 E.

L3838/17 BELGIUM — Vaargeul 1 — Buoyage.
Source: Belgian Notice 14/189/17

Chart: SC5606·1 WGS84 DATUM
Move Fl(2)R. 10s VG6, from: 51° 25.05N., 2° 57.93E.
to: 51° 25.22N., 2° 56.24E.

Fl.G.5s VG5, from: 51° 24.65N., 2° 57.92E.
to: 51° 24.73N., 2° 56.78E.


Chart SC5606·6 WGS84 DATUM
The following changes were published in the new edition of chart 1975, which is the source chart for the above folio sheet:

*Includes changes to depths from the latest British Government and Port of London Authority surveys. Mariners should therefore navigate with caution on sheet SC5606·6 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.*

These changes will be included in the next new edition of SC5606.

---

**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 ENCs affected will be updated at 0000hrs on 1 January 2018.

**Charts affected – SC5605, SC5606 and SC5607**
L4299/17 ENGLAND — East Coast — River Medway — Rochester — Wreck.  
Depth. 
Source: Peel Ports

Chart: SC5606-11 (Panel B, River Medway Rochester) ETRS89 DATUM
Insert 

L4308/17 FRANCE — North Coast — Banc In Ratel NE — Automatic 
Identification System. 
Source: French Notice 31/46/17

Chart: SC5606-1 WGS84 DATUM
Insert Automatic Identification System, AIS, at light-buoy 51° 09’ 43N. , 2° 19’ 40E.

L4440/17 ENGLAND — South East Coast — Fairy Bank NW — Wreck.  
Source: mv Vigilant
Source: Medway Ports Authority

Chart: SC5606-10 (Panel A, Mouth of River Medway and West Swale) ETRS89 DATUM
Insert the accompanying block, centred on: 51° 25' 9N., 0° 41' 1E.

Chart: SC5606-11 (Panel A, River Medway Saltpan Reach to Chatham Reach) ETRS89 DATUM
Insert the accompanying block, centred on: 51° 25' 9N., 0° 40' 5E.

L4759/17 ENGLAND — East Coast — River Thames — Bugsby's Reach — Depths.
Source: Port of London Authority

Chart: SC5606-15 (Panel A, River Thames Hook Ness to Tower Bridge) ETRS89 DATUM
Insert depth, 2, (a) 51° 30' 326N., 0° 00' 345E.
Delete depth, 4, close NE of: (a) above
L4835/17 BELGIUM — TSS Off North Hinder — Virtual aids to navigation.
Source: Netherlands Notice 38/291/17

Chart: SC5606·1 WGS84 DATUM
Replace symbol, Virtual aid to navigation, triangular topmark, V-AIS OHR 3 with,
symbol, Virtual aid to navigation, cross topmark, V-AIS OHR 3 51° 39’·07N. , 2° 44’·34E.

---

L4910/17 ENGLAND — South East Coast — Gull Stream — Depths. Wrecks.
Drying height.
Source: Trinity House

Chart: SC5606·3 ETRS89 DATUM
Insert depth, 7
depth, 7s, enclosed by 2m contour
depth, 8e
depth, 4k, enclosed by 5m contour
drying height, 6e, enclosed by 0m low water line
Replace $\mathcal{Wk}$, with $\mathcal{Wk}$ 51° 17’·42N. , 1° 29’·66E.
depth, 7s, with depth, 6e 51° 16’·92N. , 1° 28’·25E.
Delete depth, 8, close SE of:
depth, 2, close SW of:
depth, 9, close W of:
(a) above
(b) above
(c) above

---

L4915/17 ENGLAND — East Coast — Thames Estuary — Pan Sand, Middle Sand, Margate Hook, East Barrow and Foulness Sand E — Beacons.
Source: Trinity House

Chart: SC5606·2 ETRS89 DATUM
Replace $\mathcal{W}$ Whitaker (10), with $\mathcal{ru}$ 51° 39’·65N. , 1° 06’·17E.
$\mathcal{W}$ East Barrow (11), with $\mathcal{ru}$ 51° 38’·31N. , 1° 12’·79E.
$\mathcal{W}$ Middle Sand (10), with $\mathcal{ru}$ 51° 26’·98N. , 1° 00’·03E.
$\mathcal{W}$ Margate Hook (11), with $\mathcal{ru}$ 51° 24’·18N. , 1° 14’·28E.

Chart: SC5606·4 ETRS89 DATUM
Replace $\mathcal{W}$ Margate Hook (11), with $\mathcal{ru}$ 51° 24’·18N. , 1° 14’·28E.

Chart: SC5606·5 ETRS89 DATUM
Replace $\mathcal{W}$ Middle Sand (10), with $\mathcal{ru}$ 51° 26’·98N. , 1° 00’·03E.
$\mathcal{W}$ Pan Sand (15), with $\mathcal{ru}$ 51° 27’·98N. , 1° 09’·94E.

Charts SC5606-7, SC5606-8, SC5606-9 and SC5606-10 WGS84 DATUM

The following changes were published in the new edition of chart 1185, which is the source chart for the above folio sheets:

*Includes changes to depths from the latest Port of London Authority surveys. Mariners should therefore navigate with caution on sheets SC5606-7, SC5606-8, SC5606-9 and SC5606-10 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.*

These changes will be included in the next new edition of SC5606.

L5031/17 ENGLAND — East Coast — River Thames — Gravesend Reach — Landmarks.
Source: Port of London Authority

*Note:* This update is included in New Edition 1186, published 19 October 2017.

Chart: SC5606-13 (Panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM

Delete

*CHY (167)  
51° 27'·35N., 0° 23'·33E.  
51° 27'·28N., 0° 23'·33E.*

Temporary/Preliminary NMs

Source: French Notice 38/1(T)/17

1. A measuring instrument buoy with Automatic Identification System, *M3EA1AIS*, has been established in position 51° 09'·64N., 2° 21'·58E.
2. The buoy moorings extend 150m to the north-east and south-west, (WGS84 DATUM)

Charts affected – SC5605 and SC5606
L5118/17 ENGLAND — East Coast — River Thames — Long Reach — Depth.
Source: Port of London Authority

*Note:* This update is included in New Edition 2151, published 19 October 2017

**Chart:** SC5606·14 (Panel A, River Thames Gravesend Reach to Erith Reach) ETRS89 DATUM

Insert depth, $Z_o$ 51° 28'·17N., 0° 14'·94E.

---

Temporary/Preliminary NMs

L5132(P)/17 BELGIUM — Zeebrugge to Thorntonbank NW — Submarine power cable.

Source: Belgian Notice 20/239(T)/17

1. A submarine power cable is being laid between Zeebrugge and Rentel wind farm, joining the following positions:

   - 51° 19'·69N., 3° 10'·14E.
   - 51° 21'·14N., 3° 06'·76E.
   - 51° 23'·91N., 3° 04'·40E.
   - 51° 27'·65N., 3° 04'·61E.
   - 51° 29'·12N., 2° 58'·15E.
   - 51° 32'·85N., 2° 52'·74E.
   - 51° 34'·54N., 2° 55'·13E.

2. Anchoring and fishing is prohibited within the vicinity of these positions.
3. Charts will be updated when works are complete. (WGS84 DATUM)

**Charts affected** — SC5606 and SC5607

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L5223/17 ENGLAND — East Coast — River Thames — Lower Pool to Wandsworth Reach — NM Block. Legends.

Source: Port London Authority

**Chart:** SC5606·15 (Panel A, River Thames Hook Ness to Tower Bridge) ETRS89 DATUM

Insert legend, Works in progress (2017), orientated NW/SE, centred on: 51° 30'·088N., 0° 03'·945W.

legend, Works in progress (2017), orientated SW/NE, centred on: 51° 30'·517N., 0° 02'·794W.

---

L5423/17 ENGLAND — East Coast — River Thames — Limehouse Reach — Buoyage.

