ADmiralty
Notices to Mariners
Weekly Edition 31
3 August 2017
(Published on the Admiralty website 24 July 2017)

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

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

The H-Note App helps you to send H-Notes to the UKHO, using your device’s camera, GPS and email. It is available for free download on Google Play and on the App Store.

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

H102A should be used for reporting changes to Port Information.
H102B should be used for reporting GPS/Chart Datum observations.

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

The following communication facilities are available:

NM’s on Admiralty website: Web: admiralty.co.uk/msi
Searchable Notices to Mariners: Web: www.ukho.gov.uk/nmwebsearch
Urgent navigational information: e-mail: navwarnings@btconnect.com
Phone: +44(0)1823 353448
Fax: +44(0)1823 322352

H102 forms (see back pages of this Weekly Edition) e-mail: sdr@ukho.gov.uk
Post: UKHO, Admiralty Way, Taunton, Somerset, TA1 2DN, UK

All other enquiries/information e-mail: customerservices@ukho.gov.uk
Phone: +44(0)1823 484444 (24/7)

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

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

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

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

SEARCHABLE NOTICES TO MARINERS

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

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

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

NOTICES TO MARINERS ON-LINE

Enter the admiralty.co.uk/msi website, and then select Notices to Mariners. This will give you access to the following range of Notice to Mariners services:
- ADMIRALTY NM Web Search
- Weekly NM s
- NM Block, Notes and Diagrams
- Annual NM s
- Cumulative NM List

FURTHER GUIDANCE NOTES

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

- File content and description
- PC and printer specifications

CUSTOMER SERVICE

If you experience any difficulties, please contact the UKHO Customer Service on:
Tel: +44 (0) 1823 484444 (24/7)
e-mail: customerservices@ukho.gov.uk
This ADMIRALTY Notices to Mariners Bulletin (ANMB) is published by the UK Hydrographic Office (UKHO). The UK Maritime and Coastguard Agency accepts that both the paper and digital forms of the ANMB comply with carriage requirement for Notices to Mariners within Regulation 19.2.1.4 of the revised Chapter V of the Safety of Life at Sea Convention, and the Merchant Shipping (Safety of Navigation) Regulations, both of which came into force 1 July 2002.

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

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

Planning for the future
Plan with ADMIRALTY Maritime & Services, brought to you by the United Kingdom Hydrographic Office.
EXPLANATORY NOTES

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

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

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

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

SECTION IB - CURRENT NAUTICAL PUBLICATIONS
Information about Publications including the current edition numbers is included in the Weekly NM at the end of March, June, September and December.

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

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

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

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

SECTION IV - SAILING DIRECTIONS
Updates to all Sailing Directions are given in Section IV. Those in force at the end of the year are reprinted in the Annual Summary of ADMIRALTY Notices to Mariners Part 2 (NP247(2)). A list of updates in force is published in Section IV of the Weekly Edition quarterly. Updates may be cut out and pasted/changed directly into the book or alternatively it is recommended that updates are kept in a file with the latest list of updates in force on top. The list should then be consulted when using the parent book to see if any changes, affecting the area under consideration, are in force. It is not recommended that changes be stuck in the parent book.

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

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

NP100 The Mariner’s Handbook
NP133A Paper Chart Maintenance Record
NP133C ENC Maintenance Record
NP231 ADMIRALTY Guide to the Practical Use of ENCs
NP232 ADMIRALTY Guide to Implementation, Policy and Procedures
NP294 How to Keep your ADMIRALTY Products Up-to-date
NP136 Ocean Passages for the World
NP350(1) ADMIRALTY Distance Tables – Atlantic Ocean
NP350(3) ADMIRALTY Distance Tables – Pacific Ocean
NP350(2) ADMIRALTY Distance Tables – Indian Ocean
NP735 IALA Maritime Buoyage System
NP5011 Symbols and Abbreviations used on ADMIRALTY Paper Charts
NP5012 ADMIRALTY Guide to ENC Symbols used in ECDIS

All Tides Publications
Nautical Almanac Publications, including Sight Reduction Tables.

Section VIII – ADMIRALTY Digital Services
Information relevant to ADMIRALTY Digital Services.

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

CAUTIONARY NOTES

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

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

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

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

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

Satellite-Derived Positions and Chart Accuracy
Mariners must not assume that charts which are referred to WGS84 Datum, or those for which shifts to WGS84 Datum are provided, have been surveyed to modern standards of accuracy. On some charts, owing to the age and quality of the source information, some of the charted detail may not be positioned accurately. In such cases mariners are advised to exercise particular caution when navigating in the vicinity of dangers, even when using an electronic positioning system such as GPS. For further details, see The Mariner’s Handbook (NP100). This applies to both paper and digital (ADMIRALTY Raster Chart Service and ENC) versions of charts.
With effect from 11th August 2017 the United Kingdom Hydrographic Office (UKHO) will no longer be responsible for the charting of the Solomon Islands. From this date the Australian Hydrographic Service (AHS) will assume the role as Primary Charting Authority. Accordingly, all paper charts previously published by the UKHO will be withdrawn and will now be published by the AHS with an “SLB” prefix and new chart number. The UKHO will adopt, reprint and distribute some of the ‘new’ SLB charts.

The existing “GB” prefix ENC cells will be withdrawn from service and re-issued by the AHS with an “SB” prefix and new cell number. Notice to Mariners updates for these charts will now be promulgated by the AHS and reproduced by the UKHO.

UKHO publication NP131 Admiralty Maritime Products and Services Catalogue and AHS Australian Index Charts Aus5000 and 5001 will be updated in due course.

Solomon Islands chart coverage
ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

New ADMIRALTY Charts published 3 August 2017

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2017 Catalogue page</th>
</tr>
</thead>
</table>
| INT 7114 | International Chart Series, Gulf of Aden - Bab el Mandeb and Golfe de Tadjoura.  
11° 23´·0N. — 13° 23´·0N., 42° 30´·0E. — 43° 53´·0E.  
Tadjoura Anchorage.  
11° 46´·66N. — 11° 47´·26N., 42° 52´·18E. — 42° 53´·28E.  
Entrance to Ghoubbet el Kharâb.  
11° 32´·44N. — 11° 33´·64N., 42° 40´·45E. — 42° 42´·45E.  
Port of Obock.  
11° 57´·26N. — 11° 59´·21N., 43° 17´·09E. — 43° 19´·99E. | 1:200,000 | 32    | 60      |

A new chart providing improved coverage of Bab el Mandeb and Golfe de Tadjoura and anchorages. This new chart replaces existing Chart 253. (A modified reproduction of INT7114 published by France.)

Reproductions of Indian Government Charts

(Publication dates of these charts reflect the dates shown on the Indian Government Charts)

<table>
<thead>
<tr>
<th>Chart</th>
<th>Published</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2017 Catalogue page</th>
</tr>
</thead>
</table>
| IN 2075 | 15/08/16 | International Chart Series, India - East Coast - Tuticorin Harbour.  
8° 42´·10N. — 8° 50´·00N., 78° 08´·60E. — 78° 17´·30E.  
Approaches to Tuticorin.  
8° 39´·80N. — 8° 52´·30N., 78° 07´·24E. — 78° 28´·00E. | 1:25,000 | 42    | 64      |

A replacement of Chart 576 providing coverage of Tuticorin Harbour and approaches. (A modified reproduction of INT7366 published by India.)

Note: On publication of this New Chart former Notice 332(P)/17 is cancelled.

Ω denotes chart available in the ADMIRALTY Raster Chart Service series.
I

ADmiralty Charts and Publications Now Published and Available

New Editions of ADMIRALTY Charts and Publications

New Editions of ADMIRALTY Charts published 3 August 2017

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2017 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1143</td>
<td>China - East Coast - Luchaogang to Zhapu.</td>
<td>1:80,000</td>
<td>50</td>
<td>80</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: new anchorages and changes to channel limits.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><em>Note:</em> This chart remains affected by Notice 3084(T)/16.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1665</td>
<td>China - East China Sea, Hangzhou Wan - Dushan Gangqu and Zhapu Gangqu.</td>
<td>1:25,000</td>
<td>50</td>
<td>80</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: new anchorages and changes to channel limits.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4920</td>
<td>Canada - United States - West Coast, British Columbia/Colombie-Britannique, Juan de Fuca Strait to/à Dixon Entrance.</td>
<td>1:1,250,000</td>
<td>90</td>
<td>108, 110</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: new Marine Protection Areas and changes to buoyage.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4921</td>
<td>Canada, British Columbia/Colombie-Britannique, Queen Charlotte Sound to/à Dixon Entrance.</td>
<td>1:525,000</td>
<td>91</td>
<td>108, 110</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: new Marine Protection Areas and changes to buoyage.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4923</td>
<td>Canada, British Columbia/Colombie-Britannique, Queen Charlotte Sound.</td>
<td>1:365,100</td>
<td>91</td>
<td>108, 110</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: new restricted areas and buoy.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4928</td>
<td>Canada, British Columbia/Colombie-Britannique, Hecate Strait.</td>
<td>1:250,000</td>
<td>91</td>
<td>108</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: new restricted areas, buoy and rock.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8175</td>
<td>Port Approach Guide Singapore, Tuas View to Pasir Panjang Terminal including Jurong Channels. 1° 12’·00 N. — 1° 19’·66 N., 103° 33’·14 E — 103° 46’·51 E</td>
<td>-</td>
<td>45</td>
<td>141</td>
</tr>
<tr>
<td></td>
<td><em>Includes changes to dredged depths, depth contours and coastline. The limits have been changed to provide improved coverage of Tuas Mega Yard.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><em>Note:</em> On publication of this New Chart former Notices 6106(P)/16, 6647(P)/16, 1531(P)/17, 2617(P)/17, 2618(P)/17, 2967(P)/17 and 3098(P)/17 are cancelled. This chart is to be deleted from the list of charts affected by Notice 1032(P)/17.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

° denotes chart available in the ADMIRALTY Raster Chart Service series.
ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

ADMIRALTY Publications

<table>
<thead>
<tr>
<th>NP No.</th>
<th>Title and other remarks</th>
<th>Date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ISBN Number: 978-0-70-772-3730</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 17 AUGUST 2017

New ADMIRALTY Charts

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Charts to be</th>
<th>Folio</th>
</tr>
</thead>
<tbody>
<tr>
<td>3659</td>
<td>France - North Coast - Cap Fréhel to Pointe du Grouin. 48° 33´·9 N. — 48° 53´·6 N., 2° 27´·1 W. — 1° 43´·3 W.</td>
<td>1:50,000</td>
<td>WITHDRAWN</td>
<td>3659</td>
</tr>
</tbody>
</table>

Provides improved coverage of the approaches to Saint-Malo. (For the convenience of chart users, the number of the cancelled chart has been retained for this new chart.) (A modified reproduction of Chart 7155 published by France.)

New Editions of ADMIRALTY Charts

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Charts to be</th>
<th>Folio</th>
</tr>
</thead>
<tbody>
<tr>
<td>189</td>
<td>Greece - West Coast - Nisída Sapiéntza to Nísos Paxoi.</td>
<td>1:300,000</td>
<td>WITHDRAWN</td>
<td>189</td>
</tr>
</tbody>
</table>

Includes general updating throughout.

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Charts to be</th>
<th>Folio</th>
</tr>
</thead>
<tbody>
<tr>
<td>396</td>
<td>Caribbean Sea - Barranquilla to Miskito Bank. 8° 30´·5 N. — 14° 25´·0 N., 74° 49´·3 W. — 84° 00´·0 W.</td>
<td>1:1,000,000</td>
<td>WITHDRAWN</td>
<td>396</td>
</tr>
</tbody>
</table>

Includes changes to depths, lights and coastline. The horizontal datum of this chart has been transferred to WGS84 Datum.

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Charts to be</th>
<th>Folio</th>
</tr>
</thead>
<tbody>
<tr>
<td>823</td>
<td>International Chart Series, Bay of Bengal - Burma - Pathein River to Yangon (Rangoon) River.</td>
<td>1:300,000</td>
<td>WITHDRAWN</td>
<td>823</td>
</tr>
</tbody>
</table>

Includes changes to depths and the recommended route in the Yangon river.

© denotes chart available in the ADMIRALTY Raster Chart Service series.
### ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

#### ADMIRALTY CHARTS TO BE PUBLISHED 17 AUGUST 2017

#### New Editions of ADMIRALTY Charts (continued)

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Description</th>
<th>Scale</th>
<th>Date Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>826 INT 7441</td>
<td>International Chart Series, Bay of Bengal - Burma - Yangon (Rangoon) River to Heinzé Islands.</td>
<td>1:300,000</td>
<td>43</td>
</tr>
<tr>
<td>856 INT 7441</td>
<td>Morocco - West Coast - Oued Sebou to Casablanca.</td>
<td>1:150,000</td>
<td>20</td>
</tr>
<tr>
<td>898 INT 7441</td>
<td>Ports on the East Coast of Korea.</td>
<td></td>
<td>52</td>
</tr>
<tr>
<td>1440 INT 7441</td>
<td>Mediterranean Sea - Adriatic Sea.</td>
<td>1:1,100,000</td>
<td>27</td>
</tr>
<tr>
<td>1738 INT 7441</td>
<td>China - Dong Hai - Taizhou Liedao to Yushan Liedao including Haimen Gang.</td>
<td>1:100,000</td>
<td>50</td>
</tr>
<tr>
<td>3913 INT 7441</td>
<td>Bahamas - Crooked Island Passage and Exuma Sound.</td>
<td>1:300,000</td>
<td>83</td>
</tr>
<tr>
<td>3914 INT 7441</td>
<td>Turks and Caicos Islands and Bahamas - Caicos Passage and Mayaguana Passage.</td>
<td>1:300,000</td>
<td>86</td>
</tr>
<tr>
<td>8200 INT 7441</td>
<td>Port Approach Guide Delaware River - Philadelphia and Camden.</td>
<td>-</td>
<td>81</td>
</tr>
</tbody>
</table>

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

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**Wk31/17 1.10**
New Editions

Reproductions of New Zealand Government Charts
(Publication dates of these charts reflect the dates shown on the New Zealand Government Charts)

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Charts to be</th>
<th>Folio</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ 6821</td>
<td>New Zealand, South Island - South Coast - Bluff Harbour and Entrance. Port of Bluff.</td>
<td>1:12,000 1:7,000</td>
<td>WITHDRAWN</td>
<td>NZ 6821 72</td>
</tr>
</tbody>
</table>

Includes changes to depths and coastline. (A modified reproduction of Chart NZ 6821 published by New Zealand.)

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

ADMIRALTY Charts

<table>
<thead>
<tr>
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II

3471* ENGLAND - South Coast - Portsmouth Harbour - NM Blocks. Landmark.
Source: Queen's Harbour Master, Portsmouth

Chart 2625 [previous update 2256/17] ETRS89 DATUM
Insert the accompanying block, centred on:
50° 47′·2N., 1° 06′·6W.

Chart 2629 [previous update 3373/17] ETRS89 DATUM
Insert the accompanying block, centred on:
50° 47′·3N., 1° 06′·6W.
Delete CHIMNEY (36)
50° 48′·226N., 1° 06′·615W.

Chart 2631 (INT 1732) [previous update 3373/17] ETRS89 DATUM
Insert the accompanying block, centred on:
50° 47′·2N., 1° 06′·6W.
Delete CHIMNEY (36)
50° 48′·226N., 1° 06′·615W.

3491* ENGLAND - South Coast - Isle of Portland E - Obstruction. Depth. Wreck.
Source: HMS Brocklesby

Chart 2454 (INT 1702) [previous update 3160/17] ETRS89 DATUM
Insert 16, Obstn
50° 33′·63N., 2° 17′·09W.

Chart 2610 [previous update 74/17] ETRS89 DATUM
Insert 16, Obstn
50° 33′·63N., 2° 17′·09W.
Delete depth, 29½, close SE of:
(a) 50° 33′·63N., 2° 17′·09W.
(a) above

Chart 2615 [previous update 3160/17] ETRS89 DATUM
Insert 16, Obstn
50° 33′·63N., 2° 17′·09W.
Delete depth, 29½, close SE of:
(a) 50° 33′·63N., 2° 17′·09W.
(a) above

Chart 2656 [previous update 3312/17] ETRS89 DATUM
Insert 16, Obstn
50° 33′·6N., 2° 17′·1W.
Delete 2, Wk, close NE of:
(a) 50° 33′·6N., 2° 17′·1W.
(a) above

3497 WALES - North Coast - Traeth Melynog E - Buoyage.
Source: Caernarfon Harbour Trust Notices 16-18/17

Chart 1464 [previous update 1458/17] ETRS89 DATUM
Move FL.R.3s C8, from:
53° 07′·62N., 4° 19′·41W.
53° 07′·62N., 4° 19′·49W.
Q R C10, from:
53° 08′·02N., 4° 18′·10W.
53° 08′·02N., 4° 18′·50W.
Q G C7, from:
53° 08′·13N., 4° 17′·95W.
53° 08′·19N., 4° 18′·13W.
3498* ENGLAND - South Coast - Falmouth Inner Harbour - Light. Buoy.
Source: A&P Port Notices 12-13/17

Chart 18 [previous update 3070/17] ETRS89 DATUM
Replace ★ Fl.R.2s2m, with Fl.R.2s 50° 09’ 335N., 5° 03’ 565W.

Chart 32 (INT 1720) [previous update 1631/17] ETRS89 DATUM
Replace ★ Fl.R.2s2m, with Fl.R.2s 50° 09’ 335N., 5° 03’ 565W.

3532* ENGLAND - East Coast - Southwold SE - Wrecks.
Source: mv Vigilant

Chart 1504 (INT 1510) [previous update 2953/17] ETRS89 DATUM
Replace 19\°,Wk with 18\°,Wk 52° 13’ 39N., 1° 46’ 62E.

Chart 1543 [previous update 3261/17] ETRS89 DATUM
Replace 19\°,Wk with 18\°,Wk 52° 13’ 39N., 1° 46’ 62E.

Chart 1610 (INT 1511) [previous update 2862/17] ETRS89 DATUM
Replace 19\°,Wk with 18\°,Wk 52° 13’ 39N., 1° 46’ 62E.

3539 ENGLAND - East Coast - River Humber - Kingston Upon Hull - Depths.
Source: ABP Humber

Chart 3496 (INT 1565) (Panel A, Hull Docks Eastern Part) [previous update 3295/17] ETRS89 DATUM
Insert depth, 5\text{f} (a) 53° 44’ 362N., 0° 18’ 668W.
Delete depth, 6\text{f}, close N of:

Chart 3497 (INT 1554) [previous update 3295/17] ETRS89 DATUM
Replace depth, 6\text{f}, with depth, 5\text{f} 53° 44’ 36N., 0° 18’ 67W.
3558* ENGLAND - West Coast - Approaches to Port of Bristol - Denny Shoal - Depths.
Source: Bristol Port Company
Chart 1859 (INT 1655) (Panel A, King Road) [previous update 2770/17] ETRS89 DATUM
Insert depth, $2_g$, enclosed by 5m contour 51° 30'492N., 2° 44'471W.
depth, $0_f$, enclosed by 2m contour 51° 30'452N., 2° 44'790W.
depth, $1_g$, and extend 2m contour S to enclose (a) 51° 30'439N., 2° 45'131W.
Delete depth, $2_g$, close N of:

3568* SCOTLAND - Shetland Islands - Unst - Bluemull Sound to Herma Ness - Depths.
Source: mv Seabeam
Chart 3282 [previous update 2855/17] ETRS89 DATUM
Insert depth, $7_f$, and extend 10m contour NW to enclose 60° 41'82N., 0° 58'50W.
depth, $2_g$, enclosed by 5m contour (a) 60° 43'00N., 0° 58'93W.
depth, $4_f$, enclosed by 5m contour (b) 60° 44'73N., 0° 58'13W.
depth, $0_g$, enclosed by 2m contour 60° 46'23N., 0° 57'26W.
depth, $1_g$, enclosed by 2m contour 60° 49'01N., 0° 56'14W.
depth, $3_g$, enclosed by 5m contour 60° 49'24N., 0° 54'82W.
depth, $2_f$, enclosed by 5m contour 60° 49'86N., 0° 54'48W.
depth, $1_f$, enclosed by 2m contour 60° 50'39N., 0° 54'19W.
depth, $5$, enclosed by 5m contour (c) 60° 50'88N., 0° 53'66W.
Delete depth, $7_f$, close N of:
depth, $19_g$, close NW of:
depth, $38$, close SW of:

Chart 3292 [previous update 2736/16] ETRS89 DATUM
Insert depth, $7_f$, and extend 10m contour NW to enclose (a) 60° 41'82N., 0° 58'50W.
depth, $2_g$, enclosed by 5m contour (b) 60° 43'00N., 0° 58'93W.
depth, $3_f$, enclosed by 5m contour 60° 43'37N., 0° 58'82W.
depth, $2_g$, and extend 5m contour SW to enclose 60° 43'55N., 0° 57'98W.
depth, $3_g$, enclosed by 5m contour (c) 60° 43'84N., 0° 58'73W.
Replace depth, $7_f$, with depth, $3_g$, enclosed by 5m contour 60° 44'29N., 0° 58'40W.
Delete depth, $13_g$, close S of:
depth, $7_f$, close NW of:
depth, $8_f$, close N of:

3521 RUSSIA - Barents Sea Coast - Ostrov Kil’din S - Mooring buoy.
Source: Russian Notice 26/3231/17
Chart 2333 [previous update 2239/16] WGS84 DATUM
Delete ▼ 69° 18’63N., 34° 15’96E.
3468  SWEDEN - East Coast - Himmerfjärden - Egelsholm - Light.  
Source: Swedish Notice 657/12163/17  
Chart 845 (INT 1234) [previous update 1473/17] WGS84 DATUM  
Amend light to, Q WRG  
\[59° 00’42N., 17° 42’77E.\]

3478  DENMARK - Islands - Storstrøm - NM Block.  
Source: Danish Chart Correction 18/178/17  
Chart 2583 [previous update 2713/17] WGS84 DATUM  
Insert the accompanying block, centred on:  
\[54° 59’2N., 11° 52’2E.\]

3481  RUSSIA - Baltic Sea Coast - Sankt Peterburg - NM Block.  
Source: Russian Notices 20/2456/17, 26/3248/17 and ENC RU5NTL01  
Note: Former Notice 1316(P)/15 is cancelled  
Chart 2364 [previous update 1727/17] WGS84 DATUM  
Insert the accompanying block, centred on:  
\[59° 52’6N., 30° 12’3E.\]

Source: Swedish Notice 656/12199/17  
Chart 869 (INT 1311) (Panel C, Uddevalla) [previous update 3074/17] WGS84 DATUM  
Insert circular limit of anchorage area, radius 0·1M, pecked line, centred on:  
\[(a) 58° 20’250N., 11° 53’950E.\]  
Replace \(\varnothing\) with legend, \(\varnothing\) \(U1\), within:  
\[(a)\) above\]

Chart 869 (INT 1311) [previous update 3074/17] WGS84 DATUM  
Insert circular limit of anchorage area, radius 0·1M, pecked line, centred on:  
\[(a) 58° 20’25N., 11° 53’95E.\]  
legend, \(\varnothing\) \(U1\), within:  
\[(a)\) above\]

Chart 870 (INT 1310) (Panel C, Vinterholmen to Galterön) [previous update 2926/17] WGS84 DATUM  
Insert circular limit of anchorage area, radius 0·1M, pecked line, centred on:  
\[(a) 58° 05’000N., 11° 46’990E.\]  
\[(b) 58° 04’600N., 11° 46’700E.\]  
\[(c) 58° 04’200N., 11° 46’490E.\]  
Replace \(\varnothing\) \(A\) with legend, \(\varnothing\) \(S1\), within:  
\[(a)\) above\]  
Replace \(\varnothing\) \(B\) with legend, \(\varnothing\) \(S2\), within:  
\[(b)\) above\]  
Replace \(\varnothing\) \(C\) with legend, \(\varnothing\) \(S3\), within:  
\[(c)\) above\]
Chart 870 (INT 1310) [previous update 2926/17] WGS84 DATUM

Insert circular limit of anchorage area, radius 0·1M, pecked line, centred on:

(a) 58° 05´·00N., 11° 46´·99E.
(b) 58° 04´·60N., 11° 46´·70E.
(c) 58° 04´·20N., 11° 46´·49E.
(d) 57° 56´·38N., 11° 40´·73E.

Insert circular limit of anchorage area, radius 0·25M, pecked line, centred on:

(e) 57° 58´·82N., 11° 43´·52E.
(f) 57° 56´·06N., 11° 41´·67E.
(g) 57° 55´·03N., 11° 39´·47E.
(h) 57° 54´·60N., 11° 36´·68E.

Insert circular limit of anchorage area, radius 0·2M, pecked line, centred on:

(i) 57° 57´·35N., 11° 43´·36E.
(j) 57° 52´·98N., 11° 35´·49E.

Legend, ½ M6, within:

(i) above

Legend, ½ M7, within:

(e) above

Legend, ½ M3, within:

(g) above

Legend, ½ M2, within:

(h) above

Replace

A , with legend, ½ S1, within:

(a) above

B , with legend, ½ S2, within:

(b) above

C , with legend, ½ S3, within:

(c) above

, with legend, ½ M5, within:

(d) above

, with legend, ½ M4, within:

(f) above

, with legend, ½ M1, within:

(j) above

Delete

, close SW of:

(g) above

, close NW of:

(h) above

Chart 873 (INT 1315) (Panel A, Marstrand) [previous update 3086/17] WGS84 DATUM

Insert circular limit of anchorage area, radius 0·075M, pecked line, centred on:

(a) 57° 52´·98N., 11° 35´·49E.

Replace

, with legend, ½ M1, within:

(a) above
II

3492 SWEDEN - West Coast - Hake fjord, Ålgöfjorden, Approaches to Wallham, Askerojfjorden and Marstrand - Anchor berths. Reported anchorages. Legends. Anchorage areas. (continued)

Chart 873 (INT 1315) [previous update 3086/17] WGS84 DATUM

Insert circular limit of anchorage area, radius 0.25M, pecked line, centred on:

(a) 57°58′.82N., 11°43′.52E.
(b) 57°56′.06N., 11°41′.67E.
(c) 57°55′.03N., 11°39′.47E.
(d) 57°54′.60N., 11°36′.68E.

Circular limit of anchorage area, radius 0.2M, pecked line, centred on:

(e) 57°57′.35N., 11°43′.36E.

Circular limit of anchorage area, radius 0.1M, pecked line, centred on:

(f) 57°56′.38N., 11°40′.73E.

Circular limit of anchorage area, radius 0.075M, pecked line, centred on:

(g) 57°52′.98N., 11°35′.49E.

Legend, ½ M7, within:

(a) above

Legend, ½ M3, within:

(b) above

Legend, ½ M2, within:

(c) above

Legend, ½ M6, within:

(d) above

Legend, ½ M5, within:

(e) above

Replace ½ with legend, ½ M4, within:

(f) above

Delete ½, close NW of:

(g) above

57°55′.00N., 11°38′.92E.

