ADIRALTY
NOTICES TO MARINERS

Section II
(1 Notice per Page)

Weekly Edition 02
09 January 2020

CONTENTS

I Publications List
II Index of Charts Affected. ADIRALTY Notices to Mariners

For information on how to update your ADIRALTY products using ADIRALTY Notices to Mariners, please refer to NP294 How to Keep Your ADIRALTY 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 ADIRALTY 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 the ADIRALTY Notices to Mariners and on the UKHO website.

The following communication facilities are available:

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

© Crown Copyright 2020. All rights Reserved. Permission is not required to make analogue or PDF copies of these Notices, but such copies may not be sold without the permission of the UKHO. For permission to sell copies of the Notices or to make (non-PDF) digital copies please email intellectual.property@ukho.gov.uk
### ADMIRALTY Charts affected by the Publication List

<table>
<thead>
<tr>
<th>ADMIRALTY Charts</th>
<th>International Charts</th>
</tr>
</thead>
<tbody>
<tr>
<td>128</td>
<td>INT 1342</td>
</tr>
<tr>
<td>246</td>
<td>INT 1452</td>
</tr>
<tr>
<td>247</td>
<td>INT 1455</td>
</tr>
<tr>
<td>329</td>
<td>INT 1478</td>
</tr>
<tr>
<td>330</td>
<td>INT 1778</td>
</tr>
<tr>
<td>723</td>
<td>INT 3188</td>
</tr>
<tr>
<td>890</td>
<td>INT 3660</td>
</tr>
<tr>
<td>1198</td>
<td>INT 3794</td>
</tr>
<tr>
<td>1515</td>
<td></td>
</tr>
<tr>
<td>1719</td>
<td></td>
</tr>
<tr>
<td>1737</td>
<td></td>
</tr>
<tr>
<td>2114</td>
<td>NP 62</td>
</tr>
<tr>
<td>2202</td>
<td>e-NP 62</td>
</tr>
<tr>
<td>2205</td>
<td>NP 131</td>
</tr>
<tr>
<td>2212</td>
<td></td>
</tr>
<tr>
<td>2922</td>
<td></td>
</tr>
<tr>
<td>2945</td>
<td></td>
</tr>
<tr>
<td>3034</td>
<td></td>
</tr>
<tr>
<td>3035</td>
<td></td>
</tr>
<tr>
<td>3928</td>
<td></td>
</tr>
<tr>
<td>5146</td>
<td></td>
</tr>
<tr>
<td>SC 5605</td>
<td></td>
</tr>
<tr>
<td>AUS 65</td>
<td></td>
</tr>
<tr>
<td>DE 44</td>
<td></td>
</tr>
<tr>
<td>DE 48</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

**New Editions of ADMIRALTY Charts published 09 January 2020**

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2020 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑128</td>
<td>International Chart Series, Netherlands and Belgium, Westerschelde, Baalhoek to Wintam.</td>
<td>1:30,000</td>
<td>1:15,000</td>
<td>1:10,000</td>
</tr>
<tr>
<td>INT1478</td>
<td>☑ Baalhoek to Antwerp.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>☐ Antwerp to Hoboken.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>☑ Hoboken to Wintam.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Includes changes to depths and obstructions. (A modified reproduction of INT1478 published by Belgium.)*

*Note:* On publication of this New Edition former Notice 1288(T)/18 is cancelled. This chart remains affected by Notices 4360(T)/18, 223(T)/19, 1382(T)/19, 1681(T)/19 and 4320(T)/19.

| ☑1719 | China - Taiwan Strait, Shenhui Wan to Dongding Dao. | 1:100,000 | 50 | 80 |

*Includes significant safety-related information as follows: changes to depths, buoyage and coastline.*

*Note:* On publication of this New Edition former Notice 5981(P)/19 is cancelled. This chart remains affected by Notice 6576(T)/19.

| ☑2202 | Black Sea – Ukraine, Pivdennyi Port. | 1:12,500 | 31 | 46 |

*Includes significant safety-related information as follows: changes to depths and dredged areas. The title has been changed.*

*Note:* On publication of this New Edition former Notices 4241(T)/18 and 6043(P)/19 are cancelled.

| ☑2205 | Black Sea – Ukraine, Approaches to Odesa and Pivdennyi Port. | 1:50,000 | 31 | 46 |

*Includes significant safety-related information as follows: a new spoil ground and changes to depths, wrecks, obstructions and aids to navigation. The title has been changed.*

*Note:* On publication of this New Edition former Notices 4124(T)/17, 4225(T)/18, 4241(T)/18 and 6043(P)/19 are cancelled.

| ☑2212 | Black Sea – Ukraine, Dnistrovskyy Lyman to Dniprovskyy Lyman. | 1:100,000 | 31 | 46 |

*Includes significant safety-related information as follows: changes to depths, wrecks, obstructions and aids to navigation.*

*Note:* On publication of this New Edition former Notices 858(T)/16, 4124(T)/17, 4225(T)/18, 4241(T)/18 are 6043(P)/19 are cancelled. This chart is to be deleted from the list of charts affected by Notice 184(T)/17.

© 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

New Editions of ADMIRALTY Charts published 09 January 2020 (continued)

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2020 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>☞ 2945</td>
<td>International Chart Series, Baltic Sea, Germany and Denmark, Waters between Rügen and Mon.</td>
<td>1:100,000</td>
<td>10</td>
<td>34</td>
</tr>
<tr>
<td>INT1342</td>
<td>Includes changes to depths, wrecks, obstructions, restricted areas and pipelines. (A modified reproduction of INT1342 published by Germany.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Note: This chart remains affected by Notices 729(T)/19, 2903(T)/19, 3431(T)/19 and 6402(P)/19.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☞ 3928</td>
<td>Korea - West Coast, Approaches to Mokpo.</td>
<td>1:100,000</td>
<td>52</td>
<td>82</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: depths, tidal streams, fish havens, rocks, overhead power cables, wrecks and lights.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Note: On publication of this New Edition former Notices 6025(P)/19, 6235(P)/19 and 6408(P)/19 are cancelled</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5146(1)</td>
<td>Routeing Chart Mediterranean And Black Seas. (January)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(2)</td>
<td>Routeing Chart Mediterranean And Black Seas. (February)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(3)</td>
<td>Routeing Chart Mediterranean And Black Seas. (March)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(4)</td>
<td>Routeing Chart Mediterranean And Black Seas. (April)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(5)</td>
<td>Routeing Chart Mediterranean And Black Seas. (May)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(6)</td>
<td>Routeing Chart Mediterranean And Black Seas. (June)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(7)</td>
<td>Routeing Chart Mediterranean And Black Seas. (July)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(8)</td>
<td>Routeing Chart Mediterranean And Black Seas. (August)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(9)</td>
<td>Routeing Chart Mediterranean And Black Seas. (September)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(10)</td>
<td>Routeing Chart Mediterranean And Black Seas. (October)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(11)</td>
<td>Routeing Chart Mediterranean And Black Seas. (November)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
<tr>
<td>5146(12)</td>
<td>Routeing Chart Mediterranean And Black Seas. (December)</td>
<td>1:5,000,000</td>
<td>-</td>
<td>142</td>
</tr>
</tbody>
</table>

Meteorological data has been updated throughout these routeing charts. Principal ports, shipping routes, ocean current flow and load line zones are also shown on the charts to facilitate trans-oceanic passage planning. (All twelve monthly versions of the chart are being published simultaneously.)