Source: Port of London Authority

**Chart:** SC5606·15 (Panel A, River Thames, Hook Ness to Tower Bridge) ETRS89 DATUM
L5427/17 ENGLAND — South East Coast — Port of Ramsgate — Depths.
Source: Ramsgate Royal Harbour Authority

Chart: SC5606·10 (Panel C, Ramsgate) ETRS89 DATUM
Insert depth, $4_a$, enclosed by 5m contour  $51^\circ 29'\cdot 495N., 0^\circ 01'\cdot 820W.$
Replace depth, $5_l$, with depth, $4_a$, enclosed by 5m contour  $51^\circ 29'\cdot 464N., 0^\circ 01'\cdot 796W.$

L5494/17 ENGLAND — East Coast — Yantlet Channel — Buoy.
Source: Port of London Authority

Chart: SC5606·8 ETRS89 DATUM
Insert $Q(6)+\text{LF}1.15s \text{ Oikos}$  $51^\circ 30'\cdot 34N., 0^\circ 33'\cdot 62E.$

Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert $Q(6)+\text{LF}1.15s \text{ Oikos}$  $51^\circ 30'\cdot 34N., 0^\circ 33'\cdot 62E.$

L5535/17 ENGLAND — East Coast — Woolwich Reach W — Depths.
Source: Port of London Authority 35/17

Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM
Replace depth, $4_v$, with depth, $4_r$  $51^\circ 29'\cdot 74N., 0^\circ 01'\cdot 44E.$

Chart: SC5606·15 (Panel A, River Thames Hook Ness to Tower Bridge) ETRS89 DATUM
Replace depth, $4_r$, with depth, $4_v$  $51^\circ 29'\cdot 743N., 0^\circ 01'\cdot 437E.$

L5564/17 ENGLAND — East Coast — River Medway — Obstructions. Legend.
Source: Peel Ports Group

Chart: SC5606·11 (Panel A, River Medway Saltpan Reach to Chatham Reach) ETRS89 DATUM
Amend legend to, $\text{Obstr}$, centred on:  $(a)\, 51^\circ 25'\cdot 78N., 0^\circ 40'\cdot 82E.$
Delete close NW of:  $(a)$ above

Chart SC5606·3 WGS84 DATUM
The following changes were published in the new edition of chart 323, which is the source chart for the above folio sheet:

Includes changes to depths from the latest British Government Surveys. Mariners should therefore navigate with caution on sheet SC5606·3 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.

L5619/17 ENGLAND — East Coast — River Thames — Ware Point — Wreck. Buoy.
Source: Port of London Authority

Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM
Insert

\( Q(9)15s \) close NW of:

\( (a) \) above

L5692/17 ENGLAND — East Coast — River Thames — Ovens Flat — Depths.
Source: Port of London Authority

Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert depth, 8\( h \), and extend 10m contour SE to enclose 51° 27' 43N. , 0° 26' 38E.

L5888/17 ENGLAND — East Coast — Sheerness Middle Sand — Drying height. Depth.
Source: British Government Survey

Chart: SC5606·9 ETRS89 DATUM
Insert drying height, 8\( h \), enclosed by 0m low water line 51° 27' 58N. , 0° 44' 70E.
Delete depth, 8\( h \), close SW of: \( (a) \) above

Chart: SC5606·10 (Panel A, Mouth Of River Medway and West Swale) ETRS89 DATUM
Insert drying height, $Q_h$ enclosed by 0m low water line

(a) $51^\circ$ 27'·58N., 0° 44'·70E.

Delete depth, $Q_i$ close SW of:

(a) above

---

**L518/18 ENGLAND — East Coast — River Thames — Jenningtree Point E — Depths.**  
Source: Port of London Authority

**Chart: SC5606·14 (Panel A, River Thames Gravesend Reach to Erith Reach) ETRS89 DATUM**

Insert depth, $4_m$ and extend 5m contour E to enclose

$51^\circ$ 30'·21N., 0° 10'·31E.

---

**L619/18 ENGLAND — East Coast — River Thames — Ware Point — Wreck Buoy.**  
Source: Port of London Authority

**Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM**

Delete $Q(9)15s$, close NW of:

(a) $51^\circ$ 30'·32N., 0° 05'·14E.

---

**L693/18 ENGLAND — East Coast — Barking Reach — Depths.**  
Source: Port of London Authority

**Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM**

Replace depth, $5_m$ with depth, $5_r$

$51^\circ$ 30'·78N., 0° 06'·72E.

---

**L719/18 ENGLAND — East Coast — Copperas Channel — Depths.**  
Source: Trinity House

**Chart: SC5606·2 ETRS89 DATUM**

Insert depth, $Q_0$

$51^\circ$ 23'·68N., 1° 13'·32E.

**Chart: SC5606·4 ETRS89 DATUM**

Insert depth, $Q_0$

$51^\circ$ 23'·68N., 1° 13'·32E.

Replace depth, $Q_r$, with $Q_0$

$51^\circ$ 23'·84N., 1° 12'·68E.
depth, $\theta_1$ with $\theta_2$  

51° 23’ · 65N., 1° 12’ · 73E.

**Chart: SC5606·5 ETRS89 DATUM**

Insert depth, $\theta_1$  

51° 23’ · 68N., 1° 13’ · 32E.

Replace depth, $\theta_1$, with $\theta_2$  

51° 23’ · 84N., 1° 12’ · 68E.

depth, $\theta_1$, with $\theta_2$  

51° 23’ · 65N., 1° 12’ · 73E.

depth, $\theta_1$, with $\theta_2$  

51° 23’ · 81N., 1° 11’ · 08E.

---

**Temporary/Preliminary NMs**

**L713(P)/18 ENGLISH CHANNEL — Dover Strait — Submarine cable.**

Source: Nemo Link Limited

1. Work has begun laying the Nemo Link interconnector submarine cable from Ramsgate (England) to Zeebrugge (Belgium), joining the following approximate positions:

51° 19’ · 55N., 1° 21’ · 89E.

51° 18’ · 39N., 1° 27’ · 26E.

51° 19’ · 27N., 1° 33’ · 00E.

51° 19’ · 31N., 1° 36’ · 57E.

51° 19’ · 72N., 1° 40’ · 20E.

51° 19’ · 47N., 2° 10’ · 14E.

51° 18’ · 71N., 2° 16’ · 45E.

51° 22’ · 08N., 2° 20’ · 86E.

51° 22’ · 03N., 2° 32’ · 31E.

51° 20’ · 08N., 2° 33’ · 27E.

51° 20’ · 50N., 2° 45’ · 60E.

51° 21’ · 17N., 2° 50’ · 76E.

51° 20’ · 65N., 2° 55’ · 49E.

51° 20’ · 17N., 3° 07’ · 43E.

51° 19’ · 61N., 3° 10’ · 19E.

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

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

---

**L810/18 ENGLAND — East Coast — River Thames — Yantlet Channel — Depths.**

Source: Port of London Authority

**Chart: SC5606·8 ETRS89 DATUM**

Insert depth, $\theta_x$  

(a) 51° 30’ · 31N., 0° 33’ · 22E.

Replace depth, $\theta_x$, with depth, $\theta_x$  

51° 30’ · 30N., 0° 32’ · 93E.

Delete depth, $\theta_x$, close N of:  

(a) above
Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach)
ETRS89 DATUM
Replace depth, 13, with depth, 12s
depth, 13s, with depth, 12s (a) 51° 30'·30N. , 0° 32'·93E.
depth, 11s, with depth, 11s 51° 30'·27N. , 0° 31'·75E.
Delete depth, 12s, close NW of: (a) above

L822/18 ENGLAND — Thames Estuary — Mouse Channel — Drying height.
Depths.
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM
Insert depth, 4s, enclosed by 5m contour 51° 31'·90N. , 1° 01'·70E.
depth, 5, enclosed by 5m contour 51° 31'·81N. , 1° 01'·30E.
depth, 9, and extend 10m contour NE to enclose (a) 51° 30'·85N. , 0° 59'·87E.
depth, 9 51° 30'·69N. , 0° 59'·33E.
Delete depth, 9, close SW of: (a) above

Chart: SC5606·6 ETRS89 DATUM
Insert drying height, 0s, and extend approximate 0m low water line SW to enclose 51° 32'·70N. , 1° 01'·85E.
depth, 4s, enclosed by 5m contour 51° 31'·90N. , 1° 01'·70E.
depth, 5, enclosed by 5m contour 51° 31'·81N. , 1° 01'·30E.

L1065/18 ENGLAND — South East Coast — Kellet Gut — Wrecks.
Source: RNLB Esme Anderson

Chart: SC5606·3 ETRS89 DATUM
Replace Wk with 51° 14'·92N. , 1° 34'·24E.

L1801/18 FRANCE — North Coast — Dunkerque N — Wrecks.
Source: French Notice 11/45/18

Chart: SC5606·1 WGS84 DATUM
Delete 51° 07'·94N. , 2° 15'·66E.

