**Admiralty Leisure Folio**
**SC5607 Thames Estuary, Essex and Suffolk Coast**


### Temporary/Preliminary NMs


**Source:** Galloper Wind Farm Ltd.

1. Work is about to commence on the construction of the Galloper Wind Farm. The main Wind Farm Array work area is marked by twelve buoys as follows:

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Character</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Cardinal</td>
<td>VQ</td>
<td>52° 00' ·06N., 1° 59' ·33E.</td>
</tr>
<tr>
<td>Special</td>
<td>Fl.Y.5s</td>
<td>51° 59' ·81N., 2° 02' ·76E.</td>
</tr>
<tr>
<td>North Cardinal</td>
<td>Q</td>
<td>51° 59' ·42N., 2° 06' ·19E.</td>
</tr>
<tr>
<td>East Cardinal</td>
<td>Q(3)10s</td>
<td>51° 57' ·26N., 2° 06' ·28E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>Q(6)+LFl.15s</td>
<td>51° 55' ·10N., 2° 05' ·49E.</td>
</tr>
<tr>
<td>Special</td>
<td>Fl.Y.5s</td>
<td>51° 54' ·50N., 2° 01' ·14E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>VQ(6)+LFl.10s</td>
<td>51° 53' ·90N., 2° 02' ·02E.</td>
</tr>
<tr>
<td>North Cardinal</td>
<td>VQ</td>
<td>51° 49' ·43N., 2° 03' ·42E.</td>
</tr>
<tr>
<td>East Cardinal</td>
<td>Q(3)10s</td>
<td>51° 47' ·12N., 2° 03' ·24E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>Q(6)+LFl.15s</td>
<td>51° 44' ·80N., 2° 02' ·77E.</td>
</tr>
<tr>
<td>Special</td>
<td>Fl.Y.5s</td>
<td>51° 44' ·34N., 2° 01' ·39E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>VQ(6)+LFl.10s</td>
<td>51° 43' ·70N., 1° 58' ·17E.</td>
</tr>
</tbody>
</table>

2. All vessels should navigate with caution in the area. A safety zone of 50 metres becomes operational around each turbine as it is being installed, with a safety zone of 500 metres around the installation vessel.

3. "Cable laying operations are being conducted between Galloper Wind Farm and Sizewell Power Station (52° 12' ·36N., 1° 37' ·39E.)"

4. Charts will be updated to show the works area in due course.

5. For latest information see Galloper Wind Farm Notice to Mariners.

6. Former Notice 2475(P)/16, is cancelled. *Indicates new or revised entry.* (ETRS89 DATUM)

**Charts affected — SC5607**

### 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:
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

Temporary/Preliminary NMs
L713(P)/18 ENGLISH CHANNEL — Dover Strait — Submarine cable.
Source: Nemo 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' ·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.

Charts affected — SC5605, SC5606 and SC5607

Temporary/Preliminary NMs
Source: Belgian Notice 6/85(T)/18
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>Buoy 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)+LFl.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

Temporary/Preliminary NMs
L2032(T)/18 ENGLAND — East Coast — River Stour — Mooring buoys.
Source: Harwich Haven Authority

1. In connection with the East Anglia Offshore windfarm project, lit mooring buoys have been established between the following positions:

   51° 56' 960N, 1° 12' 000E.
   51° 56' 930N, 1° 12' 930E.

2. Four pipelines will be positioned at the mooring buoys.
3. Mooring at the buoys is prohibited without permission from the Harbour Master.
4. Mariners are advised to navigate with caution and pass at a reduced speed. (ETRS89 DATUM)

Charts affected – SC5607

Temporary/Preliminary NMs
L3611(T)/18 ENGLAND — East Coast — — Works. Buoy. Depths.
Source: East Anglia One Ltd Notices 92/18 and 59/18

1. Drilling works are taking place in the vicinity of Bawdsey beach, within an area bounded by the following positions:

   51° 59' 83N, 1° 25' 46E.
   51° 59' 97N, 1° 25' 66E.
   51° 59' 26N, 1° 26' 97E.
2. A Waverider buoy, Fl(5)Y.20s, has been established in position 51° 59′.18 N., 1° 26′.89 E.
3. Depths may be shoaler than charted in the vicinity due to the drilling works.
4. Mariners are requested to refrain from fishing in the area, and are advised that mooring to any part of the deployed mooring or buoy is prohibited.
5. Mariners are advised to navigate with caution in the area.(ETRS89 DATUM)

Charts affected – SC5607

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:

<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′.60E.</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

L5181/18 BELGIUM — — Legend. Depths.
Source: Belgian Notices 20/221/18 and 20/224/18

Chart: SC5607-1 WGS84 DATUM
Insert depth, $\Delta d$

51° 27' ·31N., 2° 30' ·95E.

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.

Chart: SC5607-1 WGS84 DATUM
Insert the accompanying block, centred on:

51° 35' ·5N., 2° 56' ·1E.

L5603/18 ENGLISH CHANNEL — — Radio reporting lines. Legends.
Source: UKHO

Chart: SC5607-1 WGS84 DATUM
Insert radio reporting line, inbound only, pecked line, joining:

(a) 51° 16' ·00N., 1° 51' ·42E.
(b) 51° 14' ·05N., 1° 57' ·00E.

Legend, CALDOV/REP, along:

(a)-(b) above
L232/19 ENGLAND — East Coast — — Depths.
Source: MPV Pohjanmeri

Chart: SC5607-1 WGS84 DATUM
Insert depth, 18, (a) 51° 53'·05N., 2° 02'·50E.
Delete depth, 19, close SW of: (a) above

Temporary/Preliminary NM
Restricted area.
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 – SC5607

Temporary/Preliminary NM
L428(P)/19 NETHERLANDS — — Submarine power cable.
Source: Netherlands Notice 51-52/427(P)/18

1. A submarine power cable is being laid, joining the following approximate positions:

51° 25'·58N., 3° 43'·18E.
51° 25'·22N., 3° 42'·97E.
51° 24'·98N., 3° 42'·13E.
51° 25'·21N., 3° 41'·33E.
51° 25'·21N., 3° 40'·10E.
51° 25'·50N., 3° 38'·40E.
51° 25'·59N., 3° 35'·08E.
51° 25'·54N., 3° 32'·60E.
51° 28'·35N., 3° 29'·06E.
51° 30'·67N., 3° 24'·67E.
51° 32'·06N., 3° 21'·56E.
51° 33'·17N., 3° 20'·22E.
51° 34'·89N., 3° 16'·77E.
51° 36'·04N., 3° 12'·89E.
51° 37'·46N., 3° 11'·80E.
51° 40'·58N., 3° 07'·82E.
51° 41'·95N., 3° 04'·09E.
51° 43'·62N., 2° 58'·03E.