3513 SWEDEN - South Coast - Norra Midsjöbanken to Hanöbukten - Foul.
Source: Swedish Notice 657/12167/17

Chart 2018 (INT 1202) [previous update 3371/17] WGS84 DATUM

Insert #

56°15′.38N., 17°33′.84E.
56°04′.68N., 17°21′.61E.
56°00′.72N., 16°50′.55E.
55°49′.95N., 16°38′.38E.
56°07′.43N., 16°31′.08E.
55°58′.64N., 16°19′.16E.
56°03′.25N., 15°59′.86E.
55°52′.40N., 15°48′.12E.
55°58′.94N., 15°28′.75E.
55°48′.84N., 15°13′.19E.
II

3513  SWEDEN - South Coast - Norra Midsjöbanken to Hanöbukten - Foul. (continued)

Chart 2054 (INT 1203) [previous update 2292/17] WGS84 DATUM

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<td>56° 04´·68N., 17° 21´·61E.</td>
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<td>55° 49´·95N., 16° 38´·38E.</td>
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<td>56° 07´·43N., 16° 31´·08E.</td>
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<td>55° 58´·64N., 16° 19´·16E.</td>
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<tr>
<td>56° 03´·25N., 15° 59´·86E.</td>
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<td>55° 52´·40N., 15° 48´·12E.</td>
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Chart 2816 [previous update 3434/17] WGS84 DATUM

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Chart 2857 (INT 1328) [previous update 2230/17] WGS84 DATUM

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3541   FINLAND - West Coast - Ykspihlaja SW - Maximum authorised draught.
Source: Finnish Notice 17/194/17

Chart 3062 (Panel A, Kokkola and Approaches) [previous update 2992/17] WGS84 DATUM

Amend maximum authorised draught to, <3·4m>

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3495   BELGIUM - Zeebrugge - Pontoon.
Source: Belgian Notice 13/183/17

Chart 1872 (Panel C, Zeebrugge) [previous update 3048/17] WGS84 DATUM

Insert pontoons, single firm line, joining:

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<tr>
<td>51° 21´·11N., 3° 11´·44E.</td>
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</tr>
<tr>
<td>51° 21´·07N., 3° 11´·35E.</td>
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<tr>
<td>51° 21´·08N., 3° 11´·33E.</td>
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Chart 1874 (INT 1474) (Panel B, Zeebrugge) [previous update 3323/17] WGS84 DATUM

Insert pontoons, single firm line, joining:

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<td>51° 21´·08N., 3° 11´·33E.</td>
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Source: CNR International (UK) Ltd.

**Chart 2 (INT 160) [previous update 1969/17] WGS84 DATUM**
Delete

- ☑ Murchison

61° 23´8N., 1° 44´4E.

**Chart 245 [previous update 1969/17] WGS84 DATUM**
Delete

- ☑ Murchison

61° 24´0N., 1° 44´6E.

**Chart 295 [previous update 2288/17] WGS84 DATUM**
Replace

- ☑ 211/19-CBG Racon(M), with ☑ Obstn

(a) 61° 23´81N., 1° 44´29E.

Delete

- ☑ circular limit of restricted area, radius 500m (0·27M),

- ☑ centred on:

(a) above

**Chart 2182D (INT 1040) [previous update 1969/17] WGS84 DATUM**
Replace

- ☑ and associated radar beacons, Racon(M), with ☑ Obstn

61° 23´8N., 1° 44´5E.

**Chart 2673 [previous update 2288/17] WGS84 DATUM**
Replace

- ☑ 211/19-CBG and associated radar beacon, Racon (M), with ☑ Obstn

61° 23´8N., 1° 44´3E.

**Chart 4010 (INT 10) [previous update 6532/16] WGS84 DATUM**
Delete

- ☑

61° 24´4N., 1° 47´1E.

**Chart 4011 (INT 11) [previous update 6532/16] WGS84 DATUM**
Delete

- ☑

61° 24´6N., 1° 45´8E.

**Chart 4014 (INT 14) [previous update 5590/16] WGS84 DATUM**
Delete

- ☑

61° 24´4N., 1° 45´6E.

**Chart 4101 (INT 101) [previous update 6532/16] WGS84 DATUM**
Delete

- ☑ Murchison

61° 24´1N., 1° 44´8E.

**Chart 4140 (INT 140) [previous update 1969/17] WGS84 DATUM**
Delete

- ☑ Murchison

61° 24´0N., 1° 44´5E.
II

3514 NETHERLANDS - Nieuwe Waterweg - Nieuwe Maas - Lights.
Source: Netherlands Notice 27/217/17

Chart 207 (INT 1465) [Part B, Continuation Nieuwe Waterweg] [previous update 1996/17] WGS84 DATUM

Insert ★ F 51° 53’58N., 4° 20’32E.
Move ★ F,G, from:

51° 53’56N., 4° 20’34E.
to:
51° 53’56N., 4° 20’30E.

Chart 208 (INT 1466) [previous update 2364/17] WGS84 DATUM

Insert ★ F 51° 53’58N., 4° 20’32E.
Move ★ F,G, from:
51° 53’56N., 4° 20’34E.
to:
51° 53’56N., 4° 20’30E.

3520 NORTH SEA - German Sector - Borkum Riffgrund - Buoyage.
Source: Netherlands Notice 27/222/17

Chart 1633 (INT 1417) [previous update 3378/17] WGS84 DATUM

Delete  VQ(3)5s BKRI E 53° 57’75N., 6° 37’48E.

VQ(6)+LFl.10s BKRI S2 53° 56’14N., 6° 36’66E.

VQ(6)+LFl.10s BKRI S1 53° 56’14N., 6° 32’70E.

VQ(9)10s BKRI W 53° 58’33N., 6° 29’00E.

Chart 1635 (INT 1413) [previous update 3378/17] WGS84 DATUM

Delete  VQ(3)5s BKRI E 53° 57’75N., 6° 37’48E.

VQ(6)+LFl.10s BKRI S2 53° 56’16N., 6° 36’66E.

VQ(6)+LFl.10s BKRI S1 53° 56’16N., 6° 32’72E.

VQ(9)10s BKRI W 53° 58’33N., 6° 29’02E.

3565 GERMANY - North Sea Coast - The Elbe - Depths.
Source: German Notice 25/(21)46/17

Chart 3625 (INT 1453) [previous update New Edition 01/06/2017] WGS84 DATUM

Insert depth, 9 (a) 53° 51’66N., 9° 01’00E.
depth, 5 (b) 53° 51’39N., 8° 56’71E.

Delete depth, 9, close W of:

(a) above depth, 7, close W of:

(b) above
Source: Spanish Notice 24/237/17

Chart 2976 [previous update 1252/17] WGS84 DATUM
Move  Q(9)155M No 2 Picacho, and associated Automatic Identification System, AIS, from:
       36° 47´·350N., 6° 26´·760W.
to:
       36° 47´·364N., 6° 26´·836W.

3522  FRANCE - North Coast - Rade d’Ambleteuse - Restricted areas.
Source: French Notice 25/47/17

Chart 438 (INT 1743) [previous update 395/17] WGS84 DATUM
Insert  circular limit of restricted area, Explosives Dumping Ground (occas), radius 200m, centred on:
       50° 46´·065N., 1° 34´·392E.
Delete  former circular limit of restricted area, Explosives Dumping Ground (occas), radius 180m, centred on:
       50° 46´·047N., 1° 34´·420E.

3542  FRANCE - North Coast - Rade de Caen - Explosives dumping ground.
Source: French Notice 25/47/17

Chart 1349 (INT 1759) (Panel D, Rade de Caen) [previous update New Edition 11/05/2017] WGS84 DATUM
Delete  semi-circular limit of explosives dumping ground, ‡‡‡‡‡, and associated legend, Explosives Dumping Ground (occas), centred on:
       49° 20´·74N., 0° 09´·38W.
Chart 2146 (INT 1750) [previous update 2192/17] WGS84 DATUM
Insert  circular limit of explosives dumping ground, ‡‡‡‡‡, radius 200m, centred on:
       49° 20´·74N., 0° 07´·16W. (a)
Delete  former circular limit of explosives dumping ground, ‡‡‡‡‡, and associated legend, Explosives Dumping Ground (occas), centred on:
       49° 20´·74N., 0° 09´·38W. (a)

3547  FRANCE - North Coast - Approaches to Dieppe - Explosives dumping ground.
Source: French Notice 25/47/17

Chart 1355 (INT 1745) [previous update 3791/16] WGS84 DATUM
Insert  circular limit of explosives dumping ground, ‡‡‡‡‡, radius 195m, centred on:
       49° 57´·748N., 1° 05´·514E. (a)
Delete  former circular limit of explosives dumping ground and associated legend, Explosives Dumping Ground (occas), centred on:
       49° 57´·760N., 1° 05´·571E. (a)
3555  FRANCE - North Coast - Plateau du Calvados - Explosives dumping ground.
Source: French Notice 25/47/17

Chart 2136 [previous update 2510/17] WGS84 DATUM

Insert  circular limit of explosives dumping ground, \( \bigcirc \), radius 200m, centred on:
legend, Explosives Dump (occas), close E of:
\( (a) \) 49° 22´·27N., 0° 26´·97W.

Delete  circular limit of explosives dumping ground, \( \bigcirc \), and associated legend, Explosives Dump (temp), centred on: 49° 22´·29N., 0° 26´·89W.

3469*  EGYPT - North Coast - Khalîg Abu Qîr N - NM Block. Platform. Submarine pipeline.
Source: BP and ENHD

Chart 2574 (INT 3502) [previous update 1948/17] WGS84 DATUM

Insert  the accompanying block, centred on:
submarine pipeline, \( \bigcirc \), joining:
\( (a) \) 31° 56´·3N., 30° 16´·1E.
\( (b) \) 31° 35´·9N., 30° 10´·3E.

Move  \( \bigcirc \)
from:
\( (a) \) above

to:
\( (b) \) above

3475  ITALY - Sicilia - Baia di Milazzo - NM Block. Maritime limit.
Source: Italian Notice 10/7-8/17

Chart 805 (panel B, Rada and Porto Di Milazzo) [previous update 3296/17] WGS84 DATUM

Insert  the accompanying block, centred on:
maritime limit, pecked line, joining:
\( (a) \) 38° 12´·927N., 15° 14´·705E.
\( (b) \) 38° 12´·936N., 15° 14´·738E.
\( (c) \) 38° 12´·870N., 15° 14´·828E.
\( (d) \) 38° 12´·861N., 15° 14´·810E.

legend, Unsurveyed, within:
\( (a)-(d) \) above

Delete  charted detail, within:
\( (a)-(d) \) above
Source: Romanian Notice 2/46/17

Chart  2282 (Panel B, Portul Sulina)  [previous update 1092/17] WGS84 DATUM

Insert  
\[
\begin{array}{c}
\text{o} \\
\text{W}
\end{array}
\]
Fl.6s No 1  
(a) 45° 08’ 06N., 29° 47’ 53E.

Automatic Identification System, AIS, at No 1 light-buoy:  
(a) above

Delete  
\[
\begin{array}{c}
\text{o} \\
\text{W}
\end{array}
\]
Fl No 1, and associated Automatic Identification System, AIS, close SE of:  
(a) above

Source: Spanish Notice 24/244/17

Chart  3035  [previous update 2555/17] WGS84 DATUM

Insert  
\[ \Box \text{ Dn} \]
39° 32’ 950N., 2° 38’ 023E.  
39° 32’ 932N., 2° 37’ 995E.

Move  
\[ \star \text{ Fl(2)R.15s4m1M Dn}, \text{ from:} \]
39° 33’ 021N., 2° 38’ 071E.  
39° 32’ 974N., 2° 38’ 055E.  
39° 32’ 996N., 2° 37’ 278E.

Delete  
\[ \Box \text{ symbol, can mooring buoy} \]

Source: ENC HR50083D

Chart  680  [previous update 2565/17] WGS84 DATUM

Replace  
\[ \Box \text{ with } \Box \text{ Fl.G.2s4m2M} \]
42° 39’ 882N., 18° 03’ 945E.

Delete  
\[ \star \text{ Fl.G.2s4m2M} \]
42° 39’ 868N., 18° 04’ 260E.

Chart  1580  [previous update 507/17] WGS84 DATUM

Replace  
\[ \Box \text{ with } \Box \text{ Fl.G.2s4m2M} \]
42° 39’ 89N., 18° 03’ 96E.

3531*  MALTA - Il-Port Il-Kbir (Grand Harbour) - Nine Fathom Bank and Boat House Wharf - Depths.
Source: UKHO

Chart  177  [previous update 1867/17] WGS84 DATUM

Insert  
\[ \text{depth, } 17\text{ } \]
(a) 35° 53’ 678N., 14° 31’ 262E.  
\[ \text{depth, } 4\text{ } \]
(b) 35° 52’ 952N., 14° 30’ 951E.

Delete  
\[ \text{depth, } 18\text{ } \]
(a) above  
\[ \text{depth, } 8\text{ } \]
(b) above
**ROMANIA - Portul Midia - Depths.**

Source: ENC RO501031

**Chart 2282 (Panel C, Portul Midia) [previous update 3483/17] WGS84 DATUM**

Insert depth, $7^7$  
depth, $8^9$, enclosed by 10m contour

$44^\circ 18' - 98N., 28^\circ 41' - 67E.$

Insert depth, $8^9$, enclosed by 10m contour

$44^\circ 18' - 79N., 28^\circ 41' - 92E.$

Delete depth, $12^6$, close E of:

$44^\circ 18' - 79N., 28^\circ 41' - 92E.$

(a) above

**TURKEY - West Coast - Karayer Adaları - Light.**

Source: Turkish Notice 22/147/17

**Chart 224 [previous update 2814/17] WGS84 DATUM**

Amend light to, Fl.5s10M

$39^\circ 56' - 2N., 26^\circ 03' - 5E.$

**Chart 1086 [previous update 1819/17] WGS84 DATUM**

Amend light to, Fl.5s45m10M

$39^\circ 56' - 2N., 26^\circ 03' - 5E.$

(a) above

Delete sectors at light

$39^\circ 56' - 14N., 26^\circ 03' - 57E.$

(a) above
II

3554 TURKEY - Marmara Denizi - Tuzla SE - Harbour limits.
Source: Turkish Notice 22/146/17

Chart 497 (Panel A, Tuzla to İzmit) [previous update 2187/17] WGS84 DATUM
Insert harbour limit, pecked line, joining:

- 40° 48´·62N., 29° 20´·40E. (shore)
- 40° 46´·98N., 29° 19´·00E. (existing limit)
- 40° 43´·44N., 29° 19´·00E. (existing limit)

Legend, Tuzla Harbour Limit, orientated S/N, along W side of:
Legend, Kocaeli Harbour Limit, orientated S/N, along E side of:

Delete former harbour limit, pecked line, and associated legend, Kocaeli Harbour Limit, joining:

- 40° 45´·34N., 29° 21´·22E. (shore)
- 40° 43´·44N., 29° 21´·26E. (existing limit)

Chart 1015 (INT 3754) [previous update 2391/17] WGS84 DATUM
Insert harbour limit, pecked line, joining:

- 40° 48´·62N., 29° 20´·40E. (shore)
- 40° 46´·98N., 29° 19´·00E. (existing limit)
- 40° 45´·00N., 29° 19´·00E. (S border)

Legend, Tuzla Harbour Limit, orientated N/S, along W side of:
Legend, Kocaeli Harbour Limit, orientated N/S, along E side of:

Delete harbour limit, pecked line, and associated legends, Gerze Harbour Limit, and Samsun Harbour Limit, joining:

- 41° 44´·17N., 35° 57´·58E. (shore)
- 41° 48´·06N., 35° 57´·58E. (N border)

Source: Turkish Notice 22/145/17

Chart 1274 (Panel B, Approaches to Samsun) [previous update 2922/17] WGS84 DATUM
Delete harbour limit, pecked line, and associated legends, Gerze Harbour Limit, and Samsun Harbour Limit, joining:

- 41° 44´·17N., 35° 57´·58E. (shore)
- 41° 48´·06N., 35° 57´·58E. (N border)
II

3570  TURKEY - Black Sea Coast - Gerze to Ünye - Harbour limits. Legends. Anchorage area. (continued)

Chart 2237 [previous update 2832/17] WGS84 DATUM

Insert

harbour limit, pecked line, joining:

(a) 41° 41´0N., 35° 24´9E. (shore)

(b) 41° 52´9N., 35° 24´9E. and

(c) 41° 08´8N., 37° 10´5E. (shore)

(d) 41° 20´8N., 37° 10´5E.

legend, Gerze Harbour Limit, along W side of :

legend, Samsun Harbour Limit, along E side of:

legend, Samsun Harbour Limit, along W side of:

legend, Ünye Harbour Limit, along E side of:

Delete

former harbour limit, pecked line, and associated legends, Gerze Harbour Limit, and Samsun Harbour Limit, joining:

41° 44´4N., 35° 57´6E. (shore)

41° 56´2N., 35° 57´6E.

former harbour limit, pecked line, and associated legends, Samsun Harbour Limit, and Ünye Harbour Limit, joining:

41° 15´6N., 37° 01´5E. (shore)

41° 27´4N., 37° 01´5E.

limit of anchorage area, pecked line, and associated legend, No 2, joining:

41° 12´4N., 37° 07´0E.

41° 12´4N., 37° 09´0E.

41° 10´4N., 37° 09´0E.

41° 10´5N., 37° 07´0E.

3571  TURKEY - West Coast - Nisída Agathonision to Gokova Korfezi - Harbour limits. Legends.

Source: Turkish Notice 22/148/17

Chart 236 [previous update 3417/17] WGS84 DATUM

Delete

harbour limit, pecked line, and associated legends, Gülük Hr Limit, and Bodrum Hr Limit, joining:

36° 54´5N., 27° 45´5E. (existing limit)

36° 59´4N., 27° 45´5E. (shore)

legend, Gülük Harbour Limit, centred on:

harbour limit, pecked line, and associated legends, Gülük Harbour Limit, and Marmaris Harbour Limit, joining:

37° 01´8N., 28° 09´9E. (shore)

36° 55´5N., 28° 01´6E. (shore)
II

3571  TURKEY - West Coast - Nisida Agathonision to Gokova Korfezi - Harbour limits.
Legends. (continued)

Chart 1055 [previous update 3063/17] WGS84 DATUM
Insert

harbour limit, pecked line, joining:

(a)  36° 57´·88N., 27° 12´·22E.
(b)  36° 57´·88N., 27° 15´·82E.

(shore)

legend, Güllük Hr Limit, along N side of:

(a)- (b) above

Delete

harbour limit, pecked line, and associated legends, Güllük Harbour Limit, and Bodrum Harbour Limit, joining

36° 54´·51N., 27° 45´·50E.
(existing limit)

36° 59´·43N., 27° 45´·50E.
(shore)

legend, Güllük Harbour Limit, centred on:

36° 55´·24N., 27° 55´·46E.

harbour limit, pecked line, and associated legends, Güllük Harbour Limit, and Marmaris Harbour Limit, joining:

37° 01´·74N., 28° 09´·73E.
(shore)

36° 55´·55N., 28° 01´·34E.
(shore)

Chart 1056 [previous update 2557/17] WGS84 DATUM
Insert

harbour limit, pecked line, joining:

(a)  37° 19´·00N., 27° 09´·17E.
(b)  37° 19´·00N., 27° 22´·20E.
37° 22´·09N., 27° 22´·20E.
37° 22´·09N., 27° 24´·13E.
(shore)

and

(c)  36° 57´·88N., 27° 12´·22E.
(d)  36° 57´·88N., 27° 15´·88E.

(shore)

legend, Kuşadası Harbour Limit, along N side of:

(a)- (b) above

Delete

legend, Güllük Harbour Limit, along S side of:

(a)- (b) above

legend, Güllük Hr Limit, along N side of:

(c)- (d) above

legend, Bodrum Hr Limit, along S side of:

(c)- (d) above

former harbour limit, pecked line, and associated legends,
Kuşadası Harbour Limit, and Güllük Harbour Limit, joining:

37° 29´·98N., 27° 05´·52E.
37° 29´·98N., 27° 10´·99E.

harbour limit, pecked line, and associated legends, Güllük Harbour Limit, and Bodrum Harbour Limit, joining:

37° 13´·50N., 27° 11´·69E.
37° 13´·50N., 27° 21´·00E.
37° 06´·13N., 27° 29´·50E.

Chart 1057 [previous update 4669/16] WGS84 DATUM
Delete

harbour limit, pecked line, and associated legends, Kuşadası Harbour Limit, and Güllük Harbour Limit, joining:

37° 30´·00N., 27° 05´·52E.
37° 29´·98N., 27° 10´·99E.
Chart 1095 [previous update 24/6/17] WGS84 DATUM

Insert harbour limit, pecked line, joining:

(a) \(37^\circ 19'\ 0\text{N.}, 27^\circ 09'\ 2\text{E.}\)

(b) \(37^\circ 19'\ 0\text{N.}, 27^\circ 22'\ 2\text{E.}\)
   \(37^\circ 22'\ 1\text{N.}, 27^\circ 22'\ 2\text{E.}\)
   \(37^\circ 22'\ 1\text{N.}, 27^\circ 24'\ 2\text{E.}\)
   (shore)

and

(c) \(36^\circ 57'\ 9\text{N.}, 27^\circ 12'\ 2\text{E.}\)

(d) \(36^\circ 57'\ 9\text{N.}, 27^\circ 15'\ 9\text{E.}\)
   (shore)

legend, Kuşadasi Harbour Limit, along N side of:
legend, Gâllûk Harbour Limit, along S side of:
legend, Gâllûk Hr Limit, along N side of:
legend, Bodrum Hr Limit, along S side of:

Delete harbour limit, pecked line, and associated legends, Kuşadasi Hr Limit, and Gâllûk Hr Limit, joining:

37° 30’ 0N., 27° 05’ 5E.
37° 30’ 0N., 27° 11’ 1E.
   (shore)

harbour limit, pecked line, and associated legends, Gâllûk Harbour Limit, and Bodrum Harbour Limit, joining:

37° 13’ 5N., 27° 11’ 7E.
37° 13’ 5N., 27° 21’ 0E.
37° 06’ 2N., 27° 29’ 4E.

former harbour limit, pecked line, and associated legends, Gâllûk Hr Limit, and Bodrum Hr Limit, joining:

36° 54’ 5N., 27° 45’ 5E.
   (existing limit)
36° 59’ 4N., 27° 45’ 5E.
   (shore)

legend, Gâllûk Harbour Limit, centred on:

36° 55’ 0N., 27° 49’ 6E.
**II**

3571  TURKEY - West Coast - Nisida Agathonision to Gokova Korfezi - Harbour limits.
Legends. (continued)

**Chart 1099** [previous update New Edition 07/05/2015 ] WGS84 DATUM

Insert  

harbour limit, pecked line, joining: 
(a) 36° 57´·9N., 27° 12´·2E.  
(b) 36° 57´·9N., 27° 15´·9E.  
(shore)

legend, Güllük Hr Limit, along N side of:  
(a)-(b) above

legend, Bodrum Hr Limit, along S side of:  
(a)-(b) above

Delete  

former harbour limit, pecked line, and associated legends,  
Güllük Hr Limit, and Bodrum Hr Limit, joining:  
37° 11´·8N., 27° 23´·0E.  
(N border)  
37° 06´·1N., 27° 29´·6E.  
(shore) and  
36° 54´·5N., 27° 45´·5E.  
(existing limit)  
36° 59´·4N., 27° 45´·5E.  
(shore)

legend, Güllük Harbour Limit, centred on:  
36° 55´·0N., 27° 49´·6E. 

harbour limit, pecked line, and associated legends, Güllük Harbour Limit, and Marmaris Harbour Limit, joining:  
37° 01´·8N., 28° 09´·9E.  
(shore)  
36° 55´·5N., 28° 01´·3E.  
( ⚫)

3472*  ANGOLA - Kaombo Field and Palanca Terminal SE - NM Block. Pilot boarding place.
Source: Total E&P Angola

**Chart 306 (INT 2814)** [previous update 3357/17 ] WGS84 DATUM

Insert  

the accompanying block, centred on:  
ניקוה

7° 15´·3S., 11° 24´·6E.  
7° 04´·1S., 12° 29´·7E.

3529  OMAN - Ghubat al Ḥayl - Submarine pipeline.
Source: Omani Notice 6/7/17

**Chart 3522** [previous update 3184/17 ] WGS84 DATUM

Insert  

submarine pipeline,  •••••••, joining:  
23° 36´·30N., 58° 22´·65E.  
(shore)  
23° 37´·96N., 58° 22´·67E.
II

3549* IRAQ - Khawr Az Zubayr - Depths. Jetties.
Source: Fugro

Chart 1228 (Panel, Continuation to Az Zubayr) [previous update 3023/17] WGS84 DATUM
Insert depth, 2, and extend 5m contour E to enclose depth, 4, and extend 5m contour NE to enclose depth, 106,
jetty, single firm line, joining:

30° 07´·78N., 47° 54´·30E.
30° 07´·57N., 47° 54´·43E.
30° 07´·37N., 47° 54´·62E.
30° 07´·34N., 47° 54´·57E.
(shore)
30° 07´·37N., 47° 54´·59E.
and
30° 07´·40N., 47° 54´·55E.
30° 07´·31N., 47° 54´·60E.
and
30° 07´·38N., 47° 54´·58E.
30° 07´·36N., 47° 54´·60E.

Replace depth, 6q, with depth, 6d

3470 MALACCA STRAIT - Pulau Perak - NM Block.
Source: Malaysian Notice 4/79/17

Chart 3943 [previous update 1698/17] WGS84 DATUM
Insert the accompanying block, centred on:

5° 41´·2N., 98° 56´·7E.

3536* SINGAPORE - Pulau Punggol Barat - Landmark.
Source: Maritime and Port Authority of Singapore

Chart 4044 (Panel B, Pelabuhan Johor, (Johor Port)) [previous update 3365/17] WGS84 DATUM
Insert 1° 25´·65N., 103° 53´·09E.

Chart 4044 [previous update 3365/17] WGS84 DATUM
Insert 1° 25´·65N., 103° 53´·09E.
II

3537* SINGAPORE - Port of Singapore - Pulau Damar Laut and Sungei Pandan - Submarine power cable. Dredged depth.
Source: Maritime and Port Authority of Singapore

Chart 4034 [previous update 2921/17] WGS84 DATUM
Insert submarine power cable, ~~~ 〜 〜〜, joining:

1° 17´987N., 103° 45´317E. (shore)
1° 17´999N., 103° 45´369E.
1° 18´000N., 103° 45´401E.
1° 17´993N., 103° 45´443E.
1° 17´954N., 103° 45´517E. (shore)

Amend dredged depth to, 10·5m (2017), centred on:
1° 17´997N., 103° 43´303E.