Temporary/Preliminary NMs
L1745(P)/18 BELGIUM — Thornton Bank to Westpit — Works. Wind farm.
1. Works are in progress to establish the Norther Windfarm between Thornton Bank and Westpit.
2. The construction area is bounded by the following positions and marked as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Cardinal</td>
<td>NRT-N</td>
<td>Q</td>
<td>51° 34’·65N., 3° 01’·75E.</td>
</tr>
<tr>
<td>Special</td>
<td>NRT1</td>
<td>Fl.Y.5s</td>
<td>51° 33’·59N., 3° 03’·56E.</td>
</tr>
<tr>
<td>East Cardinal</td>
<td>NRT-E</td>
<td>Q(3)10s</td>
<td>51° 32’·62N., 3° 05’·25E.</td>
</tr>
<tr>
<td>Special</td>
<td>NRT2</td>
<td>Fl.Y.5s</td>
<td>51° 31’·60N., 3° 04’·30E.</td>
</tr>
<tr>
<td>Special</td>
<td>NRT3</td>
<td>Fl.Y.5s</td>
<td>51° 29’·92N., 3° 00’·81E.</td>
</tr>
<tr>
<td>Special</td>
<td>NRT4</td>
<td>Fl.Y.5s</td>
<td>51° 29’·48N., 2° 59’·49E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>NRT-S</td>
<td>Q(6)+LF1.15s</td>
<td>51° 28’·91N., 2° 57’·89E.</td>
</tr>
<tr>
<td>Special</td>
<td>NRT5</td>
<td>Fl.Y.5s</td>
<td>51° 29’·77N., 2° 56’·48E.</td>
</tr>
<tr>
<td>West Cardinal</td>
<td>NRT-W</td>
<td>Q(9)15s</td>
<td>51° 30’·69N., 2° 55’·30E.</td>
</tr>
</tbody>
</table>

3. Unauthorised vessels are not permitted to enter the construction area.
4. Mariners are advised to navigate clear of the limits of the construction area.
5. Charts will be updated when works are complete. (WGS84 DATUM)

Charts affected - SC5606 and SC5607

L1859/18 ENGLAND — East Coast — Yantlet Channel — Depths.
Source: Port of London Authority

**Chart: SC5606-7 ETRS89 DATUM**

Insert
- depth, 13s
  - (a) 51° 29’·77N., 0° 42’·58E.
  - (b) 51° 29’·50N., 0° 45’·52E.

Delete
- depth, 14s, close NW of:
  - (a) above
  - (b) above

**Chart: SC5606-8 ETRS89 DATUM**

Insert
- depth, 10s
  - 51° 30’·23N., 0° 38’·53E.
- depth, 7s
  - (a) 51° 30’·17N., 0° 40’·02E.
- depth, 13s
  - (b) 51° 29’·77N., 0° 42’·58E.

Delete
- depth, 7s, close SW of:
  - (a) above
- depth, 14s, close NW of:
  - (b) above

**Chart: SC5606-9 ETRS89 DATUM**

Insert
- depth, 13s
  - (a) 51° 29’·77N., 0° 42’·58E.
  - (b) 51° 29’·50N., 0° 45’·52E.

Delete
- depth, 14s, close NW of:
  - (a) above
- depth, 13s, close SE of:
  - (b) above
L1998/18 ENGLAND — South East Coast — Ramsgate — Light.
Source: Port of Ramsgate

Chart: SC5606-10 (Panel C, Ramsgate) ETRS89 DATUM
Delete ★ Oc.10s8m4M 51° 19'·644N., 1° 25'·359E.

Chart: SC5606-11 (Panel C, Approaches to Ramsgate) ETRS89 DATUM
Delete ★ Oc.10s8m4M 51° 19'·644N., 1° 25'·359E.

L2052/18 ENGLAND — East Coast — River Medway and The Swale — Drying heights. Depths.
Source: Peel Ports

Chart: SC5606-10 (Panel A, Mouth of River Medway and West Swale) ETRS89 DATUM
Insert depth, 12s 51° 25'·94N., 0° 41'·12E.

Chart: SC5606-11 (Panel A, River Medway, Saltpan Reach to Chatham Reach) ETRS89 DATUM
Insert depth, 12s 51° 25'·94N., 0° 41'·12E.
drying height, 1s 51° 23'·53N., 0° 38'·33E.
drying height, 1s 51° 23'·00N., 0° 37'·88E.

Chart: SC5606-12 (Panel A, The Swale, Shell Ness to Conyer Creek) ETRS89 DATUM
Insert drying height, 3s (a) 51° 20'·69N., 0° 53'·90E.
drying height, 3s 51° 20'·17N., 0° 54'·18E.
drying height, 4s 51° 19'·46N., 0° 54'·45E.
Delete drying height, 3s, close SW of: (a) above

Chart: SC5606-12 (Panel B, River Medway, Rochester Bridge to Wouldham) ETRS89 DATUM
Insert depth, 0s (a) 51° 21'·61N., 0° 26'·96E.
Delete drying height, 1s, close NE of: (a) above
drying height, 0s, close SW of: (a) above

L2197/18 ENGLAND — South East Coast — Port of Ramsgate — Depths. Source: Ramsgate Royal Harbour Authority
Chart: SC5606-10 (Panel C, Ramsgate) ETRS89 DATUM

Insert depth, $d_5$, enclosed by 2m contour

- depth, $a_1$ (a) 51° 19' 630N., 1° 24' 944E.
- depth, $a_3$ (b) 51° 19' 637N., 1° 25' 074E.
- depth, $a_5$ (c) 51° 19' 609N., 1° 24' 985E.
- depth, $a_7$, enclosed by 5m contour (d) 51° 19' 585N., 1° 24' 962E.
- depth, $a_9$, enclosed by 5m contour (e) 51° 19' 587N., 1° 25' 027E.
- depth, $a_{11}$, enclosed by 5m contour (f) 51° 19' 575N., 1° 25' 070E.
- depth, $a_{13}$, enclosed by 5m contour (g) 51° 19' 551N., 1° 25' 172E.
- depth, $a_{15}$ (h) 51° 19' 563N., 1° 25' 263E.
- depth, $a_{17}$, enclosed by 5m contour (i) 51° 19' 506N., 1° 25' 447E.
- depth, $a_{19}$, and extend 5m contour SE to enclose (j) 51° 19' 516N., 1° 25' 497E.

Delete depth, $a_2$, close SW of:

- depth, $a_4$, close NE of: (a) above
- depth, $a_6$, close SW of: (b) above
- depth, $a_8$, close NW of: (c) above
- depth, $a_{10}$, close NW of: (d) above
- depth, $a_{12}$, close NE of: (e) above
- depth, $a_{14}$, close NE of: (f) above
- depth, $a_{16}$, close NE of: (g) above
- depth, $a_{18}$, close SW of: (h) above
- depth, $a_{20}$, close NE of: (i) above
- depth, $a_{22}$, close N of: (j) above

Chart: SC5606-11 (Panel C, Approaches to Ramsgate) ETRS89 DATUM

Insert depth, $d_1$, enclosed by 2m contour

- depth, $a_1$ (a) 51° 19' 630N., 1° 24' 944E.
- depth, $a_3$ (b) 51° 19' 637N., 1° 25' 074E.
- depth, $a_5$ (c) 51° 19' 609N., 1° 24' 985E.
- depth, $a_7$, enclosed by 5m contour (d) 51° 19' 585N., 1° 24' 962E.
- depth, $a_9$, enclosed by 5m contour (e) 51° 19' 587N., 1° 25' 027E.
- depth, $a_{11}$, enclosed by 5m contour (f) 51° 19' 575N., 1° 25' 070E.
- depth, $a_{13}$, enclosed by 5m contour (g) 51° 19' 551N., 1° 25' 172E.
- depth, $a_{15}$ (h) 51° 19' 563N., 1° 25' 263E.
- depth, $a_{17}$, enclosed by 5m contour (i) 51° 19' 506N., 1° 25' 447E.
- depth, $a_{19}$, and extend 5m contour SE to enclose (j) 51° 19' 516N., 1° 25' 497E.

Delete depth, $a_2$, close SW of:

- depth, $a_4$, close NE of: (a) above
- depth, $a_6$, close SW of: (b) above
- depth, $a_8$, close NW of: (c) above
- depth, $a_{10}$, close NW of: (d) above
- depth, $a_{12}$, close NE of: (e) above
- depth, $a_{14}$, close NE of: (f) above
- depth, $a_{16}$, close NE of: (g) above
depth, 4, close SW of:  

(h) above 

depth, 5, close NE of:  

(i) above 

depth, 4, close N of:  

(j) above 

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**L2221/18 ENGLAND — East Coast — River Thames — Yantlet Channel — Obstruction.**  
Source: Port of London Authority

**Chart:** SC5606·13 (Panel A, River Thames. Hole Haven to Gravesend Reach) ETRS89 DATUM  
Delete depth, 51° 30'·03N., 0° 31'·74E. 

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**L2737/18 ENGLAND — East Coast — River Medway — Depths.**  
Source: Medway Ports Authority  
*Note:* This update is included in New Edition 3683 published 28 June 2018.

**Chart:** SC5606·10 (Panel A, Mouth of River Medway and West Swale) ETRS89 DATUM  
Replace depth, 12, with depth, 11; 51° 25'·94N., 0° 41'·13E. 

**Chart:** SC5606·11 (Panel A, River Medway Saltpan Reach to Chatham Reach) ETRS89 DATUM  
Replace depth, 14, with depth, 13; 51° 25'·94N., 0° 40'·93E.  
depth, 12, with depth, 11; 51° 25'·94N., 0° 41'·13E. 

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**L2961/18 ENGLAND — Thames Estuary — Mouse Channel — Depths.**  
Source: Port of London Authority  
*Note:* This update is included in New Edition 1609, published 12 July 2018.