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

3. Charts will be updated when full details are available. (WGS84 DATUM)

Charts affected – SC5607

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: SC5607·1 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.

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: SC5607·1 WGS84 DATUM

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

51° 27'·88N., 3° 00'·00E.
L1184/19 BELGIUM — — Depths.
Source: Belgian Notices 3/62-63/19

Chart: SC5607-1 WGS84 DATUM

<table>
<thead>
<tr>
<th>Insert</th>
<th>depth, 12</th>
<th>(a) 51° 26’·33N., 2° 22’·54E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delete</td>
<td>depth, 13, close S of:</td>
<td>(a) above</td>
</tr>
<tr>
<td>Insert</td>
<td>depth, 6,</td>
<td>(b) 51° 24’·71N., 2° 20’·42E.</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 7, close SW of:</td>
<td>(b) above</td>
</tr>
<tr>
<td>Insert</td>
<td>depth, 21</td>
<td>(c) 51° 24’·45N., 2° 22’·86E.</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 24, close NE of:</td>
<td>(c) above</td>
</tr>
<tr>
<td>Insert</td>
<td>depth, 13</td>
<td>(d) 51° 33’·96N., 2° 35’·04E.</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 15, close NE of:</td>
<td>(d) above</td>
</tr>
</tbody>
</table>

L1435/19 ENGLAND — East Coast — — Depths.
Source: British Government Survey

Chart: SC5607-2 ETRS89 DATUM

| Replace  | depth, 15, with depth, 15 | 51° 48’·92N., 1° 33’·33E. |

L1708/19 ENGLAND - East Coast - Buoyage. NM Blocks. Notes. Legends.
Source: RWE Innogy UK and Trinity House
Note: Former Notice L3496(P)/17 is cancelled.

Chart SC5607-1 WGS84 DATUM

| Insert  | the accompanying block, centred on: | 51° 51’·8N., 2° 01’·2E. |
Source: SSE

Chart: SC5607-1 WGS84 DATUM
Delete light, Fl.Y.5s, and associated fog signal, Horn, at wind turbine
51° 45' .31N., 1° 59' .70E.
51° 55' .42N., 1° 59' .25E.
51° 58' .65N., 1° 59' .43E.

light, Fl.Y.5s, at wind turbine
51° 45' .82N., 1° 59' .89E.
51° 48' .12N., 1° 59' .91E.
51° 56' .48N., 1° 59' .90E.

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

L2670/19 ENGLAND — East Coast —— Shellfish bed. Legend.
Source: Crouch Harbour Authority

Chart: SC5607·3 ETRS89 DATUM
Insert limit of shellfish beds area, pecked line, joining:
(a) 51° 46’·15N., 0° 57’·43E.
(b) 51° 45’·63N., 0° 57’·43E.
(c) 51° 45’·63N., 0° 56’·29E.
(d) 51° 46’·15N., 0° 56’·29E.
symbol, shellfish bed, within:
(a)-(d) above

Chart: SC5607·9 ETRS89 DATUM
Insert limit of shellfish beds area, pecked line, joining:
(a) 51° 46’·15N., 0° 57’·43E.
(b) 51° 45’·63N., 0° 57’·43E.
(c) 51° 45’·63N., 0° 55’·62E.
(d) 51° 46’·15N., 0° 55’·62E.
legend, Oyster Beds (see Note), within:
(a)-(d) above

Temporary/Preliminary NMs
Source: Belgian Notice 9/138(T)/19 and ENC BE3VLBNK

1. Works are in progress to establish the Mermaid Windfarm.
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>East Cardinal</td>
<td>MER E</td>
<td>Q(3)10s</td>
<td>51° 43’·05N., 2° 47’·76E.</td>
</tr>
<tr>
<td>Special</td>
<td>MER I-1</td>
<td>FL.Y.5s</td>
<td>51° 43’·92N., 2° 46’·49E.</td>
</tr>
<tr>
<td>North Cardinal</td>
<td>MER N</td>
<td>Q</td>
<td>51° 44’·64N., 2° 45’·26E.</td>
</tr>
<tr>
<td>West Cardinal</td>
<td>OHR7</td>
<td>VQ(9)10s</td>
<td>51° 44’·11N., 2° 42’·45E.</td>
</tr>
<tr>
<td>West Cardinal</td>
<td>OHR5</td>
<td>Q(9)15s</td>
<td>51° 42’·25N., 2° 41’·40E.</td>
</tr>
<tr>
<td>West Cardinal</td>
<td>MER W-1</td>
<td>Q(9)15s</td>
<td>51° 41’·20N., 2° 42’·37E.</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 – SC5607

_________________________


Chart SC5607-2 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 SC5607-2 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 SC5607.

_________________________

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

_________________________

The Notices to Mariners (NMs) listed below apply to the previous edition of SC5607 (11th Edition) published on 26th January 2017. The 11th Edition of this product dated 26th January 2017 has been withdrawn and superseded by a New Edition of the same title. Navigational and safety related changes have been incorporated in the New Edition. It must be fully understood that use of the information attached will enable the updating of the 11th edition to the
point at which it was withdrawn 13th December 2018. It is strongly recommended that the latest available edition of the product should be used.

Temporary/Preliminary NMs

Source: Belgian Notices 5/87(T)/13, 6/102(T)/13, 7/116(T)/14, 12/192(P)/14, & 12/193/14.