3538* SINGAPORE - TSS Singapore Strait (off Changi/Pulau Batam) - Buoy.
Source: Maritime and Port Authority of Singapore

Chart 3833 [previous update 2463/17] WGS84 DATUM
Delete symbol, blue and yellow emergency wreck marking pillar light-buoy, Al.Oc.BaY.3s

Chart 4041 [previous update 2929/17] WGS84 DATUM
Delete symbol, blue and yellow emergency wreck marking pillar light-buoy, Al.Oc.BaY.3s

3569 INDONESIA - Sumatera - Selat Riau - Buoyage.
Source: Indonesian Notices 26/396-397/17

Chart 3937 (Panel D, Tanjunguban and Approaches) [previous update 2070/17] WGS84 DATUM
Insert Δ FL.Y.3s

Chart 3949 [previous update 868/17] WGS84 DATUM
Insert Δ FL.Y.3s
Source: Chinese Chart 13178

Chart 1199 [previous update 3356/17] CGCS 2000 DATUM

Insert
- Automatic Identification System, AIS, at light
- Obstn
- Obstn
- depth, 7f

Delete
depth, 8g, close E of:

Chart 1602 [previous update 3356/17] CGCS 2000 DATUM

Insert
depth, 5g
- depth, 4g, and extend 5m contour E to enclose depth, 7f
depth, 7f
- Automatic Identification System, AIS, at light
  - Fl(3)G.10s D11
  - Fl(2)5s
  - Fl(2)5s (2 buoys)
  - Obstn
  - Obstn

Delete
depth, 6f, close NE of:
- Q.G D11, close W of:
- symbol, Virtual aid to navigation, at light-buoy

3494 VIETNAM - South Coast - Nha Be E - Depth.
Source: VMS-South Notice 95/17

Chart 1036 [previous update 3089/17] WGS84 DATUM

Insert
depth, 6g, enclosed by 10m contour

10° 41´07N., 106° 45´53E.
3523 TAIWAN - T’ai-Chung Kang W - Wreck.
Source: Taiwanese Notice 56/17

Chart 1760 [previous update 3150/17] WGS84 DATUM
Delete  
24° 18’-6N., 120° 02’-0E.

Chart 1968 [previous update 3033/17] WGS84 DATUM
Delete  
24° 18’-8N., 120° 01’-6E.

Chart 2412 [previous update 3168/17] WGS84 DATUM
Delete  
24° 18’-8N., 120° 00’-8E.

Chart 3231 [previous update 996/17] WGS84 DATUM
Delete  
24° 18’-70N., 120° 01’-87E.

Chart 4509 (INT 509) [previous update 3486/17] WGS84 DATUM
Delete  
24° 18’-7N., 120° 00’-8E.

3527 THAILAND - West Coast - Phuket SE - Buoyage.
Source: Thai Hydrographic Office Survey

Chart 3941 (Panel B, Phuket) [previous update 1378/16] WGS84 DATUM
Insert symbol, red and white safe water can light-buoy, with circle topmark, Mo(A)6s, out of position
Move Fl.R.3s No8, from: 7° 47’-74N., 98° 25’-19E.
to: 7° 49’-44N., 98° 24’-32E.
Fl.G.3s No9, from: 7° 49’-48N., 98° 24’-29E.
to: 7° 49’-47N., 98° 24’-42E.
Fl.G.3s No5, from: 7° 49’-53N., 98° 24’-45E.
to: 7° 49’-23N., 98° 24’-46E.
Fl.G.3s No5A, from: 7° 49’-17N., 98° 24’-47E.
to: 7° 49’-03N., 98° 24’-53E.
Fl.G.3s No1, from: 7° 49’-00N., 98° 24’-56E.
to: 7° 48’-41N., 98° 24’-95E.
Delete former symbol, red and white safe water can light-buoy, with circle topmark, Mo(A)6s

Chart 3941 (Panel A, Approaches to Phuket) [previous update 1378/16] WGS84 DATUM
Move symbol, red and white safe water can light-buoy, with circle topmark, Mo(A)6s from: 7° 47’-81N., 98° 25’-10E.
to: 7° 47’-74N., 98° 25’-19E.
3566 VIETNAM - Nha Be - Buoyage.
Source: VMS-South Notice 85/17

Chart 1036 [previous update 3494/17 ] WGS84 DATUM

Insert

- Fl(3+1)Y.12s 'NB9' 10°43'27"N., 106°44'76"E.
- Fl(3+1)Y.12s 'NB8' 10°42'93"N., 106°44'78"E.
- Fl(3+1)Y.12s 'NB7' 10°42'61"N., 106°44'81"E.
- Fl(3+1)Y.12s 'NB6' 10°42'23"N., 106°44'85"E.
- Fl(3+1)Y.12s 'NB5' 10°41'30"N., 106°45'27"E.
- Fl(3+1)Y.12s 'NB4' 10°41'12"N., 106°45'45"E.
- Fl(3+1)Y.12s 'NB3' 10°40'82"N., 106°45'76"E.
- Fl(3+1)Y.12s 'NB2' 10°40'65"N., 106°45'92"E.
- Fl(3+1)Y.12s 'NB1' 10°40'47"N., 106°46'09"E.
- Fl(3+1)Y.12s 'SR45' 10°40'13"N., 106°45'92"E.
- Fl(3+1)Y.12s 'SR44' 10°40'36"N., 106°45'47"E.
- Fl(3+1)Y.12s 'SR43' 10°40'48"N., 106°44'95"E.
- Fl(3+1)Y.12s 'SR42' 10°40'28"N., 106°44'43"E.
- Fl(3+1)Y.12s 'SR41' 10°39'98"N., 106°44'14"E.

3451 JAPAN - Honshu - Nagoya Ko - Section 4 - NM Block.
Source: Japanese Notice 28/446/17

Chart JP 1055A [previous update 2785/17 ] WGS84 DATUM

Insert the accompanying block, centred on: 35°03'46"N., 136°50'38"E.

3452 JAPAN - Seto Naikai - Kita-Kyushu - NM Blocks.
Source: Japanese Notice 28/447/17
Note: Former Notices 3870(T)/10, 1175(T)/11 and 5094(T)/14 are cancelled.

Chart JP 1101 [previous update 1621/17 ] WGS84 DATUM

Insert the accompanying block A, centred on: 33°54'33"N., 131°01'4"E.
the accompanying block B, centred on: 33°48'6"N., 131°03'1"E.
3453 JAPAN - Honshū - Akita - Fixed points.
Source: Japanese Notice 28/448/17

Chart JP 148 [previous update 294/17] WGS84 DATUM
Insert
- G Lt 39° 47′ 24.9"N., 140° 01′ 58.9"E.
- R Lt 39° 47′ 22.9"N., 140° 01′ 59.6"E.
Delete
- R Lt 39° 47′ 29.8"N., 140° 01′ 57.3"E.
- G Lt 39° 47′ 27.7"N., 140° 02′ 02.6"E.

Chart JP 1192 [previous update 1271/17] WGS84 DATUM
Delete
- R Lt 39° 47′.50N., 140° 01′.95E.
- G Lt 39° 47′.46N., 140° 02′.04E.

Source: Japanese Notice 28/449/17

Chart JP 54 (Panel, Miyako Wan) [previous update 1901/17] WGS84 DATUM
Insert
breakwater, double firm line, width 20m, joining:
- Y Lt 39° 39′ 12.6"N., 141° 58′ 21.3"E.
- Y Lt 39° 39′ 11.4"N., 141° 58′ 22.7"E.
Replace
breakwater, single pecked line, with breakwater, single firm line, joining:
(a) 39° 38′ 22.7"N., 141° 58′ 55.0"E.
(b) 39° 39′ 12.0"N., 141° 58′ 15.0"E.
(c) 39° 39′ 10.2"N., 141° 58′ 17.1"E.
and
(a) above
(b) above
(c) above
Delete
legend, dest, close E of:
legend, dest, close W of:

3455 JAPAN - Honshū - Kamaishi Ko - Lights.
Source: Japanese Notice 28/450/17

Chart JP 54 [previous update 3454/17] WGS84 DATUM
Insert
- Fl(2) R 6s 7M (a) 39° 15′.55N., 141° 55′.90E.
Amend
light to, Fl G 5M, close S of:
(a) above
3456 JAPAN - Honshū - Shizugawa Wan SE and Oshika E - Wrecks.
Source: Japanese Notice 28/451/17

Chart JP 54 [previous update 3455/17] WGS84 DATUM
Insert +++

38° 39′ 40N., 141° 36′ 38E.
38° 38′ 93N., 141° 36′ 10E.
38° 38′ 27N., 141° 35′ 72E.
38° 36′ 65N., 141° 37′ 52E.
38° 30′ 35N., 141° 38′ 22E.
38° 29′ 12N., 141° 43′ 22E.

Chart JP 1098 [previous update 1901/17] WGS84 DATUM
Insert +++

38° 29′ 12N., 141° 43′ 22E.

3457 JAPAN - Honshū - Watari - Submarine cable.
Source: Japanese Notice 28/452/17

Chart JP 1098 [previous update 3456/17] WGS84 DATUM
Insert submarine cable, ~~~~, joining:

37° 59′ 60N., 140° 54′ 85E. (shore)
37° 59′ 78N., 140° 56′ 48E.
37° 59′ 62N., 140° 56′ 57E. (~)

3458 JAPAN - Honshū - Ottosawa - Light.
Source: Japanese Notice 28/454/17

Chart JP 1098 [previous update 3457/17] WGS84 DATUM
Amend light to, Fl(2) G 6s 7M

37° 25′ 40N., 141° 02′ 55E.

3459 JAPAN - Honshū - Naka-no-Se - Obstruction.
Source: Japanese Notice 28/455/17

Chart JP 90 [previous update 2684/17] WGS84 DATUM
Insert ⊙ Anchor chain PA

35° 22′ 20N., 139° 44′ 0E.

Chart JP 1062 [previous update 1412/17] WGS84 DATUM
Insert ⊙ Anchor chain PA

35° 22′ 20N., 139° 44′ 0E.
II

Source: Japanese Notice 28/456/17

Chart JP 127 [ previous update New Edition 16/03/2017 ] WGS84 DATUM
Insert submerged jetty, double dotted line, width 80m, joining:

---

33° 56´·83N., 131° 09´·76E.
33° 56´·79N., 131° 09´·80E.
and
33° 56´·78N., 131° 09´·81E.
(a)
33° 56´·74N., 131° 09´·85E.
and
33° 56´·60N., 131° 09´·99E.
(b)
33° 56´·56N., 131° 10´·03E.

---

legend, Submerged Jetty, close SW of:

legend, Submerged Jetty, close S of:

3461  JAPAN - Seto Naikai - Kanmon Ko E - Fish haven.
Source: Japanese Notice 28/457/17

Chart JP 127 [ previous update 3460/17 ] WGS84 DATUM
Insert 33° 52´·59N., 131° 01´·93E.

3552  KOREA - West Coast - Daenanjido N - Depths.
Source: Korean Notice 25/406/17

Chart 1270 (INT 5363) [ previous update 2925/17 ] WGS84 DATUM
Replace depth, 77, with depth, 54
37° 05´·61N., 126° 26´·43E.

3556  KOREA - East Coast - Yengilman Hang N - Light.
Source: Korean Notice 25/393/17
Note: AIS remains unchanged. This update is included in New Edition of Chart 898, published 17 August 2017.

Chart 898 (Panel B, Pohang and Approaches) [ previous update 3359/17 ] WGS84 DATUM
Amend light to, Fl.G4s20m8M
36° 07´·09N., 129° 26´·38E.

Chart 3666 (INT 5251) [ previous update 3428/17 ] WGS84 DATUM
Amend light to, Fl.G4s8M
36° 07´·09N., 129° 26´·35E.
3561 RUSSIA - Pacific Ocean Coast - Port Kholmsk - Light. Coastline. Depth.  
Source: Russian Notice 26/3326/17  
Chart 2161 (Panel H, Port Kholmsk)  
[previous update 4795/16] WGS84 DATUM  
Insert  
Fl(2)G.5s4M  
(a) 47° 03´·67N., 142° 02´·67E.  
47° 03´·67N., 142° 02´·64E.  
47° 03´·69N., 142° 02´·67E.  
47° 03´·62N., 142° 02´·75E.  
47° 03´·61N., 142° 02´·72E.  

3567 KOREA - East Coast - Hwamomal - Light-beacon.  
Source: Korean Notice 25/409/17  
Chart 3666 (INT 5251)  
[previous update 3556/17] WGS84 DATUM  
Replace  
Fl(4)Y.8s8m8M  
36° 45´·28N., 129° 28´·27E.  

3482 INDONESIA - Sulawesi - Makassar W - Legend.  
Source: Indonesian Notice 25/383(P)/17  
Chart 2638 (Panel F, Makassar)  
[previous update 2694/17] WGS84 DATUM  
Insert legend, Works in progress (2017), centred on:  
5° 08´·72S., 119° 23´·78E.  

3486 PHLIPPINE ISLANDS - Luzon - Balintang Channel and Babuyan Islands - Depths. Wreck.  
Source: New Charts GB 4425 and GB 4427 published 13 July 2017  
Chart 3489 (INT 553)  
[previous update 3053/17] WGS84 DATUM  
Replace  
Rep (1972), with depth, 26s, enclosed by 50m contour  
19° 39´·2N., 121° 28´·5E.  
19° 16´·1N., 121° 14´·2E.  

Delete  
Rep (1977) Rep  
20° 14´·0N., 121° 47´·9E.  
20° 06´·0N., 121° 50´·0E.  
20° 02´·1N., 121° 51´·5E.  
Rep (1982)  
19° 42´·9N., 121° 27´·4E.  
19° 13´·0N., 121° 14´·2E.  
18° 50´·0N., 120° 41´·8E.  

Chart 4052 (INT 52)  
[previous update 4232/16] WGS84 DATUM  
Delete  
19° 40´·8N., 121° 28´·5E.
II

3486 PHILIPPINE ISLANDS - Luzon - Balintang Channel and Babuyan Islands - Depths. Wreck. (continued)

Chart 4410 [previous update 3339/17] WGS84 DATUM

Insert

Replace  depth, 115, with depth, 104

Delete  depth, 53, and associated 20m contour

Chart 4508 (INT 508) [previous update 3053/17] WGS84 DATUM

Delete  depth, 602, and associated 1000m contour

Chart 4509 (INT 509) [previous update 2853/17] WGS84 DATUM

Insert  depth, 104

Replace  with depth, 26, enclosed by 30m contour

Delete  depth, 5, enclosed by 30m contour

3575 EAST TIMOR - Timor Sea - Sahul Banks SE - Buoy.
Source: Australian Notice 14/550/17

Chart Aus 312 [previous update 130/17] WGS84 DATUM

Delete  Q(5)Y.20s

Wk31/17

2.34
II

3477 AUSTRALIA - Western Australia - Montebello Islands NW and Approaches to Port Walcott - Buoy.
Source: Australian Notice 13/508/17

Chart Aus 326 [previous update 1585/17] WGS84 DATUM
Insert symbol, orange spherical light-buoy, Fl(5)Y.20s (Nov-May) 19° 18’ 0S., 117° 45’ 0E.

Chart Aus 327 [previous update 1992/17] WGS84 DATUM
Insert symbol, orange spherical light-buoy, Fl(5)Y.20s (May-Nov), out of position 20° 12’1S., 115° 21’7E.

Chart Aus 328 [previous update 2762/17] WGS84 DATUM
Insert symbol, orange spherical light-buoy, Fl(5)Y.20s (May-Nov), out of position 20° 12’1S., 115° 21’7E.

Chart Aus 742 [previous update 869/17] WGS84 DATUM
Insert symbol, orange spherical light-buoy, Fl(5)Y.20s (May-Nov), out of position 20° 12’14S., 115° 21’67E.

Light-beacons.
Source: Australian Notice 13/512/17

Chart Aus 151 [previous update 3167/17] WGS84 DATUM
Amend light-beacon to, Fl.R.2s 38° 22’75S., 145° 13’82E.
Replace $\text{VQ(9)}10s$ with $\text{VQ(9)}10s$ 38° 25’58S., 145° 15’15E.
Delete 38° 24’48S., 145° 14’09E.
Delete 38° 17’13S., 145° 13’41E.
Light-beacons. (continued)

Chart Aus 152 (Panel, Hanns Inlet)  [ previous update 1564/17 ] WGS84 DATUM

Insert

Replace  with

Move Fl.R.2s, from:

Delete pile, close S of:

Move to:

Delete pile, close W of:

Insert T{T

(a) 38° 22´·480S., 145° 13´·535E.

(b) 38° 22´·467S., 145° 13´·381E.

(b) above

(a) above

(a) above

38° 22´·549S., 145° 13´·470E.

(b) above

(a) above

Chart Aus 152 (Panel, Hastings Bight)  [ previous update 1564/17 ] WGS84 DATUM

Insert the accompanying block, centred on:

38° 17´·5S., 145° 13´·9E.

Chart Aus 152 (Panel, Crib Point Oil Terminal Jetty)  [ previous update 1564/17 ] WGS84 DATUM

Insert Fl.Y.4s

Delete Fl.Y.4s, close W of:

(a) 38° 20´·890S., 145° 13´·319E.

(a) above

Chart Aus 801 [ previous update 1547/17 ] WGS84 DATUM

Replace Fairway Iso.2s with Fairway Iso.2s

radar beacon remains unchanged

38° 30´·23S., 145° 05´·36E.

3480  AUSTRALIA - Western Australia - Browse Island NW - Depths. Platform. Radar beacon.
Source: Australian Notice 13/505/17

Chart Aus 319  [ previous update 3174/17 ] WGS84 DATUM

Replace with Mo(U)15s 15M Ichthys Explorer

Insert radar beacon, Racon (D), at platform

(a) 13° 56´·3S., 123° 17´·9E.

(a) above
3480  AUSTRALIA - Western Australia - Browse Island NW - Depths. Platform. Radar beacon. (continued)

Chart Aus 320 [ previous update 1688/17 ] WGS84 DATUM
Replace    \( \text{Mo(U)15s 15M Ichthys Explorer} \) with radar beacon, Racon (D), at platform
           \( 13°56'3S., 123°17'9E. \)
           \( (a) \) above

Chart 4603 (INT 603) [ previous update 1329/17 ] WGS84 DATUM
Insert    radar beacon, Racon (D), at platform
Delete    depth, 237, close NE of:
           \( 13°56'3S., 123°17'9E. \)
           \( (a) \) above

Chart 4721 (INT 721) [ previous update 2980/17 ] WGS84 DATUM
Replace    \( \text{Mo(U)15s 15M Ichthys Explorer} \) with radar beacon, Racon (D), at platform
           \( 13°56'3S., 123°17'9E. \)

Chart 4722 (INT 722) [ previous update 2911/17 ] WGS84 DATUM
Replace    \( \text{Mo(U)15s 15M Ichthys Explorer} \) with radar beacon, Racon (D), at platform
           \( 13°56'3S., 123°17'9E. \)

3573  AUSTRALIA - Queensland - Approaches to Port Douglas - Buoy. Light-beacon.
Source: Australian Notice 14/546/17

Chart Aus 270 (Panel, Port Douglas) [ previous update 3439/17 ] WGS84 DATUM
Replace    \( \text{Fl.G2.5s No5} \) with \( \text{Cb Fl.G2.5s No5} \)
           \( 16°28'782S., 145°27'607E. \)

3574  PAPUA NEW GUINEA - Gulf of Papua - Deception Bay S - Pilot boarding place.
Source: Australian Notice 14/548/17

Chart Aus 378 [ previous update 281/17 ] WGS84 DATUM
Insert    \( \text{Kumul Marine Terminal} \)
           \( 8°03'9S., 144°38'6E. \)

3545  UNITED STATES OF AMERICA - West Coast - Columbia River - Tansy Pt. - Light.
Source: US Coast Guard District 13 LNM 25/18521/17

Chart 2839 (Panel A) [ previous update 2960/17 ] NAD83 DATUM
Amend    light to, Q.R.35ft
           \( 46°11'33N., 123°55'16W. \)
II

3550 UNITED STATES OF AMERICA - West Coast - Approaches to Coos Bay and Yaquina Head - Buoyage.
Source: US Coast Guard District 13 LNM 25/18580/17 and US Chart 18580

Chart 2531 [previous update New Chart 16/02/2017] NAD83 DATUM
Insert 

\[ \text{FLY.4s} \]

Delete legend, (2 buoys), centred on:

43° 18′ 00N., 124° 32′ 00W.
44° 40′ 00N., 124° 16′ 20W.

Chart 4917 [previous update 828/17] NAD83 DATUM
Insert

\[ \text{FLY.2.5s} \]

\[ \text{FLY.4s} \]

Delete legend, (2 buoys), centred on:

43° 45′ 60N., 124° 13′ 80W.
43° 34′ 80N., 124° 17′ 40W.
43° 18′ 00N., 124° 32′ 00W.

Chart 4918 [previous update 2835/17] NAD83 DATUM
Delete legend, (2 buoys), centred on:

44° 38′ 22N., 124° 17′ 17W.

3474 ARGENTINA - La Plata to Carmelo - NM Block.
Source: Argentine Notices 5/846-847/17 and 5/866/17

Chart 3561 [previous update 3152/17] WGS84 DATUM
Insert the accompanying block, centred on:

34° 50′ 5S., 58° 24′ 2W.

3485 UNITED STATES OF AMERICA - Gulf of Mexico - Bayport Ship Channel - Dredged depths.
Source: US Coastguard District 8 LNM 25/11326/17

Chart 3186 (Panel 2) [previous update 1640/17] NAD83 DATUM
Amend dredged depth to, 37ft (2017), centred on:

29° 36′ 93N., 94° 57′ 54W.

Chart 3186 (Panel 3) [previous update 1640/17] NAD83 DATUM
Amend dredged depth to, 37ft (2017), centred on:

dredged depth to, 47ft (2017), centred on:

dredged depth to, 35ft FOR WIDTH OF 300ft (2017), centred on:

29° 36′ 92N., 94° 57′ 54W.
29° 36′ 64N., 95° 01′ 29W.
29° 36′ 84N., 94° 58′ 78W.
II

3503* WEST INDIES - Trinidad and Tobago - Grier Channel and Port of Spain - Buoyage. Light.
Source: Ministry of Works and Transport, Trinidad and Tobago, and UKHO

Chart 474 [previous update 2608/16] WGS84 DATUM
Insert

\[ \text{\textup{Q.R '4'}} \]

Amend light to, Iso.2s119m11M

Delete

\[ \text{\textup{Q.G '9'}} \]

Amend light to, Iso.2s119m11M

3525 WEST INDIES - Leeward Islands - Guadeloupe - Light.
Source: French Notice 25/260/17

Chart 585 [previous update 2564/17] WGS84 DATUM
Amend light to, Fl(3)12s10M

Chart 593 [previous update New Edition 22/09/2016] WGS84 DATUM
Amend light to, Fl(3)12s10M

Chart 1025 (INT 4182) [previous update 2564/17] WGS84 DATUM
Amend light to, Fl(3)10M

Chart 1042 (INT 4184) [previous update 1330/17] WGS84 DATUM
Amend light to, Fl(3)10M

Chart 2600 [previous update 1872/17] WGS84 DATUM
Amend light to, Fl(3)10M

3546 GUYANE FRANÇAISE - Approaches to Cayenne - Wreck.
Source: French Notice 25/251/17

Chart 1034 [previous update 3569/16] WGS84 DATUM
Insert

\[ \text{\textup{Masts}} \]

4° 49´71N., 52° 06´12W.
2.40

Wk31/17
3476 UNITED STATES OF AMERICA - East Coast - Port Canaveral - Channel depths.
Source: US Coast Guard District 7 LNM 22/11478/17

Chart 3692 (Panel, Port Canaveral) [previous update 3071/17] NAD83 DATUM
Replace existing table with the accompanying table, CHANNEL DEPTHS, centred on: 28° 24´ 2N., 80° 37´ 5W.

Source: US Charts 12327 and 12350

Chart 3204 [previous update 3336/17] NAD83 DATUM
Insert

Chart 3455 [previous update 3156/17] NAD83 DATUM
Amend designation of light-buoy to, ‘1’ 40° 41´ 872N., 74° 01´ 268W.
designation of light-buoy to, ‘2’ 40° 41´ 777N., 74° 00´ 745W.
designation of light-buoy to, ‘3’ 40° 41´ 951N., 74° 00´ 513W.
II

3499 UNITED STATES OF AMERICA - East Coast - New York - Raritan Bay, Lower Bay and Upper Bay - Buoyage. Depth. Obstructions. Wrecks. (continued)

Chart 3458 [previous update 710/17] NAD83 DATUM

Insert

Obstn
Obstn
Obstn
Obstn
Wk
Obstn
Wk
Obstn

40° 30′.197N., 74° 11′.598W.
(a) 40° 30′.384W., 74° 11′.430W.
40° 29′.390N., 74° 10′.142W.
40° 29′.811N., 74° 08′.798W.
40° 30′.140N., 74° 08′.281W.
40° 30′.374N., 74° 05′.941W.
40° 29′.700N., 74° 04′.595W.
40° 31′.202N., 74° 04′.233W.

Delete depth, 16, close SW of: (a) above

Chart 3459 [previous update 2141/17] NAD83 DATUM

Insert

Obstn
Wk

40° 31′.20N., 74° 04′.23W.
40° 29′.70N., 74° 04′.60W.

3506 UNITED STATES OF AMERICA - East Coast - Approaches to Saint Johns River - Submarine cables.

Source: US Coast Guard District 7 LNM 24/11480/17

Chart 2710 [previous update 2296/17] UNDETERMINED DATUM

Insert

limit of submarine cable area, ~~~~ ~~~~ ~~~~ ~~~~, joining:
30° 28′.8N., 80° 22′.5W.
30° 28′.8N., 80° 00′.9W.
30° 03′.0N., 80° 06′.6W.
30° 03′.0N., 80° 29′.0W.

submarine cable, ~~~~, joining:
30° 23′.5N., 81° 24′.0W.
(shore)
30° 18′.5N., 80° 56′.6W.
30° 10′.5N., 80° 27′.2W.
(cable area)

Wk31/17
II

3506 UNITED STATES OF AMERICA - East Coast - Approaches to Saint Johns River -
Submarine cables. (continued)

Chart 2865 [ previous update 6605/16 ] NAD83 DATUM

Insert limit of submarine cable area,  , joining:

- 30° 28´·8N., 80° 22´·5W.
- 30° 28´·8N., 80° 00´·9W.
- 30° 03´·0N., 80° 06´·6W.
- 30° 03´·0N., 80° 29´·0W.

submarine cable,  , joining:

- 30° 23´·5N., 81° 23´·7W.
- 30° 20´·7N., 81° 08´·7W.
- 30° 20´·8N., 81° 06´·4W.
- 30° 19´·8N., 81° 03´·2W.
- 30° 18´·5N., 80° 56´·6W.
- 30° 16´·0N., 80° 50´·3W.
- 30° 10´·5N., 80° 27´·1W.

Chart 3691 [ previous update 2400/17 ] NAD83 DATUM

Insert submarine cable,  , joining:

- 30° 22´·33N., 81° 17´·05W.
- 30° 20´·69N., 81° 08´·69W.
- 30° 20´·80N., 81° 06´·42W.
- 30° 20´·55N., 81° 05´·02W.
- 30° 19´·79N., 81° 03´·20W.
- 30° 18´·48N., 80° 56´·56W.
- 30° 16´·58N., 80° 51´·75W.