**Chart:** SC5606·6 ETRS89 DATUM  
Insert depth, 4, and extend 5m contour SW to enclose depth, 5, close W of:  

(a) 51° 32'·23N., 1° 00'·48E. 

(a) above 

---

**L3010/18 ENGLAND — East Coast — River Thames — Long Reach — NM Block. Jetties.**  
Source: Port of London Authority

**Chart:** SC5606·14 (Panel A, River Thames, Gravesend Reach to Erith Reach) ETRS89 DATUM

Chart SC5606-6 WGS84 DATUM
The following changes were published in the new edition of chart 1975, which is the source chart for the above folio sheet:

Includes changes to depths from the latest British Government, Port of London Authority and Harwich Haven Authority Surveys. Mariners should therefore navigate with caution on sheet SC5606-6 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.

L3065/18 ENGLAND — East Coast — River Thames — Depths.
Source: Port of London Authority

Chart: SC5606-14 (Panel A, River Thames Gravesend Reach to Erith Reach) ETRS89 DATUM
Insert depth, $\delta_r$ (a) $51^\circ 27'\cdot 85\mathrm{N.}, 0^\circ 15'\cdot 85\mathrm{E.}$
Delete depth, $\delta_r$, close SW of: (a) above

L3111/18 ENGLAND — South East Coast — Goodwin Knoll E — Wrecks. Depths.
Source: mv Vigilant

Chart: SC5606-1 WGS84 DATUM
Replace $26\mathrm{Wk}$ with $26\mathrm{Wk}$ $51^\circ 20'\cdot 74\mathrm{N.}, 1^\circ 44'\cdot 32\mathrm{E.}$
$37\mathrm{Wks}$ with $29\mathrm{Wks}$ $51^\circ 16'\cdot 13\mathrm{N.}, 1^\circ 42'\cdot 29\mathrm{E.}$

Chart: SC5606-3 ETRS89 DATUM
L3157/18 ENGLAND — East Coast — Yantlet Channel, Northfleet NE and Barking Reach — Depths.
Source: Port of London Authority

Chart: SC5606-4 ETRS89 DATUM
Replace \( Wk \) with \( Wk \)

\[ 51° 17' \cdot 23N., 1° 35' \cdot 04E. \]

Chart: SC5606-8 ETRS89 DATUM
Insert depth, \( \delta \)

Insert depth, \( \delta \)

\[ 51° 30' \cdot 44N., 0° 33' \cdot 20E. \]

Chart: SC5606-13 (Panel A, River Thames, Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert depth, \( \delta \)

\[ 51° 30' \cdot 44N., 0° 33' \cdot 20E. \]

Chart: SC5606-14 (Panel A, River Thames, Gravesend Reach to Erith Reach) ETRS89 DATUM
Replace depth, \( \gamma \), with depth, \( \delta \)

\[ 51° 26' \cdot 99N., 0° 20' \cdot 85E. \]

L3195/18 ENGLAND — South East Coast — Sandettié Bank N — Obstruction.
Source: Dover CGOC

Chart: SC5606-1 WGS84 DATUM
Insert \( Unexploded Ordnance Rep (2018) \)

\[ 51° 19' \cdot 31N., 1° 56' \cdot 12E. \]

L3299/18 ENGLAND — East Coast — — Obstruction.
Source: Peel Ports

Note: This update is included in New Edition 1834, published 12 July 2018.

Chart: SC5606-11 (Panel A, River Medway, Saltpan Reach to Chatham Reach) ETRS89 DATUM
Delete \( Obstn \)

\[ 51° 25' \cdot 83N., 0° 40' \cdot 88E. \]

L3441/18 ENGLAND — East Coast — — Restricted areas.
Source: Vatenfall

Chart: SC5606-5 ETRS89 DATUM
Insert limit of *submarine power cable area*, 
joining: 
(a) 51° 26' -50N., 1° 06' -32E.  
(b) 51° 25'-36N., 1° 06' -28E.

Delete former limit of *submarine power cable area*,  
joining: 
(a) above  
51° 26' -49N., 1° 06' -21E.  
51° 25' -34N., 1° 06' -19E.  
(b) above

Insert limit of *submarine power cable area*,  
joining: 
(c) 51° 25' -16N., 1° 06' -28E.  
51° 22' -66N., 1° 06' -20E.  
(d) 51° 22' -36N., 1° 05' -98E.

Delete former limit of *submarine power cable area*,  
joining: 
(c) above  
51° 25' -13N., 1° 06' -19E.  
51° 22' -65N., 1° 06' -09E.  
(d) above

---

**L3861/18 ENGLAND — East Coast — — NM Blocks.**

Source: Port of London Authority

**Chart: SC5606-8 ETRS89 DATUM**

Insert the accompanying block, centred on:  
51° 30' -5N., 0° 33' -5E.

**Chart: SC5606-13 (Panel A, River Thames, Hole Haven to Gravesend Reach) ETRS89 DATUM**

Insert the accompanying block, centred on:  
51° 30' -5N., 0° 33' -3E.
L3898/18 ENGLAND — East Coast — — Depth.
Source: Port of London Authority

**Chart: SC5606·7 ETRS89 DATUM**
Insert   depth, $T_3$;  
51° 29' 40N., 0° 52' 68E.

**Chart: SC5606·9 ETRS89 DATUM**
Insert   depth, $T_3$;  
51° 29' 40N., 0° 52' 68E.

L3924/18 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

**Chart: SC5606·13 (Panel A, River Thames, Hole Haven to Gravesend Reach) ETRS89 DATUM**
Insert   depth, $\delta_1$  
(a) 51° 27' 44N., 0° 26' 37E.
Delete   depth, $\delta_1$, close SE of:  
(a) above
Replace   depth, $\delta_1$, with depth, $\delta_v$  
51° 27' 20N., 0° 25' 92E.

L3942/18 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

**Chart: SC5606·8 ETRS89 DATUM**
Insert   depth, $T_3$;  
51° 29' 93N., 0° 40' 88E.
Insert   depth, $T_2$;  
(a) 51° 29' 80N., 0° 42' 06E.
Delete   depth, $T_3$, close NW of:  
(a) above

L3962/18 ENGLAND — East Coast — — Buoy.
Source: Port of London Authority Notice 13/18

**Chart: SC5606·7 ETRS89 DATUM**
Move ▲ Leigh, from: 

51° 31'·07N., 0° 42'·57E.

Chart: SC5606·8 ETRS89 DATUM

Move ▲ Leigh, from: 

51° 31'·09N., 0° 42'·72E.

L4085/18 ENGLAND — Thames Estury —— Depths.
Source: Port of London Authority

Chart: SC5606·6 ETRS89 DATUM

Insert depth, 13, 51° 33'·22N., 1° 10'·06E.

Insert depth, 14, (a) 51° 33'·15N., 1° 09'·70E.

Delete depth, 14, close SW of: (a) above

L4232/18 ENGLAND — East Coast —— Depths.
Source: Port of London Authority

Chart: SC5606·13 (Panel C, Thames Tidal Barrier) ETRS89 DATUM

Insert depth, 4, enclosed by 5m contour 51° 29'·792N., 0° 01'·834E.

Chart: SC5606·14 (Panel B, River Thames, Erith Reach to Hook Ness) ETRS89 DATUM

Insert depth, 3, enclosed by 5m contour (a) 51° 29'·804N., 0° 01'·758E.

Delete depth, 4, and associated 5m contour, close NW of: (a) above

Insert depth, 5, (b) 51° 29'·745N., 0° 01'·754E.

Delete depth, 7, close SE of: (b) above

Insert depth, 4, enclosed by 5m contour 51° 29'·792N., 0° 01'·834E.

Chart: SC5606·15 (Panel A, River Thames, Hook Ness to Tower Bridge) ETRS89 DATUM

Insert depth, 3, (a) 51° 29'·479N., 0° 00'·046W.