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

### NEW EDITIONS OF ADIMIRALTY CHARTS AND PUBLICATIONS

#### Reproductions of Australian Government Charts

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

<table>
<thead>
<tr>
<th>Chart</th>
<th>Published</th>
<th>Title and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2020 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>☺AUS65</td>
<td>13/12/2019</td>
<td>Australia - West Coast, Western Australia, Approaches to Barrow Island. Includes changes to depths and general updating throughout. (A modified reproduction of chart AUS65 published by Australia.)</td>
<td>1:50,000</td>
<td>63</td>
<td>92</td>
</tr>
</tbody>
</table>

#### Reproductions of German Government Charts

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2019 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>☺DE44</td>
<td>International Chart Series, North Sea – Germany, Entrance to River Elbe. Cuxhaven. Includes changes to depths, buoyage and nature reserves. (A modified reproduction of INT1452 published by Germany.)</td>
<td>1:50,000, 1:12,500</td>
<td>9, 32</td>
<td></td>
</tr>
<tr>
<td>☺DE48</td>
<td>International Chart Series, North Sea – Germany, River Elbe, Lühesand to Hamburg. Lühesand to Teufelsbrück. Hamburg. Includes changes to depths, coastline, lights and nature reserves. (A modified reproduction of INT1455 published by Germany.)</td>
<td>1:30,000, 1:12,500</td>
<td>9, 32</td>
<td></td>
</tr>
</tbody>
</table>

#### ADIMIRALTY Publications

<table>
<thead>
<tr>
<th>NP No.</th>
<th>Title and other remarks</th>
<th>Date</th>
<th>Remarks</th>
</tr>
</thead>
</table>

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

### ADIMIRALTY CHARTS TO BE PUBLISHED 23 JANUARY 2020

### New Editions of ADIMIRALTY Charts

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Charts to be WITHDRAWN</th>
<th>Folio</th>
</tr>
</thead>
<tbody>
<tr>
<td>246</td>
<td>International Chart Series, Turkey - South East Coast, İskenderun Körfezi.</td>
<td>1:100,000</td>
<td>©246 INT3660</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: a new anchorage area and changes to harbour limit, anchorage areas, pilot boarding places and aids to navigation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>247</td>
<td>International Chart Series, Turkey - South East Coast, İskenderun Körfezi Northern Terminals.</td>
<td>1:25,000</td>
<td>©247 INT3794</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: new pilot boarding places and anchorage area and changes to harbour limit and anchorage areas.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>329</td>
<td>Brazil - North Coast, Entrance to Rio Pará.</td>
<td>1:100,000</td>
<td>©329</td>
<td>95</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes to depths.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>330</td>
<td>Brazil - North Coast, Rio Pará Cabo Maguari to Ilha do Mosqueiro.</td>
<td>1:100,000</td>
<td>©330</td>
<td>95</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes to depths.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>723</td>
<td>China - Yellow Sea, Approaches to Lianyungang.</td>
<td>1:45,000</td>
<td>©723</td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes to depths, buoyage, pilot boarding points and coastline.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>890</td>
<td>International Chart Series, Sweden - East Coast, Grundkallen to Öregrund.</td>
<td>1:50,000</td>
<td>©890 INT1778</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>Björn with Northern Approaches to Öregrund.</td>
<td>1:12,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>© Öregrund.</td>
<td>1:25,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Öregrund.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>© Sunnanö.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sunnanö.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes changes to depths and buoyage. (A modified reproduction of INT1778 published by Sweden.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1198</td>
<td>Turkey, İstanbul Boğazi (The Bosphorus).</td>
<td>1:30,000</td>
<td>©1198</td>
<td>29</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes to depths in Haydarpaşa Liman.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

© denotes chart available in the ADIMIRALTY Raster Chart Service series.
I

ADIMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADIMIRALTY CHARTS TO BE PUBLISHED 23 JANUARY 2020

New Editions of ADMIRALTY Charts (continued)

<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>1515</td>
<td>Mediterranean Sea, Ports on the East Coast of Spain.</td>
<td></td>
<td>WITHDRAWN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A Denia.</td>
<td>1:15,000</td>
<td>1515</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>B Garrucha.</td>
<td>1:7,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C Aguilas and El Hornillo.</td>
<td>1:12,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>D Sant Carles De La Rapita and Alcanar.</td>
<td>1:25,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>E Carboneras.</td>
<td>1:15,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>to buoyage, depths, lights, coastline and fish haven.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1737</td>
<td>China - Taiwan Strait, Quanzhou Gang and Approaches.</td>
<td>1:20,000</td>
<td>1737</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>Xizhou Men.</td>
<td>1:10,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>to coastline, depths, buoyage and lights.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2114</td>
<td>International Chart Series, France - South Coast, Ports in the Golfe</td>
<td></td>
<td>2114</td>
<td>25</td>
</tr>
<tr>
<td>INT3188</td>
<td>du Lion.</td>
<td></td>
<td>INT3188</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A Sète.</td>
<td>1:15,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>B Port-La-Nouvelle.</td>
<td>1:10,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C Port-Vendres and Collioure.</td>
<td>1:10,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>to depths, anchorage area, regulated areas and approach channels.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(A modified reproduction of INT3188 published by France.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2922</td>
<td>United States - East Coast, Maryland - Delaware, Chesapeake Bay,</td>
<td></td>
<td>2922</td>
<td>81</td>
</tr>
<tr>
<td></td>
<td>Chesapeake and Delaware Canal and the Northern Approaches to</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Baltimore.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>1:20,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>1:20,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>1:20,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>1:40,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>1:40,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>to channel limits and project depths.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3034</td>
<td>Spain - Islas Baleares, Mallorca, Approaches to Palma.</td>
<td>1:25,000</td>
<td>3034</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>to anchorages areas and restricted areas. (A modified</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>reproduction of Chart 421A published by Spain.)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

### ADMIRALTY CHARTS TO BE PUBLISHED 23 JANUARY 2020

New Editions of ADMIRALTY Charts (continued)

<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>3035</td>
<td>Spain - Islas Baleares, Mallorca, Palma.</td>
<td>1:10,000</td>
<td>WITHDRAWN</td>
<td>3035</td>
</tr>
<tr>
<td></td>
<td>Includes significant safety-related information as follows: changes to anchorage areas and restricted areas. (A modified reproduction of Chart 4211 published by Spain.)</td>
<td></td>
<td></td>
<td>25</td>
</tr>
</tbody>
</table>

New Editions of ADMIRALTY Leisure Folios

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title and other remarks</th>
<th>Scale</th>
<th>Charts to be</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC 5605</td>
<td>Chichester to Ramsgate and Calais to Oostende</td>
<td></td>
<td>WITHDRAWN</td>
</tr>
<tr>
<td>14th Edition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5605.1</td>
<td>Western Approaches to Dover Strait.</td>
<td>1:500,000</td>
<td>SC 5605</td>
</tr>
<tr>
<td>5605.2</td>
<td>Northern Approaches to Dover Strait.</td>
<td>1:250,000</td>
<td>13th Edition</td>
</tr>
<tr>
<td>5605.3</td>
<td>Dover to Calais.</td>
<td>1:50,000</td>
<td></td>
</tr>
<tr>
<td>5605.4</td>
<td>Chichester to Worthing.</td>
<td>1:75,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Worthing to Newhaven.</td>
<td>1:75,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shoreham Harbour – Western Arm and River Adur.</td>
<td>1:5,000</td>
<td></td>
</tr>
<tr>
<td>5605.5</td>
<td>Newhaven to Hastings.</td>
<td>1:75,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sovereign Harbour.</td>
<td>1:15,000</td>
<td></td>
</tr>
<tr>
<td>5605.6</td>
<td>Hastings to Dungeness.</td>
<td>1:75,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rye.</td>
<td>1:25,000</td>
<td></td>
</tr>
<tr>
<td>5605.7</td>
<td>Dungeness to South Foreland.</td>
<td>1:75,000</td>
<td></td>
</tr>
<tr>
<td>5605.8</td>
<td>Dover to Deal.                                    <strong>New</strong></td>
<td>1:37,500</td>
<td></td>
</tr>
<tr>
<td>5605.9</td>
<td>Deal to Ramsgate.</td>
<td>1:37,500</td>
<td></td>
</tr>
<tr>
<td>5605.10</td>
<td>Calais to Dunkerque.</td>
<td>1:75,000</td>
<td></td>
</tr>
<tr>
<td>5605.11</td>
<td>Dunkerque to Blankenberge.</td>
<td>1:100,000</td>
<td></td>
</tr>
<tr>
<td>5605.12</td>
<td>Calais.</td>
<td>1:15,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gravelines.                                       <strong>New</strong></td>
<td>1:20,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dunkerque.                                       <strong>New</strong></td>
<td>1:20,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nieuwpoort.                                       <strong>New</strong></td>
<td>1:20,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oostende.                                         <strong>New</strong></td>
<td>1:15,000</td>
<td></td>
</tr>
<tr>
<td>5605.13</td>
<td>Newhaven Harbour.</td>
<td>1:5,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Littlehampton Harbour.</td>
<td>1:6,250</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brighton Marina.</td>
<td>1:5,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Folkestone Harbour.</td>
<td>1:5,000</td>
<td></td>
</tr>
<tr>
<td>5605.14</td>
<td>Dover.</td>
<td>1:6,250</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shoreham Harbour – Eastern Arm.</td>
<td>1:5,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shoreham Harbour – The Canal.</td>
<td>1:5,000</td>
<td></td>
</tr>
<tr>
<td>5605.15</td>
<td>Approaches to Ramsgate.</td>
<td>1:12,500</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ramsgate.                                         <strong>New</strong></td>
<td>1:5,000</td>
<td></td>
</tr>
</tbody>
</table>

© denotes chart available in the ADMIRALTY Raster Chart Service series.
ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