3535 UNITED STATES OF AMERICA - East Coast - Port Everglades - Channel depths. Legend.
Source: US Coast Guard District 7 LNM 27/11470/17

Chart 3684 (Panel, Port Everglades) [ previous update 3118/17 ] NAD83 DATUM

Amend legend to, INNER ENTRANCE CHANNEL, centred on:

- 26° 05´·631N., 80° 06´·526W.
- 26° 04´·1N., 80° 07´·5W.

3560 UNITED STATES OF AMERICA - East Coast - Boston Inner Harbor - Chelsea River - Buoy.
Source: US Coast Guard District 1 LNM 24/13272/17

Chart 1528 (Panel, Continuation of Boston Inner Harbor) [ previous update 5141/16 ] NAD83 DATUM

Delete symbol, orange and white can buoy, NSTAR

- 42° 23´·066N., 71° 01´·682W.
II

3563  UNITED STATES OF AMERICA - East Coast - Chesapeake Bay - Rock Hall Harbor - Light. Light-beacon.
Source: US Coast Guard District 5 LNM 24/12272/17
Chart 2850  [previous update 3338/17] NAD83 DATUM
Delete  Fl.G.4s15ft4M '5'  39° 07′83N., 76° 14′91W.

Chart 2922 (Panel 5)  [previous update 2804/17] NAD83 DATUM
Delete  Fl.G.4s  39° 07′81N., 76° 14′88W.

3564  UNITED STATES OF AMERICA - East Coast - Block Island - Light.
Source: US Coast Guard District 1 LNM 24/13217/17
Chart 2754  [previous update 2935/17] NAD83 DATUM
Amend  light to, Q.G.27ft6M '3'  41° 10′64N., 71° 33′24W.

Chart 2890  [previous update 3334/17] NAD83 DATUM
Amend  light to, Q.G.27ft6M '3'  41° 10′64N., 71° 33′24W.

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° 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’ 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 - 1406 - 1408 - 1504 (INT 1510) - 1543 - 1610 (INT 1511) - 1630 (INT 1416) - 2052 (INT 1560)

SCOTLAND - East Coast - Cromarty Firth - Invergordon - Buoy.

Source: Cromarty Firth Port Authority Notice 9/17

1. An unlit yellow mooring buoy has been established in position 57° 41’ 088N., 4° 10’ 480W.

2. The mooring buoy is part of a vessel mooring system and is expected to remain on station until late 2017.

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

   (WGS84 DATUM)

Charts affected - 1889 (INT 1540) - 1890
**3579(P)/17**  **SCOTLAND - Shetland Islands - Unst - Bluemull Sound to Burra Firth - Depths.**

Source: mv Seabeam

1. Depths less than charted exist West of Unst, the most significant are as follows:

   5-1 60° 42' 86N., 0° 58' 85W.
   7-8 60° 43' 20N., 0° 57' 95W.
   8-9 60° 43' 70N., 0° 58' 14W.
   17-1 60° 44' 04N., 0° 58' 82W.
   7-6 60° 44' 92N., 0° 57' 36W.
   15-7 60° 45' 04N., 0° 57' 36W.
   7-6 60° 45' 51N., 0° 57' 16W.
   13-1 60° 46' 37N., 0° 56' 87W.
   14-7 60° 49' 63N., 0° 54' 83W.
   9-6 60° 49' 97N., 0° 54' 64W.
   12-4 60° 50' 76N., 0° 52' 41W.

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

3. These changes will be included in the next New Edition of Charts 3282 and 3292.

   (ETRS89 DATUM)

**Charts affected - 3282 - 3292**

---

**3553(P)/17**  **GERMANY - Baltic Coast - Untertrave and Vorwerker Hafen - Berths. Dredged area.**

Source: German Chart 52

1.

<table>
<thead>
<tr>
<th>Update</th>
<th>Feature</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert</td>
<td>berth number, 1</td>
<td>53° 54' 42N., 10° 45' 80E.</td>
</tr>
<tr>
<td></td>
<td>berth number, 2</td>
<td>53° 54' 39N., 10° 45' 97E.</td>
</tr>
<tr>
<td></td>
<td>berth number, 1</td>
<td>53° 54' 23N., 10° 46' 20E.</td>
</tr>
<tr>
<td></td>
<td>berth number, 2</td>
<td>53° 54' 18N., 10° 46' 27E.</td>
</tr>
<tr>
<td></td>
<td>berth number, 1</td>
<td>53° 53' 84N., 10° 48' 28E.</td>
</tr>
<tr>
<td></td>
<td>berth number, 2</td>
<td>53° 53' 81N., 10° 48' 37E.</td>
</tr>
<tr>
<td></td>
<td>berth number, 3</td>
<td>53° 53' 78N., 10° 48' 44E.</td>
</tr>
<tr>
<td></td>
<td>berth number, 4</td>
<td>53° 53' 76N., 10° 48' 50E.</td>
</tr>
<tr>
<td></td>
<td>limit of dredged area, pecked line, joining:</td>
<td>(a) 53° 53' 64N., 10° 48' 16E. (shore)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(b) 53° 53' 64N., 10° 48' 21E.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(c) 53° 53' 58N., 10° 48' 21E.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(d) 53° 53' 57N., 10° 48' 17E. (shore)</td>
</tr>
<tr>
<td></td>
<td>dredged depth, 6.0m, within:</td>
<td>(a)-(d) above</td>
</tr>
<tr>
<td>Delete</td>
<td>berth number, VH 5</td>
<td>53° 53' 770N., 10° 41' 699E.</td>
</tr>
</tbody>
</table>

**Chart affected - 8267**
### 3578(T)/17  GERMANY - Nord-Ostsee Kanal - Brunsbüttel S - Buoyage.

Source: German Notice 25/(21)42(T)/17

1. South cardinal light-buoys, $VQ(6)+LFL10s$, have been established in the following positions:

   - WGS84 DATUM
   - 53° 53′ 200N., 9° 08′ 080E.
   - 53° 53′ 200N., 9° 08′ 220E.

   Charts affected - 2469 (INT 1366) - 3625 (INT 1453) - 8071

### 3512(P)/17  BELGIUM - Port Approach Guide Zeebrugge with Approaches to Westerschelde - Pontoon.

Source: Belgian Notice 13/183/17

1. **Update**

   **Feature**
   - Insert pontoon, single firm line, joining:

   **Position**
   - 51° 21′ 13N., 3° 11′ 42E.
   - 51° 21′ 11N., 3° 11′ 44E.
   - 51° 21′ 07N., 3° 11′ 35E.
   - 51° 21′ 08N., 3° 11′ 33E.

   Chart affected - 8012

### 3507(T)/17  UKRAINE - Approaches to Port Yuzhny - Spoil grounds. Buoyage.

Source: Ukrainian Notices 18/129(T)/14, 47/428(T)/15, 33/366(T)/16 and 43/504(T)/16

1. A spoil ground has been established in an area bounded by the following positions:

   - 46° 33′ 273N., 31° 02′ 160E.
   - 46° 33′ 706N., 31° 03′ 743E.
   - 46° 33′ 289N., 31° 03′ 743E.
   - 46° 32′ 856N., 31° 02′ 160E.

2. A spoil ground, radius 1200m, has been established, centred on position 46° 24′ 787N., 30° 59′ 905E.

3. Special light-buoys, $FL.Y.5s$, exist in the following positions:

   - 46° 33′ 082N., 31° 02′ 630E.
   - 46° 32′ 250N., 31° 00′ 030E.

4. Former Notice 6577(T)/16 is cancelled.

5. NOTE: Content of Notice unchanged, re-issued to include Chart 2212

   (WGS84 DATUM)

   Charts affected - 2202 - 2205 - 2212
## 3511(P)/17  
**SPAIN - Mediterranean Sea Coast - Valencia - Dredged areas.**

Source: Spanish Notice 24/241/17

1. **Update**  
   **Feature**  
   Insert limit of dredged area, pecked line,  
   joining: 39° 26´49N., 0° 18´76W. (existing dredged area)  
   39° 26´15N., 0° 18´95W. (existing dredged area)  
   39° 26´52N., 0° 18´77W. (light)

   **Delete**  
   former limit of dredged area, pecked line,  
   joining: 39° 26´57N., 0° 18´93W.  
   39° 26´48N., 0° 18´98W.  
   39° 26´34N., 0° 19´00W.  
   39° 26´28N., 0° 19´17W. (shore)

**Chart affected - 8257**

## 3533(T)/17  
**FRANCE - South Coast - Golfe de Saint-Tropez - Buoyage. Restricted areas.**

Source: French Notice 25/01(T)/17

1. *Mooring buoys, Fl(2)6s, have been established in the following positions:
   
   43° 17´49N., 6° 37´67E.  
   43° 17´45N., 6° 37´35E.  
   43° 17´18N., 6° 36´69E.

2. A restricted area, anchoring prohibited, radius 120m, exists, centred on each mooring buoy.
3. *A special light-buoy, Fl(5)Y.20s, has been established in position: 43° 17´43N., 6° 37´45E.
4. The buoys will be in position until 31 December 2017.
5. Former Notice 2674(T)/17 is cancelled.  
   *Indicates new or revised entry.  
   (ED50 DATUM)

**Chart affected - 2166**

## 3577(P)/17  
**TURKEY - Black Sea Coast - Port Approach Guide Samsun - Harbour limit.**

Source: Turkish Notice 22/145/17

1. **Update**  
   **Feature**  
   Delete harbour limit, pecked line, and associated legends, *Gerze*  
   *Harbour Limit, and Samsun Harbour Limit*, joining:  
   41° 44´17N., 35° 57´58E. (shore)  
   41° 48´06N., 35° 57´58E. (N border)

**Chart affected - 8173**
II

3490(P)/17 ANGOLA - Kaombo Field to Pazflor Terminal and Palanca Terminal SE - Wells. Submarine pipelines. Restricted areas. Pilot boarding place.

Source: Total E&P Angola

1. Numerous wells and pipelines have been established within the restricted areas associated with the Pazflor, Girassol and CLOV Terminals.
2. The Development Area around the Kaombo Field has been amended to an area joining the following positions:

- 7° 04´.4S., 11° 08´.0E.
- 7° 04´.4S., 11° 19´.8E.
- 7° 10´.1S., 11° 19´.8E.
- 7° 10´.1S., 11° 24´.8E.
- 7° 35´.0S., 11° 24´.8E.
- 7° 35´.0S., 11° 08´.0E.

3. A circular limit of restricted area, radius 8 nautical miles, has been established centred on position 7° 12´.9S., 11° 17´.0E.
4. A circular limit of restricted area, radius 10 nautical miles, has been established centred on position 7° 24´.6S., 11° 19´.5E.
5. A pilot boarding place exists in position 7° 04´.1S., 12° 29´.7E.
6. Mariners are advised to navigate with caution in the area.
7. These and other changes will be included in a New Edition of chart 307 to be published late 2017.

(WGS84 DATUM)

Chart affected - 307 (INT 2550)

3487(T)/17 SOUTH AFRICA - South Coast - East London - Depths.

Source: South African Notice 5/44(T)/17

1. Depths less than charted exist within Charl Malan Basin and Buffalo River, in the following approximate positions:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Location</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>* 7.8m</td>
<td>Repair Quay</td>
<td>33° 01´.343S., 27° 53´.903E.</td>
</tr>
<tr>
<td>* 9.6m</td>
<td>Berth C</td>
<td>33° 01´.394S., 27° 54´.061E.</td>
</tr>
<tr>
<td>8.8m</td>
<td>Berth F</td>
<td>33° 01´.448S., 27° 54´.321E.</td>
</tr>
<tr>
<td>9.5m</td>
<td>Berth G</td>
<td>33° 01´.501S., 27° 54´.437E.</td>
</tr>
<tr>
<td>8.2m</td>
<td>Berth I</td>
<td>33° 01´.561S., 27° 54´.550E.</td>
</tr>
<tr>
<td>* 10.5m</td>
<td>Berth K</td>
<td>33° 01´.553S., 27° 54´.669E.</td>
</tr>
<tr>
<td>* 10.5m</td>
<td>Berth L</td>
<td>33° 01´.620S., 27° 54´.823E.</td>
</tr>
<tr>
<td>8.5m</td>
<td>Berth N</td>
<td>33° 01´.451S., 27° 53´.883E.</td>
</tr>
<tr>
<td>* 10.5m</td>
<td>Berth R</td>
<td>33° 01´.484S., 27° 54´.175E.</td>
</tr>
<tr>
<td>10.3m</td>
<td>Berth S</td>
<td>33° 01´.721S., 27° 54´.600E.</td>
</tr>
<tr>
<td>10.3m</td>
<td>Berth T</td>
<td>33° 01´.768S., 27° 54´.711E.</td>
</tr>
</tbody>
</table>

*Indicates new or revised entry.
2. Mariners are advised to navigate with caution in the area.
3. Former Notice 2427(T)/16 is cancelled

(WGS84 DATUM)

Chart affected - 4162 (INT 7541)
3500(T)/17  SOUTH AFRICA - West Coast - Cape Town - Duncan Dock, Ben Schoeman Dock and Victoria Basin - Depths. Dredged depths.

Source: South African Notice 5/43(T)/17

1. Numerous changes to depths exist within Duncan Dock and Ben Schoeman Dock in the following approximate positions:

<table>
<thead>
<tr>
<th>Berth</th>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>6·6m</td>
<td>33° 54’452S., 18° 25’994E.</td>
</tr>
<tr>
<td>B</td>
<td>10·3m</td>
<td>33° 54’407S., 18° 25’886E.</td>
</tr>
<tr>
<td>C</td>
<td>11m</td>
<td>33° 54’400S., 18° 25’788E.</td>
</tr>
<tr>
<td>D</td>
<td>11·2m</td>
<td>33° 54’477S., 18° 25’690E.</td>
</tr>
<tr>
<td>D9</td>
<td>9m</td>
<td>33° 54’568S., 18° 25’559E.</td>
</tr>
<tr>
<td>E</td>
<td>9·8m</td>
<td>33° 54’614S., 18° 25’601E.</td>
</tr>
<tr>
<td>F</td>
<td>11·5m</td>
<td>33° 54’700S., 18° 25’713E.</td>
</tr>
<tr>
<td>G</td>
<td>11·5m</td>
<td>33° 54’788S., 18° 25’834E.</td>
</tr>
<tr>
<td>J</td>
<td>9·9m</td>
<td>33° 54’992S., 18° 26’108E.</td>
</tr>
<tr>
<td>K</td>
<td>9m</td>
<td>33° 55’084S., 18° 26’231E.</td>
</tr>
<tr>
<td>L</td>
<td>6·6m</td>
<td>33° 55’170S., 18° 26’347E.</td>
</tr>
<tr>
<td>Repair Pier 1</td>
<td>9·4m</td>
<td>33° 54’997S., 18° 26’316E.</td>
</tr>
<tr>
<td>Repair Pier 2</td>
<td>8·6m</td>
<td>33° 55’096S., 18° 26’448E.</td>
</tr>
<tr>
<td>Repair Pier 3</td>
<td>10·5m</td>
<td>33° 54’970S., 18° 26’346E.</td>
</tr>
<tr>
<td>Repair Pier 4</td>
<td>8·4m</td>
<td>33° 55’069S., 18° 26’479E.</td>
</tr>
<tr>
<td>Landing Wharf 2</td>
<td>10·7m</td>
<td>33° 55’001S., 18° 26’597E.</td>
</tr>
<tr>
<td>Landing Wharf 3</td>
<td>12·8m</td>
<td>33° 54’887S., 18° 26’501E.</td>
</tr>
<tr>
<td>Tanker Basin 1</td>
<td>13·7m</td>
<td>33° 54’803S., 18° 26’535E.</td>
</tr>
<tr>
<td>Tanker Basin 2</td>
<td>13·3m</td>
<td>33° 54’892S., 18° 26’660E.</td>
</tr>
<tr>
<td>Eastern Mole 1</td>
<td>12·2m</td>
<td>33° 54’608S., 18° 26’168E.</td>
</tr>
<tr>
<td>Eastern Mole 2</td>
<td>12·7m</td>
<td>33° 54’703S., 18° 26’299E.</td>
</tr>
<tr>
<td>500</td>
<td>9m</td>
<td>33° 55’046S., 18° 27’055E.</td>
</tr>
<tr>
<td>501</td>
<td>8·7m</td>
<td>33° 55’038S., 18° 27’159E.</td>
</tr>
<tr>
<td>502</td>
<td>8·9m</td>
<td>33° 54’963S., 18° 27’249E.</td>
</tr>
<tr>
<td>600</td>
<td>8·8m</td>
<td>33° 54’900S., 18° 27’244E.</td>
</tr>
<tr>
<td>601</td>
<td>14·2m</td>
<td>33° 54’793S., 18° 27’110E.</td>
</tr>
<tr>
<td>602</td>
<td>14·2m</td>
<td>33° 54’678S., 18° 26’974E.</td>
</tr>
<tr>
<td>603</td>
<td>14·2m</td>
<td>33° 54’565S., 18° 26’840E.</td>
</tr>
<tr>
<td>604</td>
<td>14·2m</td>
<td>33° 54’464S., 18° 26’721E.</td>
</tr>
<tr>
<td>700</td>
<td>9·2m</td>
<td>33° 54’364S., 18° 26’706E.</td>
</tr>
<tr>
<td>701</td>
<td>9·2m</td>
<td>33° 54’321S., 18° 26’652E.</td>
</tr>
<tr>
<td>702</td>
<td>9·8m</td>
<td>33° 54’291S., 18° 26’497E.</td>
</tr>
<tr>
<td>703</td>
<td>10·1m</td>
<td>33° 54’304S., 18° 26’391E.</td>
</tr>
<tr>
<td>704</td>
<td>10·1m</td>
<td>33° 54’287S., 18° 26’368E.</td>
</tr>
<tr>
<td>705</td>
<td>10·1m</td>
<td>33° 54’233S., 18° 26’369E.</td>
</tr>
</tbody>
</table>

2. Dredged depths within Duncan Dock, Ben Schoeman Dock and Victoria Basin have changed as follows:

<table>
<thead>
<tr>
<th>Previous depth</th>
<th>Amended depth</th>
<th>Approximate position</th>
</tr>
</thead>
<tbody>
<tr>
<td>12·7m</td>
<td>12·1m</td>
<td>33° 54’880S., 18° 25’970E.</td>
</tr>
<tr>
<td>6m</td>
<td>5·3m</td>
<td>33° 55’172S., 18° 26’468E.</td>
</tr>
<tr>
<td>6m</td>
<td>5·1m</td>
<td>33° 55’090S., 18° 26’570E.</td>
</tr>
<tr>
<td>12·7m</td>
<td>13·7m</td>
<td>33° 54’902S., 18° 26’462E.</td>
</tr>
<tr>
<td>9·8m</td>
<td>10·6m</td>
<td>33° 54’918S., 18° 26’633E.</td>
</tr>
<tr>
<td>4·8m</td>
<td>5·4m</td>
<td>33° 55’077S., 18° 27’040E.</td>
</tr>
<tr>
<td>10·4m</td>
<td>10·1m</td>
<td>33° 54’233S., 18° 25’417E.</td>
</tr>
</tbody>
</table>

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

4. Former Notice 2283(T)/16 is cancelled

*Indicates a new or revised entry.
(WGS84 DATUM)

Charts affected - 1846 (INT 2682) - 8025
II

3502(T)/17 SOUTH AFRICA - East Coast - Richards Bay Harbour - Depths.

Source: South African Notices 2/36(T)/16 and 5/41(T)/17

1. Numerous depths less than charted exist within Richards Bay Harbour in the following approximate positions:

<table>
<thead>
<tr>
<th>Berth</th>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14m</td>
<td>28°48’363S., 32°03’540E.</td>
</tr>
<tr>
<td>* 208</td>
<td>14m</td>
<td>28°48’433S., 32°03’382E.</td>
</tr>
<tr>
<td>301</td>
<td>17-5m</td>
<td>28°48’578S., 32°03’226E.</td>
</tr>
<tr>
<td>302</td>
<td>17-5m</td>
<td>28°48’738S., 32°03’122E.</td>
</tr>
<tr>
<td>303</td>
<td>17-5m</td>
<td>28°48’902S., 32°03’018E.</td>
</tr>
<tr>
<td>304</td>
<td>17-5m</td>
<td>28°49’047S., 32°02’926E.</td>
</tr>
<tr>
<td>305</td>
<td>17-5m</td>
<td>28°49’145S., 32°02’858E.</td>
</tr>
<tr>
<td>306</td>
<td>17-5m</td>
<td>28°49’287S., 32°02’771E.</td>
</tr>
<tr>
<td>606</td>
<td>12-5m</td>
<td>28°47’511S., 32°01’822E.</td>
</tr>
<tr>
<td>607</td>
<td>13-5m</td>
<td>28°47’580S., 32°01’962E.</td>
</tr>
<tr>
<td>608</td>
<td>13-5m</td>
<td>28°47’633S., 32°02’072E.</td>
</tr>
<tr>
<td>609</td>
<td>14m</td>
<td>28°47’595S., 32°02’187E.</td>
</tr>
<tr>
<td>701</td>
<td>14m</td>
<td>28°47’519S., 32°02’321E.</td>
</tr>
<tr>
<td>702</td>
<td>17-5m</td>
<td>28°47’520S., 32°02’489E.</td>
</tr>
<tr>
<td>703</td>
<td>17-5m</td>
<td>28°47’520S., 32°02’643E.</td>
</tr>
<tr>
<td>704</td>
<td>17-5m</td>
<td>28°47’521S., 32°02’801E.</td>
</tr>
<tr>
<td>705</td>
<td>17-5m</td>
<td>28°47’520S., 32°02’946E.</td>
</tr>
<tr>
<td>706</td>
<td>13-5m</td>
<td>28°47’469S., 32°03’074E.</td>
</tr>
<tr>
<td>707</td>
<td>13-5m</td>
<td>28°47’394S., 32°03’146E.</td>
</tr>
<tr>
<td>801</td>
<td>17-5m</td>
<td>28°47’609S., 32°02’969E.</td>
</tr>
<tr>
<td>804</td>
<td>17-5m</td>
<td>28°47’608S., 32°03’028E.</td>
</tr>
<tr>
<td>Administration Quay</td>
<td>7-5m</td>
<td>28°47’790S., 32°04’633E.</td>
</tr>
</tbody>
</table>

2. Maintained depths within Richards Bay Harbour have changed as follows:

<table>
<thead>
<tr>
<th>Previous depth</th>
<th>Amended depth</th>
<th>Approximate position</th>
</tr>
</thead>
<tbody>
<tr>
<td>19-4m</td>
<td>19-1m</td>
<td>28°48°273S., 32°04°609E.</td>
</tr>
<tr>
<td>21-9m</td>
<td>20-5m</td>
<td>28°48°607S., 32°05°803E.</td>
</tr>
<tr>
<td>23-9m</td>
<td>21-1m</td>
<td>28°48°976S., 32°06°751E.</td>
</tr>
<tr>
<td>7-9m</td>
<td>7-5m</td>
<td>28°48°039S., 32°04°517E.</td>
</tr>
<tr>
<td>6-9m</td>
<td>6-7m</td>
<td>28°47°758S., 32°04°788E.</td>
</tr>
</tbody>
</table>

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

4. Former Notice 2226(T)/16 is cancelled.

*Indicates new or revised entry.
(WGS84 DATUM)

Charts affected - 4173 (INT 7572) - 4174 (INT 7571) - 8019
1. Numerous changes to depths exist within Durban harbour in the following approximate positions:

<table>
<thead>
<tr>
<th>Berth</th>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>4.1m</td>
<td>29° 52' 452S., 31° 02' 960E.</td>
</tr>
<tr>
<td>B</td>
<td>9.9m</td>
<td>29° 52' 422S., 31° 02' 804E.</td>
</tr>
<tr>
<td>C</td>
<td>12.6m</td>
<td>29° 52' 453S., 31° 02' 621E.</td>
</tr>
<tr>
<td>D</td>
<td>12.2m</td>
<td>29° 52' 443S., 31° 02' 502E.</td>
</tr>
<tr>
<td>E</td>
<td>12.2m</td>
<td>29° 52' 351S., 31° 02' 399E.</td>
</tr>
<tr>
<td>F</td>
<td>12.6m</td>
<td>29° 52' 261S., 31° 02' 301E.</td>
</tr>
<tr>
<td>G</td>
<td>11.9m</td>
<td>29° 52' 164S., 31° 02' 192E.</td>
</tr>
<tr>
<td>*M</td>
<td>12.2m</td>
<td>29° 52' 207S., 31° 02' 106E.</td>
</tr>
<tr>
<td>*N</td>
<td>12.2m</td>
<td>29° 52' 267S., 31° 01' 989E.</td>
</tr>
<tr>
<td>O</td>
<td>11.6m</td>
<td>29° 52' 114S., 31° 01' 958E.</td>
</tr>
<tr>
<td>8</td>
<td>10m</td>
<td>29° 52' 651S., 31° 00' 389E.</td>
</tr>
<tr>
<td>9</td>
<td>9.3m</td>
<td>29° 52' 763S., 31° 00' 343E.</td>
</tr>
<tr>
<td>10</td>
<td>8.5m</td>
<td>29° 52' 858S., 31° 00' 301E.</td>
</tr>
<tr>
<td>11</td>
<td>10m</td>
<td>29° 52' 975S., 31° 00' 251E.</td>
</tr>
<tr>
<td>12</td>
<td>10m</td>
<td>29° 53' 028S., 31° 00' 134E.</td>
</tr>
<tr>
<td>15</td>
<td>9.3m</td>
<td>29° 53' 080S., 30° 59' 776E.</td>
</tr>
<tr>
<td>101</td>
<td>12.2m</td>
<td>29° 52' 836S., 31° 01' 906E.</td>
</tr>
<tr>
<td>102</td>
<td>11.7m</td>
<td>29° 52' 739S., 31° 01' 947E.</td>
</tr>
<tr>
<td>103</td>
<td>12.2m</td>
<td>29° 52' 632S., 31° 01' 993E.</td>
</tr>
<tr>
<td>104</td>
<td>11.3m</td>
<td>29° 52' 577S., 31° 01' 889E.</td>
</tr>
<tr>
<td>105</td>
<td>12.2m</td>
<td>29° 52' 669S., 31° 01' 744E.</td>
</tr>
<tr>
<td>106</td>
<td>12.2m</td>
<td>29° 52' 776S., 31° 01' 697E.</td>
</tr>
<tr>
<td>107</td>
<td>12.2m</td>
<td>29° 52' 858S., 31° 01' 664E.</td>
</tr>
<tr>
<td>108</td>
<td>11.6m</td>
<td>29° 52' 963S., 31° 01' 548E.</td>
</tr>
<tr>
<td>109</td>
<td>11.6m</td>
<td>29° 52' 991S., 31° 01' 414E.</td>
</tr>
<tr>
<td>200</td>
<td>12.2m</td>
<td>29° 52' 943S., 31° 01' 358E.</td>
</tr>
<tr>
<td>201</td>
<td>12.2m</td>
<td>29° 52' 846S., 31° 01' 399E.</td>
</tr>
<tr>
<td>202</td>
<td>12.2m</td>
<td>29° 52' 751S., 31° 01' 440E.</td>
</tr>
<tr>
<td>203</td>
<td>12.2m</td>
<td>29° 52' 689S., 31° 01' 322E.</td>
</tr>
<tr>
<td>204</td>
<td>12.2m</td>
<td>29° 52' 724S., 31° 01' 142E.</td>
</tr>
<tr>
<td>205</td>
<td>12.2m</td>
<td>29° 52' 762S., 31° 00' 952E.</td>
</tr>
<tr>
<td>2</td>
<td>12.2m</td>
<td>29° 52' 498S., 31° 02' 727E.</td>
</tr>
<tr>
<td>3</td>
<td>12.2m</td>
<td>29° 53' 052S., 31° 02' 606E.</td>
</tr>
<tr>
<td>4</td>
<td>10m</td>
<td>29° 53' 145S., 31° 02' 389E.</td>
</tr>
<tr>
<td>5</td>
<td>10.8m</td>
<td>29° 53' 192S., 31° 02' 274E.</td>
</tr>
<tr>
<td>6</td>
<td>11.7m</td>
<td>29° 53' 242S., 31° 02' 160E.</td>
</tr>
<tr>
<td>7</td>
<td>12.2m</td>
<td>29° 53' 311S., 31° 01' 996E.</td>
</tr>
<tr>
<td>8</td>
<td>12.2m</td>
<td>29° 53' 374S., 31° 01' 854E.</td>
</tr>
<tr>
<td>9</td>
<td>12.2m</td>
<td>29° 53' 131S., 31° 01' 961E.</td>
</tr>
<tr>
<td>Ship Repair Jetty</td>
<td>7.8m</td>
<td>29° 53' 259S., 31° 00' 054E.</td>
</tr>
<tr>
<td>Ship Repair Jetty</td>
<td>6m</td>
<td>29° 53' 264S., 31° 00' 074E.</td>
</tr>
</tbody>
</table>