Delete depth, 4, close NE of: (a) above

Temporary/Preliminary NMs
L4159(P)/18 ENGLAND — South East Coast —— Depths. Wrecks.
Source: British Government Survey

1. Depths less than charted exist North and East of Goodwin Sands. The most significant are as follows:
### Depth, Position, Largest Scale Chart

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
<th>Largest Scale Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>12·2m</td>
<td>51° 27'·53N., 1° 49'·69E.</td>
<td>1183</td>
</tr>
<tr>
<td>11·9m</td>
<td>51° 26'·06N., 1° 30'·24E.</td>
<td>1828</td>
</tr>
<tr>
<td>12·9m</td>
<td>51° 26'·04N., 1° 30'·56E.</td>
<td>1828</td>
</tr>
<tr>
<td>12·5m</td>
<td>51° 24'·66N., 1° 32'·23E.</td>
<td>1828</td>
</tr>
<tr>
<td>16·3m</td>
<td>51° 23'·64N., 1° 35'·48E.</td>
<td>1828</td>
</tr>
<tr>
<td>13·6m</td>
<td>51° 23'·66N., 1° 36'·19E.</td>
<td>1828</td>
</tr>
<tr>
<td>14·1m</td>
<td>51° 22'·99N., 1° 38'·02E.</td>
<td>1828</td>
</tr>
<tr>
<td>13·2m</td>
<td>51° 22'·96N., 1° 36'·71E.</td>
<td>1828</td>
</tr>
<tr>
<td>14·4m</td>
<td>51° 22'·36N., 1° 37'·50E.</td>
<td>1828</td>
</tr>
<tr>
<td>13·6m</td>
<td>51° 21'·83N., 1° 37'·81E.</td>
<td>1828</td>
</tr>
<tr>
<td>18·3m</td>
<td>51° 21'·38N., 1° 36'·81E.</td>
<td>1828</td>
</tr>
<tr>
<td>10m</td>
<td>51° 20'·75N., 1° 32'·97E.</td>
<td>1828</td>
</tr>
<tr>
<td>16·6m</td>
<td>51° 20'·40N., 1° 36'·72E.</td>
<td>1828</td>
</tr>
<tr>
<td>16·5m</td>
<td>51° 19'·16N., 1° 37'·54E.</td>
<td>1828</td>
</tr>
<tr>
<td>18·3m</td>
<td>51° 18'·64N., 1° 36'·80E.</td>
<td>1828</td>
</tr>
<tr>
<td>19·3m</td>
<td>51° 18'·27N., 1° 38'·08E.</td>
<td>1828</td>
</tr>
<tr>
<td>9·1m</td>
<td>51° 23'·85N., 1° 48'·34E.</td>
<td>323</td>
</tr>
<tr>
<td>14·1m</td>
<td>51° 23'·49N., 1° 38'·65E.</td>
<td>323</td>
</tr>
<tr>
<td>7·6m</td>
<td>51° 23'·41N., 1° 48'·11E.</td>
<td>323</td>
</tr>
<tr>
<td>8·8m</td>
<td>51° 22'·84N., 1° 47'·94E.</td>
<td>323</td>
</tr>
<tr>
<td>8·5m</td>
<td>51° 21'·78N., 1° 47'·33E.</td>
<td>323</td>
</tr>
<tr>
<td>8m</td>
<td>51° 21'·18N., 1° 46'·97E.</td>
<td>323</td>
</tr>
<tr>
<td>8·5m</td>
<td>51° 16'·13N., 1° 44'·66E.</td>
<td>323</td>
</tr>
</tbody>
</table>

2. Wrecks with a depth less than charted exist as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
<th>Largest Scale Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>12·3m</td>
<td>51° 23'·53N., 1° 32'·41E.</td>
<td>1828</td>
</tr>
<tr>
<td>16·2m</td>
<td>51° 23'·09N., 1° 34'·31E.</td>
<td>1828</td>
</tr>
<tr>
<td>10·8m</td>
<td>51° 22'·05N., 1° 34'·01E.</td>
<td>1828</td>
</tr>
</tbody>
</table>

3. The wreck in position 51° 23'·76N., 1° 31'·13E. is deeper than charted. The surveyed depth is 13.9m, on largest scale chart 1828.

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

5. These changes will be included in the next New Editions of Charts 323, 1183, 1406, 1607, 1610, 1828 and 2449.(ETRS89 DATUM)

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

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**L4370/18 ENGLAND — East Coast — — Legends. Note. Depths.**

Source: Port of London Authority

**Chart: SC5606·2 ETRS89 DATUM**

Amend legend to, *Queens Channel Anchorages*, centred on: 51° 27'·53N., 1° 17'·67E.

**Chart: SC5606·4 ETRS89 DATUM**

Amend legend to, *Queens Channel Anchorages (see Note)*, centred on: 51° 27'·19N., 1° 17'·88E.

Charts SC5606-7, SC5606-8, SC5606-9 and SC5606-10 WGS84 DATUM

The following changes were published in the new edition of chart 1185, which is the source chart for the above folio sheets:

Includes changes to depths from the latest Port of London Authority surveys. An insert of Hole Haven Creek has been added due to the withdrawal of chart 2484. Mariners should therefore navigate with caution on sheets SC5606-7, SC5606-8, SC5606-9 and SC5606-10 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.

These changes will be included in the next new edition of SC5606.

L4862/18 ENGLAND — South East Coast — — Depths. Wrecks.
Source: Trinity House

Chart: SC5606-3 ETRS89 DATUM

Insert depth, 5°, 51° 16' - 67N., 1° 27' - 94E.

Delete depth, 5°, close SE of: (a) 51° 14' - 48N., 1° 26' - 74E.

L4899/18 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

Chart: SC5606-15 (Panel A, River Thames, Hook Ness to Tower Bridge) ETRS89 DATUM

Insert depth, 4°, and extend 5m contour NE to enclose: (a) 51° 30' - 246N., 0° 00' - 559E.

Delete depth, 2°, close SW of: (a) above

Insert depth, 1°, and extend 2m contour E to enclose: (b) 51° 29' - 446N., 0° 00' - 098W.

Delete depth, 1°, close S of: (b) above

L5143/18 ENGLAND — East Coast — — Fog signal.
Source: Port of London Authority

Chart: SC5606-15 (Panel A, River Thames, Hook Ness to Tower Bridge) ETRS89 DATUM
L5181/18 BELGIUM — — Legend. Depths.
Source: Belgian Notices 20/221/18 and 20/224/18

Chart: SC5606-1 WGS84 DATUM
Insert depth, 4υ

L5433/18 BELGIUM — — NM Blocks.
Source: Belgian Notice 21/241/18

Note: Charts 1406 and 2449 are to be deleted from the list of charts affected by Notice 1938(P)/17.
L5603/18 ENGLISH CHANNEL — Radio reporting lines. Legends.
Source: UKHO

**Chart: SC5606-1 WGS84 DATUM**
Insert radio reporting line, inbound only, pecked line, joining:
(a) 51° 16'·00N., 1° 51'·42E.
(b) 51° 05'·27N., 2° 32'·64E.

legends, CALDOVREP, along:
(a)-(b) above

**Chart: SC5606-3 ETRS89 DATUM**
Insert radio reporting line, inbound only, pecked line, joining:
(a) 51° 15'·97N., 1° 51'·52E.
(b) 51° 15'·17N., 1° 54'·60E.

legends, CALDOVREP, along:
(a)-(b) above

L5658/18 ENGLAND — East Coast — Fog signal.
Source: Trinity House

**Chart: SC5606-5 ETRS89 DATUM**
Amend fog signal to, Bell, at light-buoy
51° 30'·70N., 1° 04'·27E.

Temporary/Preliminary NMs
L5622(T)/18 ENGLAND — East Coast — Buoy.
Source: Port of Ramsgate Notice 25/18

1. The starboard-hand lateral light-buoy, Q.G No 1, in position 51° 19'·562N., 1° 27'·295E., is unlit.
2. Mariners are advised to navigate with caution in the area. (ETRS89 DATUM)

Charts affected — SC5605 and SC5606

L5835/18 ENGLAND — East Coast — Depths.
Source: Port of London Authority

**Chart: SC5606-15 (Panel A, River Thames, Hook Ness to Tower Bridge) ETRS89 DATUM**
Insert depth, $S_1$
(a) 51° 29'·769N., 0° 01'·326E.
Delete depth, $S_0$, close E of:
(a) above

L87/19 ENGLAND — East Coast — NM Block.
Source: Port of London Authority
L258/19 ENGLAND — East Coast —— Depths.
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM
Replace depth, 15, with depth, 14, and extend 15m contour SE to enclose 51° 28'·91N., 0° 56'·89E.

Temporary/Preliminary NMs
Source: Belgian Notice 25/278(T)/18

1. A lit platform, Mo(U)15s13m10M, with Automatic Identification System (AIS), is under construction in position 51° 34'·95N., 2° 52'·12E.
2. A safety zone, entry prohibited, radius 500m, has been established, centred on the platform.
3. Mariners are advised to navigate with caution in the area.
4. Charts will be updated when further information becomes available. (WGS84 DATUM)

Charts affected – SC5606

L381/19 ENGLAND — East Coast —— Obstruction. Buoy.
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM
Delete symbol, blue and yellow emergency wreck marking buoy, Al.Oc.BuY.3s, close W of:

(a) 51° 27'·40N., 1° 06'·87E.

(a) above

L436/19 ENGLISH CHANNEL — Dover Strait — Submarine power cable.
Source: Nemo Link Limited
**Note:** Former Notice L713(P)/18 is cancelled. This update will be included in a New Edition of Charts 1872 and 1873 to be published 14 February 2019 and a New Edition of Chart 2449 to be published early 2019.