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></td>
<td>NW7</td>
<td>Fl.Y.5s</td>
<td>51° 38' ·22 N., 2° 53' ·44 E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW6</td>
<td>Fl.Y.5s</td>
<td>51° 37' ·60 N., 2° 52' ·68 E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW5</td>
<td>Fl.Y.5s</td>
<td>51° 36' ·76 N., 2° 51' ·63 E.</td>
</tr>
<tr>
<td></td>
<td>NW4</td>
<td>Fl.Y.5s</td>
<td>51° 35' ·94 N., 2° 50' ·54 E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW3</td>
<td>Fl.Y.5s</td>
<td>51° 36' ·40 N., 2° 55' ·22 E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW2</td>
<td>Fl.Y.5s</td>
<td>51° 36' ·97 N., 2° 56' ·40 E.</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' ·60 N., 2° 54' ·72 E.</td>
</tr>
<tr>
<td>NW A-06</td>
<td>Fl(3)Y.15s</td>
<td>51° 37' ·55 N., 2° 56' ·61 E.</td>
</tr>
<tr>
<td>NW H-04</td>
<td>Fl(3)Y.15s</td>
<td>51° 36' ·58 N., 2° 54' ·66 E.</td>
</tr>
<tr>
<td>NW H-08</td>
<td>Fl(3)Y.15s</td>
<td>51° 35' ·86 N., 2° 52' ·57 E.</td>
</tr>
<tr>
<td>NW G-09</td>
<td>Fl(3)Y.15s</td>
<td>51° 35' ·82 N., 2° 52' ·10 E.</td>
</tr>
<tr>
<td>NW E-09</td>
<td>Fl(3)Y.15s</td>
<td>51° 36' ·09 N., 2° 51' ·54 E.</td>
</tr>
<tr>
<td>NW D-06</td>
<td>Fl(3)Y.15s</td>
<td>51° 37' ·41 N., 2° 53' ·16 E.</td>
</tr>
</tbody>
</table>

6. Wave rider buoys and marking buoys are 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></td>
<td>51° 36' ·55N., 2° 55' ·44E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW641</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></td>
<td>51° 35' ·72N., 2° 53' ·06E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW68</td>
<td>Fl.Y.5s</td>
<td>51° 35' ·65N., 2° 53' ·14E.</td>
</tr>
<tr>
<td>Special light-buoy</td>
<td>NW9</td>
<td>Fl.Y.5s</td>
<td>51° 35' ·79N., 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>

7. Indicates new or revised entry.
8. An east cardinal light buoy, BLW.E Qt(3)10s, and radar beacon, Racon(D), exists in position 51° 41’ ·30N., 2° 50’ ·56E.
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

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.
   - 51° 30’ ·02N., 2° 57’ ·84E.
   - 51° 28’ ·90N., 2° 57’ ·54E.
   - 51° 27’ ·20N., 2° 57’ ·09E.
   - 51° 25’ ·60N., 2° 56’ ·68E.
   - 51° 24’ ·23N., 2° 55’ ·74E.
   - 51° 22’ ·97N., 2° 54’ ·93E.

5. (WGS84 Datum)

Charts affected—SC5606 and SC5607
Temporary/Preliminary NMs
L3250(T)/15 BELGIUM — Westhinder — Westhinder Anchorage — Foul.
Source: Belgian Notice 11/44(T)/15

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

Charts affected — SC5605, SC5606 and SC5607

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: Galloper Wind Farm Ltd.

1. Work is about to commence on the construction of the Galloper Wind Farm. The main Wind Farm Array work area is marked by twelve buoys as follows:

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Character</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Cardinal</td>
<td>VQ</td>
<td>52° 00’ 06N., 1° 59’ 33E.</td>
</tr>
<tr>
<td>Special</td>
<td>Fl.Y.5s</td>
<td>51° 58’ 41N., 2° 02’ 26E.</td>
</tr>
<tr>
<td>North Cardinal</td>
<td>Q</td>
<td>51° 59’ 42N., 2° 06’ 19E.</td>
</tr>
<tr>
<td>East Cardinal</td>
<td>Q(3)10s</td>
<td>51° 57’ 26N., 2° 06’ 28E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>Q(6)+LFl.15s</td>
<td>51° 55’ 40N., 2° 05’ 49E.</td>
</tr>
<tr>
<td>Special</td>
<td>Fl.Y.5s</td>
<td>51° 54’ 50N., 2° 04’ 14E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>VQ(6)+LFl.10s</td>
<td>51° 53’ 90N., 2° 02’ 02E.</td>
</tr>
<tr>
<td>North Cardinal</td>
<td>VQ</td>
<td>51° 49’ 43N., 2° 03’ 42E.</td>
</tr>
<tr>
<td>East Cardinal</td>
<td>Q(3)10s</td>
<td>51° 47’ 12N., 2° 03’ 21E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>Q(6)+LFl.15s</td>
<td>51° 44’ 80N., 2° 02’ 72E.</td>
</tr>
<tr>
<td>Special</td>
<td>Fl.Y.5s</td>
<td>51° 44’ 34N., 2° 01’ 39E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>VQ(6)+LFl.10s</td>
<td>51° 43’ 70N., 1° 58’ 17E.</td>
</tr>
</tbody>
</table>

2. All vessels should navigate with caution in the area. A safety zone of 50 metres becomes operational around each turbine as it is being installed, with a safety zone of 500 metres around the installation vessel.

3. Charts will be updated to show the works area in due course.

4. For latest information see Galloper Wind Farm Notice to Mariners. (ETRS89 Datum)
Charts affected—SC5607

Temporary/Preliminary NMs

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>Buoy 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°45’55E.</td>
<td>Special buoy</td>
<td>BB2</td>
</tr>
<tr>
<td>51° 41’ 91N., 2°47’23E.</td>
<td>Special buoy</td>
<td>BB3</td>
</tr>
<tr>
<td>51° 43’ 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’ 91N., 2°52’68E.</td>
<td>East Cardinal light buoy</td>
<td>BB-E</td>
</tr>
<tr>
<td>51° 39’ 03N., 2°51’50E.</td>
<td>Special buoy</td>
<td>BB5</td>
</tr>
<tr>
<td>51° 38’ 12N., 2°50’51E.</td>
<td>Special buoy</td>
<td>BB6</td>
</tr>
<tr>
<td>51° 37’ 41N., 2°49’42E.</td>
<td>Special buoy</td>
<td>BB7</td>
</tr>
<tr>
<td>51° 36’ 30N., 2°48’33E.</td>
<td>South Cardinal light buoy</td>
<td>BB-S</td>
</tr>
<tr>
<td>≤ 51° 39’ 30N., 2°46’46E.</td>
<td>Wave recorder buoy</td>
<td>BB8</td>
</tr>
<tr>
<td>≤ 51° 39’ 72N., 2°50’54E.</td>
<td>Wave recorder buoy</td>
<td>BB9</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