2. Dredged depths within Durban Harbour have changed as follows:

<table>
<thead>
<tr>
<th>Previous depth</th>
<th>Amended depth</th>
<th>Approximate position</th>
</tr>
</thead>
<tbody>
<tr>
<td>10·9m</td>
<td>10·3m</td>
<td>29° 51' 824S., 31° 01' 955E.</td>
</tr>
<tr>
<td>10·9m</td>
<td>10·3m</td>
<td>29° 52' 013S., 31° 01' 987E.</td>
</tr>
<tr>
<td>9·9m</td>
<td>9·3m</td>
<td>29° 52' 416S., 31° 00' 488E.</td>
</tr>
<tr>
<td>9·1m</td>
<td>8·5m</td>
<td>29° 52' 886S., 31° 01' 941E.</td>
</tr>
</tbody>
</table>

*Indicates new or revised entry
3504(T)/17   SOUTH AFRICA - East Coast - Durban Harbour - Depths. Dredged depths. (continued)
3. Mariners are advised to navigate with caution in the area.
4. Former Notice 2950(T)/16 is cancelled.
   (WGS84 DATUM)

Charts affected - 643 (INT 7562) - 8005

3510(T)/17   SOUTH AFRICA - South Coast - Port Elizabeth - Dredged depths. Depth.
Source: South African Notices 2/33(T)/16 and 5/42(T)/17
1. Changes to dredged depths within Port Elizabeth are reported to have taken place as follows:

<table>
<thead>
<tr>
<th>Dredged depth</th>
<th>Approximate position</th>
</tr>
</thead>
<tbody>
<tr>
<td>10·5m</td>
<td>33° 57´·62S., 25° 37´·91E.</td>
</tr>
<tr>
<td>11·7m</td>
<td>33° 57´·63S., 25° 38´·40E.</td>
</tr>
<tr>
<td>9·5m</td>
<td>33° 57´·81S., 25° 38´·09E.</td>
</tr>
<tr>
<td>11·7m</td>
<td>33° 57´·94S., 25° 38´·35E.</td>
</tr>
<tr>
<td>9·4m</td>
<td>33° 57´·71S., 25° 38´·66E.</td>
</tr>
</tbody>
</table>

2. *A depth of 10·5m exists in the approximate position of: 33° 57´·59S., 25° 37´·82E.*
   *Indicates new or revised entry.
3. Former Notice 1870(T)/16 is cancelled.
   (WGS84 DATUM)

Charts affected - 4158 (INT 7532) - 8021

3559(P)/17   UNITED ARAB EMIRATES - Jazirat Dās S - Submarine pipeline. Obstruction.
Source: ADNOC Petroleum Ports Authority
1. Submarine pipeline laying is taking place between Jazirat Dās (25° 08´·73N., 52° 52´·42E.) and Ra’a al Qīlā (24° 09´·09N., 52° 58´·73E.). An obstruction, which consists of a ‘tie in’, exists 3m above the seabed in position 24° 49´·89N., 52° 53´·60E.
2. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)

Charts affected - 2837 (INT 7017) - 2889 (INT 7211) - 3178 (INT 7226) - 3179 (INT 7229) - 3413 (INT 7227)

3505(P)/17   INDIA - East Coast - Kākināda Port - Works.
Source: Indian Notice 9/113(P)/16 and UKHO
1. Works are in progress within Kākināda port in the vicinity of position 16° 58´·43N., 82° 17´·38E.
2. There are changes to the approach channel and berths, this includes dredging operations in this area.
3. There are also changes to aids to navigation throughout the port.
4. Construction of berth 7 is taking place south of the existing berth 6.
5. Mariners are advised to navigate with caution in the area and to contact the port authority for the latest information.
   (WGS84 DATUM)

Charts affected - 319 (INT 7408) - IN 3009 (INT 7407)
3508(P)/17 PAKISTAN - Karachi Harbour and Approaches - Buoyage.

Source: Pakistani Notice 20/70/17

1. The buoyage in the approaches to Karachi Harbour has changed.

2. The following new light-buoys have been established:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Buoy Type</th>
<th>Characteristics</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairway K</td>
<td>Safe water</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-1</td>
<td>Starboard lateral</td>
<td>Q.G</td>
<td>24° 43’34N., 66° 55’86E.</td>
</tr>
<tr>
<td>P-2</td>
<td>Port lateral</td>
<td>Q.R</td>
<td>24° 43’92N., 66° 56’45E.</td>
</tr>
<tr>
<td>S-3</td>
<td>Starboard lateral</td>
<td>Q.G</td>
<td>24° 44’30N., 66° 57’14E.</td>
</tr>
<tr>
<td>P-4</td>
<td>Port lateral</td>
<td>Q.R</td>
<td>24° 44’50N., 66° 56’95E.</td>
</tr>
<tr>
<td>S-5</td>
<td>Starboard lateral</td>
<td>Q.G</td>
<td>24° 44’94N., 66° 57’63E.</td>
</tr>
<tr>
<td>P-6</td>
<td>Port lateral</td>
<td>Q.R</td>
<td>24° 45’06N., 66° 57’49E.</td>
</tr>
<tr>
<td>S-7</td>
<td>Starboard lateral</td>
<td>Q.G</td>
<td>24° 45’49N., 66° 58’13E.</td>
</tr>
<tr>
<td>P-8</td>
<td>Port lateral</td>
<td>Q.R</td>
<td>24° 45’60N., 66° 57’98E.</td>
</tr>
<tr>
<td>S-9</td>
<td>Starboard lateral</td>
<td>Q.G</td>
<td>24° 46’03N., 66° 58’63E.</td>
</tr>
<tr>
<td>P-10</td>
<td>Port lateral</td>
<td>Q.R</td>
<td>24° 46’16N., 66° 58’53E.</td>
</tr>
<tr>
<td>S-11</td>
<td>Starboard lateral</td>
<td>Q.G</td>
<td>24° 46’58N., 66° 59’16E.</td>
</tr>
<tr>
<td>P-12</td>
<td>Port lateral</td>
<td>Q.R</td>
<td>24° 46’68N., 66° 58’99E.</td>
</tr>
</tbody>
</table>

3. The following light-buoys have been removed:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Buoy Type</th>
<th>Characteristics</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairway K</td>
<td>Safe water</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S1</td>
<td>Starboard lateral</td>
<td>F1.G.5s</td>
<td>24° 44’68N., 66° 57’21E.</td>
</tr>
<tr>
<td>S2</td>
<td>Starboard lateral</td>
<td>F1(2)G4s</td>
<td>24° 46’10N., 66° 58’71E.</td>
</tr>
<tr>
<td>S3</td>
<td>Starboard lateral</td>
<td>F1.G.5s</td>
<td>24° 46’49N., 66° 59’07E.</td>
</tr>
<tr>
<td>S-3A</td>
<td>Starboard lateral</td>
<td>F1.G.5s</td>
<td>24° 46’59N., 66° 59’16E.</td>
</tr>
<tr>
<td>S4</td>
<td>Starboard lateral</td>
<td>F1.G.5s</td>
<td>24° 46’79N., 66° 59’28E.</td>
</tr>
<tr>
<td>S5</td>
<td>Starboard lateral</td>
<td>F1(2)G10s</td>
<td>24° 46’99N., 66° 59’38E.</td>
</tr>
<tr>
<td>S6</td>
<td>Starboard lateral</td>
<td>F1(2)G10s</td>
<td>24° 47’21N., 66° 59’36E.</td>
</tr>
<tr>
<td>P1</td>
<td>Port lateral</td>
<td>F1.R.5s</td>
<td>24° 45’50N., 66° 57’89E.</td>
</tr>
<tr>
<td>P2</td>
<td>Port lateral</td>
<td>F1(2)R.5s</td>
<td>24° 46’21N., 66° 58’54E.</td>
</tr>
<tr>
<td>P3</td>
<td>Port lateral</td>
<td>F1.R.5s</td>
<td>24° 46’62N., 66° 58’92E.</td>
</tr>
</tbody>
</table>

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

5. Charts will be updated when full detail are available.

(WGS84 DATUM)

Charts affected - 38 (INT 7019) - 39 - 40 (INT 7315) - 58 (INT 7314) - 8032
II

3488(P)/17 CHINA - East Coast - Xiamen Gang - Buoyage.

Source: Chinese Notice 24/980/17

1. Light-buoys have been moved as follows:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Characteristic</th>
<th>Old Position</th>
<th>New Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>No 17</td>
<td>Fl(3)G.10s</td>
<td>24° 23´ 09N., 118° 07´ 42E.</td>
<td>24° 23´ 47N., 118° 07´ 07E.</td>
</tr>
<tr>
<td>No 18</td>
<td>Fl(3)R.10s</td>
<td>24° 23´ 04N., 118° 07´ 04E.</td>
<td>24° 22´ 63N., 118° 07´ 44E.</td>
</tr>
<tr>
<td>No 19</td>
<td>Q.G Racon(Y)</td>
<td>24° 24´ 42N., 118° 06´ 09E.</td>
<td>24° 24´ 65N., 118° 05´ 69E.</td>
</tr>
<tr>
<td>No 20</td>
<td>Q.R</td>
<td>24° 23´ 80N., 118° 06´ 29E.</td>
<td>24° 23´ 40N., 118° 06´ 69E.</td>
</tr>
<tr>
<td>No 21</td>
<td>Q.G</td>
<td>24° 24´ 76N., 118° 05´ 49E.</td>
<td>24° 25´ 00N., 118° 05´ 10E.</td>
</tr>
<tr>
<td>No 22</td>
<td>Q.R</td>
<td>24° 24´ 43N., 118° 05´ 51E.</td>
<td>24° 24´ 19N., 118° 05´ 90E.</td>
</tr>
</tbody>
</table>

(WGS84 DATUM)

Chart affected - 3449

3489(P)/17 CHINA - East Coast - Changjiang Kou - Automatic Identification System.

Source: Chinese Chart 13178

1. Insert Automatic Identification System, AIS, at Jigu Jiao Light

Update Feature Position
Insert Automatic Identification System, 31° 10´ 03N., 122° 22´ 96E.
Obstruction 31° 02´ 98N., 122° 09´ 01E.

Chart affected - 8127

3572(T)/17 CHINA - Bo Hai - Shijiu Tuo S - Works.

Source: Chinese Notice 25/1031(T)/17

1. Wind farm construction works are taking place, until 31 December 2017, within an area bounded by the following positions:

<table>
<thead>
<tr>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>39° 01´ 0N., 118° 49´ 2E.</td>
</tr>
<tr>
<td>38° 59´ 3N., 118° 50´ 4E.</td>
</tr>
<tr>
<td>38° 58´ 4N., 118° 49´ 1E.</td>
</tr>
<tr>
<td>39° 00´ 2N., 118° 46´ 7E.</td>
</tr>
</tbody>
</table>

CGCS 2000 DATUM)

Charts affected - 1249 - 1250
3462(P)/17  JAPAN - Honshū - Iwaki SE - Bridge. Vertical clearance.

Source: Japanese Notice 28/5404(P)/17

1. A new bridge has been constructed, joining the following positions:
   36° 56’ 10·9”N., 140° 53’ 56·9”E.(shore)
   36° 56’ 23·2”N., 140° 53’ 48·4”E.(shore)

2. The bridge has a width of 16m and a vertical clearance of approximately 24m.

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

Chart affected - JP 63

3463(T)/17  JAPAN - Honshū - Mikawa Ko - Approaches to Gamagori - Depths.

Source: Japanese Notice 28/5406(T)/17

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

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>10·2m</td>
<td>34° 45’ 01·2”N., 137° 12’ 27·2”E.</td>
</tr>
<tr>
<td>9·4m</td>
<td>34° 44’ 58·1”N., 137° 12’ 39·7”E.</td>
</tr>
<tr>
<td>9·4m</td>
<td>34° 44’ 54·0”N., 137° 12’ 38·9”E.</td>
</tr>
<tr>
<td>10m</td>
<td>34° 44’ 47·9”N., 137° 12’ 24·6”E.</td>
</tr>
<tr>
<td>9·8m</td>
<td>34° 44’ 44·8”N., 137° 12’ 36·3”E.</td>
</tr>
<tr>
<td>9·9m</td>
<td>34° 44’ 37·8”N., 137° 12’ 34·0”E.</td>
</tr>
<tr>
<td>10·5m</td>
<td>34° 44’ 28·8”N., 137° 12’ 21·3”E.</td>
</tr>
</tbody>
</table>

(WGS84 DATUM)


3464(T)/17  JAPAN - Honshū - Yokkaichi Ko - Section 3 - Depths.

Source: Japanese Notice 28/5407(T)/17

1. Depths of 0·5m to 1·7m less than charted exist on and in the vicinity of a line joining the following positions:

   34° 58’ 31·8”N., 136° 39’ 04·3”E.
   34° 58’ 29·5”N., 136° 39’ 10·8”E.

(WGS84 DATUM)

Chart affected - JP 94
3465(T)/17  JAPAN - Kyūshū - Kurara Seto - Depths.

Source: Japanese Notice 28/5408(T)/17

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

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>6·6m</td>
<td>33° 53′·62N., 130° 30′·90E.</td>
</tr>
<tr>
<td>3·9m</td>
<td>33° 53′·53N., 130° 30′·42E.</td>
</tr>
<tr>
<td>6·3m</td>
<td>33° 53′·17N., 130° 30′·70E.</td>
</tr>
<tr>
<td>9·2m</td>
<td>33° 51′·86N., 130° 30′·10E.</td>
</tr>
<tr>
<td>6·1m</td>
<td>33° 51′·64N., 130° 30′·14E.</td>
</tr>
<tr>
<td>5·8m</td>
<td>33° 53′·75N., 130° 30′·77E.</td>
</tr>
<tr>
<td>4·6m</td>
<td>33° 53′·58N., 130° 30′·83E.</td>
</tr>
<tr>
<td>3·7m</td>
<td>33° 53′·05N., 130° 31′·48E.</td>
</tr>
<tr>
<td>0·7m</td>
<td>33° 52′·95N., 130° 30′·87E.</td>
</tr>
<tr>
<td>2m</td>
<td>33° 52′·90N., 130° 31′·60E.</td>
</tr>
<tr>
<td>1·1m</td>
<td>33° 52′·65N., 130° 31′·13E.</td>
</tr>
<tr>
<td>7·9m</td>
<td>33° 53′·57N., 130° 32′·53E.</td>
</tr>
</tbody>
</table>

2. Depths of up to 3m less than charted exist on and in the vicinity of a line joining the following positions:

33° 53′·60N., 130° 31′·83E.
33° 53′·47N., 130° 31′·52E.

3. Depths of 1·5m less than charted, with a least depth of 4·5m, exist on and in the vicinity of a line joining the following positions:

33° 54′·08N., 130° 30′·48E.
33° 53′·93N., 130° 30′·58E.

4. Depths of 2m less than charted, with a least depth of 6·9m, exist on and in the vicinity of a line joining the following positions:

33° 53′·90N., 130° 31′·90E.
33° 53′·65N., 130° 31′·97E.

5. Depths of 1m less than charted exist on and in the vicinity of a line joining the following positions:

33° 52′·85N., 130° 31′·05E.
33° 52′·78N., 130° 31′·12E.

(WGS84 DATUM)

Charts affected - JP 201 - JP 1228

3466(T)/17  JAPAN - Kyūshū - Hakata Ko - East Passage - Works. Dredged area.

Source: Japanese Notice 28/5409(T)/17

1. Magnetic survey works and dredging works are taking place, until 30 September 2017, within an area bounded by the following positions:

33° 38′·47"N., 130° 23′·20"E.
33° 38′·44"N., 130° 23′·13"E.
33° 38′·50"N., 130° 23′·09"E.
33° 38′·53"N., 130° 23′·17"E.

(WGS84 DATUM)

Charts affected - JP 190 - JP 1227
3467(T)/17 JAPAN - Kyūshū - South Coast - Tane-ga-Shima SE - General information.

Source: Japanese Notice 28/5412(T)/17

1. A rocket launch is due to take place from the Tanegashima Space Center between 12 August and 30 September 2017.
2. A sea warning area will be established, bounded by the following positions:

   30° 25′67N., 130° 58′37E.(shore)
   30° 26′80N., 130° 59′88E.
   30° 27′60N., 131° 00′32E.
   30° 27′60N., 131° 19′20E.
   30° 19′80N., 131° 19′20E.
   30° 19′80N., 130° 57′82E.
   30° 21′95N., 130° 57′82E.
   30° 22′38N., 130° 57′67E.(shore)

3. Between 12 August and 30 September, rocket debris is predicted to fall within areas bounded by the following positions:

   30° 02′40N., 135° 44′82E.
   30° 11′55N., 135° 57′20E.
   30° 00′00N., 137° 26′00E.
   29° 25′00N., 137° 21′00E.
   29° 37′00N., 135° 42′00E.
   and
   29° 50′00N., 139° 59′00E.
   29° 20′00N., 142° 48′00E.
   28° 24′00N., 142° 38′00E.
   28° 54′00N., 139° 48′00E.
   and
   26° 04′00N., 161° 20′00E.
   22° 02′00N., 171° 54′00E.
   20° 21′00N., 171° 15′00E.
   24° 24′00N., 160° 41′00E.

4. Mariners are advised to navigate with caution in these areas.
   (WGS84 DATUM)

Charts affected - 2347 - 2412 - 3237 - 3551 - 4509 (INT 509) - 4510 (INT 510) - 4521 - JP 1221

3509(T)/17 MALAYSIA - Sabah - Approaches to Sandakan - Buoy.

Source: Marine Department, Malaysia

1. The Sandakan Harbour outer safe water light-buoy, LFl.10s, in position 5° 58′56N., 118° 14′30E. has been temporarily extinguished.
2. Mariners are advised to navigate with caution in the area.
3. Former Notice 493(T)/15 is cancelled.
   (UNDETERMINED DATUM)

Charts affected - 928 - 1649 - 1868

3576(T)/17 INDONESIA - Jawa - Ardjuna Oilfields - Platform.

Source: Indonesian Notice 26/399(P)/17

1. Drilling platform KKX-1 is temporarily operating in position 6° 03′38S., 107° 34′95E.
2. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)

Charts affected - 2797 - 2862 - 3729
3515(T)/17   AUSTRALIA - Queensland - Hay Point - Works.

Source: Australian Notice 13/525(T)/17
1. Harbour works are in progress in the vicinity of position 21° 17´·5S., 149° 17´·9E.
2. Tugs and barges are on site displaying appropriate lights and shapes and will monitor VHF Ch 10 and Ch 16.
3. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)
Chart affected - Aus 250

3516(T)/17   AUSTRALIA - Queensland - Burnett River - Town Reach - Works.

Source: Australian Notice 13/520(T)/17
1. Repair works are taking place on the Burnett Bridge in the vicinity of position 24° 51´·82S., 152° 20´·77E.
2. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)
Chart affected - Aus 242

3517(T)/17   AUSTRALIA - Western Australia - Approaches to Geraldton - Champion Bay - Marine farm.
             Buoyage. Works.

Source: Australian Notice 13/536(T)/17
1. Works are in progress to expand the marine farm in position 28° 44´·74S., 114° 35´·16E.
2. The works area will be marked by special light-buoys, Fl.Y.3s, in the following positions:
   28° 44´·78S., 114° 34´·85E.
   28° 44´·78S., 114° 35´·22E.
   28° 44´·62S., 114° 35´·22E.
   28° 44´·62S., 114° 34´·85E.
(WGS84 DATUM)
Chart affected - Aus 81

3518(T)/17   AUSTRALIA - Queensland - Gneering Shoals NE - Obstruction.

Source: Australian Notice 13/528(T)/17
1. An anchor and cable have been lost in position 26° 37´·5S., 153° 16´·4E.
2. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)
Chart affected - Aus 815

3524(T)/17   AUSTRALIA - Queensland - Brisbane River - Lytton and Quarantine Reach - Buoyage. Works.
             Restricted area.

Source: Australian Notice 13/518(T)/17
1. Harbour works are in progress in the vicinity of position 27° 24´·95S., 153° 08´·45E.
2. An exclusion zone marked by special light-buoys, Fl.Y.1·5s, has been established around the works.
3. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)

Charts affected - Aus 237 - Aus 238

3526(T)/17  AUSTRALIA - Tasmania - Storm Bay - Scientific instrument.

Source: Australian Notice 13/539(T)/17
1. A subsurface scientific instrument has been established in position 43° 07´·84S., 147° 36´·88E.
   (WGS84 DATUM)

Charts affected - Aus 171 - Aus 795 - Aus 796

3528(P)/17  PAPUA NEW GUINEA - Lae - Coastline. Port development.

Source: Australian Notice 13/531(P)/17
1. There have been changes to the charted infrastructure and coastline at Lae between the Tanker Berth
   (6° 44´·52S., 146° 59´·22E.) and Voco Point (6° 44´·37S., 147° 00´·56E.).
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 - Aus 642 - Aus 643

3534(P)/17  AUSTRALIA - Queensland - Great Barrier Reef - Joist Reef to Hydrographers Passage -

Depths.

Source: Australian Notice 13/523(P)/17
1. Latest survey data indicates depths less than charted may exist within an area bounded by the following positions:
   19° 27´·10S., 149° 38´·90E.
   19° 39´·20S., 150° 18´·50E.
   20° 12´·20S., 150° 18´·50E.
   20° 12´·20S., 149° 39´·10E.
2. Charts will be updated when further information becomes available.
   (WGS84 DATUM)

Charts affected - Aus 821 - Aus 824 - Aus 825

3540(T)/17  AUSTRALIA - Queensland - Lytton Rocks Reach - Virtual aid to navigation.

Source: Australian Notice 13/519(T)/17
1. A virtual aid to navigation, V-AIS, has been established at light-beacon, VQ.R, in position 27° 24´·162S., 153° 09´·138E.
   (WGS84 DATUM)

Chart affected - Aus 237
3519(T)/17  CORAL SEA - Lihou Reef NE - Buoy.
Source: Australian Notice 13/530(T)/17
1. The light-buoy, Fl.Y.2s, in position 14° 42’-9S., 153° 32’-2E., is reported to be off station.
   (WGS84 DATUM)
Charts affected - 4604 (INT 604) - 4621 (INT 621)

3562(T)/17  SOUTH PACIFIC OCEAN - Îles de la Société - Raiatea - Wreck.
Source: French Notice 25/3(T)/17
1. A stranded wreck, marked by a buoy, exists in position 16° 44’-22S., 151° 29’-07W.
2. Mariners are to navigate with caution in the area.
   (IGN 1951-54 Datum)
Charts affected - 1103 - 1107

3557(P)/17  UNITED STATES OF AMERICA - Gulf of Mexico - Bayport Ship Channel - Dredged depths.
Source: US Coast Guard District 8 LNM 25/11327/17
1. 
<table>
<thead>
<tr>
<th>Update</th>
<th>Feature</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend</td>
<td>dredged depth to, 14·3m (2017), centred on:</td>
<td>29° 36’-67N., 95° 01’-29W.</td>
</tr>
<tr>
<td></td>
<td>dredged depth to, 10·6m (2017), centred on:</td>
<td>29° 36’-83N., 94° 58’-92W.</td>
</tr>
<tr>
<td></td>
<td>dredged depth to, 11·2m (2017), centred on:</td>
<td>29° 36’-92N., 94° 57’-54W.</td>
</tr>
</tbody>
</table>
Chart affected - 8079
To accompany Notice to Mariners 3476/17

On Chart 3692

<table>
<thead>
<tr>
<th>NAME OF CHANNEL</th>
<th>LEFT</th>
<th>LEFT</th>
<th>RIGHT</th>
<th>RIGHT</th>
<th>DATE OF SURVEY</th>
<th>WIDTH (FEET)</th>
<th>LENGTH (NAUT. MILES)</th>
<th>DEPTH MLLW (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OUTER REACH</td>
<td>43.7</td>
<td>44.1</td>
<td>42.0</td>
<td>41.0</td>
<td>11-16</td>
<td>400</td>
<td>4.7</td>
<td>44-46</td>
</tr>
<tr>
<td>MIDDLE REACH</td>
<td>41.0</td>
<td>41.0</td>
<td>39.0</td>
<td>29.0</td>
<td>11-16</td>
<td>400</td>
<td>0.9</td>
<td>46</td>
</tr>
<tr>
<td>INNER REACH</td>
<td>42.9</td>
<td>44.1</td>
<td>44.2</td>
<td>41.6</td>
<td>5-15</td>
<td>400</td>
<td>0.7</td>
<td>44</td>
</tr>
<tr>
<td>WEST ACCESS CHANNEL (EAST PORTION)</td>
<td>42.3</td>
<td>42.5</td>
<td>42.4</td>
<td>42.2</td>
<td>5-15</td>
<td>400</td>
<td>0.3</td>
<td>43</td>
</tr>
<tr>
<td>WEST ACCESS CHANNEL (WEST PORTION)</td>
<td>33.2</td>
<td>34.1</td>
<td>33.5</td>
<td>33.3</td>
<td>5-15</td>
<td>400</td>
<td>0.3</td>
<td>35</td>
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</tbody>
</table>

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

To accompany Notice to Mariners 3535/17

On Chart 3684

<table>
<thead>
<tr>
<th>NAME OF CHANNEL</th>
<th>LEFT</th>
<th>LEFT</th>
<th>RIGHT</th>
<th>RIGHT</th>
<th>DATE OF SURVEY</th>
<th>WIDTH (FEET)</th>
<th>LENGTH (MILES)</th>
<th>DEPTH MLLW (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENTRANCE CHANNEL (FROM 200 FEET SEAWARD OF RED BUOY -2 TO EAST END OF THE JETTIES)</td>
<td>46.0</td>
<td>47.0</td>
<td>47.0</td>
<td>40.0</td>
<td>11-16</td>
<td>500-450</td>
<td>1.0</td>
<td>45</td>
</tr>
<tr>
<td>INNER ENTRANCE CHANNEL (FROM EAST END OF JETTIES TO TURNING BASIN)</td>
<td>42.0</td>
<td>45.0</td>
<td>44.0</td>
<td>39.0</td>
<td>11-16</td>
<td>450</td>
<td>0.5</td>
<td>42</td>
</tr>
</tbody>
</table>

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION
To accompany Notice to Mariners 3451/17. Image Size (mm) 79.6 by 61.1
To accompany Notice to Mariners 3470/17. Image Size (mm) 49.4 by 69

<table>
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<tr>
<th>F(213s128m153m)</th>
<th>99</th>
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<tbody>
<tr>
<td>Pulau Penak</td>
<td>101</td>
</tr>
</tbody>
</table>

Block for Chart No 3943
To accompany Notice to Mariners 3471/17. Image Size (mm) 72.9 by 46.3

Block for Chart No 2629
To accompany Notice to Mariners 3471/17. Image Size (mm) 135.4 by 66
To accompany Notice to Mariners 3472/17. Image Size (mm) 154.7 by 194
<table>
<thead>
<tr>
<th>CHART 2004: POSITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positions on chart 3561 differ from those on chart 2004 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SUBMARINE CABLES AND PIPES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mariners are advised not to anchor or trawl in the vicinity of submarine cables and pipelines.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AUTOMATIC IDENTIFICATION SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Many of the aids to navigation on this chart are fitted with AIS transmitters. For details, see Admiralty List of Radio Signals.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HIGH SPEED CRAFT</th>
</tr>
</thead>
<tbody>
<tr>
<td>High speed craft operate between Piripolli (34°52'S 55°17'W), Montevideo (34°54'S 56°13'W), Buenos Aires (34°36'S 58°22'W) and Colonia (34°29'S 57°51'W). Mariners are advised to maintain a good lookout. Some high speed craft may generate large waves, which can have a serious impact on small craft and their moorings close to shoreline and on shallow off-lying banks. For further details, see Annual Notice to Mariners No 23.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VESSEL REPORTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>For details of the following vessel reporting systems, see Admiralty List of Radio Signals:</td>
</tr>
<tr>
<td>- Argentina Ship Reporting Systems</td>
</tr>
<tr>
<td>- SECOSENA and CONTRASE</td>
</tr>
<tr>
<td>- Uruguay Maritime Movement Control and Information System.</td>
</tr>
</tbody>
</table>
To accompany Notice to Mariners 3478/17. Image Size (mm) 97.2 by 84.7
III

NAVIGATIONAL WARNINGS

See The Mariner’s Handbook (2016 Edition). It is recommended that the warnings reprinted below should be kept in a file or book, followed by subsequent weekly reprints. Only the most convenient ADMIRALTY Chart is quoted. All warnings issued within the previous 42 days are broadcast via SafetyNET and/or NAVTEX.