ADMIRALTY Charts

<table>
<thead>
<tr>
<th>Chart to be WITHDRAWN</th>
<th>Main Title</th>
<th>On publication of New Chart/New Edition</th>
</tr>
</thead>
<tbody>
<tr>
<td>128 INT1478</td>
<td>International Chart Series, Netherlands and Belgium, Westerschelde, Baalhoek to Wintam.</td>
<td>☀128 INT1478</td>
</tr>
<tr>
<td>1719</td>
<td>China - Taiwan Strait, Shenhua Wan to Dongding Dao.</td>
<td>☀1719</td>
</tr>
<tr>
<td>2202</td>
<td>Black Sea – Ukraine, Port Yuzhnyy.</td>
<td>☀2202</td>
</tr>
<tr>
<td>2205</td>
<td>Black Sea – Ukraine, Approaches to Odesa and Port Yuzhnyy.</td>
<td>☀2205</td>
</tr>
<tr>
<td>2212</td>
<td>Black Sea – Ukraine, Dnistrovs’kyy Lyman to Dnipros’kyy Lyman.</td>
<td>☀2212</td>
</tr>
<tr>
<td>2945 INT1342</td>
<td>International Chart Series, Baltic Sea, Germany and Denmark, Waters between Rügen and Mon.</td>
<td>☀2945 INT1342</td>
</tr>
<tr>
<td>3928</td>
<td>Korea - West Coast, Approaches to Mokpo.</td>
<td>☀3928</td>
</tr>
<tr>
<td>5146(1)</td>
<td>Routeing Chart Mediterranean And Black Seas. (January)</td>
<td>☀5146(1)</td>
</tr>
<tr>
<td>5146(2)</td>
<td>Routeing Chart Mediterranean And Black Seas. (February)</td>
<td>☀5146(2)</td>
</tr>
<tr>
<td>5146(3)</td>
<td>Routeing Chart Mediterranean And Black Seas. (March)</td>
<td>☀5146(3)</td>
</tr>
<tr>
<td>5146(4)</td>
<td>Routeing Chart Mediterranean And Black Seas. (April)</td>
<td>☀5146(4)</td>
</tr>
<tr>
<td>5146(5)</td>
<td>Routeing Chart Mediterranean And Black Seas. (May)</td>
<td>☀5146(5)</td>
</tr>
<tr>
<td>5146(6)</td>
<td>Routeing Chart Mediterranean And Black Seas. (June)</td>
<td>☀5146(6)</td>
</tr>
<tr>
<td>5146(7)</td>
<td>Routeing Chart Mediterranean And Black Seas. (July)</td>
<td>☀5146(7)</td>
</tr>
<tr>
<td>5146(8)</td>
<td>Routeing Chart Mediterranean And Black Seas. (August)</td>
<td>☀5146(8)</td>
</tr>
<tr>
<td>5146(9)</td>
<td>Routeing Chart Mediterranean And Black Seas. (September)</td>
<td>☀5146(9)</td>
</tr>
<tr>
<td>5146(10)</td>
<td>Routeing Chart Mediterranean And Black Seas. (October)</td>
<td>☀5146(10)</td>
</tr>
<tr>
<td>5146(11)</td>
<td>Routeing Chart Mediterranean And Black Seas. (November)</td>
<td>☀5146(11)</td>
</tr>
<tr>
<td>5146(12)</td>
<td>Routeing Chart Mediterranean And Black Seas. (December)</td>
<td>☀5146(12)</td>
</tr>
<tr>
<td>AUS65</td>
<td>Australia - West Coast, Western Australia, Approaches to Barrow Island.</td>
<td>☀AUS65</td>
</tr>
<tr>
<td>DE44 INT1452</td>
<td>International Chart Series, North Sea – Germany, Entrance to River Elbe.</td>
<td>☀DE44 INT1452</td>
</tr>
<tr>
<td>DE48 INT1455</td>
<td>International Chart Series, North Sea – Germany, River Elbe, Lühesand to Hamburg.</td>
<td>☀DE48 INT1455</td>
</tr>
</tbody>
</table>

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

ADMIRALTY CHART AGENT / DISTRIBUTOR INFORMATION

NP131 – Catalogue of Admiralty Charts (NP131), 2020 Edition
Amendment to Part 1, Admiralty Authorised Chart Agent/Distributor
Page 7, Distributor Section

Amend:

<table>
<thead>
<tr>
<th>Cornes Singapore Pte Ltd</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 2 Boon Leat Terrace</td>
</tr>
<tr>
<td>#05-02/03/04 Harbourside Building 2</td>
</tr>
<tr>
<td>119844</td>
</tr>
<tr>
<td>T: +65 6223 8320</td>
</tr>
<tr>
<td>F: +65 6223 8321</td>
</tr>
<tr>
<td><a href="mailto:sales9850@cornes.jp">sales9850@cornes.jp</a></td>
</tr>
<tr>
<td><a href="http://www.cornes-charts.com">www.cornes-charts.com</a></td>
</tr>
<tr>
<td>IAACA, Paper, Digital, POD</td>
</tr>
</tbody>
</table>

NP131 - Catalogue of Admiralty Charts (NP131), 2020 Edition
Amendments to Part 1, Admiralty Authorised Chart Agents / Distributors
Page 6, Distributors section

Add:

<table>
<thead>
<tr>
<th>NV Chart Group GmbH</th>
</tr>
</thead>
<tbody>
<tr>
<td>t/a HanseNautic</td>
</tr>
<tr>
<td>Carlshoehe 75</td>
</tr>
<tr>
<td>Eckernfoerde 24340</td>
</tr>
<tr>
<td>Germany</td>
</tr>
<tr>
<td>T: +49 (0)4351 460 99</td>
</tr>
<tr>
<td>F:</td>
</tr>
<tr>
<td><a href="mailto:info@HanseNautic.de">info@HanseNautic.de</a></td>
</tr>
<tr>
<td><a href="https://www.hansenautic.de">https://www.hansenautic.de</a></td>
</tr>
<tr>
<td>Paper, Digital, POD</td>
</tr>
</tbody>
</table>

NP131 – Catalogue of Admiralty Charts (NP131), 2020 Edition
Amendment to Part 1, Admiralty Authorised Chart Agent/Distributor
Page 7, Distributor Section

Amend:

<table>
<thead>
<tr>
<th>Tuna Ship Supply Ltd Co.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuna Gemi Ikmal San. Tic. Ltd. Sti</td>
</tr>
<tr>
<td>Eviya Celebi Mah</td>
</tr>
<tr>
<td>Genic Osman Caddesi No.44 A/1</td>
</tr>
<tr>
<td>Tuzla, Istanbul 34944</td>
</tr>
<tr>
<td>T: +90 216 446 7403</td>
</tr>
<tr>
<td>F: +90 216 446 7608</td>
</tr>
<tr>
<td><a href="mailto:supply@tunashipping.com">supply@tunashipping.com</a></td>
</tr>
<tr>
<td><a href="http://www.tunashipping.com">www.tunashipping.com</a></td>
</tr>
<tr>
<td>Paper, Digital, POD</td>
</tr>
</tbody>
</table>

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

ADMIRALTY CHART AGENT / DISTRIBUTOR INFORMATION

NP131 – Catalogue of Admiralty Charts (NP131), 2020 Edition (continued)
Amendment to Part 1, Admiralty Authorised Chart Agent/Distributor
Page 8, Sub-Distributor Section

Amend:

<table>
<thead>
<tr>
<th>Korea Chart Co., Ltd</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUB DISTRIBUTOR OF: Global Navigation Solutions Ltd</td>
</tr>
<tr>
<td>34 Haeyang-ro</td>
</tr>
<tr>
<td>Yeongdo-gu</td>
</tr>
<tr>
<td>Busan 49000</td>
</tr>
<tr>
<td>T: +82 51 710 6154</td>
</tr>
<tr>
<td>F: +82 51 710 6155</td>
</tr>
<tr>
<td><a href="mailto:kochart@kochart.net">kochart@kochart.net</a></td>
</tr>
<tr>
<td>Paper, Digital, POD</td>
</tr>
</tbody>
</table>