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

Page 15 of 43
L161/17 NORTH SEA — Netherlands Sector — Oosthinder N and S — Depths.  
Source: Netherlands Notice 49/451/16

Chart: SC5607-1 WGS84 DATUM
Insert depth, 16, and extend 20m contour N to enclose (a) 51° 24'·17N, , 2° 37'·98E.  
Delete depth, 16, close N of: (a) above

Chart: SC5607-9 ETRS89 DATUM
Insert drying height, 01, and extend 0m low water line W to enclose 51° 46'·15N, , 0° 53'·78E.  
Insert depth, 10, and extend 2m contour NE to enclose (a) 51° 45'·98N, , 0° 54'·14E.  
Insert depth, 10, enclosed by 2m contour 51° 45'·91N, , 0° 54'·71E.  
Insert drying height, 01, enclosed by 0m low water line (b) 51° 45'·81N, , 0° 53'·78E.  
Insert depth, 01 51° 45'·93N, , 0° 54'·08E.  
Delete depth, 20, close SE of: (a) above  
Delete depth, 01, close NW of: (b) above

Chart: SC5607-11 (Panel A, River Blackwater Bradwell to Maldon) ETRS89 DATUM
Insert drying height, 02, enclosed by 0m low water line 51° 45'·81N, , 0° 53'·78E.  
Insert depth, 02 51° 45'·93N, , 0° 54'·08E.  
Delete depth, 02, close NW of: (a) above

Temporary/Preliminary NMs
L765(P)/17 NORTH SEA — Belgium to Netherlands — Routeing measures.  
Area to be avoided. Anchorage area.  
Source: International Maritime Organization

1. To improve safety of navigation, reduce the risk of marine environment pollution and the planned development of wind farm sites in the area between traffic separation schemes of West Hinder, North Hinder and Maas West, new and amended IMO adopted routeing measures come into force at 0000 UTC 1 June 2017.
2. “Off the Netherlands and Belgian coasts between West Hinder, North Hinder and Maas West traffic separation schemes”, new and amended schemes are to be established as follows: a. The north-eastern end of the TSS “North Hinder South” will be shortened and the precautionary area “North Hinder Junction” will be extended to join the TSS. b. A new traffic separation scheme “Off North Hinder” will be established east of TSS “North Hinder South” adjoining the precautionary area “North Hinder Junction”. c. The eastbound traffic lane of TSS “Maas West Outer” will be amended. d. A new precautionary area “At Gootebank” will be established north of Deep Water route “In the Approaches to the River Scheldt”. e. The TSS “At West Hinder” will be shortened and the precautionary area “At West Hinder” will be
extended to join the TSS.f. A new precautionary area “Windfarm Borssele” will be established north-east of the existing precautionary area “In the vicinity of Thornton and Bligh Banks”.

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
L825/17 ENGLAND — East Coast — River Crouch and River Roach — Buoyage.
Source: Crouch Harbour Authority

Chart: SC5607-12 (Panel A, Rivers Crouch and Roach) ETRS89 DATUM
Amend  Fairway No 1, light buoy to, Q.G  51° 37'·09N., 0° 51'·08E.
Replace  ☢ No 3, with ☢ Fl.G.6s No 3  51° 35'·33N., 0° 48'·37E.

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

Chart: SC5607-1 WGS84 DATUM
Insert  depth, 25\text{f}
\begin{align*}
(a) & \quad 51° 14'·50N., 1° 51'·27E. \\
\end{align*}
Delete  depth, 29, close NE of: \((a)\) above

Temporary/Preliminary NMs
Source: Trinity House

1. A wreck is located in position 51° 40'·21N., 2° 13'·54E.
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:

\begin{align*}
\text{Position} & \quad \text{Characteristic} \\
51° 40'·29N., 2° 13'·63E. & \quad Al.Oc.BuY.3s Racon (D) \\
51° 40'·17N., 2° 13'·64E. & \quad Al.Oc.BuY.3s \\
51° 40'·28N., 2° 13'·45E. & \quad Al.Oc.BuY.3s \\
51° 40'·17N., 2° 13'·46E. & \quad Al.Oc.BuY.3s \\
\end{align*}

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

Charts affected — SC5606 and SC5607


Chart 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, Trinity House and Commercial surveys. Mariners should therefore navigate with caution on sheets SC5607.3 and SC5607.4 and be aware that any subsequent Notices to Mariners applied to this sheets are issued for information only.

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

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

Chart: SC5607·1 WGS84 DATUM
Insert Automatic Identification System, AIS, at Fairy W light-buoy 51° 23'·84N, 2° 09'·27E.

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

Chart: SC5607·1 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 (m)</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>45·6m</td>
<td>51° 28'·21N, 2° 00'·17E.</td>
</tr>
<tr>
<td>10·5m</td>
<td>51° 27'·15N, 2° 58'·81E.</td>
</tr>
<tr>
<td>13·3m</td>
<td>51° 27'·11N, 2° 56'·75E.</td>
</tr>
<tr>
<td>9·4m</td>
<td>51° 26'·82N, 2° 58'·48E.</td>
</tr>
<tr>
<td>15·4m</td>
<td>51° 26'·70N, 2° 54'·48E.</td>
</tr>
<tr>
<td>9·2m</td>
<td>51° 26'·52N, 2° 57'·90E.</td>
</tr>
<tr>
<td>9·5m</td>
<td>51° 25'·59N, 2° 56'·05E.</td>
</tr>
<tr>
<td>9·2m</td>
<td>51° 23'·54N, 2° 51'·65E.</td>
</tr>
<tr>
<td>15·9m</td>
<td>51° 23'·51N, 2° 36'·81E.</td>
</tr>
<tr>
<td>9·1m</td>
<td>51° 22'·38N, 2° 47'·54E.</td>
</tr>
<tr>
<td>16·3m</td>
<td>51° 21'·55N, 2° 24'·30E.</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

L1495/17 ENGLAND — East Coast — River Crouch — Buoyage.
Source: Crouch Harbour Authority

Chart: SC5607·12 (Panel A, Rivers Crouch and Roach) ETRS89 DATUM

Delete

\[
\begin{align*}
&\text{Fl.Y.5s} \\
&\text{Fl.Y.5s, close SW of:} \\
&\text{Fl.Y.5s, close SE of:}
\end{align*}
\]

\( (a) \) 51° 37'·24N., 0° 50'·29E.