The complete texts of all in-force NAVAREA I warnings, including those which are no longer being broadcast, are available from www.admiralty.co.uk/RNW. Additionally, a quarterly cumulative list of the complete text of all in-force NAVAREA I Warnings is included in Section III of the Weekly NM Bulletin in Weeks 1, 13, 26 and 39 each year. Alternatively, these may be requested by e-mail from NAVAREA I Co-ordinator at: navwarnings@btconnect.com The RNW web page also contains a link to the IHO website which allows direct access to all the other NAVAREA Co-ordinators around the world who have made their NAVAREA warnings available on the web.


Navarea I (NE Atlantic) Weekly Edition 31

The following NAVAREA I warnings were in force at 240500 UTC Jul 17.

2017 series:  009  044  057  064  076  087  088  100  101  102  103  104  105.

099 Cancelled. Cancel 092/17.

100 NORTH SEA, UK SECTOR. Frigg Field Westward. GB Chart 294. Safety Zone, radius 500 metres, established at 59-55.89N 001-14.98E.

101 SOUTHERN NORTH SEA, UK SECTOR. Horn Gas Field. GB Chart 1503 (INT 1509). Safety Zone, radius 500 metres, established at 52-54.12N 002-35.55E.

102 Navarea I Warnings in force at 211000 UTC Jul 17.  2. Cancel 096/17.

103 NORWAY, WEST COAST. Froya Northward. GB Chart 4101 (INT 140). Seismic survey in progress by WG Amundsen within area bounded by: 64-32.4N 007-24.1E, 65-14.1N 004-42.3E, 66-55.9N 007-56.9E and 66-20.2N 010-15.9E
6 mile berth astern and 3 mile berth ahead and abeam requested.

104 NORWAY, WEST COAST. Floro South-westward. GB Chart 299. Seismic survey in progress by M/V WG Magellan in area bounded by: 61-27.8 N 003-44.3 E, 61-16.8 N 003-44.1 E, 61-16.2 N 004-12.7 E and 61-27.5 N 004-13.5 E
4 mile berth astern and 2 miles ahead and abeam requested.

105  1. RIGLIST. Correct at 240500 UTC Jul 17.

Southern North Sea:  51N to 55N
53-14.0N  003-14.5E  590021
53-15.8N  004-14.9E  Seafox 4 ACP L13-FD-01
53-17.8N  000-48.5E  Atlantic Amsterdam ACP Race Bank Wind Farm
53-23.2N  004-15.6E  Enseo 72 ACP Placid Field
53-30.5N  002-10.3E  Paragon B391
53-34.3N  004-10.6E  GMS Endeavour 6102 ACP L7-N
53-39.2N  003-52.5E  Enseo 101 ACP K9C-A
53-41.4N  006-21.4E  Paragon Prospector 1
53-34.3N  004-10.6E  GMS Endeavour 6102 ACP L7-N
53-50.1N  000-26.6E  Sea Jacks Zaratan ACP Rough Gas Field
54-03.3N  001-02.1E  Rowan Gorilla 7 ACP Ravenspurn North Gas Field
54-15.1N  002-31.4E  Maersk Resolve
54-35.7N  000-26.6E  Enseo 121 ACP Breagh Gas Field
54-36.0N  002-11.8E  Seafox 7 ACP Cygnus B WHP

3.1 Wk31/17
North Sea: 55N to 60N, East of 5W

NEW 55-23.9N 003-48.6E Maersk Resolute ACP A-12
55-32.2N 005-01.9E Noble Sam Turner ACP Halfdan Oil Field
55-34.8N 004-45.4E Maersk Guardian ACP Gorm Oil Field
55-43.2N 004-47.9E Maersk Resilient ACP Tyra Gas Field
56-20.7N 004-16.2E Seafox 5 ACP Harald Gas Field
56-22.6N 003-15.5E Maersk Innovator ACP Eldfisk Oil Field
56-43.6N 002-05.2E Ensco 122
56-44.6N 000-40.7E Ensco 100
56-50.1N 001-42.9E Paul B Loyd Jr
56-51.0N 002-15.3E Ensco 120 ACP Jade Oil Field
57-00.7N 001-50.2E Safe Caledonia ACP Elgin Gas Field
57-00.8N 001-50.5E Prospector 5 ACP Elgin Gas Field
57-01.9N 001-57.3E Noble Hans Deul ACP Shearwater Oil Field
57-10.7N 001-06.6E Maersk Gallant
57-11.7N 001-54.8E Maersk Highlander ACP u/c Pierce Oil Field Westward

NEW Invergordon
Noble Regina Allen
58-00.9N 000-53.6W Ocean Patriot
58-05.7N 003-09.1W Ensco 80 ACP Beatrice Oil Field
58-29.5N 000-33.5E Ocean Valiant
58-29.5N 000-05.6E Stena Spey
58-34.3N 001-41.8E Maersk Integrator ACP Gina Krog under construction
58-50.6N 002-14.9E Rowan Viking ACP Edvard Grieg under construction
58-52.2N 002-31.1E Deepsea Atlantic
58-55.3N 002-11.8E Maersk Interceptor ACP Ivar Aasen under construction
59-26.0N 001-40.9E Wilphoenix
59-29.7N 001-57.9E Transocean Arctic
59-34.5N 001-08.1E Transocean Spitsbergen
59-35.3N 001-08.9E Noble Lloyd Noble
59-56.9N 001-15.8E Transocean Leader

Norwegian Sea: 60N to 65N, East of 5W

NEW 60-20.1N 004-02.4W Deepsea Aberdeen
60-24.3N 003-02.4E Deepsea Bergen
60-30.3N 002-00.8E Maersk Intrepid ACP Martin Linge
60-37.7N 003-00.9W West Phoenix
60-41.9N 002-55.9E Safe Scandinavia ACP Oseberg Oil Field

NEW 60-48.5N 003-35.6E Songa Endurance
60-49.8N 003-34.4E COSL Promoter
60-54.9N 003-37.5E Songa Equinox
61-02.3N 002-20.3E West Elara ACP Kvitebjorn Gas Field
61-19.4N 001-32.1E Transocean 712
61-23.8N 002-07.0E Bideford Dolphin
64-58.4N 006-58.5E Deepsea Stavanger

South and West Coasts of the British Isles.

50-47.0N 012-58.8W Stena Icemax
53-37.6N 003-40.3W Seafox 1 ACP Conway Oil Field
53-37.9N 003-10.6W Irish Sea Pioneer ACP Lennox Oil/Gas Field
53-51.8N 003-37.1W GMS Endurance ACP South Morecambe Gas Field
54-05.6N 003-51.4W Seafox 2 ACP u/c Walney Wind Farm

NOTES:
A. Rigs are protected by a 500 metre safety zone.
B. ACP - Adjacent to Charted Platform;   u/c - under construction
C. For Rigs located North of 65N, East of 5W, refer to Navarea XIX Warnings or visit www.navarea-xix.no

2. Cancel 098/17.

Cancel 074/17.   ANM 3170/17 refers.
IV

UPDATES TO ADMIRALTY SAILING DIRECTIONS

NP7A South America Pilot Volume 4
(2016 Edition)

Trinidad - Port of Spain approaches — Pilotage; caution

123

After Paragraph 4.114 line 12 Insert:

Caution. Two dangerous wrecks lie 3 cables SSW and 5 cables W of pilotage boarding place A. An obstruction, with a depth of 5.2 m, has been reported (2017) to lie 5½ cables W of pilot boarding place A.

H102 [NP7A/No.23/Wk.31/17]

Colombia - Bahía de Cartagena — Basins and berths; anchorage

280

After Paragraph 9.141 line 6 Insert:

Anchorage - Barge handling. An anchorage area has been designated for barge movements within the following points:

10°18’00N 75°32’88W
10°18’00N 75°32’66W
10°17’79N 75°32’66W
10°17’79N 75°32’88W

Colombian Notice 137/2017 [NP7A/No.24/Wk.31/17]

NP15 Australia Pilot Volume 3 (2015 Edition)

Nouvelle-Calédonie - New Caledonia Trough — Other dangers; shoal

85

Paragraph 2.192 including heading Replace by:

Spare 2.192

French Notice 20/205/2017 [NP15/No.43/Wk.31/17]

Australia – New South Wales – Newcastle – Stockton Channel — Directions; buoy

102

Paragraph 3.103 lines 3–5 Replace by:

...151°47’14E).

The track then leads N, passing:

E of a light buoy (starboard hand) (32°53’82S 151°47’12E), thence:

Clear of small craft moorings (32°53’57S 151°47’28E), thence:

Australian Notice 12/442/17 [NP15/No.44/Wk.31/17]


Germany - Kieler Förde — Prohibited area

384

After Paragraph 12.65 line 4 Insert:

Prohibited area. Entry into an area W of Sporthafen Mönkeberg (12.67), marked by light buoys (special), is prohibited.

German Notice 19/(16)34/2017 [NP18/No.70/Wk.31/17]


Sweden - Mälaren east side - Nockebybron — Depths

245

Paragraph 6.115 line 11 Replace by:

...1 m. A least depth of 6.3 m lies over the fresh water pipeline (59°19’68N 17°54’50E) NW of Nockebybron.

Swedish Notice 658/12259/17 [NP19/No.79/Wk.31/17]

Estonia - Hiiumaa - Lehtma — Underwater rock

426

After Paragraph 12.78 line 8 Insert:

Caution. Numerous underwater rocks lie either side of the leading line. A rock with a depth of 3.7 m lies in position 59°03’83N 22°43’11E.

Estonian Notice 7/103/2017 [NP19/No.78/Wk.31/17]
NP21 Bay of Bengal Pilot (2013 Edition)

India - Bay of Bengal - South of Päräep - Directions; shoal

101 Paragraph 3.30 r line 3 Replace by:

...(3.26). And:

Clear of a depth of 8-2 m (19°56′-10N 86°52′-10E), reported (1963), thence:

Indian Chart 31 [NP21/No.38/Wk.31/17]


Turkey - Ünye Körfezi - Anchorages

143 Paragraph 3.170 r line 1 For three Read two Paragraph 3.170 r lines 3-4 Delete Paragraph 3.170 z line 1 For No 3 Read No 2

Turkish Notice 22/145/2017 [NP24/No.13/Wk.31/17]

NP27 Channel Pilot (2017 Edition)

United Kingdom – Portsmouth Harbour and approaches - Controlling depths

230 Paragraph 7.118 r lines 1-4 including existing Section IV Week 15/17 Replace by:

The main approach channel to the harbour has a minimum maintained depth of 10-5 m. From the entrance to a position about ½ cable S of No 97 Beacon (50°48′-65N 1°06′-88W), the main harbour channel is being dredged to 11-0 m (2017).

E-mail dated 4 July 2017 [NP27/No.19/Wk.31/17]

NP38 West Coast of India Pilot (2016 Edition)

India - West-north-west of Kochi - Passage; wrecks

179 Paragraph 5.123 r lines 4-8 Replace by:

Clear of the SPM (9°59′-81N 76°02′-45E) and clear of a lightening area (10°03′-59N 76°04′-44E), thence:
Clear of a dangerous wreck (10°01′-03N 75°57′-77E), position approximate, thence:
Clear of a dangerous wreck (10°08′-17N 76°03′-41E) marked by V-AIS, thence:

Indian Notice 13/102/17 [NP38/No.23/Wk.31/17]

NP55 North Sea (East) Pilot (2017 Edition)

Germany - Harle channel - Directions; buoy

127 Paragraph 4.265 r line 5 For 53°49′-25N 7°50′-47E Read 53°49′-18N 7°47′-39E

German Notice 27/(21)49/2017 [NP55/No.5/Wk.31/17]

Denmark - Jammerbugt - Directions; marine survey station

325 Paragraph 9.362 z lines 8-10 Delete

Danish Notice 21/190/17 [NP55/No.6/Wk.31/17]


Norway - Ospa - Drivøyosen - Directions; light

433 Paragraph 11.63 r line 6 Replace by:

...fairway, marked by Tjørnholmgrunnen Light (16 m in height)....

Norwegian Notice 12/57464/2017 [NP57A/No.11/Wk.31/17]
**NP62 Pacific Islands Pilot Volume 3**
*(2016 Edition)*

**French Polynesia - Tahiti - Lagon de Punaauia**
— Anchorage; wrecks; beacon

158

Paragraph 6.89 2 lines 1–11 Replace by:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Centred 17°34′-80S 149°37′-32W</td>
<td>Depths 4-2 to 20-1 m. Wreck, depth 13-4 m at 17°34′-67S 149°37′-37W; wreck, depth 3-3 m, 1 cable N</td>
</tr>
<tr>
<td>B</td>
<td>Centred 17°35′-06S 149°37′-20W</td>
<td>Depth 10 m. A 9.5 m patch lies in the S part with a wreck, depth 4-8 m, close SSW; a drying rock lies in the N part of the anchorage.</td>
</tr>
<tr>
<td>C</td>
<td>Centred 17°35′-41S 149°37′-03W</td>
<td>Depths 10 to 18 m.</td>
</tr>
</tbody>
</table>

French Notice 27/206/17  [NP62/No.7/Wk.31/17]

**French Polynesia - Moorea — Regulations**

176

Paragraph 6.210 2 lines 5–6 Replace by:

Anchorage regulations apply for Baie de Cook and Baie d'Opunohu. These regulations include required notice and limitation of stay at the designated anchorage areas. Vessels less than 90 m are not authorized to use the designated anchor berths without permission.

For further information, contact Port Autonome de Papeete (6.167) and consult large scale national charts.

French SD Notice K11 2.1.3.2.36;37;41/17  [NP62/No.9/Wk.31/17]


**Qatar - Ra’s Laffān — Anchorage**

184

Paragraph 7.464 1 lines 1–9 Replace by:

1 Vessels over 90 m in length may use anchor berth MO 1 situated about 3 cables E of Pointe Taïri, on the line of bearing (246°5′) of the anchoring beacons (white) and the alignment (156°8′) of Passe Tareu Leading Lights, in depth of 40 m, sand and mud. Regulations apply, see 6.210.

French SD Notice K11 2.1.3.2.71/17  [NP62/No.10/Wk.31/17]

2 The designated anchorage lies between the parallels of 25°48′-00N and 25°55′-00N and the meridians of 51°45′-00E and 51°48′-00E, SE of the port. It is sub-divided into twenty one anchor berths, in depths between 10 m and 22 m, spaced about 1 mile apart. The Port Authority should be contacted for berth allocation.

A waiting area for vessels loading at the SPMs (7.472) is centred on 26°01′-70N 52°12′-35E.

In addition to the designated anchorage area, supply vessels and other small craft, in consultation with Port Control, may anchor in the shelter of the Southern Breakwater, but may not approach closer than 500 m of the breakwater.

Ra’s Laffān Port Handbook  [NP63/No.62/Wk.31/17]
4.4

Qatar – Ra’s Laffān — Basins and berths
185-186

Paragraph 7.473 1-4 including heading Replace by:

Basins
7.473
1  Doha Dock. The N basin has two LNG berths. Coastguard mooring buoys lie either side of N Breakwater’s inner spur.
   Al Khor Dock lies WSW of Doha Dock within inner breakwaters. Four LNG berths, six liquid products and seven cargo berths are situated within the basin. Berth Nos 104 and 107 are used for RoRo cargo.
2  Wakra Dock, consisting of inner and outer basins separated by breakwaters, is situated SE of Al Khor Dock and has a number of Liquid Products berths under construction (2015) in its outer basin.
   Rayyan Dock, the S-most basin, has a container terminal and dry dock where works are in progress (2015).

Alongside berths
7.473a
1  Doha Dock. Berths as follows:
   LNG Nos 5 and 6: length 390 m; maximum LOA 345 m; maximum draught 12.5 m.
   Al Khor Dock. Berths as follows:
   LNG No 1: length 330 m; maximum LOA 315 m; maximum draught 12.5 m; starboard side alongside.
   LNG No 2: length 330 m; maximum LOA 305 m; maximum draught 12.5 m; port side alongside.
2  LNG Nos 3 and 4: length 390 m; maximum LOA 345 m; maximum draught 12.5 m; port side alongside.
   Liquid Product Berth Nos 20 to 23: length 345 m; maximum LOA 345 m; maximum draught 12.5 m.
   Liquid Product Berth Nos 24 to 25: length 370 m; maximum LOA 345 m; maximum draught 12.5 m.
   Dry Cargo Berth Nos 104 to 106: total length 556 m; maximum LOA 345 m; maximum draught at No 104 is 7.5 m and at Nos 105 and 106 it is 8.5 m.
   Dry Cargo Berth No 107: length 137 m; maximum LOA 122 m; maximum draught 8.5 m.
3  Wakra Dock. Berths as follows:
   Liquid Product Berth Nos 30 and 31: length 345 m; maximum LOA 345 m; maximum draught 12.5 m.
   Rayyan Dock. Berths as follows:
   Container Terminal Nos 121 to 123: depth 13.5 m.

Ra’s Laffān Port Handbook  [NP63/No.63/Wk.31/17]

NP66A South-West Coast of Scotland Pilot (2014 Edition)
Lynn of Morvern – Glensanda Harbour — Pilotage; tidal streams
199

Paragraph 5.114 2 line 2 For 6000 dwt Read 8000 dwt

After Paragraph 5.115 1 line 9 Insert:
After SW gales, if the wind veers or subsides, a build-up of water in the loch can cause the out-going tide to have a rate of up to 3½ kn for approximately 24 hours.

Glensanda Port and Terminal Information Booklet [NP66A/No.34/Wk.31/17]

NP67 West Coasts of Spain and Portugal Pilot (2014 Edition)
Portugal – Ilha do Pico – Madalena — Directions; leading lights
267

Paragraph 8.169 3 lines 6-7 Replace by:
...Madalena the white sector (139°5'—142°5') of Madalena light (white posts, red bands, 6 m in height) (38°32'02N 28°31'90W) situated at the head...

Portuguese Notice 06/192/17  [NP67/No.50/Wk.31/17]

NP69A East Coasts of Central America and Gulf of Mexico Pilot (2015 Edition)
United States of America – Tampa Bay – Weedon Island Terminal — Directions; lights; buoyage
224

Paragraph 9.71 1 lines 4-8 Delete

Paragraph 9.71 2 lines 1-6 Replace by:

2  Approach. From a position at the N end of Cut J2 Channel (27°48'58N  82°34'41W), the track leads NNW through the centre of the approach channel, 2½ miles in length, to a channel, 4 cables in length, leading W to the turning basin and berth.

US Notice 15/11416/17  [NP69A/No.26/Wk.31/17]
# UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS


| V |  
|---|---|
| **A2850** | - Saint Abb's Head  
(GB:N)  
55 54·97 N  
2 08·28 W  
Fl W 10s  
68  
26 White tower and buildings  
9  
Reduced range 12M (T) 2017  
ALRS Vol 2 Station 51310 |
| **A5916-B6** | - Stewards Bank East. Bishops  
53 43·29 N  
6 17·50 W  
Q W  
4  
3 Stone Beacon  
* |
| **A5917-B9** | - Tom Roes Point. No 29  
53 43·23 N  
6 18·68 W  
Fl(3)G 9s  
10  
3 Green △ on wooden pile  
* |
| **A6268** | - Eagle Island. W End  
(E:ICL)  
54 17·02 N  
10 05·55 W  
Fl(3)W 15s  
67  
18 White tower  
11  
(fl 0·7, ec 2) x 2, fl 0·7, ec 8·9  
AIS  
* |
| **B0678-2** | - 1st Petroleumhaven. Entrance. W Side  
51 53·58 N  
4 20·32 E  
F W  
.  
.  
Post  
* |
| **B4104** | Onenknappen  
60 30·59 N  
4 51·97 E  
Iso WRG 4s  
17  
W6-5 White lantern  
R5-1  
G5-1  
G001·2°-017·2°(16°),  
W017·2°-022·5°(5·3°),  
R022·5°-079·2°(56·7°),  
W079·2°-081·8°(2·6°),  
G081·8°-192·5°(110·7°),  
R192·5°-219°(26·5°)  
* |
| **B4105-2** | - Nordra Skjeret  
60 32·72 N  
4 49·04 E  
Q R  
14  
2-2 Column  
12  
Floodlit  
* |
| **B4105-35** | - Luseskjeret, W  
60 32·78 N  
4 49·29 E  
F G  
15  
2·4  
7  
Floodlit  
* |
| **B4105-4** | - Vardholmen  
60 32·95 N  
4 49·29 E  
Iso G 4s  
9  
2·3 Post  
Floodlit  
* |
| **B4105-7** | - Ldg Lts 006°. Front. Søre Rønholmen  
60 33·23 N  
4 49·28 E  
Iso R 2s  
7  
2·1 Post  
* |


| V |  
|---|---|
| **B0678-2** | - 1st Petroleumhaven. Entrance. W Side  
51 53·58 N  
4 20·32 E  
F W  
.  
.  
Post  
* |
| **B4104** | Onenknappen  
60 30·59 N  
4 51·97 E  
Iso WRG 4s  
17  
W6-5 White lantern  
R5-1  
G5-1  
G001·2°-017·2°(16°),  
W017·2°-022·5°(5·3°),  
R022·5°-079·2°(56·7°),  
W079·2°-081·8°(2·6°),  
G081·8°-192·5°(110·7°),  
R192·5°-219°(26·5°)  
* |
| **B4105-2** | - Nordra Skjeret  
60 32·72 N  
4 49·04 E  
Q R  
14  
2-2 Column  
12  
Floodlit  
* |
| **B4105-35** | - Luseskjeret, W  
60 32·78 N  
4 49·29 E  
F G  
15  
2·4  
7  
Floodlit  
* |
| **B4105-4** | - Vardholmen  
60 32·95 N  
4 49·29 E  
Iso G 4s  
9  
2·3 Post  
Floodlit  
* |
| **B4105-7** | - Ldg Lts 006°. Front. Søre Rønholmen  
60 33·23 N  
4 49·28 E  
Iso R 2s  
7  
2·1 Post  
* |

<table>
<thead>
<tr>
<th>NO.</th>
<th>Geitingen. W Side</th>
<th>60 34-75 N</th>
<th>Iso WRG 6s</th>
<th>16</th>
<th>White lantern on tripod</th>
<th>R2-2</th>
<th>G 2 6</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>4 47-46 E</td>
<td>18</td>
<td></td>
<td>R354-1°-024-4°(30-3°),</td>
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<td>W024-4°-034-2°(9-8°),</td>
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<td>G034-2°-043-9°(9-7°),</td>
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<td>W043-9°-075-8°(31-9°),</td>
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<td>R075-8°-175-8°(100°),</td>
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<td>G175-8°-224-7°(48-9°),</td>
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<td>R224-7°-271-6°(46-9°),</td>
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<td></td>
<td>W271-6°-272-7°(1-1°),</td>
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<td></td>
<td></td>
<td>G272-7°-287-7°(15°)</td>
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</tbody>
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<thead>
<tr>
<th>NO.</th>
<th>Nibe</th>
<th>56 59-28 N</th>
<th>Fl G 3s</th>
<th>2</th>
<th>2-7 Post</th>
<th>fl 0-75</th>
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</thead>
<tbody>
<tr>
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<td>9 37-85 E</td>
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<td>EE, .803.1</td>
<td>23 26-68 E</td>
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<td>EE, .803.2</td>
<td>23 26-67 E</td>
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</tbody>
</table>