**Chart: SC5606·1 WGS84 DATUM**

Insert: submarine power cable, joining:

- 51° 19' 46N., 1° 21' 95E.
- 51° 18' 29N., 1° 27' 25E.
- 51° 19' 21N., 1° 33' 14E.
- 51° 19' 73N., 1° 41' 46E.
- 51° 19' 55N., 2° 10' 35E.
- 51° 18' 82N., 2° 16' 24E.
- 51° 21' 15N., 2° 25' 89E.
- 51° 21' 42N., 2° 27' 72E.
- 51° 22' 10N., 2° 30' 04E.
- 51° 21' 89N., 2° 32' 48E.
- 51° 21' 09N., 2° 33' 57E.
- 51° 20' 66N., 2° 45' 74E.
- 51° 21' 06N., 2° 52' 35E.
- 51° 20' 00N., 3° 00' 00E.

**Chart: SC5606·3 ETRS89 DATUM**

Insert: submarine power cable, joining:

- 51° 18' 53N., 1° 25' 88E.
- 51° 18' 39N., 1° 26' 42E.
- 51° 18' 47N., 1° 28' 67E.
- 51° 18' 74N., 1° 30' 67E.
- 51° 19' 20N., 1° 32' 68E.
- 51° 19' 24N., 1° 35' 80E.
- 51° 19' 61N., 1° 39' 58E.
- 51° 19' 79N., 1° 40' 06E.
- 51° 19' 61N., 1° 43' 60E.
- 51° 19' 55N., 1° 54' 60E.

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**L522/19 BELGIUM — — Submarine power cable.**

Source: Belgium Notice 26/297/18

**Note:** This update is included in New Editions 1872 and 1874, published 21 February 2019. Charts 1406, 1630 and 2449 are to be deleted from the list of charts affected by Notice L5132(P)/17.

**Chart: SC5606·1 WGS84 DATUM**

Insert: submarine power cable, joining:

- 51° 27' 88N., 3° 00' 00E.

Page 76 of 91
L575/19 ENGLAND — East Coast — — Obstructions. Wrecks.
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM
Insert Obstn 51° 28'·41N., 0° 58'·02E.
Replace Wk with Wk 51° 30'·05N., 1° 01'·38E.
Replace Wk with Wk 51° 31'·20N., 1° 01'·56E.

Chart: SC5606·6 ETRS89 DATUM
Replace Wk with Wk 51° 31'·20N., 1° 01'·56E.

L1184/19 BELGIUM — — Depths.
Source: Belgian Notices 3/62-63/19

Chart: SC5606·1 WGS84 DATUM
Insert depth, 12r (a) 51° 26'·33N., 2° 22'·54E.
Delete depth, 13s, close S of: (a) above
Insert depth, 6r (b) 51° 24'·71N., 2° 20'·42E.
Delete depth, 7r, close SW of: (b) above
Insert depth, 21 (c) 51° 24'·45N., 2° 22'·86E.
Delete depth, 24s, close NE of: (c) above
Insert depth, 13 (d) 51° 33'·96N., 2° 35'·04E.
Delete depth, 15s, close NE of: (d) above

L1316/19 ENGLAND — East Coast — — Depth.
Source: Trinity House

Chart: SC5606·1 WGS84 DATUM
Replace depth, 25s, with depth, 27 51° 14'·50N., 1° 51'·26E.

Chart: SC5606·3 ETRS89 DATUM
Replace depth, 25s, with depth, 27 51° 14'·50N., 1° 51'·26E.
L1427/19 ENGLAND — South East Coast — — Wrecks.
Source: fpv Morven

Chart: SC5606·3 ETRS89 DATUM
Replace \( \bigcirc \) Wk with \( \bigcirc \) Wk 51° 14’.16N., 1° 26’.42E.

L1593/19 ENGLAND - South East Coast - Depth.
Source: m/s Lode

Chart SC5606·3 ETRS89 DATUM
Replace depth, 5g, with depth, 0f, enclosed by 2m contour 51° 17’.15N., 1° 25’.02E.

L1797/19 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM
Insert depth, 12, (a) 51° 29’.33N., 0° 52’.87E.
Delete depth, 11, close SE of: (a) above

Chart: SC5606·7 ETRS89 DATUM
Insert depth, 13, 51° 29’.26N., 0° 46’.26E.
depth, 13 51° 29’.40N., 0° 47’.42E.
depth, 13, (a) 51° 29’.34N., 0° 47’.45E.
Delete depth, 13, close E of: (a) above
Insert depth, 12, (b) 51° 29’.33N., 0° 52’.87E.
Delete depth, 11, close SE of: (b) above
depth, 12, close NW of: (b) above

Chart: SC5606·9 ETRS89 DATUM
Insert depth, 13, 51° 29’.26N., 0° 46’.26E.
depth, 13, 51° 29’.40N., 0° 47’.42E.
depth, 13, (a) 51° 29’.34N., 0° 47’.45E.
Delete depth, 13, close E of: (a) above
Insert depth, 12, (b) 51° 29’.33N., 0° 52’.87E.
Delete depth, 11, close SE of: (b) above
depth, 12, close NW of: (b) above

L1923/19 ENGLAND — East Coast — — Depths.

Page 78 of 91
Source: Port of London Authority

**Chart: SC5606-8** ETRS89 DATUM

Insert depth, 12, \((a)\) 51° 29'·97N., 0° 39'·32E.

Delete depth, 13, close W of: \((a)\) above

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**L2221/19 ENGLAND — East Coast — — Depths.**

Source: Port of London Authority

**Chart: SC5606-7** ETRS89 DATUM

Insert depth, 13, \((a)\) 51° 29'·24N., 0° 47'·34E.

Delete depth, 13, close NW of: \((a)\) above

**Chart: SC5606-9** ETRS89 DATUM

Insert depth, 13, \((a)\) 51° 29'·24N., 0° 47'·34E.

Delete depth, 13, close NW of: \((a)\) above

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Temporary/Preliminary NMs

**L2320(T)/19 BELGIUM — — Wreck. Virtual aid to navigation.**

Source: Cherbourg AVURNAV 49/19

1. A dangerous wreck has been reported in position 51° 16'·16N., 2° 18'·28E. It is marked by a virtual aid to navigation (V-AIS).
2. Mariners are advised to navigate with caution in the area. (WGS84 DATUM)

Charts affected – SC5605, SC5606 and SC5607

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Temporary/Preliminary NMs

**L2546(P)/19 ENGLAND — South East Coast — — Depths.**

Source: fpv Morven

1. Depths less than charted exist within South Head Sand. The most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>9·8m</td>
<td>51° 08'·87N., 1° 28'·70E.</td>
</tr>
<tr>
<td>13·9m</td>
<td>51° 08'·46N., 1° 28'·66E.</td>
</tr>
</tbody>
</table>

2. These changes will be included in New Editions of Charts 1828 and 323 to be published 30 May 2019. (ETRS89 DATUM)

Charts affected – SC5606

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**L2729/19 ENGLAND — East Coast — — Buoy.**
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM

Temporary/Preliminary NMs
L2758(T)/19 ENGLAND — East Coast — — Works.
Source: Peel Ports

1. Bridge refurbishment works are taking place on the Rochester Bridge (51° 23’·543 N., 0° 30’·059 E.). These works will reduce the vertical clearance of the bridge and some spans will be closed at regular intervals.
2. Mariners should consult local notices for the most up-to-date information.(ETRS89 DATUM)

Charts affected – SC5606

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Chart SC5606·3 WGS84 DATUM
The following changes were published in the new edition of chart 323, which is the source chart for the above folio sheet:

Includes changes to depths from the latest British Government Surveys. Mariners should therefore navigate with caution on sheet SC5606·3 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.

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Chart SC5606·2 WGS84 DATUM
The following changes were published in the new edition of chart 1183, which is the source chart for the above folio sheet:

Includes changes to depths from the latest Port of London Authority and British Government Surveys. Mariners should therefore navigate with caution on sheet SC5606·2 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.
Temporary/Preliminary NMs
Source: Belgian Notice 10/148(T)/19

1. Works are in progress to establish the Seastar Wind farm.
2. The construction area is bounded by the following positions and marked as follows:

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Cardinal</td>
<td>SEA N</td>
<td>Q</td>
<td>51° 40'·06N., 2° 52'·72E.</td>
</tr>
<tr>
<td>East Cardinal</td>
<td>SEA E</td>
<td>Q(3)10s</td>
<td>51° 38'·99N., 2° 54'·50E.</td>
</tr>
<tr>
<td>West Cardinal</td>
<td>SEA W</td>
<td>Q(9)15s</td>
<td>51° 36'·71N., 2° 48'·61E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>SEA S</td>
<td>VQ(6)+LFl.10s</td>
<td>51° 35'·98N., 2° 50'·74E.</td>
</tr>
</tbody>
</table>

3. Unauthorised vessels are not permitted to enter the construction area.
4. Mariners are advised to navigate clear of the limits of the construction area.
5. Charts will be updated when works are complete. (WGS84 DATUM)

Charts affected – SC5606 and SC5607

L3200/19 ENGLAND — East Coast — — Depths.
Source: British Government Survey

Chart: SC5606-1 WGS84 DATUM

Insert depth, 9, enclosed by 10m contour (a) 51° 39'·35N., 1° 56'·03E.
Delete depth, 10, close S of: (a) above
Insert depth, 8s (b) 51° 40'·54N., 1° 56'·70E.