\( (a) \) above

\( (a) \) above

L1714/17 ENGLAND — East Coast — Walton Backwaters — NM Block.
Depths.
Source: Harwich Harbour Authority

Chart: SC5607·14 (Panel A, Walton Backwaters) ETRS89 DATUM

Insert

the accompanying block, centred on:

\[
\begin{align*}
&\text{depth, } 0, \\
&\text{depth, } 0, \\
&\text{depth, } 0, \\
&\text{depth, } 0, \\
&\text{depth, } 0
\end{align*}
\]

\( (a) \) 51° 53'·2N., 1° 16'·4E.

\( (a) \) 51° 52'·177N., 1° 16'·089E.

\( (a) \) 51° 51'·955N., 1° 16'·181E.

Replace深度与depth

Delete depth, \( f \), close S of:

\( (a) \) above
L1886/17 ENGLAND — East Coast — Sizewell Bank to Aldeburgh Ridge — Wrecks, Depths.
Source: mv Titan Endeavour and mv Titan Discovery

*Note:* This update is included in New Editions 1406 and 1408, published 27 April 2017.

**Chart:** SC5607·5 ETRS89 DATUM

Insert

52° 04’·63N., 1° 39’·02E.

L1975/17 ENGLAND — East Coast — Approaches to Harwich — Buoy.
Source: Harwich Haven Authority Notice 7/17

**Chart:** SC5607·6 (Panel A, Approaches to Harwich and Woodbridge Haven) ETRS89 DATUM

Insert

51° 56’·46N., 1° 17’·85E.

**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-L-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

---

**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° 40' -20 N., 2° 13' -58 E.
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° 40' 52 N., 2° 14' 05 E.</td>
<td>A Lo BuY 3s Racon (D)</td>
</tr>
<tr>
<td>51° 39' 91 N., 2° 14' 09 E.</td>
<td>A Lo BuY 3s</td>
</tr>
<tr>
<td>51° 39' 88 N., 2° 13' 11 E.</td>
<td>A Lo BuY 3s</td>
</tr>
<tr>
<td>51° 40' 49 N., 2° 13' 07 E.</td>
<td>A Lo 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

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Chart SC5607-2 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 SC5607-2 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 SC5607.

---

L2452/17 ENGLAND — East Coast — Approaches to Woodbridge Haven — Buoy.
Source: Trinity House

Chart: SC5607-5 ETRS89 DATUM

Move 
Mo(A)15s Woodbridge Haven, from: 51° 58' -10 N., 1° 23' -70 E. to: 51° 57' -99 N., 1° 23' -63 E.

Chart: SC5607-6 (Panel A, Approaches to Harwich and Woodbridge Haven) ETRS89 DATUM

Move Mo(A)15s Woodbridge Haven, from: 51° 58' -10 N., 1° 23' -70 E. to: 51° 57' -99 N., 1° 23' -63 E.
L2487/17 ENGLAND — East Coast — Roughs Tower SE and Orford Ness SE — Depths.
Source: British Government Survey

Chart: SC5607·5 ETRS89 DATUM
Replace depth, 7, with depth, 6y 52° 02' .66N., 1° 37' .97E.

L2538/17 ENGLAND — East Coast — Salcott Channel — Buoyage. Legend.
Source: West Mersea Committee

Chart: SC5607·9 ETRS89 DATUM
Amend legend to, Channel marked by seasonal buoys, centred on: 51° 45'.94N., 0° 54'.39E.
Delete Fl.G.5s No 7 51° 45'.97N., 0° 54'.01E.
Delete Fl.G.3s No 1 51° 45'.97N., 0° 54'.01E.

Chart: SC5607·11 (Panel A, River Blackwater Bradwell to Maldon) ETRS89 DATUM
Delete Q(3)10s Quarters Spit 51° 45'.97N., 0° 54'.01E.

L2719/17 ENGLAND — East Coast — Roughs Tower SE — Depths.
Source: British Government Survey

Chart: SC5607·2 ETRS89 DATUM
Insert depth, 6y (a) 51° 52'.64N., 1° 29'.38E.
Delete depth, 8, close S of: (a) above
L3125/17 ENGLAND — East Coast — Orford Haven and Woodbridge Haven — NM Blocks.
Source: Trinity House

Chart: SC5607-6 (Panel A, Approaches to Harwich and Woodbridge Haven) ETRS89 DATUM
Insert the accompanying block, centred on: 51° 58'·7N., 1° 23'·5E.

Chart: SC5607-8 (Panel B, Orford Haven and Approaches) ETRS89 DATUM
Insert the accompanying block, centred on: 52° 02'·4N., 1° 27'·8E.
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>

(WGS84 Datum)

Charts affected — SC5605 and SC5606

L3284/17 ENGLAND — East Coast — River Crouch — Burnham-on-Crouch — Buoyage.
Source: Crouch Harbour Authority
Chart: SC5607·12 (Panel A, Rivers Crouch and Roach) ETRS89 DATUM
Insert

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Character</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Cardinal</td>
<td>VQ</td>
<td>51° 37' 47N., 0° 47' 73E.</td>
</tr>
<tr>
<td>Special</td>
<td>Ef.Y.5s</td>
<td>51° 37' 45N., 0° 48' 00E.</td>
</tr>
</tbody>
</table>

Chart: SC5607·13 (Panel B, Burnham-on-Crouch) ETRS89 DATUM
Insert

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Character</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Cardinal</td>
<td>VQ</td>
<td>51° 37' 468N., 0° 47' 73E.</td>
</tr>
</tbody>
</table>

Temporary/Preliminary NMs
Source: Galloper Wind Farm Ltd.