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<thead>
<tr>
<th>NO.</th>
<th>HIUMAA. SOELA VÄIN</th>
<th>58 41-44 N</th>
<th>Q W</th>
<th>11</th>
<th>White round concrete tower with balcony and lantern</th>
<th>Vis 2° each side of leading line.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Front</td>
<td>22 33-22 E</td>
<td></td>
<td></td>
<td></td>
<td>TE 2017</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NO.</th>
<th>Iso Hakuni. Ldg Lts 039°.</th>
<th>61 07-61 N</th>
<th>Iso R 2s</th>
<th>19</th>
<th>Grey beacon</th>
<th>R024°-054°(30°)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Front</td>
<td>21 25-79 E</td>
<td></td>
<td></td>
<td>In fog</td>
<td></td>
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<td>11</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>NO.</th>
<th>Iso Hakuni. Ldg Lts 039°.</th>
<th>61 07-90 N</th>
<th>Iso R 6s</th>
<th>25</th>
<th>Grey beacon</th>
<th>Vis 15° each side of leading line.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rear</td>
<td>21 26-26 E</td>
<td></td>
<td></td>
<td>In fog</td>
<td>Sync with front</td>
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<td>11</td>
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</tbody>
</table>


<table>
<thead>
<tr>
<th>NO.</th>
<th>Ldg Lts 158°. Rear, 25m</th>
<th>43 18-87 N</th>
<th>Oc R 4s</th>
<th>18</th>
<th>Grey post</th>
<th>ec 1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>from front</td>
<td>1 59-45 W</td>
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<td><strong>D1657-5</strong></td>
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<td>ES, I, 02670</td>
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<tr>
<td>- Puerto de Viavélez. Breakwater. Head</td>
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<td>43 33-95 N</td>
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<td>6 50-44 W</td>
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<td>Fl(3)R 9s</td>
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<tr>
<td>8 5 Red truncated conical tower</td>
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<td>5</td>
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<tr>
<td>(fl 0-5, ec 1-5) x 2, fl 0-5, ec 4-5.</td>
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<td>TE 2017</td>
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</tbody>
</table>

| **D2168**                             |
| PT, I, 436                            |
| - Cabo de São Vicente                 |
| 37 01-38 N                            |
| 8 59-79 W                             |
| Fl W 5s                               |
| 85 32 White tower red top and building|
| 28                                    |
| Aeromarine.                            |
| *                                      |

| **D2687**                             |
| PT, I, 835                            |
| - Madalena. W Breakwater. Head        |
| 38 32-13 N                            |
| 28 32-12 W                            |
| Fl(3)G 8s                             |
| 5 White column, green bands           |
| (fl 0-5, ec 1) x 2, fl 0-5, ec 4-5    |
| *                                      |

| **D2687-3**                           |
| PT, , 837                            |
| - Madalena. Dir Lt 141°              |
| 38 32-02 N                            |
| 28 31-90 W                            |
| Dir Oc WRG                            |
| 12 W 5 White post, red bands         |
| 6 R 5                                 |
| 5 G 5                                 |
| Oc G134.5°-139.5°(5°), Oc W139.5°-142.5°(3°), Oc R142.5°-147.5°(5°) |

| **D2687-5**                           |
| - ILHA DO PICO                        |
| Remove from list; deleted             |

| **D2687-51**                          |
| - ILHA DO PICO                        |
| Remove from list; deleted             |

| **D2690-5**                           |
| PT, I, 822                            |
| - Lajes Do Pico. Breakwater. Head     |
| 38 23-96 N                            |
| 28 15-46 W                            |
| Fl(2)G 6s                             |
| 8 5 Green and white post              |
| 3 (fl 0-3, ec 1, fl 0-3, ec 4-4.     |
| TE 2017                                |
| *                                      |

---


| **F0449**                             |
| - Ghogha. PERIGEE Lt V                |
| 21 42-11 N                            |
| 72 18-00 E                            |
| Fl W 7s                               |
| 12 8 Red hull                         |
| Ra refl. TE 2017                      |
| *                                      |

| **F0469-9**                           |
| - Luhāra. Dolphin. TB2               |
| 21 39-90 N                            |
| 72 30-83 E                            |
| Fl Y 4s                               |
| *                                      |

| **F0469-95**                          |
| - Luhāra. Dolphin. TB1               |
| 21 39-72 N                            |
| 72 30-82 E                            |
| Fl Y 4s                               |
| *                                      |

| **F2275-5**                           |
| PH, 0501                             |
| - Sinonoc                             |
| 8 18-02 N                             |
| 123 51-88 E                           |
| Fl W 4s                               |
| *                                      |

5.3 Wk31/17
V


G1846  Cabo Carranza  35 33-62 S  Fl W 10s  51  22  White square metal tower, red bands
CL, 3007, 210  72 36-81 W  19  W038°-211°(173°)

G3036  GOLFO DE GUAYAQUIL. RÍO GUAYAS. PUERTO DE GUAYAQUIL
Remove from list; deleted

G5700  QUEEN CHARLOTTE SOUND. NORTHERN INSIDE CHANNELS. LAMA PASSAGE
- Dryad Point, N Entrance, Main Passage, Seaforth Channel
CA, P, 611  52 11-11 N  Oc WR 5s  12  7  White square tower, red top
c 1°, W142°-206°(64°), R206°-336°(130°), W336°-039°(63°)

G5739-7  QUEEN CHARLOTTE SOUND. NORTHERN INSIDE CHANNELS. DOUGLAS CHANNEL
Remove from list; deleted

G5739-72 - Maitland Island, SW End
CA, P, 652.5  53 41-90 N  Fl R 4s  6  7  White square framework tower, red at top
129 04-90 W

G5739-74 - W Side
CA, P, 652.4  53 41-89 N  Iso G 2s  7  9  White square framework tower, green band at top
129 08-05 W

G5740-48 - Kemano Bay, Entrance
CA, P, 659.5  53 28-15 N  Fl WR 4s  8  5  White square framework tower
Bluff  128 07-77 W  R102°-129°(27°), W129°-102°(333°), Private

G5750-3 - Browning Entrance.
CA, P, 736.5  53 38-32 N  Q WR  9  4  White square framework tower
Deadman Islet  130 28-22 W  R080°-121°(41°), W121°-080°(319°)

G5845-5 - Port Clements. Breakwater
CA, P, 795.3  53 41-43 N  Q R  4  Red and white △, on
132 10-83 W  white square framework tower


H0902  MAGDALEN ISLANDS (ÎLES DE LA MADELEINE). ÎLE DU HAVRE AUX MAISONS
Remove from list; deleted
<table>
<thead>
<tr>
<th>Code</th>
<th>Details</th>
<th>Type</th>
<th>Location</th>
<th>Visibility</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>J4308-3</td>
<td>- Anton Lizardo Lighthouse</td>
<td>Fl W 4s</td>
<td>19 03-60 N 95 59-06 W</td>
<td>35</td>
<td>Masonry tower / Fl I. W100°-163°(63°), W292°-312°(20°)</td>
</tr>
<tr>
<td>J5884-25</td>
<td>- Grier Channel. Ldg Lts</td>
<td>Iso W 2s</td>
<td>10 40-16 N 61 29-62 W</td>
<td>119</td>
<td>Yellow △ on black and white framework tower</td>
</tr>
<tr>
<td>J6094-56</td>
<td>PANAMA CANAL. GAILLARD CUT</td>
<td>Fl G</td>
<td>9 04-40 N 79 40-34 W</td>
<td>. . .</td>
<td>White beacon</td>
</tr>
<tr>
<td>J6094-571</td>
<td>- Bas Obispo Reach. Southbound. Channel centre. Ldg Lts 151°. Rear. 312m from front</td>
<td>Oc Y</td>
<td>9 04-22 N 79 40-22 W</td>
<td>. . .</td>
<td>White beacon</td>
</tr>
<tr>
<td>J6094-61</td>
<td>PANAMA CANAL. GAILLARD CUT</td>
<td>Las Cascadas Reach.</td>
<td>Southbound. Ldg Lts 158-3°.</td>
<td>9 03·82 N 79 40·21 W</td>
<td>Fl G</td>
</tr>
<tr>
<td>J6094-61</td>
<td></td>
<td>Front (PA:PC)</td>
<td>* * * * * * * * *</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J6094-611</td>
<td>Las Cascadas Reach.</td>
<td>Southbound. Ldg Lts 158-3°.</td>
<td>9 03·65 N 79 40·14 W</td>
<td>Oc G</td>
<td>. . White beacon</td>
</tr>
<tr>
<td>J6094-611</td>
<td></td>
<td>Rear. 335m from front (PA:PC)</td>
<td>* * * * * * * * *</td>
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<tr>
<td>J6094-62</td>
<td>Las Cascadas Reach.</td>
<td>Southbound. Channel centre. Ldg Lts 158-3°.</td>
<td>9 03·85 N 79 40·20 W</td>
<td>Fl Y</td>
<td>. . White beacon</td>
</tr>
<tr>
<td>J6094-621</td>
<td>Las Cascadas Reach.</td>
<td>Southbound. Channel centre. Ldg Lts 158-3°. Rear. 345m from front (PA:PC)</td>
<td>9 03·67 N 79 40·13 W</td>
<td>Fl Y</td>
<td>. . White beacon</td>
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<tr>
<td>J6094-63</td>
<td>PANAMA CANAL. GAILLARD CUT</td>
<td>Cunette Reach.</td>
<td>Southbound. Ldg Lts 144-3°.</td>
<td>9 03·66 N 79 39·95 W</td>
<td>Fl G</td>
</tr>
<tr>
<td>J6094-631</td>
<td>Cunette Reach.</td>
<td>Southbound. Ldg Lts 144-3°. Rear. 421m from front (PA:PC)</td>
<td>9 03·47 N 79 39·82 W</td>
<td>Oc G</td>
<td>. . White beacon</td>
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<td>J6094-64</td>
<td>Cunette Reach.</td>
<td>Southbound. Channel centre. Ldg Lts 144-3°.</td>
<td>9 03·62 N 79 39·89 W</td>
<td>Fl Y</td>
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<tr>
<td>J6094-641</td>
<td>Cunette Reach.</td>
<td>Southbound. Channel centre. Ldg Lts 144-3°. Rear. 295m from front (PA:PC)</td>
<td>9 03·49 N 79 39·80 W</td>
<td>Fl Y</td>
<td>. . White beacon</td>
</tr>
<tr>
<td>J6094-65</td>
<td>PANAMA CANAL. GAILLARD CUT</td>
<td>Culebra Reach.</td>
<td>Northbound. Channel centre. Ldg Lts 323-8°.</td>
<td>9 03·69 N 79 39·65 W</td>
<td>Fl Y</td>
</tr>
</tbody>
</table>
9 03·73 N 79 39·65 W Fl G . . . White beacon

J6094-661 - Culebra Reach. Northbound. Ldg Lts 323-8°. Rear. 271m from front (PA:PC)
9 03·85 N 79 39·74 W Oc G . . . White beacon

9 03·11 N 79 39·45 W Fl Y . . . White beacon

9 03·31 N 79 39·69 W Oc Y . . . White beacon

9 03·07 N 79 39·03 W Fl G . . . White beacon

J6094-681 - Empire Reach. Southbound. Ldg Lts 127-7°. Rear. 359m from front (PA:PC)
9 02·95 N 79 38·87 W Oc G . . . White beacon

9 03·08 N 79 39·00 W Fl Y . . . White beacon

J6094-691 - Empire Reach. Southbound. Channel centre. Ldg Lts 127-7°. Rear. 325m from front (PA:PC)
9 02·97 N 79 38·86 W Oc Y . . . White beacon

9 02·73 N 79 39·16 W Oc G . . . White beacon

J6094-711 - Cucaracha Reach. Northbound. Ldg Lts 307-1°. Rear. 121m from front (PA:PC)
9 02·77 N 79 39·22 W Oc G . . . White beacon

9 02·66 N 79 39·12 W Oc Y . . . White beacon

J6094·721  - Cucaracha Reach.  9 02·71 N  Oc Y  . . White beacon
Northbound. Channel centre.
Ldg Lts 307·1°. Rear. 137m
from front
(PA/PC) * * * * * * * * * *


K4717  - Vatu-i-ra Channel. W Side  17 16·69 S  Fl G 2s  12  11 Black metal framework tower on
FL, F201, 4717  178 28·95 E  concrete pillar
* *  

GUADALCANAL ISLAND. MARAU SOUND. TAWARA'O ISLAND

K4947  - Tawara'o Island  9 49·39 S  Fl W 10s  10  10 White column
160 54·24 E  *

NOTE: These are the first updates issued for the New Edition.

Cut out the above and paste it in the NEW EDITION First Updates box immediately below the

N4560  - Tavşan Adası  39 56·19 N  Fl W 5s  45  10 Frame pylon  fl 1
TR, 30070  26 03·54 E  *  *  *  *  *  *  *  *

ÇANDARLI KÖRFEZİ

N4616·6  - Aliğa Limanı. Tuzla Burnu  38 49·93 N  Q W  8  5 Round white metal tower
TR, 30606  26 57·77 E  6  *
- - -  . . AIS  . . . .  MMSI No 992711172
* *

N4903·795  - Ferry Pier  41 01·66 N  Iso Y 2s  7  3 Yellow round metal tower
TR, 20855·2  29 00·89 E  5  *
*  *  *  *  *  *  *  *

N4930·108  - Yalova. Quay  40 41·53 N  Fl Y 3s  8  5 Yellow cylindrical sheet-iron tower
TR, 21222·3  29 25·81 E  fl 0·5  5  *
*  *  *  *  *  *  *  *

N5747  - Kulevi  42 16·51 N  Fl G 5s  11  4 Green beacon
41 38·07 E  *
*  *  *  *  *  *  *  *

TAŞUCU KÖRFEZİ

N5867·5  - Dana Adası  36 10·92 N  Fl W 5s  9  3 White pipe mast  fl 1
TR, 32814  33 45·49 E  3  *
*  *  *  *  *  *  *  *

5.8  Wk31/17

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Coordinates</th>
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<th>Platform</th>
<th>Notes</th>
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<tbody>
<tr>
<td>N7733-3</td>
<td>Zahr El-Baharia</td>
<td>31 50-19 N, 32 17-06 E</td>
<td>Lit</td>
<td></td>
<td>Other installations, some marked by lights and fog signals, exist in this field</td>
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</table>


<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<th>Type</th>
<th>Platform</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>P3471</td>
<td>Shatian Barge, No 1</td>
<td>22 51-64 N, 113 34-44 E</td>
<td>Iso R 4s</td>
<td>8</td>
<td>5 White metal pile, red bands</td>
</tr>
<tr>
<td>P9690-3442</td>
<td>CBG4</td>
<td>38 18-05 N, 118 53-51 E</td>
<td>Mo(U)W 15s</td>
<td></td>
<td>10 Platform</td>
</tr>
<tr>
<td>P9690-3443</td>
<td>CB819</td>
<td>38 18-54 N, 118 54-77 E</td>
<td>Mo(U)W 15s</td>
<td></td>
<td>10 Platform</td>
</tr>
</tbody>
</table>
The ADMIRALTY List of Radio Signals diagrams included in the paper version of the weekly Notice to Mariners (Section VI) are printed in black and white. If required, a colour version of these diagrams can be downloaded from www.admiralty.co.uk/maritime-safety-information. To obtain the colour versions select View and download NMs – select Weekly – select Year – select Week – go to Selected Week Content – select File (for example: NP286(3)–WK01–14–PAGE149_Week01_2017.pdf)

VOLUME 1, NP281(1), 2016/17
Published Wk 42/16
(Last Updates: Weekly Edition No. 28 dated 13 July 2017)

MARITIME RADIO STATIONS

PAGE 66, CYPRUS.

Delete entry and replace by:

<table>
<thead>
<tr>
<th>CYPRUS (5BA)</th>
<th>MMSI 002091000</th>
<th>DSC VHF MF HF 4 &amp; 8 MHz</th>
<th>OBS</th>
<th>Diagram page 71</th>
</tr>
</thead>
<tbody>
<tr>
<td>35°02′·95N 33°17′·07E</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Telephone: +357 24304452 (Operators)
            +357 24304454 (Signals Radio Officer)

Fax: +357 24669950

Telex: +605 7888 CYPRUS RADIO (7888 CYPRADIO)

Email: jrcc_cyp@cytanet.com.cy

Website: www.mod.gov.cy/jrcc

VHF

<table>
<thead>
<tr>
<th>VHF</th>
<th>Position</th>
<th>Transmits</th>
<th>Receives</th>
<th>Hours of Watch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chionistra</td>
<td>34°56′·47N 32°53′·72E</td>
<td>Ch 16 24 25 26 27</td>
<td>Ch 16: H24</td>
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</tr>
<tr>
<td>Fanos</td>
<td>35°00′·36N 34°01′·82E</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Kremni</td>
<td>34°45′·51N 33°14′·95E</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Lara</td>
<td>34°57′·86N 32°22′·53E</td>
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<td></td>
</tr>
</tbody>
</table>

RT (MF)

<table>
<thead>
<tr>
<th>Position</th>
<th>Transmits</th>
<th>Receives</th>
<th>Hours of Watch</th>
</tr>
</thead>
<tbody>
<tr>
<td>2700</td>
<td>2182</td>
<td>2182</td>
<td>H24</td>
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</table>

TRAFFIC LISTS: 2700 kHz: every odd H+33

RT (HF)

<table>
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<th>Position</th>
<th>Transmits</th>
<th>Receives</th>
<th>Hours of Watch</th>
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<tbody>
<tr>
<td>4372 (Ch 406)</td>
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<td>6507 (Ch 603)</td>
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<td>8737 (Ch 807)</td>
<td>8213</td>
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<td>13098 (Ch 1208)</td>
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<td>17248 (Ch 1603)</td>
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IMO GMDSS Master Plan Circ.21 (RSDRA2017000178407) 31/17

PAGE 78, ESTONIA, below TALLINN JRCC.

Insert:

<table>
<thead>
<tr>
<th>TALLINN NORTH</th>
<th>MMSI 002760100</th>
<th>DSC MF</th>
</tr>
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</table>

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17
VI

VOLUME 2, NP282(1), 2017/18
Published Wk 14/17
(Last Updates: Weekly Edition No. 28 dated 13 July 2017)

RADAR BEACONS

PAGE 8, UNITED KINGDOM.
50820 Murchison Platform 211/19 Lt.
Delete entry

CNR International (UK) Ltd. (RSDRA2017000148666) 31/17

PAGE 34, NORWAY.
66420 Kjølnes Lt.
Delete entry

Norwegian Bulletin 13/17 (RSDRA2017000187554) 31/17

PAGE 34, NORWAY.
66460 Makkaur Lt.
Delete entry

Norwegian Bulletin 13/17 (RSDRA2017000187554) 31/17

PAGE 34, FRANCE (Atlantic Coast).
67400 La Couronnée Lt Buoy.
Delete entry

French Notice 24/60/17 (RSDRA2017000148639) 31/17

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 80, FRANCE (Atlantic Coast).
La Couronnée Lt Buoy.
Delete entry

French Notice 24/60/17 (RSDRA2017000148639) 31/17

VOLUME 5, NP285, 2017/18
Published Wk 27/17
(Last Updates: Weekly Edition No. 29 dated 20 July 2017)

VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1

PAGE 119, NAVAREA I, ESTONIA.
TALLINN.
Delete entry and replace by:

TALLINN 002761000
002761100
59°27′-84N 24°21′-42E
N/A

Remotely controlled stations:-
Aabila 59°35′-12N 25°31′-45E 30
Dirhami 59°12′-43N 23°30′-35E 30
Eisma 59°33′-60N 26°17′-53E 30
Kõpu 58°55′-12N 22°11′-89E 35
Merivälja 59°29′-70N 24°50′-58E 30
Orisaare 58°33′-51N 23°04′-00E 35
Pärnu 58°22′-66N 24°34′-54E 35
Ruhnu 57°48′-24N 23°15′-50E 28
Suuremõisa 58°52′-10N 22°57′-53E 28
Suurupi 59°27′-68N 24°22′-63E 30
Teila 59°24′-90N 27°31′-78E 32
Torgu 57°58′-67N 22°04′-75E 28
Tõstamaa 58°18′-43N 23°59′-72E 30
Undva 58°30′-89N 21°55′-29E 30

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17

VOLUME 5, NP285, 2017/18
Published Wk 27/17
(Last Updates: Weekly Edition No. 29 dated 20 July 2017)

VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1

PAGE 126, NAVAREA II, IVORY COAST.
ABIDJAN.
Delete entry and replace by:

ABIDJAN 006191000 N/A

Remotely controlled stations:- Operational
(MRCC Abidjan)
Abidjan 5°19′-34N 4°01′-02W 50
Grand Lahou 5°15′-46N 5°00′-39W 50
Marcory 5°21′-42N 3°57′-48W 50
San Pedro 4°44′-20N 6°37′-30W 50
Sassandra 4°57′-07N 6°05′-30W 50
Tabou 4°24′-42N 7°21′-44W 50

PAGE 128, NAVAREA III, CYPRUS.
CYPRUS.
Delete entry and replace by:

CYPRUS 002091000 N/A

Remotely controlled stations:- Operational
(JRCC Larnaca)
Chionistra 34°56′-47N 32°53′-72E 150
Fanos 35°00′-36N 34°01′-82E 100
Kremni 34°45′-51N 33°14′-95E 100
Lara 34°57′-86N 32°22′-53E 100

PAGE 131, NAVAREA III, above LEBANON entry.
Insert:

KAZAKHSTAN
AKTAU 43°36′-15N 51°13′-25E 20 Operational
(MRCC Astrakhan)

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17
PAGE 119, NAVAREA I, FINLAND, below HELSINKI MRSC.
Insert:

<table>
<thead>
<tr>
<th>TURKU</th>
<th>002300230</th>
<th>60°27′-27N 26°56′-98E</th>
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<tr>
<td>Remotely controlled stations:</td>
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<td>Operational</td>
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<tr>
<td>Espoo</td>
<td>60°10′-66N 24°36′-41E</td>
<td>42</td>
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<tr>
<td>Geta</td>
<td>60°23′-20N 19°55′-85E</td>
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<td>Hammarland</td>
<td>60°11′-37N 19°44′-28E</td>
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<td>Hanko</td>
<td>59°50′-24N 22°56′-09E</td>
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<td>Järö</td>
<td>60°01′-14N 20°00′-06E</td>
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<td>Kaarina</td>
<td>60°22′-60N 22°20′-30E</td>
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<td>Kristiankaupunki</td>
<td>62°16′-63N 21°24′-10E</td>
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<td>Kruunupyyn</td>
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<td>Li</td>
<td>65°32′-33N 25°15′-66E</td>
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<td>Mustasaari</td>
<td>63°12′-52N 21°32′-01E</td>
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<td>Rahe</td>
<td>64°40′-99N 24°32′-05E</td>
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<tr>
<td>Turku Radio (Nauvo)</td>
<td>60°09′-78N 21°42′-55E</td>
<td>23</td>
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<td>Utö</td>
<td>59°46′-85N 21°22′-08E</td>
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<td>Uusikaupunki</td>
<td>60°48′-40N 21°28′-00E</td>
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<td>Virolahi</td>
<td>60°36′-32N 27°50′-20E</td>
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IMO GMDSS Master Plan Cir.21 (RSDRA2017000179407) 31/17

PAGE 126, NAVAREA II, IVORY COAST.
ABIDJAN.
Delete entry and replace by:

<table>
<thead>
<tr>
<th>ABIDJAN</th>
<th>006191000</th>
<th>N/A</th>
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<td>Operational</td>
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<tr>
<td>Abidjan</td>
<td>5°19′-34N 4°01′-02W</td>
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</tr>
<tr>
<td>Grand Lahou</td>
<td>5°15′-46N 5°00′-39W</td>
<td>50</td>
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<tr>
<td>Marcory</td>
<td>5°21′-42N 3°57′-48W</td>
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<tr>
<td>San Pedro</td>
<td>4°44′-20N 6°37′-30W</td>
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<tr>
<td>Sassandra</td>
<td>4°57′-07N 6°05′-30W</td>
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<tr>
<td>Tabou</td>
<td>4°24′-42N 7°21′-44W</td>
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</tbody>
</table>

IMO GMDSS Master Plan Cir.21 (RSDRA2017000179407) 31/17

PAGE 128, NAVAREA III, CYPRUS.
CYPRUS.
Delete entry and replace by:

<table>
<thead>
<tr>
<th>CYPRUS</th>
<th>002091000</th>
<th>N/A</th>
<th>Operational (JRCC Larnaca)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remotely controlled stations:</td>
<td></td>
<td>Operational</td>
<td></td>
</tr>
<tr>
<td>Chionistra</td>
<td>34°56′-47N 32°53′-72E</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>Fanos</td>
<td>35°00′-36N 34°01′-82E</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Kremni</td>
<td>34°45′-51N 33°14′-95E</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Lara</td>
<td>34°57′-86N 32°22′-53E</td>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>

IMO GMDSS Master Plan Cir.21 (RSDRA2017000179407) 31/17

PAGE 131, NAVAREA III, above LEBANON entry.
Insert:

| KAZAKHSTAN| AKTAU | 43°36′-15N 51°13′-25E | 20 | Operational (MRCC Astrakhan) |

IMO GMDSS Master Plan Cir.21 (RSDRA2017000179407) 31/17
PAGE 131, NAVAREA III, KAZAKHSTAN, below AKTAU entry.
Insert:

BAUTINO 44°32′33N 50°16′22E 20 Operational (MRCC Astrakhan)

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17

---

MF DSC, LIST OF COAST STATIONS FOR SEA AREA A2

PAGE 149, NAVAREA I, ESTONIA.
TALLINN.
Delete entry and replace by:

TALLINN 002761000 002761100 59°27′84N 24°21′42E N/A Operational (JRCC Tallinn)

Remotely controlled stations:-
Undva 58°30′87N 21°57′02E 150

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17

PAGE 149, NAVAREA I, ESTONIA.
TALLINN JRCC.
Delete entry.