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

Wk02/20
## INDEX OF CHARTS AFFECTED

<table>
<thead>
<tr>
<th>Admiralty Chart No.</th>
<th>Notices</th>
<th>Admiralty Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>151</td>
<td>1534</td>
<td>239</td>
</tr>
<tr>
<td>26</td>
<td>157</td>
<td>1535</td>
<td>164</td>
</tr>
<tr>
<td>86</td>
<td>195</td>
<td>1546</td>
<td>191T</td>
</tr>
<tr>
<td>105</td>
<td>151</td>
<td>1568</td>
<td>159</td>
</tr>
<tr>
<td>125</td>
<td>217</td>
<td>1605</td>
<td>223P</td>
</tr>
<tr>
<td>126</td>
<td>191T</td>
<td>1607</td>
<td>137</td>
</tr>
<tr>
<td>127</td>
<td>194, 227, 252</td>
<td>1609</td>
<td>137</td>
</tr>
<tr>
<td>148</td>
<td>232</td>
<td>1613</td>
<td>189T</td>
</tr>
<tr>
<td>207</td>
<td>188</td>
<td>1631</td>
<td>217</td>
</tr>
<tr>
<td>220</td>
<td>140P</td>
<td>1633</td>
<td>186</td>
</tr>
<tr>
<td>246</td>
<td>210P</td>
<td>1648</td>
<td>170</td>
</tr>
<tr>
<td>247</td>
<td>210P</td>
<td>1730</td>
<td>192</td>
</tr>
<tr>
<td>266</td>
<td>145</td>
<td>1752</td>
<td>197T</td>
</tr>
<tr>
<td>292</td>
<td>140</td>
<td>1753</td>
<td>197T</td>
</tr>
<tr>
<td>317</td>
<td>231T</td>
<td>1759</td>
<td>185</td>
</tr>
<tr>
<td>341</td>
<td>143</td>
<td>1774</td>
<td>259</td>
</tr>
<tr>
<td>343</td>
<td>166</td>
<td>1776</td>
<td>259</td>
</tr>
<tr>
<td>344</td>
<td>184</td>
<td>1826</td>
<td>136</td>
</tr>
<tr>
<td>348</td>
<td>214</td>
<td>1872</td>
<td>269</td>
</tr>
<tr>
<td>359</td>
<td>203T</td>
<td>1873</td>
<td>269</td>
</tr>
<tr>
<td>375</td>
<td>208T</td>
<td>1874</td>
<td>269</td>
</tr>
<tr>
<td>420</td>
<td>241</td>
<td>1900</td>
<td>189T</td>
</tr>
<tr>
<td>444</td>
<td>240</td>
<td>1975</td>
<td>154</td>
</tr>
<tr>
<td>446</td>
<td>259</td>
<td>2002</td>
<td>131P</td>
</tr>
<tr>
<td>483</td>
<td>202T</td>
<td>2013</td>
<td>147</td>
</tr>
<tr>
<td>509</td>
<td>230P</td>
<td>2026</td>
<td>148, 187</td>
</tr>
<tr>
<td>526</td>
<td>149</td>
<td>2027</td>
<td>187</td>
</tr>
<tr>
<td>551</td>
<td>222</td>
<td>2056</td>
<td>264P</td>
</tr>
<tr>
<td>586</td>
<td>230P</td>
<td>2069</td>
<td>231T</td>
</tr>
<tr>
<td>707</td>
<td>233, 253T</td>
<td>2093</td>
<td>136</td>
</tr>
<tr>
<td>709</td>
<td>253T</td>
<td>2094</td>
<td>136</td>
</tr>
<tr>
<td>728</td>
<td>201</td>
<td>2104</td>
<td>174</td>
</tr>
<tr>
<td>734</td>
<td>220</td>
<td>2115</td>
<td>251</td>
</tr>
<tr>
<td>735</td>
<td>220</td>
<td>2167</td>
<td>278</td>
</tr>
<tr>
<td>736</td>
<td>201</td>
<td>2182A</td>
<td>145</td>
</tr>
<tr>
<td>828</td>
<td>231T</td>
<td>2182B</td>
<td>145</td>
</tr>
<tr>
<td>830</td>
<td>231T</td>
<td>2182C</td>
<td>140</td>
</tr>
<tr>
<td>896</td>
<td>227</td>
<td>2189</td>
<td>204P, 256P</td>
</tr>
<tr>
<td>913</td>
<td>205, 257</td>
<td>2198</td>
<td>197T</td>
</tr>
<tr>
<td>1039</td>
<td>138T</td>
<td>2199</td>
<td>141</td>
</tr>
<tr>
<td>1105</td>
<td>193</td>
<td>2237</td>
<td>183</td>
</tr>
<tr>
<td>1106</td>
<td>263</td>
<td>2241</td>
<td>135</td>
</tr>
<tr>
<td>1121</td>
<td>161P</td>
<td>2276</td>
<td>150P</td>
</tr>
<tr>
<td>1123</td>
<td>165</td>
<td>2321</td>
<td>142</td>
</tr>
<tr>
<td>1126</td>
<td>185</td>
<td>2327</td>
<td>142</td>
</tr>
<tr>
<td>1165</td>
<td>165</td>
<td>2347</td>
<td>182T</td>
</tr>
<tr>
<td>1179</td>
<td>165</td>
<td>2349</td>
<td>148</td>
</tr>
<tr>
<td>1187</td>
<td>151</td>
<td>2350</td>
<td>148</td>
</tr>
<tr>
<td>1199</td>
<td>155, 224</td>
<td>2395</td>
<td>229</td>
</tr>
<tr>
<td>1214</td>
<td>163P</td>
<td>2401</td>
<td>228</td>
</tr>
<tr>
<td>1236</td>
<td>245T, 248</td>
<td>2403</td>
<td>152T</td>
</tr>
<tr>
<td>1258</td>
<td>205</td>
<td>2412</td>
<td>182T</td>
</tr>
<tr>
<td>1267</td>
<td>189T, 232</td>
<td>2413</td>
<td>228</td>
</tr>
<tr>
<td>1272</td>
<td>183</td>
<td>2419</td>
<td>228</td>
</tr>
<tr>
<td>1286</td>
<td>160</td>
<td>2449</td>
<td>269</td>
</tr>
<tr>
<td>1287</td>
<td>160</td>
<td>2472</td>
<td>272</td>
</tr>
<tr>
<td>1303</td>
<td>224</td>
<td>2492</td>
<td>243</td>
</tr>
<tr>
<td>1304</td>
<td>224</td>
<td>2523</td>
<td>244P</td>
</tr>
<tr>
<td>1305</td>
<td>155</td>
<td>2594</td>
<td>251</td>
</tr>
<tr>
<td>1346</td>
<td>147</td>
<td>2605</td>
<td>270</td>
</tr>
<tr>
<td>1398</td>
<td>231T</td>
<td>2614</td>
<td>235</td>
</tr>
<tr>
<td>1406</td>
<td>269</td>
<td>2648</td>
<td>187</td>
</tr>
<tr>
<td>1408</td>
<td>151, 217</td>
<td>2666</td>
<td>237, 267</td>
</tr>
<tr>
<td>1422</td>
<td>219</td>
<td>2683</td>
<td>134T</td>
</tr>
<tr>
<td>1441</td>
<td>156P</td>
<td>2738</td>
<td>253T</td>
</tr>
<tr>
<td>1444</td>
<td>144P</td>
<td>2751</td>
<td>207T</td>
</tr>
<tr>
<td>1450</td>
<td>150P</td>
<td>2762</td>
<td>190</td>
</tr>
<tr>
<td>1503</td>
<td>151</td>
<td>2785</td>
<td>264P</td>
</tr>
<tr>
<td>1514</td>
<td>211</td>
<td>2837</td>
<td>244P</td>
</tr>
</tbody>
</table>
## INDEX OF CHARTS AFFECTED