7. Work is about to commence on the construction of the Galloper Wind Farm. The main Wind Farm Array work area is marked by twelve buoys as follows:

<table>
<thead>
<tr>
<th>Buoy Type</th>
<th>Character</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Cardinal</td>
<td>VQ</td>
<td>52° 00' 06N., 1° 59' 33E.</td>
</tr>
<tr>
<td>Special</td>
<td>Ef.Y.5s</td>
<td>51° 59' 81N., 2° 02' 76E.</td>
</tr>
<tr>
<td>North Cardinal</td>
<td>Q</td>
<td>51° 59' 42N., 2° 06' 19E.</td>
</tr>
<tr>
<td>East Cardinal</td>
<td>Q(2)10s</td>
<td>51° 57' 26N., 2° 06' 28E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>Q(6)+LFl.15s</td>
<td>51° 55' 10N., 2° 05' 49E.</td>
</tr>
<tr>
<td>Special</td>
<td>Ef.Y.5s</td>
<td>51° 54' 50N., 2° 04' 14E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>VQ(6)+LFl.10s</td>
<td>51° 53' 90N., 2° 02' 02E.</td>
</tr>
<tr>
<td>North Cardinal</td>
<td>VQ</td>
<td>51° 50' 43N., 2° 03' 42E.</td>
</tr>
<tr>
<td>East Cardinal</td>
<td>Q(2)10s</td>
<td>51° 47' 12N., 2° 03' 21E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>Q(6)+LFl.15s</td>
<td>51° 44' 80N., 2° 02' 77E.</td>
</tr>
<tr>
<td>Special</td>
<td>Ef.Y.5s</td>
<td>51° 44' 34N., 2° 01' 39E.</td>
</tr>
<tr>
<td>South Cardinal</td>
<td>VQ(6)+LFl.10s</td>
<td>51° 43' 70N., 1° 58' 17E.</td>
</tr>
</tbody>
</table>

8. All vessels should navigate with caution in the area. A safety zone of 50 metres becomes operational around each turbine as it is being installed, with a safety zone of 500 metres around the installation vessel.

9. Cable laying operations are being conducted between Galloper Wind Farm and Sizewell Power Station (52° 12' 36N., 1° 37' 39E.)

10. Charts will be updated to show the works area in due course.

11. For latest information see Galloper Wind Farm Notice to Mariners.

12. Former Notice 2475(P)/16, is cancelled. *Indicates new or revised entry (ETRS89 DATUM)

Charts affected — SC5607

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

Chart: SC5607-1 WGS84 DATUM

Insert the accompanying block, centred on:

51° 37'·4N., 2° 45'·4E.

---

L3726/17 ENGLAND — East Coast — Burnham-on-Crouch — Buoyage.

Source: Crouch Harbour Authority

Chart: SC5607-12 (Panel A, Rivers Crouch and Roach) ETRS89 DATUM

Amend light-buoy to, Fl.Y.2·5s

51° 37'·47N., 0° 47'·73E.

51° 37'·45N., 0° 48'·00E.

Chart: SC5607-13 (Panel B, Burnham-on-Crouch) ETRS89 DATUM

Amend light-buoy to, Fl.Y.2·5s

51° 37'·468N., 0° 47'·730E.

51° 37'·447N., 0° 48'·002E.

---

L3838/17 BELGIUM — Vaargeul 1 — Buoyage.

Source: Belgian Notice 14/189/17
Chart: SC5607-1 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.


Charts 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 to depths from the latest British Government and Port of London Authority surveys. Mariners should therefore navigate with caution on sheets 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 SC5607.


Charts SC5607-4 and SC5607-5 WGS84 DATUM
The following changes were published in the new edition of chart 2052, which is the source chart for the above folio sheets:

Includes changes to depths from latest British Government, Trinity House and Commercial surveys. Mariners should therefore navigate with caution on sheets SC5607-4 and SC5607-5 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 SC5607.
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
L4275/17 ENGLAND — East Coast — Thames Estuary — Traffic separation scheme.
Source: International Maritime Organisation (IMO)

Chart: SC5607-1 WGS84 DATUM
Insert legend, CHANGE TO TSS TO BE IMPLEMENTED ON 1 JANUARY 2018
(SEENM 4087(P)/17), centred on:
51° 47’·68N., 1° 33’·77E.

Chart: SC5607-2 ETRS89 DATUM
Insert legend, CHANGE TO TSS TO BE IMPLEMENTED ON 1 JANUARY 2018
(SEENM 4087(P)/17), centred on:
51° 47’·91N., 1° 35’·04E.

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

Chart: SC5607-1 WGS84 DATUM
Insert

L4503/17 ENGLAND — East Coast — Greater Gabbard Wind Farm — Works.
Legends.
Source: UKHO

Chart: SC5607-1 WGS84 DATUM
Amend legend to, Works in progress (see NM 3496(P)/17), centred on: 51° 58’·28N., 2° 04’·19E.
51° 46’·92N., 2° 02’·43E.

L4749/17 ENGLAND — East Coast — Felixstowe S — Depths. Drying height.
Source: Harwich Haven Authority

Chart: SC5607-4 ETRS89 DATUM
Insert depth, $O$, and extend 2m contour NE to enclose (a) 51° 56’·20N., 1° 21’·25E.
drying height, $O$, enclosed by 0m low water line
(b) 51° 55’·96N., 1° 19’·84E.
Delete depth, $O$, close SW of: (a) above
depth, $O$, close S of: (b) above

Chart: SC5607-5 ETRS89 DATUM
Insert depth, $O$, and extend 2m contour NE to enclose (a) 51° 56’·20N., 1° 21’·25E.
There are significant changes to depths and drying heights off the foreshores near the entrance to Felixstowe, Harwich and Ipswich.

Significant depths and drying heights are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5m</td>
<td>51° 56' 00.258N, 1° 19' 58.25E</td>
</tr>
<tr>
<td>0.4m</td>
<td>51° 56' 01.198N, 1° 21' 19.25E</td>
</tr>
<tr>
<td>0.7m</td>
<td>51° 56' 01.833N, 1° 21' 49.19E</td>
</tr>
<tr>
<td>0.5m</td>
<td>51° 56' 14.900N, 1° 20' 22.94E</td>
</tr>
<tr>
<td>1.3m</td>
<td>51° 56' 04.900N, 1° 18' 04.25E</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Drying Height</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.4m</td>
<td>51° 55' 59.505N, 1° 19' 61.45E</td>
</tr>
<tr>
<td>0.2m</td>
<td>51° 55' 59.021N, 1° 20' 02.45E</td>
</tr>
<tr>
<td>0.5m</td>
<td>51° 55' 59.005N, 1° 19' 41.35E</td>
</tr>
<tr>
<td>0.4m</td>
<td>51° 55' 59.956N, 1° 19' 83.35E</td>
</tr>
<tr>
<td>0.4m</td>
<td>51° 55' 59.924N, 1° 19' 67.35E</td>
</tr>
</tbody>
</table>

These and other changes will be included in the next New Edition of Charts 1491 and 2693 (ETRS89 DATUM).