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17

PAGE 149, NAVAREA I, ESTONIA, below TALLINN.
Insert:

TALLINN NORTH 002760100 59°24′00N 24°40′00E 150 Operational (JRCC Tallinn)

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17

---

PAGE 151, NAVAREA II, IVORY COAST.
ABIDJAN.
Delete entry and replace by:

ABIDJAN 006191000 N/A Operational (MRCC Abidjan)

Remotely controlled stations:-
Abidjan 5°19′34N 4°01′02W 500
Grand Lahou 5°15′46N 5°00′39W 500
Kouakro 5°15′46N 3°29′26W 500
Marcory 5°21′42N 3°57′48W 500
San Pedro 4°44′20N 6°37′30W 500
Sassandra 4°57′07N 6°05′30W 500
Tabou 4°24′42N 7°21′44W 500

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17

---

PAGE 153, NAVAREA III, above LEBANON entry.
Insert:

KAZAKHSTAN
AKTAU 43°36′15N 51°13′25E 100 Operational (MRCC Astrakhan)

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17

---

PAGE 155, NAVAREA VII, MOZAMBIQUE.
MAPUTO MRCC.
Delete entry and replace by:

MAPUTO MRCC 006501000 25°57′00S 32°28′00E 200 Operational (MRCC Maputo)

IMO GMDSS Master Plan Circ.21 (RSDRA2017000179407) 31/17
VOLUME 6, PART 1, NP 286(1), 2017/18
Published Wk 16/17

(Volume 6, Part 1, NP 286(1), 2017/18)

(Volume 6, Part 1, NP 286(1), 2017/18)

(Volume 6, Part 3, NP 286(3), 2017/18)

(Volume 6, Part 3, NP 286(3), 2017/18)

(Volume 6, Part 3, NP 286(3), 2017/18)

PAGE 62, FRANCE (Atlantic and English Channel Coasts),
CHERBOURG, Commercial Port, CONTACT DETAILS, Hr Mr.
Delete and replace by:

DELETE AND REPLACE BY:

Hr Mr
VHF Channel: Ch 12
Telephone: +33(0)2 33204125
+33(0)6 63372073 (Mobile)
E-mail: ddm.dm-tpc@manche.gouv.fr
capitainerie.cherbourg@pna-ports.fr
Website: www.pna-ports.fr
www.premar-manche.gouv.fr

French Bulletin 27/17, (RSDRA2017000179698), 31/17

PAGE 66, FRANCE (Atlantic and English Channel Coasts),
DIEPPE, Port, CONTACT DETAILS, Signal Station, VHF Channel.
Delete and replace by:

DELETE AND REPLACE BY:

VHF Channel: Ch 08 12 14 17

French Bulletin 27/17, (RSDRA2017000179698), 31/17

PAGE 95, GEORGIA, GENERAL NOTES.
Delete and replace by:

DELETE AND REPLACE BY:

GENERAL NOTES
ISPS DESIGNATED AUTHORITY:

CONTACT DETAILS:
Maritime Transport Agency of Georgia
Telephone: +995 422 274925
Fax: +995 422 273929
E-mail: info@mta.gov.ge
msd@mta.gov.ge
Website: www.mta.gov.ge

ETA:
Vessels should send ETA to the agents 7 days, 72h, 48h and 24h in advance and 2h
before arriving at the roads.

PILOTAGE:
(1) Pilotage is compulsory for entry to, and departure from, all Georgian ports.
(2) Pilot ordering: Pilots should be ordered through the agents 24h, and confirmed
2h, in advance, unless stated otherwise in station entry.

GEORGIA SHIP REPORTING SYSTEM (GEOREP):
For details see GEORGIA - SHIP REPORTING SYSTEM (GEOREP).

continued on next column

PAGE 96, GEORGIA, BAT’UMI.
Delete and replace by:

DELETE AND REPLACE BY:

BAT’UMI

UNCTAD LOCODE: GE BUS

Pilots

CONTACT DETAILS:
Call: Bat’umi Pilot
VHF Channel: Ch 16; 09

HOURS: H24

PROCEDURE:
(1) Pilotage is compulsory.
(2) Pilot boards in position 41°40’-08N 41°38’-14E.

Vessel Traffic Service

CONTACT DETAILS:
Call: VTS Bat’umi
VHF Channel: Ch 16; 77
Telephone: +995 595 118412 (Mobile)
E-mail: vtsbatumi@mta.gov.ge
Website: www.mta.gov.ge

Port

CONTACT DETAILS:
Hr Mr
Call: Bat’umi 5
VHF Channel: Ch 16; 13
Telephone: +995 422 276792
+995.595 118412 (Mobile)
E-mail: hmbatumi@mta.gov.ge
Website: www.mta.gov.ge

continued on next page
Port Dispatcher
Call: Bat’umi 2
VHF Channel: Ch 16; 14
Telephone: +995 422 276268
+995 577 302357 (Mobile)

Port Authority
Telephone: +995 422 274912
E-mail: info@batumiport.com
Website: www.batumiport.com

Bat’umi International Container Terminal
Telephone: +995 422 276269
Fax: +995 422 276269
E-mail: operations@bict.ge
Website: www.bict.ge

HOURS: H24

PROCEDURE:
Vessels lying at mooring buoys should maintain a continuous listening watch on VHF Ch 16.

Maritime Transport Agency Georgia Correspondence, (RSDRA2017000156242), 31/17

PAGE 101, GEORGIA, P’OT’I
Delete and replace by:

P’OT’I 42°10′N 41°39′E
UNCTAD LOCODE: GE PTI

Pilots

CONTACT DETAILS:
Call: Poti Pilot
VHF Channel: Ch 16; 14

HOURS: H24

PROCEDURE:
(1) Pilotage is compulsory and is available H24.
(2) Pilot ordering: Vessels should send request for Pilots 48h in advance.
(3) Pilot boards in position 42°10′-16N 41°37′-97E.

Vessel Traffic Service

CONTACT DETAILS:
Call: VTS Poti
VHF Channel: Ch 16; 68
Telephone: +995 595 103604 (Mobile)
E-mail: vtspoti@mta.gov.ge
Website: www.mta.gov.ge

Port

CONTACT DETAILS:
Hr Mr
Call: P’ot’i 5
VHF Channel: Ch 16
Telephone: +995 493 277777 (ext 7866)
+995 577 221656 (Mobile)
E-mail: hmpoti@mta.gov.ge
Website: www.mta.gov.ge

Port Authority
Telephone: +995 493 277777
+995 493 220660
Fax: +995 493 220668
+995 493 222688
E-mail: administrationpoti@apmterminals.com
Website: www.apmterminals spotting.com

HOURS: H24

continued on next column

PAGE 102, GEORGIA, SUPSA TERMINAL, Terminal, CONTACT DETAILS.
Delete and replace by:

CONTACT DETAILS:
Terminal
Call: Supsa Terminal
VHF Channel: Ch 16; 07
Telephone: +995 599 584678
E-mail: supsacontrolroomoper@bp.com

Maritime Transport Agency Georgia Correspondence, (RSDRA2017000156242), 31/17

VOLUME 6, PART 7, NP 286(7), 2017
Published Wk 4/17

(Last Updates: Weekly Edition No. 22 dated 1 June 2017)

PAGE 120, CUBA, ANTILLA, Pilots, PROCEDURE.
Delete and replace by:

PROCEDURE:
Pilot boards in the following positions:
(1) Vessels approaching from the W: 21°06′-80N 75°57′-70W
(2) Vessels approaching from the E: 20°48′-23N 75°32′-22W

Cuban Bulletin 6/17, (RSDRA2017000173560), 31/17

PAGE 123, CUBA, HABANA (HAVANA), Pilots, PROCEDURE, section (2) (a).
Delete and replace by:

(a) 23°11′-12N 82°23′-75W (3 n mile NW of Morro de La Habana Lt)

Cuban Bulletin 6/17, (RSDRA2017000173560), 31/17

PAGE 128, CUBA, SANTIAGO DE CUBA, Pilots, PROCEDURE, section (3).
Delete and replace by:

(3) Pilot boards in position 19°56′-00N 75°52′-37W (2 n miles S of No 2 Lt buoy).

Cuban Bulletin 6/17, (RSDRA2017000173560), 31/17
UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS

There are no updates to miscellaneous Nautical Publications this week
1. ENC / ECDIS and AVCS

a) Safety Notice

DISPLAY ANOMALIES IN SOME ECDIS

A number of ECDIS operating anomalies have been identified, including the discovery that some models of some ECDIS equipment might not, under certain circumstances, display all navigationally significant features or activate appropriate alarms. Due to the complex nature of ECDIS, and in particular because it involves a mix of hardware, software and data, it is possible that further anomalies may exist.

ECDIS operating with Edition 3.4 of the IHO Presentation Library
All mariners are also strongly encouraged to use the IHO check dataset, which is designed to highlight those ECDIS that are unable to display the IMO approved chart features and those that may show the anomalous display and alarm behaviour. A copy of the IHO check dataset is included in the INFO folder of ADMIRALTY Vector Chart Service (AVCS) CDs and DVDs and iho.int. Note that IHO intend to withdraw the check dataset at the planned retirement date of Presentation Library Edition 3.4.

ECDIS operating with Edition 4.0 of the IHO Presentation Library
Performance tests during type approval and installation of the ECDIS demonstrates that the ECDIS does not have any of the identified display anomalies. The IHO check dataset is therefore not applicable. See iho.int for further information.

For a graphical way to establish that the ECDIS is correctly displaying the new symbols introduced in IHO S-52 Presentation Library Edition 4.0 the mariner can check ECDIS Chart 1. ECDIS Chart 1 is a legend of the entire set of symbols that may be used within an ENC, and is installed on all type-approved ECDIS systems.

b) ENCs temporarily withdrawn from AVCS

To review a cumulative list of ENCs temporarily withdrawn from AVCS, please visit the ‘Updates’ tab on:
admiralty.co.uk/AVCS

EA200001 and EA200002 South China Sea. Withdrawn in week 23/2017 as instructed by ENC producer authority due to numerous pending updates. New Editions will be released at the earliest opportunity, but no timescale has been provided. Mariners should remove these ENCs from their ECDIS at the earliest opportunity. Full chart coverage of the area is available from other ENCs in AVCS and ADMIRALTY paper charts.

C1515379 Waglan Island to Xiaoputai Dao. The issue that caused this ENC to be withdrawn has now been resolved and it was made available to purchase again in AVCS from week 25/2017.

c) ENC Readme.txt file

The README.TXT file located within the ENC_ROOT folder on the latest ENC Base and Update discs contains important safety related information relating to the use of ENCs in ECDIS.

This file is updated on a regular basis and should be consulted to ensure that all related issues are taken into consideration.

The latest updates to the README file are:

Week 25/17

22/06/2017 ENC C1515379, Issue resolved and available again in ARCS.

Week 23/17

07/06/17 ENC EA200001 and EA200002 WITHDRAWN

Week 06/16.

11/02/16 INTERIM CATEGORY OF ZONE OF CONFIDENCE IN DATA (CATZOC) VALUES
The full text of the latest README.TXT file is available at:
admiralty.co.uk/AdmiraltyDownloadMedia/AVCS/README.txt
**Temporary & Preliminary Notices to Mariners (T&P NMs) in ENCs**

The use of T&P NM information is considered an essential part of keeping navigational charts up to date.

The latest confirmed status of T&P NM information in the ENCs that are available in ADMIRALTY services is shown in the ENC-T&P-NM-Status.pdf file in the INFO folder on the service media and at: admiralty.co.uk/ENC-TP-NMs

**2. ADMIRALTY Products Supporting Digital Navigation**

   i. ADMIRALTY ENC Maintenance Record (NP133C). This publication is designed to hold paper records on ENC and ECDIS maintenance to assist information management and support inspections. Completed example templates are now available in V1.1. If you already own a copy of this publication please contact your ADMIRALTY Chart Agent for a copy of the templates. Please note that both V1.0 and V1.1 are current editions.


   iii. ADMIRALTY Guide to the Practical Use of ENCs (NP231). Supports ECDIS training on the interpretation and use of ENC data.

   iv. ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures (NP232). Provides clear guidance for any individual or organisation responsible for the introduction of ECDIS, in particular those involved in the development of detailed ECDIS operating procedures.

   v. ADMIRALTY Port Approach Guides. Information from a range of official ADMIRALTY charts and publications on one chart, helping bridge crews to plan for particular approaches and to support Master Pilot Exchange. Expanding coverage of some of the world’s most complex approaches, including Antwerp, Rotterdam and the Panama Canal. More information is available at admiralty.co.uk/port-approach-guides

**3. ADMIRALTY Digital Publications (ADP)**

ADP are computer-based versions of the UKHO’s market-leading paper-based nautical reference guides – ADMIRALTY Nautical Publications. They contain the same information as their paper equivalents, and are widely accepted as meeting SOLAS carriage requirements. Information on which flag States have accepted ADP as meeting SOLAS carriage requirements is available at admiralty.co.uk/flag-state-approval

**ADRS 2 - Legal Time**

Please note that Legal Time should only be obtained by searching for the country concerned using the List Territories option from Windows.

1. Click ‘Windows’ on the toolbar and click ‘List Territories’.
2. Select the appropriate country from the listing to view the time offset.
3. We recommend that Time Zone Meridians are switched off in the ‘View’ listing. This is because the offset shown via the tooltips on Aids to Navigation and the map view are only based on the meridian lines and should not be relied upon.

**Availability of ADP 17**

ADP 17 is available on the standalone software disk and on the ADP Weekly Update DVD.

For Windows 7 and later, the ADP 17 DVD will automatically uninstall the previous edition and install the new edition without losing your area subscriptions or downloaded updates. After installing the new version, the first update should be applied using the latest ADP Update DVD to minimise the update download size. This should be supplied by your ADMIRALTY Chart Agent.

Windows XP is no longer supported by Microsoft therefore UKHO may not be able to fully support software running on Windows XP. The latest version of ADP that will run on Windows XP and Vista is V16. Users of these operating systems should use the standalone software disk only to update the TotalTide data to 2017. Full instructions are in the readme.txt file on the ADP 17 software disk.

**From 1 January 2017 UKHO only supports ADP 16 onwards. Users of older versions of the software should upgrade as soon as possible.**

If you experience any problems receiving or installing the software upgrade, please contact your ADMIRALTY Chart Agent in the first instance.

For information:
Please ensure that Activation Key Requests and Update Data Requests for ADP are sent to ADPMailGateway@ukho.gov.uk

---

8.2 Wk 31/17
ADIMIRALTY TotalTide (ATT)

German Tidal Stations predicted on LAT

The ATT application in ADP computes predictions for all German tidal stations based on Lowest Astronomical Tide (LAT).

Mariners using charts which refer to Mean Low Water Springs (MLWS) in German waters, must deduct 0.5m from all predicted tidal heights for these ports before applying them to the depths on those charts in order to determine the correct predicted depth of water. This advice will also be contained in the Notes Tab on the Prediction Windows in TotalTide for each of the above German tidal stations.

4. ADMIIRALTY e-Nautical Publications (e-NPs)

ADIMIRALTY e-NPs are digital versions of ADIMIRALTY Nautical Publications. They allow users to apply NM updates faster and with greater accuracy. The following e-NPs are currently available:

- All 75 Sailing Directions
- The Mariners Handbook
- The Nautical Almanac
- Ocean Passages for the World
- Annual Summary of Notices to Mariners Part 1
- Annual Summary of Notices to Mariners Part 2
- ADIMIRALTY Guide to the Practical Use of ENCs
- Cumulative list of ADIMIRALTY Notice to Mariners January
- Cumulative list of ADIMIRALTY Notice to Mariners June
- How to Keep Your ADIMIRALTY Products Up-to-Date
- IALA Maritime Buoyage System
- ADIMIRALTY Guide to ECDIS implementation, Policy and Procedures.
- Symbols and Abbreviations Used on ADIMIRALTY Paper Charts
- ADIMIRALTY Guide to ENC Symbols used in ECDIS

Viewing e-NPs in ADIMIRALTY gateway 4.4

Benefits for vessels upgading to V4.4 include:

- Improved search functionality
- Data downloads resume after loss of connectivity, reducing transmission sizes
- Interface improvements

The UKHO only supports the viewing of e-NPs through ADIMIRALTY e-Reader 1.3 and ADIMIRALTY gateway 4.2 and 4.4. Users of older versions must upgrade as soon as possible.

5. ADMIIRALTY e-Navigator Planning Station

ADIMIRALTY e-Navigator Planning Station 3.4, and Planning Station in ADIMIRALTY gateway, provide vessels with the ability to plan voyages, order products, download chart data and view digital charts and publications from their back of bridge computer. Planning Station is available free of charge from your ADIMIRALTY Chart Agent.

Using Planning Station in ADIMIRALTY gateway 4.4

Benefits for vessels upgading to V4.4 include:

- Improved performance and stability
- Individual Charts and Publications reports
- Up to 75% file compression for GB ENCs
- Built-in updating guide
- Improved ENC management

The UKHO only supports Planning Station features in e-Navigator Planning Station 3.4 and ADIMIRALTY gateway 4.2 and 4.4. Users of older versions must upgrade as soon as possible.
6. **ADMARALTY Passage Planner (APP)**

**Availability of APP in gateway 4.4**

Benefits for vessels upgrading to V4.4 include:

- Improved passage plan format
- Improved performance and stability
- More supported route formats, including .RTZ

The UKHO only supports Passage Planner in ADMARALTY gateway 4.2 and 4.4. Users of older versions must upgrade as soon as possible.

7. **Status of ADMARALTY Digital Services**

<table>
<thead>
<tr>
<th>Product</th>
<th>Last issue date/Week</th>
<th>Reissue Date/Week</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADMARALTY Vector Chart Service (AVCS) and ECDIS Base CD</td>
<td>8 June 2017 - 23</td>
<td>10 August 2017 - 32</td>
</tr>
<tr>
<td>ADMARALTY Information Overlay (AIO) CD which contains both the base data and the latest updates</td>
<td>20 July 2017 - 29</td>
<td></td>
</tr>
<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 1</td>
<td>27 July 2017 - 30</td>
<td></td>
</tr>
<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 2</td>
<td>27 April 2017 - 17</td>
<td></td>
</tr>
<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 3</td>
<td>16 February 2017 - 7</td>
<td>31 August 2017 - 35</td>
</tr>
<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 4</td>
<td>29 June 2017 - 26</td>
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<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 5</td>
<td>15 June 2017 - 24</td>
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<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 6</td>
<td>30 March 2017 - 13</td>
<td>17 August 2017 - 33</td>
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<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 7</td>
<td>18 May 2017 - 20</td>
<td>5 October 2017 - 40</td>
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<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 8</td>
<td>13 July 2017 - 28</td>
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<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 9</td>
<td>16 March 2017 - 11</td>
<td>21 Sept 2017 - 38</td>
</tr>
<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 10</td>
<td>1 June 2017 - 22</td>
<td></td>
</tr>
<tr>
<td>ADMARALTY Raster Chart Service (ARCS) Regional disc 11</td>
<td>20 October 2016 – 42 Small-scale Planning Charts</td>
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</table>

8. **Supported ADMARALTY Software Versions**

<table>
<thead>
<tr>
<th>Product</th>
<th>Supported Versions</th>
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<tbody>
<tr>
<td>ADP</td>
<td>16.0, 17.0</td>
</tr>
<tr>
<td>e-NP e-Reader</td>
<td>1.3</td>
</tr>
<tr>
<td>e-Navigator Planning Station</td>
<td>3.4</td>
</tr>
<tr>
<td>ADMARALTY gateway</td>
<td>4.2, 4.4</td>
</tr>
<tr>
<td>NavPac and Compact Data</td>
<td>3.4, 4.0</td>
</tr>
</tbody>
</table>

If you are using an older version which is not supported, you should contact your Chart Agent to upgrade to the latest version as soon as possible.
### Reporting Port Information affecting ADMIRALTY Products

<table>
<thead>
<tr>
<th>NAME OF PORT</th>
<th>APPROXIMATE POSITION</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
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</table>

| GENERAL REMARKS       |                       |          |           |
| Principal activities and trade. |
| Latest population figures and date. |
| Number of ships or tonnage handled per year. |
| Maximum size of vessel handled. |
| Copy of Port Handbook (if available). |

| ANCHORAGES            |                       |          |           |
| Designation, depths, holding ground, shelter afforded. |

| PILOTAGE              |                       |          |           |
| Authority for requests. |
| Embark position. |
| Regulations. |

| DIRECTIONS            |                       |          |           |
| Entry and berthing information. |
| Tidal streams. |
| Navigational aids. |

| TUGS                   |                       |          |           |
| Number available. |

| WHARVES                |                       |          |           |
| Names, numbers or positions & lengths. |
| Depths alongside. |

| CARGO HANDLING         |                       |          |           |
| Containers, lighters, Ro-Ro etc. |

| REPAIRS                |                       |          |           |
| Hull, machinery and underwater. |
| Shipyards. |
| Docking or slipping facilities. (Give size of vessels handled or dimensions) |
| Divers. |
# HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

<table>
<thead>
<tr>
<th>H.102A</th>
<th>(V7.0 Jan 2013)</th>
</tr>
</thead>
</table>

## RESCUE AND DISTRESS
Salvage, Lifeboat, Coastguard, etc.

## SUPPLIES
**Fuel.**
(with type, quantities and methods of delivery)

**Fresh water.**
(with method of delivery and rate of supply)

**Provisions.**

## SERVICES
**Medical.**

**Ship Sanitation.**

**Garbage and slops.**

**Ship chandlery, tank cleaning, compass adjustment, hull painting.**

## COMMUNICATIONS
**Nearest airport or airfield.**

**Port radio and information service.** (with frequencies and hours of operating)

## PORT AUTHORITY
**Designation, address, telephone, e-mail address and website.**

## VIEWS
Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc.

## ADDITIONAL DETAILS

### NOTES:

1. Form H.102A lists the information required for ADMIRALTY Sailing Directions and has been designed to help the sender and the recipient. The sections should be used as an aide-memoir, being used or followed closely, whenever appropriate. Where there is insufficient space on the form an additional sheet should be used.

2. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
<table>
<thead>
<tr>
<th>Time/Date of Observation</th>
<th>Chart/ENC in use (SEE NOTE 3a)</th>
<th>Latitude/Longitude of position read from Chart/ECDIS (SEE NOTE 3b)</th>
<th>Latitude/Longitude of position read from GNSS Receiver (on WGS84) (SEE NOTE 3c)</th>
<th>Additional Information/Remarks (SEE NOTE 3d)</th>
</tr>
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<tbody>
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NOTES:

1. This form is designed to assist in the reporting of observed differences between WGS84 datum and the geodetic datum of British ADMIRALTY Charts by mariners, including yachtsmen and should be submitted as an accompaniment to Form H.102 (full instructions for the rendering of data are on Form H.102). Where there is insufficient space on the form an additional sheet should be used.

2. **Objective of GNSS Data Collection**

   The UK Hydrographic Office would appreciate the reporting of Global Navigation Satellite Systems (GNSS) positions, referenced to WGS84 datum, at identifiable locations or features on British ADMIRALTY Charts. Such observations could be used to calculate positional shifts between WGS84 datum and the geodetic datum for those British ADMIRALTY Charts which it has not yet been possible to compute the appropriate shifts. These would be incorporated in future new editions or new charts and promulgated by Preliminary Notices to Mariners in the interim.

   It is unrealistic to expect that a series of reported WGS84 positions relating to a given chart will enable it to be referenced to that datum with the accuracy required for geodetic purposes. Nevertheless, this provides adequate accuracy for general navigation, considering the practical limits to the precision of 0.2mm (probably the best possible under ideal conditions – vessel alongside, good light, sharp dividers etc), this represents 10 metres on the ground at a chart scale of 1:50,000.

   It is clear that users prefer to have some indication of the magnitude and direction of the positional shift, together with an assessment of its likely accuracy, rather than be informed that a definitive answer cannot be formulated. Consequently, where a WGS84 version has not yet been produced, many charts now carry approximate shifts relating WGS84 datum to the geodetic datum of the chart. Further observations may enable these values to be refined with greater confidence.

3. **Details required**

   a. It is essential that the chart number, edition date and its correctional state (latest NM) are stated. For ENCs, please state the ENC name and latest update applied.

   b. Position (to 2 decimal places of a minute) of observation point, using chart graticule or, if ungraduated, relative position by bearing/distance from prominent charted features (navigation lights, trig. points, church spires etc.).

   c. Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.

   d. Include GNSS receiver model and aerial type (if known). Also of interest: values of PDOP, HDOP or GDOP displayed (indications of theoretical quality of position fixing depending upon the distribution of satellites overhead) and any other comments.
HYDROGRAPHIC NOTE

INSTRUCTIONS

1. Mariners are requested to notify the United Kingdom Hydrographic Office (UKHO) when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications are seen to be necessary. Mariners can also report any ENC display issues experienced. The Mariner's Handbook (NP100) Chapter 4 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.

2. Accurate position or knowledge of positional error is of great importance. Where latitude and longitude have been used to specifically position the details of a report, a full description of the method used to obtain the position should be given. Where possible, the position should be fixed by GPS or Astronomical Observations. A full description of the method, equipment, time, estimated error and datum (where applicable) used should be given. Where the position has been recorded from a Smart Phone or Tablet, this is to be specifically mentioned. When position is defined after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

3. Paper Charts: A cutting from the largest scale chart is often the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

4. ENC:s: A screen shot of the largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected ENC should be sent along with details of the ECDIS make, model or age and version in use at the time.

5. When soundings are obtained The Mariner's Handbook (NP100) should where possible be consulted. It is important to ensure that full details of the method of collection are included with the report. This should include but not limited to:
   1. Make, model and type of echo sounder used.
   2. Whether the echo sounder is set to record depths below the surface or below the keel; in the latter case the vessel's draught should be given.
   3. Time, date and time zone should be given in order that corrections for the height of the tide may be made where necessary, or a statement made as to what corrections for tide have already been made.
   4. Where larger amounts of bathymetric data have been gathered, only those areas where a significant difference to the current Chart or ENC should be specifically mentioned on the H102. The full data set may also be sent in, with an additional note added to this effect. If no significant differences are noted, the bathymetric data may still be of use, and sent in accordingly. Where full data sets are included, a note as to the data owner and their willingness for the data to be incorporated into Charts and ENC:s included.

6. For Echo Sounders that use electronic ‘range gating’, care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:
   (a) the trace being weaker than normal for the depth recorded;
   (b) the trace passing through the transmission line;
   (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.

7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

8. Reports of shoal soundings, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.

9. Changes to Port Information should be forwarded on Form H.102A and any GPS/Chart Datum observations should be forwarded on Form H.102B together with Form H.102. Where there is insufficient space on the forms additional sheets should be used.

10. Reports on ocean currents, magnetic variations and other marine observations should be made in accordance with The Mariner’s Handbook (NP100) Chapter 4 with forms also available at www.ukho.gov.uk/msi.

Note. - An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course; for these purposes, the UKHO may make reproductions of any material supplied. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities or the sender states that they do not want to be named by using the appropriate tick box on the form. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.
# HYDROGRAPHIC NOTE

## H.102

(V8.0 Oct 2014)

**Reporting information affecting Admiralty Products**

For new information affecting Admiralty Charts and Publications forward to [sdr@ukho.gov.uk](mailto:sdr@ukho.gov.uk)
To report issues related to ENCs or their display forward to [customerservices@ukho.gov.uk](mailto:customerservices@ukho.gov.uk)
This form H.102 and instructions are available online at [www.ukho.gov.uk/msi](http://www.ukho.gov.uk/msi)

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<thead>
<tr>
<th>Date</th>
<th>Ref. Number</th>
<th>Name of ship or sender</th>
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<td>Address</td>
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<td>E-mail/Tel/Fax of sender</td>
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<td>General Locality</td>
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### Subject

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<tr>
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<th>Longitude</th>
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<td>GPS</td>
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<td>Accuracy</td>
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### Admiralty Charts affected

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<tr>
<th>Edition</th>
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### Replacement copy of Chart No (see Instruction 3)

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### ENC affected

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<th>Week:</th>
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### Make, model and or age of ECDIS if applicable

<table>
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<tr>
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### Details of anomaly / observation:

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<tr>
<th>H.102A Submitted Yes/No</th>
<th>H.102B Submitted Yes/No</th>
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Tick box if not willing to be named as source of this information

Alternatively use our new H Note App located here: [www.admiralty.co.uk/apps/h-note](http://www.admiralty.co.uk/apps/h-note)