<table>
<thead>
<tr>
<th>Admiralty Chart No.</th>
<th>Notices</th>
<th>Admiralty Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>2847</td>
<td>244P</td>
<td>4508</td>
<td>168</td>
</tr>
<tr>
<td>2858</td>
<td>244P</td>
<td>4509</td>
<td>182T</td>
</tr>
<tr>
<td>2862</td>
<td>264P</td>
<td>4703</td>
<td>253T</td>
</tr>
<tr>
<td>2874</td>
<td>272</td>
<td>4705</td>
<td>253T</td>
</tr>
<tr>
<td>2875</td>
<td>265P</td>
<td>4706</td>
<td>231T, 253T</td>
</tr>
<tr>
<td>2876</td>
<td>265P</td>
<td>4707</td>
<td>231T, 253T</td>
</tr>
<tr>
<td>2884</td>
<td>163P</td>
<td>4721</td>
<td>272</td>
</tr>
<tr>
<td>2886</td>
<td>167, 244P</td>
<td>4722</td>
<td>272</td>
</tr>
<tr>
<td>2887</td>
<td>244P</td>
<td>4734</td>
<td>267</td>
</tr>
<tr>
<td>2903</td>
<td>272</td>
<td>4746</td>
<td>243</td>
</tr>
<tr>
<td>2908</td>
<td>272</td>
<td>4747</td>
<td>250</td>
</tr>
<tr>
<td>2909</td>
<td>272</td>
<td>4748</td>
<td>250</td>
</tr>
<tr>
<td>2910</td>
<td>272</td>
<td>4749</td>
<td>250</td>
</tr>
<tr>
<td>2915</td>
<td>265P</td>
<td>4751</td>
<td>250</td>
</tr>
<tr>
<td>2919</td>
<td>249</td>
<td>4765</td>
<td>276</td>
</tr>
<tr>
<td>2943</td>
<td>153</td>
<td>4766</td>
<td>236</td>
</tr>
<tr>
<td>2974</td>
<td>259</td>
<td>4770</td>
<td>276</td>
</tr>
<tr>
<td>2986</td>
<td>242P</td>
<td>4775</td>
<td>277</td>
</tr>
<tr>
<td>3026</td>
<td>143</td>
<td>4792</td>
<td>238</td>
</tr>
<tr>
<td>3136</td>
<td>134T</td>
<td>5523</td>
<td>144P</td>
</tr>
<tr>
<td>3137</td>
<td>134T</td>
<td>8118</td>
<td>225P</td>
</tr>
<tr>
<td>3184</td>
<td>260</td>
<td>8167</td>
<td>209P</td>
</tr>
<tr>
<td>3213</td>
<td>259</td>
<td>8195</td>
<td>207T</td>
</tr>
<tr>
<td>3278</td>
<td>196</td>
<td>8276</td>
<td>279P</td>
</tr>
<tr>
<td>3296</td>
<td>272</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3300</td>
<td>281</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3365</td>
<td>205</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3382</td>
<td>261</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3391</td>
<td>194, 252</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3482</td>
<td>168, 247</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3483</td>
<td>247</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3488</td>
<td>168</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3566</td>
<td>259</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3656</td>
<td>212</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3666</td>
<td>227</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3706</td>
<td>265P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3750</td>
<td>154</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3772</td>
<td>244P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3773</td>
<td>162</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3783</td>
<td>225P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3787</td>
<td>225P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3789</td>
<td>225P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3829</td>
<td>278</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3859</td>
<td>255</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3874</td>
<td>158, 216</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3879</td>
<td>146, 221</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3882</td>
<td>218T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3898</td>
<td>235</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3950</td>
<td>225P, 244P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3959</td>
<td>215, 256P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3962</td>
<td>215, 256P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3985</td>
<td>146</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3987</td>
<td>168, 216</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3988</td>
<td>216</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4010</td>
<td>134T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4100</td>
<td>134T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4140</td>
<td>151</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4142</td>
<td>245T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4171</td>
<td>281</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4172</td>
<td>281</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4175</td>
<td>255</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4176</td>
<td>255</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4179</td>
<td>281</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4249</td>
<td>200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4400</td>
<td>153</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4401</td>
<td>153</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4402</td>
<td>153</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4412</td>
<td>132</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4427</td>
<td>139</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Australian Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aus 64</td>
<td>273</td>
</tr>
<tr>
<td>Aus 69</td>
<td>273</td>
</tr>
<tr>
<td>Aus 115</td>
<td>275</td>
</tr>
<tr>
<td>Aus 151</td>
<td>266</td>
</tr>
<tr>
<td>Aus 249</td>
<td>254</td>
</tr>
<tr>
<td>Aus 251</td>
<td>254</td>
</tr>
<tr>
<td>Aus 309</td>
<td>268</td>
</tr>
<tr>
<td>Aus 316</td>
<td>268</td>
</tr>
<tr>
<td>Aus 357</td>
<td>280</td>
</tr>
<tr>
<td>Aus 387</td>
<td>271</td>
</tr>
<tr>
<td>Aus 487</td>
<td>280</td>
</tr>
<tr>
<td>Aus 722</td>
<td>268</td>
</tr>
<tr>
<td>Aus 753</td>
<td>263</td>
</tr>
<tr>
<td>Aus 807</td>
<td>258</td>
</tr>
<tr>
<td>Aus 808</td>
<td>258</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>German Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE 4</td>
<td>213</td>
</tr>
<tr>
<td>DE 20</td>
<td>190</td>
</tr>
<tr>
<td>DE 42</td>
<td>198</td>
</tr>
<tr>
<td>DE 44</td>
<td>274P</td>
</tr>
<tr>
<td>DE 46</td>
<td>206, 226T</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Indian Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN 22</td>
<td>233, 253T</td>
</tr>
<tr>
<td>IN 31</td>
<td>231T</td>
</tr>
<tr>
<td>IN 33</td>
<td>231T</td>
</tr>
<tr>
<td>IN 203</td>
<td>133</td>
</tr>
<tr>
<td>IN 255</td>
<td>233</td>
</tr>
<tr>
<td>IN 292</td>
<td>233, 253T</td>
</tr>
<tr>
<td>IN 293</td>
<td>233</td>
</tr>
<tr>
<td>IN 2083</td>
<td>133</td>
</tr>
<tr>
<td>IN 3001</td>
<td>231T</td>
</tr>
<tr>
<td>IN 3004</td>
<td>231T</td>
</tr>
<tr>
<td>IN 3012</td>
<td>246</td>
</tr>
</tbody>
</table>
## INDEX OF CHARTS AFFECTED