L3326/19 ENGLAND — East Coast — — Depths. Wrecks.
Source: Port of London Authority

Chart: SC5606-6 ETRS89 DATUM

Insert depth, 2, with Wk 51° 33'·84N., 1° 04'·08E.
Replace depth, 7, with Wk 51° 33'·29N., 1° 03'·01E.
Replace depth, 7, with Wk 51° 35'·30N., 1° 09'·44E.

L3383/19 ENGLAND — East Coast — — Legends.
Source: UKHO

Chart: SC5606-2 ETRS89 DATUM

Amend legend to, Oaze Restricted Zone, centred on: 51° 29'·90N., 0° 58'·45E.
Amend legend to, Oaze Precautionary Area, centred on: 51° 29'·20N., 1° 00'·90E.
L3497/19 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

Chart: SC5606·14 (Panel A, River Thames, Gravesend Reach to Erith Reach)
ETRS89 DATUM

Insert depth, 4, and extend 5m contour N to enclose (a) 51° 28' .121N. , 0° 18' .797E.

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Chart SC5606·6 WGS84 DATUM
The following changes were published in the new edition of chart 1975, which is the source chart for the above folio sheet:

Includes changes to depths from the latest British Government, Port of London Authority and Trinity House Surveys. Mariners should therefore navigate with caution on sheet SC5606·6 and be aware that any subsequent Notices to Mariners applied to this sheet are issued for information only.

These changes will be included in the next new edition of SC5606.

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L3526/19 ENGLAND — East Coast — — Depths.
Source: fpv Morven

Chart: SC5606·3 ETRS89 DATUM
Replace depth, 25, with depth, 22, depth, 29, with depth, 27, 51° 10' .48N. , 1° 46' .68E.

51° 09' .30N. , 1° 44' .43E.

______________________________

L3630/19 ENGLAND — East Coast — — Buoy.
Source: Trinity House

Chart: SC5606·2 ETRS89 DATUM
Move Q(9)15s SW Barrow, from: 51° 32' .29N. , 1° 00' .31E.
to:

Chart: SC5606·6 ETRS89 DATUM
Move Q(9)15s SW Barrow, from: 51° 32' .29N. , 1° 00' .31E.
L3644/19 ENGLAND — East Coast — — Depth.
Source: Port of London Authority

Chart: SC5606·13 (Panel A, River Thames, Hole Haven to Gravesend Reach) ETRS89 DATUM
Insert depth, 7  
51° 26'·876N, 0° 23'·429E.

L3851/19 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

Chart: SC5606·14 (Panel A, River Thames, Gravesend Reach to Erith Reach) ETRS89 DATUM
Insert depth, 6 (a)  
51° 27'·024N, 0° 20'·566E.
Delete depth, 6, close N of: (a) above

L4020/19 ENGLAND — South East Coast — — Depths.
Source: fpv Morven

Chart: SC5606·3 ETRS89 DATUM
Insert depth, 28, and extend 30m contour SE to enclose (a) 51° 19'·34N, 1° 52'·24E.
Delete depth, 30, close NW of: (a) above
Insert depth, 26 (b) 51° 16'·94N, 1° 51'·39E.
Delete depth, 27, close NW of: (b) above
Insert depth, 29 (c) 51° 12'·89N, 1° 50'·06E.
Delete depth, 30, enclosed by 30m contour (c) above
Insert depth, 20 (d) 51° 12'·51N, 1° 43'·19E.
Delete depth, 22, close S of: (d) above
Replace depth, 27, with depth, 26 51° 09'·50N, 1° 41'·35E.

Temporary/Preliminary NMs
L3989(P)/19 BELGIUM — — Works.
Source: Belgian Notice 14/197(T)/19

1. Works are in progress to establish the Northwester 2 Wind farm.
2. The construction area is bounded by the following positions and marked as follows:

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Designation</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>V-AIS</td>
<td>OHR3</td>
<td>51° 39'·07N. , 2° 44'·34E.</td>
<td></td>
</tr>
</tbody>
</table>
3. Unauthorised vessels are not permitted to enter the construction area.
4. Mariners are advised to navigate clear of the limits of the construction area.
5. Charts will be updated when works are complete. (WGS84 DATUM)

Charts affected – SC5606 and SC5607

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L4105/19 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

Chart: SC5606·14 (Panel A, River Thames Gravesend Reach to Erith Reach)
ETRS89 DATUM

Insert depth, \( \delta_n \) (a) 51° 29' ·047N., 0° 12' ·830E.
Delete depth, \( \delta_n \), close N of: (a) above
Insert depth, \( \delta_b \) (b) 51° 28' ·956N., 0° 13' ·144E.
Delete depth, 3, close SE of: (b) above

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Temporary/Preliminary NMs
L4175(P)/19 ENGLAND — East Coast — — Wreck.
Source: Trinity House

1. A wreck depth 17·9m exists in position 51° 27' ·07N., 1° 33' ·33E.
2. Mariners are advised to navigate with caution in the area.
3. Chart 1607 will be updated by NM following New Edition publication on 15 August 2019. (WGS84 DATUM)

Chart affected — SC5606

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Charts SC5606·4 SC5606·5 and SC5606·6 WGS84 DATUM

The following changes were published in the new edition of chart 1607, which is the source chart for the above folio sheets:

Includes changes to depths from the latest British Government and Port of London Authority surveys. Mariners should therefore navigate with caution on sheets SC5606·4 SC5606·5 and SC5606·6 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.
These changes will be included in the next new edition of SC5606.

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**L4226/19 ENGLAND — East Coast — — Buoy.**
Source: Peel Ports

**Chart: SC5606·9 ETRS89 DATUM**
Delete

\[\text{Blackstakes}\]
\(51° 25'\cdot57\text{N.}, 0° 42'\cdot81\text{E.}\)

**Chart: SC5606·10 (Panel A, Mouth of River Medway and West Swale) ETRS89 DATUM**
Delete

\[\text{Blackstakes}\]
\(51° 25'\cdot57\text{N.}, 0° 42'\cdot81\text{E.}\)

**Chart: SC5606·11 (Panel A, River Medway Saltpan Reach to Chatham Reach) ETRS89 DATUM**
Delete

\[\text{Blackstakes}\]
\(51° 25'\cdot57\text{N.}, 0° 42'\cdot81\text{E.}\)

---

**L4306/19 ENGLAND — East Coast — — Buoyage.**
Source: Peel Ports

**Chart: SC5606·11 (Panel A, River Medway Saltpan Reach to Chatham Reach) ETRS89 DATUM**
Amend

- light-buoy to, \(Q.G\) No 31
  \(51° 24'\cdot56\text{N.}, 0° 33'\cdot04\text{E.}\)
- light-buoy to, \(Q(4)G.10s\) Darnet No 23
  \(51° 24'\cdot60\text{N.}, 0° 35'\cdot63\text{E.}\)

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**L4356/19 ENGLAND — East Coast — — Depths.**
Source: Port of London Authority

**Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM**
Insert

- depth, \(\delta\)
  \((a)\) 51° 26' ·930\text{N.}, 0° 23' ·559\text{E.}\)
Delete

- depth, \(\delta\), close NW of:
  \((a)\) above

---


Charts SC5606·10 and SC5606·11 WGS84 DATUM
The following changes were published in the new edition of chart 1827, which is the source chart for the above folio sheets:
Includes changes to depths in Ramsgate Harbour from the latest Harbour Authority surveys. Mariners should therefore navigate with caution on sheets SC5606:10 and SC5606:11 and be aware that any subsequent Notices to Mariners applied to these sheets are issued for information only.

These changes will be included in the next new edition of SC5606.

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**L4414/19 ENGLAND — South East Coast — — Depths.**
Source: British Government Survey

**Chart: SC5606:3 ETRS89 DATUM**
Insert depth, 19, and extend 20m contour SW to enclose 51° 08´·35N. , 1° 28´·46E.

Insert depth, 9, and extend 10m contour NW to enclose 51° 08´·95N. , 1° 28´·71E.

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**L4428/19 ENGLAND — East Coast — — Wreck.**
Source: Royal Navy Sailing Association

**Chart: SC5606:11 (Panel A, River Medway Saltpan Reach to Chatham Reach)**
ETRS89 DATUM
Insert Masts 51° 23´·97N. , 0° 31´·71E.

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**L4470/19 ENGLAND — South East Coast — — Drying contour. Drying height. Depths. Wreck.**
Source: British Government Survey

**Chart: SC5606:3 ETRS89 DATUM**
Insert circular limit of 0m low water line, radius 100m, centred on: (a) 51° 17´·11N. , 1° 25´·02E.