Charts SC5607-9, SC5607-10 and SC5607-11 WGS84 DATUM
The following changes were published in the new edition of chart 3741, which is the source chart for the above folio sheets:

Includes changes to depths from the latest British Government and port authority surveys. Mariners should therefore navigate with caution on sheets SC5607-9, SC5607-10 and SC5607-11 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 SC5607.

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

Chart: SC5607-2 ETRS89 DATUM
Replace 51° 39' 65N, 1° 06' 17E.

Source: Trinity House

Chart: SC5607-2 ETRS89 DATUM
Replace 51° 48' 10N, 1° 38' 06E.

Temporary/Preliminary NMs
L5132(P)/17 BELGIUM — Zeebrugge to Thorntonbank NW — Submarine power cable.
Source: Belgian Notice 20/239(T)/17

4. 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.

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

Charts affected – SC5606 and SC5607

L5361/17 ENGLAND — East Coast — Approaches to Harwich — Fog signal.
Source: Trinity House

Chart: SC5607·5 ETRS89 DATUM
Amend fog signal to, Bell, at light-buoy 51° 57' ·23N. , 1° 30' ·19E.

L120/18 ENGLAND — East Coast — Thames Estuary — Routeing measures.
Legend.
Source: International Maritime Organization (IMO)

Chart: SC5607·1 WGS84 DATUM
Insert limit of precautionary area, pecked line, joining:

\((a)\) 51° 47' ·50N. , 1° 35' ·64E.

(existing limit)

51° 48' ·32N. , 1° 36' ·96E.

\((b)\) 51° 48' ·22N. , 1° 38' ·16E.

(existing limit)

(b) above

51° 48' ·12N. , 1° 39' ·39E.

\((c)\) 51° 47' ·90N. , 1° 39' ·42E.

(existing limit)

(c) above

Delete former limit of precautionary area, pecked line, joining:

\((a)\) above

\((a)\) above

\((d)\) above

(former limit of precautionary area, pecked line, joining:

\((a)\) above

\((d)\) above

(former limit of routeing measure, pecked line, joining:
legend, *CHANGES TO TSS TO BE IMPLEMENTED ON 1 JANUARY 2018 (SEE NM 4087(P)/17)*, centred on: 51° 47' ·66N. , 1° 33' ·80E.

**Chart: SC5607·2 ETRS89 DATUM**

Insert limit of precautionary area, pecked line, joining:

(a) 51° 47' ·50N. , 1° 35' ·64E.

(existing limit)

51° 48' ·32N. , 1° 36' ·96E.

(b) 51° 48' ·22N. , 1° 38' ·16E.

(existing limit)

51° 47' ·90N. , 1° 39' ·42E.

(c) above

51° 48' ·12N. , 1° 39' ·39E.

(b) above

Delete former limit of precautionary area, pecked line, joining:

(a) above

51° 47' ·77N. , 1° 38' ·16E.

(b) above

former limit of routeing measure, pecked line, joining:

(c) above

(d) above

**legend, *CHANGES TO TSS TO BE IMPLEMENTED ON 1 JANUARY 2018 (SEE NM 4087(P)/17)*, centred on:**

51° 47' ·91N. , 1° 35' ·09E.

Temporary/Preliminary NMs

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

Source: Nemo Link Limited

3. 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° 29' ·86E.
51° 22' ·03N. , 2° 32' ·31E.
51° 20' ·98N. , 2° 33' ·27E.
51° 20' ·59N. , 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.

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

Charts affected – SC5605, SC5606 and SC5607

L820/18 ENGLAND — East Coast — Colne Bar — Buoyage.
Source: Trinity House

Chart: SC5607·2 ETRS89 DATUM
Move Q.G Eagle, from: 51° 44'·13N., 1° 03'·82E.
to: 51° 44'·11N., 1° 03'·63E.

Chart: SC5607·3 ETRS89 DATUM
Move Fl(3)G.10s Bench Head, from: 51° 44'·69N., 1° 01'·10E.
to: 51° 44'·58N., 1° 01'·20E.

Fl(2)R.5s NW Knoll, from: 51° 44'·35N., 1° 02'·17E.
to: 51° 44'·29N., 1° 02'·14E.

Q.G Eagle, from: 51° 44'·13N., 1° 03'·82E.
to: 51° 44'·11N., 1° 03'·63E.

Chart: SC5607·9 ETRS89 DATUM
Move Fl(3)G.10s Bench Head, from: 51° 44'·69N., 1° 01'·10E.
to: 51° 44'·56N., 1° 01'·19E.

Fl(2)R.5s NW Knoll, from: 51° 44'·35N., 1° 02'·17E.
to: 51° 44'·29N., 1° 02'·14E.

Q.G Eagle, from: 51° 44'·13N., 1° 03'·82E.
to: 51° 44'·11N., 1° 03'·63E.

L1325/18 ENGLAND — East Coast — Long Sand NE — Depths.
Source: British Government Survey

Chart: SC5607·2 ETRS89 DATUM
Insert depth, 11s 51° 48'·41N., 1° 39'·08E.
depth, 13, (a) 51° 48'·78N., 1° 37'·47E.
depth, 12s, (b) 51° 48'·87N., 1° 36'·22E.
depth, 14s, (c) 51° 50'·11N., 1° 33'·83E.
Replace depth, 12, with depth, 12:

Delete depth, 14, close S of:

deepth, 12, close NW of:

deepth, 15, close NW of:

L1663/18 ENGLAND — East Coast — Sunk Head NE — Fog signal.
Source: Trinity House

Chart: SC5607-2 ETRS89 DATUM

Amend fog signal to, Bell, at light buoy

Source: Belgian Notice 6/85(T)/18

6. Works are in progress to establish the Norther Windfarm between Thornton Bank and Westpit.
7. 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>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)+LFl.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>

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

Charts affected - SC5606 and SC5607

Temporary/Preliminary NMs
L2032(T)/18 ENGLAND — East Coast — River Stour — Mooring buoys.
Source: Harwich Haven Authority

5. In connection with the East Anglia Offshore windfarm project, lit mooring buoys have been established between the following positions:
6. Four pipelines will be positioned at the mooring buoys.
7. Mooring at the buoys is prohibited without permission from the Harbour Master.
8. Mariners are advised to navigate with caution and pass at a reduced speed (ETRS89 DATUM)

Charts affected – SC5607

L2316/18 ENGLAND — East Coast — Approaches to Ipswich — Woolverstone Marina — Works, Light.
Source: ABP Ipswich Notice 7/18 and Woolverstone Marina

Chart: SC5607-7 (Panel B, River Orwell) ETRS89 DATUM
Delete legend, Works in Progress (2012), centred on: 52° 00’ 47N. , 1° 11’ 31E.