<table>
<thead>
<tr>
<th>Indian Chart No.</th>
<th>Notices</th>
<th>International Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Japanese</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 67</td>
<td>180T</td>
<td>INT 1465</td>
<td>188</td>
</tr>
<tr>
<td>JP 101A</td>
<td>176, 177, 181P</td>
<td>INT 1468</td>
<td>191T</td>
</tr>
<tr>
<td>JP 101B</td>
<td>177</td>
<td>INT 1470</td>
<td>191T</td>
</tr>
<tr>
<td>JP 106</td>
<td>181P</td>
<td>INT 1474</td>
<td>269</td>
</tr>
<tr>
<td>JP 108</td>
<td>170, 171</td>
<td>INT 1480</td>
<td>269</td>
</tr>
<tr>
<td>JP 112</td>
<td>172, 173</td>
<td>INT 1509</td>
<td>151</td>
</tr>
<tr>
<td>JP 135</td>
<td>169</td>
<td>INT 1544</td>
<td>220</td>
</tr>
<tr>
<td>JP 150C</td>
<td>172</td>
<td>INT 1545</td>
<td>220</td>
</tr>
<tr>
<td>JP 150A</td>
<td>181P</td>
<td>INT 1546</td>
<td>201</td>
</tr>
<tr>
<td>JP 1030</td>
<td>178P</td>
<td>INT 1558</td>
<td>239</td>
</tr>
<tr>
<td>JP 1033A</td>
<td>178P</td>
<td>INT 1559</td>
<td>164</td>
</tr>
<tr>
<td>JP 1034</td>
<td>178P</td>
<td>INT 1562</td>
<td>137</td>
</tr>
<tr>
<td>JP 1036</td>
<td>178P</td>
<td>INT 1607</td>
<td>136</td>
</tr>
<tr>
<td>JP 1061</td>
<td>180T</td>
<td>INT 1610</td>
<td>165</td>
</tr>
<tr>
<td>JP 1062</td>
<td>180T</td>
<td>INT 1661</td>
<td>197T</td>
</tr>
<tr>
<td>JP 1088</td>
<td>179T</td>
<td>INT 1664</td>
<td>197T</td>
</tr>
<tr>
<td>JP 1103</td>
<td>181P</td>
<td>INT 1707</td>
<td>187</td>
</tr>
<tr>
<td>JP 1110</td>
<td>175</td>
<td>INT 1724</td>
<td>157</td>
</tr>
<tr>
<td>JP 1263</td>
<td>169</td>
<td>INT 1840</td>
<td>242P</td>
</tr>
<tr>
<td>International</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INT 10</td>
<td>134T</td>
<td>INT 2051</td>
<td>255</td>
</tr>
<tr>
<td>INT 100</td>
<td>134T</td>
<td>INT 2052</td>
<td>255</td>
</tr>
<tr>
<td>INT 140</td>
<td>151</td>
<td>INT 2610</td>
<td>255</td>
</tr>
<tr>
<td>INT 160</td>
<td>151</td>
<td>INT 2672</td>
<td>245T</td>
</tr>
<tr>
<td>INT 400</td>
<td>153</td>
<td>INT 2673</td>
<td>245T, 248</td>
</tr>
<tr>
<td>INT 401</td>
<td>153</td>
<td>INT 3176</td>
<td>211</td>
</tr>
<tr>
<td>INT 402</td>
<td>153</td>
<td>INT 3660</td>
<td>210P</td>
</tr>
<tr>
<td>INT 508</td>
<td>168</td>
<td>INT 3661</td>
<td>174</td>
</tr>
<tr>
<td>INT 509</td>
<td>182T</td>
<td>INT 3794</td>
<td>210P</td>
</tr>
<tr>
<td>INT 550</td>
<td>168, 247</td>
<td>INT 5251</td>
<td>227</td>
</tr>
<tr>
<td>INT 551</td>
<td>247</td>
<td>INT 5252</td>
<td>205</td>
</tr>
<tr>
<td>INT 552</td>
<td>168</td>
<td>INT 5254</td>
<td>205, 257</td>
</tr>
<tr>
<td>INT 703</td>
<td>253T</td>
<td>INT 5355</td>
<td>227</td>
</tr>
<tr>
<td>INT 705</td>
<td>253T</td>
<td>INT 5360</td>
<td>194, 252</td>
</tr>
<tr>
<td>INT 706</td>
<td>231T, 253T</td>
<td>INT 7017</td>
<td>244P</td>
</tr>
<tr>
<td>INT 707</td>
<td>231T, 253T</td>
<td>INT 7018</td>
<td>244P</td>
</tr>
<tr>
<td>INT 721</td>
<td>272</td>
<td>INT 7021</td>
<td>233, 253T</td>
</tr>
<tr>
<td>INT 722</td>
<td>272</td>
<td>INT 7022</td>
<td>233</td>
</tr>
<tr>
<td>INT 750</td>
<td>244P</td>
<td>INT 7051</td>
<td>281</td>
</tr>
<tr>
<td>INT 752</td>
<td>233, 253T</td>
<td>INT 7232</td>
<td>244P</td>
</tr>
<tr>
<td>INT 755</td>
<td>231T</td>
<td>INT 7243</td>
<td>167, 244P</td>
</tr>
<tr>
<td>INT 756</td>
<td>231T</td>
<td>INT 7244</td>
<td>225P, 244P</td>
</tr>
<tr>
<td>INT 1041</td>
<td>140</td>
<td>INT 7245</td>
<td>225P</td>
</tr>
<tr>
<td>INT 1042</td>
<td>145</td>
<td>INT 7249</td>
<td>244P</td>
</tr>
<tr>
<td>INT 1043</td>
<td>145</td>
<td>INT 7250</td>
<td>244P</td>
</tr>
<tr>
<td>INT 1044</td>
<td>219</td>
<td>INT 7278</td>
<td>163P</td>
</tr>
<tr>
<td>INT 1062</td>
<td>161P</td>
<td>INT 7319</td>
<td>133</td>
</tr>
<tr>
<td>INT 1132</td>
<td>278</td>
<td>INT 7334</td>
<td>233</td>
</tr>
<tr>
<td>INT 1156</td>
<td>235</td>
<td>INT 7339</td>
<td>133</td>
</tr>
<tr>
<td>INT 1195</td>
<td>235</td>
<td>INT 7400</td>
<td>231T</td>
</tr>
<tr>
<td>INT 1331</td>
<td>251</td>
<td>INT 7402</td>
<td>231T</td>
</tr>
<tr>
<td>INT 1366</td>
<td>198</td>
<td>INT 7403</td>
<td>231T</td>
</tr>
<tr>
<td>INT 1417</td>
<td>186</td>
<td>INT 7411</td>
<td>246</td>
</tr>
<tr>
<td>INT 1418</td>
<td>217</td>
<td>INT 7560</td>
<td>281</td>
</tr>
<tr>
<td>INT 1422</td>
<td>217</td>
<td>INT 7570</td>
<td>281</td>
</tr>
<tr>
<td>INT 1424</td>
<td>190</td>
<td>INT 9158</td>
<td>259</td>
</tr>
<tr>
<td>INT 1451</td>
<td>241</td>
<td>INT 9163</td>
<td>259</td>
</tr>
<tr>
<td>INT 1452</td>
<td>274P</td>
<td>INT 9311</td>
<td>134T</td>
</tr>
<tr>
<td>INT 1453</td>
<td>206, 226T</td>
<td>INT 9313</td>
<td>134T</td>
</tr>
<tr>
<td>INT 1457</td>
<td>213</td>
<td>INT 11321</td>
<td>278</td>
</tr>
</tbody>
</table>
# MISCELLANEOUS UPDATES TO CHARTS

Source: UK Hydrographic Office.

<table>
<thead>
<tr>
<th>Chart</th>
<th>Previous Update Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN 203</td>
<td><strong>Effective from 26/12/19</strong></td>
</tr>
<tr>
<td>INT 7319</td>
<td>Insert magenta limit and chart reference, IN2060 (see Note – POSITIONS), as follows:</td>
</tr>
<tr>
<td></td>
<td>22° 38´·97N., 69° 44´·02E.</td>
</tr>
<tr>
<td></td>
<td>22° 38´·97N., 69° 30´·42E.</td>
</tr>
<tr>
<td></td>
<td>22° 25´·97N., 69° 30´·42E.</td>
</tr>
<tr>
<td></td>
<td>22° 25´·97N., 69° 38´·67E.</td>
</tr>
<tr>
<td></td>
<td>22° 25´·54N., 69° 38´·67E.</td>
</tr>
<tr>
<td></td>
<td>22° 25´·54N., 69° 43´·62E.</td>
</tr>
<tr>
<td></td>
<td>22° 25´·97N., 69° 43´·62E.</td>
</tr>
<tr>
<td></td>
<td>22° 25´·97N., 69° 44´·02E.</td>
</tr>
<tr>
<td></td>
<td>Replace existing note, CHARTS IN2018, IN2051, IN2059, IN2080 AND IN2083: POSITIONS,</td>
</tr>
<tr>
<td></td>
<td>with the accompanying note, CHARTS IN2018, IN2051, IN2059, IN2060, IN2080 AND IN2083:</td>
</tr>
<tr>
<td></td>
<td>POSITIONS, centred on 23° 02´·75N., 69° 41´·56E.</td>
</tr>
<tr>
<td>IN 2083</td>
<td><strong>Effective from 26/12/19</strong></td>
</tr>
<tr>
<td>INT 7339</td>
<td>Amend reference in W border at latitude 22° 26´·6N. to read, Adjoining Chart IN2060</td>
</tr>
</tbody>
</table>
136° ISLE OF MAN - Wreck.
Source: Isle of Man Harbours Notice 16/19

Chart 1826 (INT 1607) [previous update 5902/19] ETRS89 DATUM
Insert 27° Wk

Chart 2093 [previous update 117/20] ETRS89 DATUM
Insert 27° Wk

Chart 2094 [previous update 122/20] ETRS89 DATUM
Insert 27° Wk

54° 07´·26N., 4° 51´·61W.
137* ENGLAND - East Coast - Depths. Obstruction. Foul.  
Source: Port of London Authority

**Chart 1607 (INT 1562)** [previous update 6600/19] ETRS89 DATUM

Insert depth, $\delta_3$  
Delete depth, $\gamma_3$, close SW of:  
Replace $\frac{1}{1} \text{Obstn}$ with $\#$  

(a) 51° 31´·77N., 0° 59´·84E.  
(a) above  
51° 32´·51N., 1° 01´·76E.

**Chart 1609** [previous update 90/20] ETRS89 DATUM

Insert depth, $\delta_3$  
Delete depth, $\gamma_3$, close SW of:  
Replace $\frac{1}{1} \text{Obstn}$ with $\#$  

(a) 51° 31´·77N., 0° 59´·84E.  
(a) above  
51° 32´·51N., 1° 01´·76E.
141* SCOTLAND - West Coast - Depths.
Source: ms Lode

Chart 2199 [previous update 117/20] ETRS89 DATUM

Insert depth, 45, enclosed by 5m contour
Delete depth, 75, close NE of:

(a) 55° 06’·72N., 5° 00’·54W.
(a) above
Source: RWE Renewables

Chart 1346 [previous update 4299/19 ] ETRS89 DATUM

Insert symbol, wind turbine, AeroF.R (a) 54° 45´·76N., 3° 44´·21W.
Delete symbol, wind turbine, AeroF.R, close NE of: (a) above
Insert symbol, wind turbine, AeroF.R 54° 46´·04N., 3° 43´·13W.

Chart 2013 [previous update 4299/19 ] ETRS89 DATUM

Insert legend, E1 (F.R.Lts), at wind turbine 54° 45´·76N., 3° 44´·21W.
legend, C1 (F.R.Lts), at wind turbine 54° 46´·04N., 3° 43´·13W.
Replace symbol, wind turbine with pile, • (a) 54° 46´·15N., 3° 42´·56W.
Delete ☞ Fl.Y.5s, close NE of: (a) above
legend, D1 (F.R.Lts), at wind turbine 54° 45´·91N., 3° 43´·70W.