Delete depth, 0, close N of: (a) above

Insert drying height, 7, and extend 0m low water line N to enclose depth, 4, enclosed by 5m contour 51° 16´·61N. , 1° 25´·57E.

Delete depth, 5, close E of: (b) above

Insert depth, 4, and extend 5m contour NE to enclose 51° 15´·53N. , 1° 24´·94E.

Delete depth, 5, close NE of: (c) above

Insert depth, 12, (d) 51° 13´·76N. , 1° 27´·93E.

Delete depth, 13, close NE of: (d) above

Insert depth, 4, enclosed by 5m contour (e) 51° 12´·93N. , 1° 25´·24E.

Delete depth, 5, close N of: (e) above
L4406(P)/19 ENGLAND — East Coast — — Drying height.  
Source: Port of Ramsgate

1. A drying height of 0·5m exists in position 51° 19' ·640 N., 1° 25' ·090 E. (ETRS89 DATUM)

Chart affected—SC5605 and SC5606

L4515/19 ENGLAND — East Coast — — Wreck.  
Source: Trinity House

Note: Former Notice L4175(P)/19 is cancelled

Chart: SC5606·4 ETRS89 DATUM  
Insert \[ Wk \] 51° 27' ·07N. , 1° 33' ·33E.

L4539/19 ENGLAND — East Coast — — Drying heights.  
Source: Port of London Authority

Chart: SC5606·7 ETRS89 DATUM  
Insert drying height, \( _{1} \) enclosed by 0m low water line 51° 31' ·32N. , 0° 42' ·40E.

Chart: SC5606·8 ETRS89 DATUM

Insert drying height, \( _{1} \) (a) 51° 31' ·71N. , 0° 37' ·80E.
Delete drying height, \( _{0} \), close NW of: (a) above
Insert drying height, \( _{4} \) (b) 51° 32' ·26N. , 0° 39' ·36E.
Delete drying height, \( _{1} \), close NW of: (b) above
Insert drying height, \( _{3} \) (c) 51° 32' ·18N. , 0° 39' ·42E.
Delete drying height, \( _{6} \), close W of: (c) above
Insert drying height, \( _{2} \) (d) 51° 31' ·98N. , 0° 40' ·13E.
Delete drying height, \( _{1} \), close E of: (d) above
Insert drying height, \( _{5} \) (e) 51° 31' ·83N. , 0° 40' ·85E.
Delete drying height, \( _{0} \), close NW of: (e) above
Insert drying height, \( _{1} \) enclosed by 0m low water line 51° 31' ·32N. , 0° 42' ·40E.

L4549/19 ENGLAND — East Coast — — Depths.  
Source: Port of London Authority
Chart: SC5606·14 (Panel A, River Thames Gravesend Reach to Erith Reach) ETRS89 DATUM

Insert depth, 6,

(a) 51° 27’·028N, 0° 20’·571E.

Delete depth, 6, close SW of:

(a) above

L4556/19 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

Chart: SC5606·6 ETRS89 DATUM

Insert depth, 14,

(a) 51° 33’·15N, 1° 09’·66E.

Delete depth, 14, close NE of:

(a) above

Insert depth, 14,

(b) 51° 32’·37N, 1° 07’·72E.

Delete depth, 14, close S of:

(b) above

L4659/19 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

Chart: SC5606·8 ETRS89 DATUM

Replace depth, 11, with depth, 11,

51° 30’·36N, 0° 33’·09E.

Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach) ETRS89 DATUM

Insert depth, 13,

51° 30’·286N, 0° 32’·902E.

Insert depth, 11,

(a) 51° 30’·356N, 0° 33’·093E.

Delete depth, 11, close N of:

(a) above

L4671/19 ENGLAND — South East Coast — — Drying height. Depth. Drying contour.
Source: Port of Ramsgate

Note: Former Notice L4406(P)/19 is cancelled.

Chart: SC5606·10 (Panel C, Ramsgate) ETRS89 DATUM

Insert drying height, 0, and extend 0m low water line S to enclose

(a) 51° 19’·640N, 1° 25’·090E.

Delete depth, 0, close NW of:

(a) above

L4753/19 ENGLAND — East Coast — — Firing practice areas.
Source: Trials Safety Manager - Shoeburyness
Chart: SC5606·6 ETRS89 DATUM
Insert   limit of firing practice area, pecked line, joining:  
51° 37'·14N., 0° 55'·39E.  
(a) 51° 39'·60N., 1° 02'·90E.
Delete   former limit of firing practice area, pecked line, joining:  
51° 37'·09N., 0° 55'·41E.  
(a) above

L4887/19 ENGLAND — East Coast — — Buoyage.  
Source: Peel Ports Medway Notice 24/19

Chart: SC5606·11 (Panel A, River Medway Saltpan Reach to Chatham Reach)  
ETRS89 DATUM  
Delete  
51° 22'·92N., 0° 36'·62E.  
51° 23'·01N., 0° 36'·79E.

L4906/19 ENGLAND — East Coast — — Obstruction. Depths.  
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM  
Insert   depth, 7a, and extend 2m approximate contour S to enclose  
51° 31'·38N., 0° 55'·81E.
Chart: SC5606·6 ETRS89 DATUM  
Insert   depth, 7a, and extend 2m approximate contour S to enclose  
51° 31'·38N., 0° 55'·81E.

L4935/19 ENGLAND — East Coast — — Depths.  
Source: Port of London Authority

Chart: SC5606·5 ETRS89 DATUM  
Insert   depth, 7a  
(a) 51° 29'·37N., 1° 09'·00E.
Delete   depth, 8a, close S of:  
(a) above

L5068/19 ENGLAND — East Coast — — Depths.  
Source: Port of London Authority

Chart: SC5606·13 (Panel A, River Thames Hole Haven to Gravesend Reach)  
ETRS89 DATUM  
Insert   depth, 7a  
(a) 51° 27'·467N., 0° 26'·350E.
Delete   depth, 7a, close N of:  
(a) above
Insert   depth, 8a  
(b) 51° 27'·432N., 0° 26'·403E.
L5147/19 ENGLAND — East Coast — — NM Block.
Source: Port of London Authority.

Chart: SC5606·15 (Panel A, River Thames Hook Ness to Tower Bridge) ETRS89 DATUM
Insert the accompanying block, centred on:
51° 29'·4N. , 0° 01'·7W.

L5250/19 ENGLAND — South East Coast — — Depth.
Source: British Government Survey

Chart: SC5606·3 ETRS89 DATUM
Replace depth, 30°, with depth, 29°
51° 10'·21N. , 1° 41'·28E.

L5259/19 ENGLAND — East Coast — — Drying heights.
Source: Port of London Authority

Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM
Insert drying height, 3₁
(a) 51° 30'·877N. , 0° 05'·882E.
Delete drying height, 2₁, close SE of:
(a) above

Chart: SC5606·15 (Panel B, Barking Creek) ETRS89 DATUM
Insert drying height, 3₁
(a) 51° 30'·877N. , 0° 05'·882E.
Delete drying height, 2₁, close W of:
(a) above

Temporary/Preliminary NMs
L5365(T)/19 ENGLAND — East Coast — — Measuring instruments.
Source: Partrac

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

<table>
<thead>
<tr>
<th>Designation</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>51° 44’ ·07N. , 0° 48’ ·35E.</td>
</tr>
<tr>
<td>T2</td>
<td>51° 43’ ·67N. , 0° 51’ ·73E.</td>
</tr>
<tr>
<td>T3</td>
<td>51° 44’ ·33N. , 0° 57’ ·86E.</td>
</tr>
<tr>
<td>T4</td>
<td>51° 42’ ·59N. , 0° 58’ ·47E.</td>
</tr>
<tr>
<td>T5</td>
<td>51° 41’ ·03N. , 0° 58’ ·51E.</td>
</tr>
</tbody>
</table>

(ETRS89 DATUM)

Charts affected – SC5606 and SC5607

L5382/19 ENGLAND — East Coast — — Depths.
Source: Port of London Authority

Chart: SC5606·14 (Panel B, River Thames Erith Reach to Hook Ness) ETRS89 DATUM

Insert depth, $\delta_1$ (a) 51° 30’ ·695N. , 0° 08’ ·964E.
Delete depth, $\delta_1$, close SE of: (a) above

L5614/19 ENGLAND — East Coast — — Depths. Drying heights.
Source: Roger Gaspar

Chart: SC5606·6 ETRS89 DATUM

Insert depth, $\delta_1$ 51° 41’ ·17N. , 1° 00’ ·34E.
drying height, $\delta_2$, enclosed by 0m low water line 51° 40’ ·37N. , 0° 59’ ·25E.
drying height, $\delta_3$ 51° 39’ ·04N. , 0° 58’ ·76E.
Replace depth, $\delta_1$, with drying height, $\delta_2$, enclosed by 0m low water line 51° 40’ ·75N. , 1° 00’ ·00E.