L2676/18 ENGLAND — East Coast — Woodbridge Haven — Drying heights.
Depth.
Source: Trinity House

Chart: SC5607-5 ETRS89 DATUM
Insert drying height, \( \text{drying height, } 1 \) and extend 0m low water line W to enclose
Replace drying height, \( 2 \) with drying height, \( 2 \) 51° 59’ 09N. , 1° 23’ 63E.
Delete drying height, \( 0 \) close E of: \( (a) \) above

Chart: SC5607-6 (Panel A, Approaches to Harwich and Woodbridge Haven) ETRS89 DATUM
Insert drying height, \( 2 \) (a) 51° 59’ 09N. , 1° 23’ 63E.
drying height, \( 1 \), and extend 0m low water line S to enclose
Replace depth \( 0 \), with drying height, \( 1 \) and extend 0m low water line NW to enclose
Delete drying height, \( 1 \) close N of: \( (a) \) above
drying height, \( 0 \) close NE of: \( (b) \) above
drying height, \( 0 \) close E of: \( (c) \) above

Charts 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 to depths from the latest British Government, Port of London Authority and Harwich Haven Authority Surveys. Mariners should therefore navigate with caution on sheets 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 SC5607.

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

Chart: SC5607·1 WGS84 DATUM
Replace 28.Wk with 29.Wk 51° 20'·74N., 1° 44'·32E.
Replace 37.Wks with 39.Wks 51° 16'·13N., 1° 42'·29E.

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

Chart: SC5607·1 WGS84 DATUM

L3262/18 ENGLAND — East Coast — — Wreck. Beacon.
Source: Brightlingsea Harbour Master

Chart: SC5607·9 ETRS89 DATUM
Replace (2) with (a) 51° 48'·14N., 1° 00'·11E.
Insert , close E of: (a) above

Chart: SC5607·10 (Panel A, River Colne) ETRS89 DATUM
Replace (2) with (a) 51° 48'·14N., 1° 00'·11E.
Insert , close E of: (a) above

Chart: SC5607·10 (Panel C, Brightlingsea) ETRS89 DATUM

Page 39 of 43
Temporary/Preliminary NMs
L3611(T)/18 ENGLAND — East Coast — — Works. Buoy. Depths.
Source: East Anglia One Ltd Notices 92/18 and 59/18

6. Drilling works are taking place in the vicinity of Bawdsey beach, within an area bounded by the following positions:

51° 59' ·83 N., 1° 25' ·46 E.
51° 59' ·97 N., 1° 25' ·66 E.
51° 59' ·26 N., 1° 26' ·97 E.
51° 59' ·12 N., 1° 26' ·78 E.

7. A Waverider buoy, Fl(5)Y.20s, has been established in position 51° 59' ·18 N., 1° 26' ·89 E.

8. Depths may be shoaler than charted in the vicinity due to the drilling works.

9. Mariners are requested to refrain from fishing in the area, and are advised that mooring to any part of the deployed mooring or buoy is prohibited.

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

Charts affected — SC5607

L3782/18 ENGLAND — East Coast — — Drying heights. Depth.
Source: Trinity House

Chart: SC5607·8 (Panel B, Orford Haven and Approaches) ETRS89 DATUM
Insert drying height, f, enclosed by 0m low water line
52° 02' ·13 N., 1° 27' ·93 E.
Insert drying height, 0, enclosed by 0m low water line
(a) 52° 02' ·21 N., 1° 27' ·97 E.
Delete depth, 0, close SE of:
(a) above

L3842/18 ENGLAND — East Coast — — Obstruction. Buoy.
Source: Port of London Authority

Chart: SC5607·9 ETRS89 DATUM
Insert Obstrn
51° 44' ·695 N., 0° 53' ·375 E.
Insert Fl.R.3s
51° 44' ·709 N., 0° 53' ·352 E.

Chart: SC5607·11 (Panel A, River Blackwater, Bradwell to Maldon) ETRS89 DATUM
L4147/18 ENGLAND — East Coast — — Wreck. Depth.
Source: Environment Agency

Chart: SC5607·5 ETRS89 DATUM

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

6. Depths less than charted exist North and East of Goodwin Sands. The most significant are as follows:

<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>
</tbody>
</table>
7. 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>

8. 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.

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

10. 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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**L4576/18 ENGLAND — East Coast — — Dredged depths.**
Source: ABP Ipswich Notice 15/18

**Chart: SC5607·7 (Panel C, Ipswich) ETRS89 DATUM**

Amend dredged depth to, 7·8m, centred on: 52° 01'·946N., 1° 09'·562E.

dredged depth to, 8·3m, centred on: 52° 02'·113N., 1° 09'·469E.

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**Charts SC5607·4 and SC5607·5 WGS84 DATUM**
The following changes were published in the new edition of chart 2052, which is the source chart for the above folio sheets:

*Includes changes to depths from the latest British Government and Trinity House Surveys. Mariners should therefore navigate with caution on sheets SC5607·4 and SC5607·5 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 SC5607.

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**L5181/18 BELGIUM — — Legend. Depths.**
Source: Belgian Notices 20/221/18 and 20/224/18
Chart: SC5607-1 WGS84 DATUM
Insert depth, $d$

51° 27' 31”N, 2° 30' 95”E.

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.

Chart: SC5607-1 WGS84 DATUM
Insert the accompanying block, centred on:

51° 35' 5N, 2° 56' 1E.

L5603/18 ENGLISH CHANNEL — — Radio reporting lines. Legends.
Source: UKHO

Chart: SC5607-1 WGS84 DATUM
Insert radio reporting line, inbound only, pecked line, joining:

(a) 51° 16' 00”N, 1° 51' 42”E.
(b) 51° 14' 05”N, 1° 57' 00”E.

legend, CALDOVREP, along:

(a)-(b) above