Source: Chrysaor

Chart 2 (INT 160) [previous update 6538/19] WGS84 DATUM

Delete

Chart 105 [previous update 54/20] ETRS89 DATUM

Replace

Chart 1187 [previous update 5255/19] ETRS89 DATUM

Replace

Chart 1408 [previous update 54/20] WGS84 DATUM

Delete
Replace

- 49/16-ED AIS with #
- 49/17-GD V-AIS with #
- 49/17-LD with #
- 49/12-KD with #
- 49/17-HD V-AIS with #
- 49/17-DD V-AIS with #
- 49/17-CD V-AIS with #
- 49/22-JD with #
- 48/25-PUR with #

53° 25´·99N., 2° 09´·19E.
53° 26´·85N., 2° 15´·29E.
53° 28´·49N., 2° 13´·82E.
53° 31´·69N., 2° 13´·30E.
53° 29´·80N., 2° 19´·46E.
53° 26´·44N., 2° 23´·62E.
53° 25´·36N., 2° 22´·51E.
53° 19´·64N., 2° 21´·74E.
53° 15´·44N., 1° 58´·22E.

Delete

53° 19´·5N., 2° 22´·4E.
154 ENGLAND - East Coast - Buoyage.
Source: Crouch Harbour Authority

Chart 1975 [previous update 6651/19] ETRS89 DATUM
Move
\[\text{Raysand Middle, from:} \]
\[51° 39´·96N., 0° 59´·47E.\]
\[\text{to:} \]
\[51° 40´·00N., 0° 59´·00E.\]

Chart 3750 [previous update 5614/19] ETRS89 DATUM
Insert
\[\text{Raysand Middle} \]
\[51° 40´·00N., 0° 59´·00E.\]
Delete
\[\text{Raysand Middle} \]
\[51° 40´·00N., 0° 59´·50E.\]
ENGLAND - South Coast - Lights.

Source: Tor Bay Harbour Authority

Chart 26 (INT 1724) (Panel B, Brixham Harbour) [previous update New Edition 21/11/2019] ETRS89 DATUM

Amend light to, 2F.R(vert)  50° 23´·958N., 3° 30´·604W.
light to, 2F.G(vert)  50° 24´·075N., 3° 30´·443W.
II

164* ENGLAND - East Coast - Wreck.
Source: British Government Survey

Chart 1535 (INT 1559) [previous update 6314/19] ETRS89 DATUM

Insert Wk

52° 27´.31N., 1° 44´.59E.
165° WALES - South Coast - Depths.
Source: ms Northern Wind

**Chart 1123 [previous update 5999/19] ETRS89 DATUM**
Replace depth 204, with depth 177, enclosed by 20m contour

**Chart 1165 [previous update New Edition 22/08/2019] ETRS89 DATUM**
Insert depth 177, enclosed by 20m contour
Delete depth 215, close S of:
Replace depth 25, with depth 235

**Chart 1179 (INT 1610) [previous update 4516/19] ETRS89 DATUM**
Insert depth 177, enclosed by 20m contour
Delete depth 204, close W of:
Insert depth 189, enclosed by 20m contour
Replace depth 25, with depth 235, and extend 30m contour W to enclose

51° 24’·4N., 3° 59’·9W.
51° 24’·44N., 3° 59’·88W.
51° 24’·23N., 4° 01’·76W.
51° 27’·29N., 4° 05’·48W.
51° 24’·44N., 3° 59’·88W.
51° 24’·23N., 4° 01’·76W.
51° 27’·29N., 4° 05’·48W.
196* CHANNEL ISLANDS - Jersey - Depths.
Source: Ports of Jersey survey

Chart 3278 [previous update 1609/19] WGS84 DATUM

Insert depth, 1, enclosed by 2m contour  
Delete depth, 25, close SW of:  

(a) 49° 10’·138N., 2° 07’·175W.  
(a) above
201* SCOTLAND - East Coast - Lights.
Source: Forth Ports Limited Notice 3/19

Chart 728 [previous update 1290/19] ETRS89 DATUM
Delete ⭐ Fl.3s5m and associated sectors
  56° 00′ 306N., 3° 24′ 769W.
  56° 00′ 275N., 3° 24′ 730W.

Chart 736 (INT 1546) [previous update 2306/19] ETRS89 DATUM
Delete ⭐ Fl.3s9M
  56° 00′ 306N., 3° 24′ 769W.
  56° 00′ 275N., 3° 24′ 730W.
Chart 734 (INT 1544) [previous update 6314/19] ETRS89 DATUM
Replace depth, 129, with depth, 116

56° 00´·38N., 3° 08´·59W.

Chart 735 (INT 1545) (Panel, Leith) [previous update 4736/19] ETRS89 DATUM
Insert depth, 47, and extend 5m contour NE to enclose

(a) 56° 00´·086N., 3° 09´·746W.

Delete depth, 53, close NW of:

(a) above

Chart 735 (INT 1545) [previous update 4736/19] ETRS89 DATUM
Insert depth, 47, and extend 5m contour N to enclose

(a) 56° 00´·09N., 3° 09´·75W.

Delete depth, 53, close NW of:

(a) above

Insert depth, 116

(b) 56° 00´·38N., 3° 08´·59W.

Delete depth, 129, close NW of:

(b) above
ENGLAND - South Coast - Depths.
Source: ms Northern Wind

Chart 148 [previous update 4458/19] ETRS89 DATUM

<table>
<thead>
<tr>
<th>Action</th>
<th>Depth</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert</td>
<td>16</td>
<td>50° 18´·44N., 4° 42´·74W.</td>
</tr>
<tr>
<td>Insert</td>
<td>101</td>
<td>50° 18´·83N., 4° 42´·02W.</td>
</tr>
<tr>
<td>Delete</td>
<td>146</td>
<td>(a)</td>
</tr>
<tr>
<td>Insert</td>
<td>122</td>
<td>50° 17´·79N., 4° 40´·90W.</td>
</tr>
<tr>
<td>Delete</td>
<td>50° 17´·38N., 4° 41´·16W.</td>
<td></td>
</tr>
<tr>
<td>Insert</td>
<td>(b)</td>
<td>50° 17´·38N., 4° 41´·16W.</td>
</tr>
<tr>
<td>Delete</td>
<td>152</td>
<td>(c)</td>
</tr>
<tr>
<td>Replace</td>
<td>152</td>
<td>50° 17´·79N., 4° 40´·90W.</td>
</tr>
</tbody>
</table>

Chart 1267 [previous update 5050/19] ETRS89 DATUM

<table>
<thead>
<tr>
<th>Action</th>
<th>Depth</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert</td>
<td>101</td>
<td>50° 18´·83N., 4° 42´·02W.</td>
</tr>
<tr>
<td>Delete</td>
<td>186</td>
<td>(a)</td>
</tr>
<tr>
<td>Insert</td>
<td>115</td>
<td>50° 17´·38N., 4° 41´·16W.</td>
</tr>
<tr>
<td>Delete</td>
<td>131</td>
<td>(b)</td>
</tr>
<tr>
<td>Replace</td>
<td>131</td>
<td>50° 17´·79N., 4° 40´·90W.</td>
</tr>
</tbody>
</table>
239° ENGLAND - East Coast - Depths.
Source: British Government Survey

Chart 1534 (INT 1558) [previous update 6314/19] ETRS89 DATUM

Insert depth, 4, and extend 5m contour NE to enclose
(a) 52° 41´ 44N., 1° 45´ 51E.

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

Insert depth, 57
52° 41´ 19N., 1° 45´ 77E.

Replace depth, 12, with depth, 7, and extend 10m contour NE to
enclose
52° 41´ 33N., 1° 45´ 74E.
142 NORWAY - West Coast - NM Block.
Source: Norwegian Notices 22/60847/19, 22/60849/19, 22/60852/19 and Norwegian Lights List

Chart 2321 [previous update 75/20] WGS84 DATUM
Insert the accompanying block, centred on: 67° 50’·6N., 12° 53’·1E.

Chart 2327 [previous update 75/20] WGS84 DATUM
Insert the accompanying block, centred on: 67° 50’·6N., 12° 52’·6E.
135  ESTONIA - Wreck.
Source: Estonian Notice 12/189/19

Chart 2241 [ previous update 6654/19 ] WGS84 DATUM

Insert  59° 14’-48N., 23° 27’-16E.
RUSSIA - Baltic Sea Coast - Lights. Leading lines.
Source: Russian Notice 50/5814/19

Chart 2395 [previous update 5412/19] WGS84 DATUM

Insert

2 Dir.Al.Fl.WRG.5s4M

leading line, firm line for 6940m, extending in direction 344·9°, from:

legend, 164·9°-344·9°, seaward end of:

(a) 60° 01´·56N., 29° 50´·02E. (b) (a) above
(b) above

leading line, firm line for 9120m, extending in direction 164·9°, from:

legend, 164·9°-344·9°, seaward end of:

(c) 60° 01´·54N., 29° 50´·03E. (d) (c) above
(d) above
235  FINLAND - Saaristomeri - NM Blocks.
Source: Finnish Notice 33/277/19

Chart  2614 (INT 1156)  [ previous update 3720/19 ] WGS84 DATUM
Insert the accompanying block, centred on: 60° 05´·7N., 19° 55´·3E.

Chart  3898 (INT 1195)  [ previous update 3720/19 ] WGS84 DATUM
Insert the accompanying block, centred on: 60° 05´·7N., 19° 55´·0E.
II

251 SWEDEN - West Coast - Virtual aid to navigation.
Source: Swedish Notice 785/14571/19

Chart 2115 [previous update 5731/19] WGS84 DATUM
Insert symbol, Virtual aid to navigation, safe water topmark, V-AIS 55° 54´·6N., 12° 44´·5E.

Chart 2594 (INT 1331) [previous update 6374/19] WGS84 DATUM
Insert symbol, Virtual aid to navigation, safe water topmark, V-AIS 55° 54´·6N., 12° 44´·5E.

Source: Finnish Notice 33/279/19

Chart 2167 (INT 11321) (Panel, Rauma) [previous update 5971/19] WGS84 DATUM

Insert maritime limit, pecked line, joining:

(a) 61° 07´·900N., 21° 25´·340E.
(b) 61° 08´·260N., 21° 25´·460E.
(c) 61° 08´·220N., 21° 25´·890E.

Move JU from:

(d) 61° 08´·225N., 21° 25´·615E.

Delete former maritime limit, pecked line, joining:

(a) above
(b) above
(c) above

recommended track, firm line, with maximum authorised draught, <5·9m>, joining:

61° 08´·253N., 21° 25´·630E.
61° 07´·910N., 21° 25´·120E.

Chart 2167 (INT 11321) [previous update 5971/19] WGS84 DATUM

Move JU from:

61° 08´·23N., 21° 25´·61E.
61° 08´·26N., 21° 25´·46E.

Delete recommended track, firm line, with maximum authorised draught, <5·9m>, joining:

61° 08´·25N., 21° 25´·63E.
61° 07´·91N., 21° 25´·11E.

Chart 3829 (INT 1132) [previous update 5971/19] WGS84 DATUM

Move JU from:

61° 08´·23N., 21° 25´·61E.
61° 08´·26N., 21° 25´·46E.

Delete recommended track, firm line, with maximum authorised draught, <5·9m>, joining:

61° 08´·26N., 21° 25´·59E.
61° 07´·92N., 21° 25´·10E.
140° NORTH SEA - United Kingdom Sector - Legend Buoy.
Source: UKHO

Chart 292 [previous update 5644/19] WGS84 DATUM
Delete legend, Under Const (2015), centred on: 59° 35′ 91N., 1° 02′ 06E.

Chart 2182C (INT 1041) [previous update 6538/19] WGS84 DATUM
Delete legend, Under const (2015), centred on: 59° 35′ 1N., 0° 58′ 0E.
145° NORTH SEA - United Kingdom Sector - Automatic Identification Systems.
Source: Trinity House

Chart 266 [previous update 105/20] WGS84 DATUM
Insert
Automatic Identification System, AIS, at CYGNUS BWH platform 54° 35´·88N., 2° 11´·69E.
Automatic Identification System, AIS, at CYGNUS APU platform 54° 34´·12N., 2° 17´·38E.

Chart 2182A (INT 1043) [previous update 105/20] WGS84 DATUM
Insert Automatic Identification System, AIS, at platform 54° 35´·9N., 2° 11´·7E.
54° 34´·1N., 2° 17´·4E.

Chart 2182B (INT 1042) [previous update 105/20] WGS84 DATUM
Insert Automatic Identification System, AIS, at platform 54° 35´·9N., 2° 11´·7E.
54° 34´·1N., 2° 17´·4E.
1.25

186  NETHERLANDS - Submarine power cable.
Source: Netherlands Notice 49/422/19
Note: Chart 1633 is to be deleted from the list of charts affected by Notice 3627(P)/19.

Chart 1633 (INT 1417) [previous update 5377/19] WGS84 DATUM

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

54° 13´·00N., 6° 25´·08E.
53° 57´·91N., 6° 24´·78E.
53° 54´·85N., 6° 28´·81E.
53° 42´·65N., 6° 33´·10E.
53° 40´·21N., 6° 32´·66E.
53° 37´·79N., 6° 28´·87E.
53° 36´·48N., 6° 28´·76E.
53° 36´·22N., 6° 33´·38E.
53° 29´·76N., 6° 42´·90E.
188  NETHERLANDS - Light.
Source: Netherlands Notice 49/424/19

Chart 207 (INT 1465) [ previous update New Edition 29/08/2019 ] WGS84 DATUM
Delete  ★ F.L.Y.5s17m6M  51° 59' 53N., 4° 00' 50E.
II

190 GERMANY - North Sea Coast - Depths.
Source: German Notice 49/20/19

Chart DE 20 (INT 1424) [previous update 6183/19] WGS84 DATUM
Insert depth, 136
Delete depth, 145, close SE of:

(a) 53° 45´-09N., 8° 12´-03E.
(a) above
198  GERMANY - North Sea Coast - NM Block.
Source: German Notice 49/42/19

Chart DE 42 (INT 1366) (Panel C, Brunsbüttel) [previous update 6695/19] WGS84 DATUM
Insert the accompanying block, centred on: 53° 53´·0N., 9° 09´·8E.
GERMANY - North Sea Coast - NM Block. Dredged area. Dredged depth. Depths.

Source: German Notice 49/46/19

206

Chart DE 46 (INT 1453) (Panel, Brunsbüttel) [previous update 6695/19] WGS84 DATUM

Insert the accompanying block, centred on: 53° 53´·0N., 9° 09´·7E.

Chart DE 46 (INT 1453) [previous update 6695/19] WGS84 DATUM

Insert limit of dredged area, pecked line, joining:

(a) 53° 52´·91N., 9° 08´·77E.
(b) 53° 53´·15N., 9° 10´·00E.
(c) 53° 53´·15N., 9° 10´·70E.
(d) 53° 52´·92N., 9° 10´·24E.

.dredged depth, 16·1m, within:

(a)-(d) above

Delete depth, 15
depth, 13g
depth, 12g
depth, 14g

53° 53´·13N., 9° 10´·32E.
53° 52´·99N., 9° 09´·98E.
53° 53´·01N., 9° 09´·53E.
53° 52´·91N., 9° 09´·72E.

Insert depth, 103

(e) 53° 52´·61N., 9° 15´·35E.

Delete depth, 113, close S of:

(e) above

Replace depth, 113, with depth, 103

53° 52´·15N., 9° 16´·99E.
213 GERMANY - North Sea Coast - Depth.
Source: German Notice 49/4/19

Chart DE 4 (INT 1457) (Panel B, Bremerhaven) [previous update 2593/19] WGS84 DATUM
Insert depth, \(d\), enclosed by 10m contour 53° 33´·034N., 8° 33´·670E.

Chart DE 4 (INT 1457) [previous update 2593/19] WGS84 DATUM
Insert depth, \(d\), enclosed by 10m contour 53° 33´·03N., 8° 33´·67E.
217 NETHERLANDS - Depths.
Source: Netherlands Notice 49/418/19

Chart 125 (INT 1422) [previous update 3756/19] WGS84 DATUM
Insert depth, 88, enclosed by 10m contour 52° 30´·19N., 4° 28´·14E.

Chart 1408 [previous update 151/20] WGS84 DATUM
Insert depth, 88, and extend 10m contour W to enclose (a) 52° 30´·2N., 4° 28´·1E.
Delete depth, 125, close W of: (a) above
depth, 95, close E of: (a) above

Chart 1631 (INT 1418) [previous update 6668/19] WGS84 DATUM
Insert depth, 88, enclosed by 10m contour 52° 30´·19N., 4° 28´·14E.
II

219 DENMARK - North Sea Coast - Harbour limits. Legend.
Source: Danish Chart Correction 48/589/19

Chart 1422 (INT 1044) (Panel B, Hvide Sande) [previous update 5221/19] WGS84 DATUM

Insert harbour limit, pecked line, joining:

- 55° 59´·909N., 8° 06´·499E.
- 55° 59´·909N., 8° 06´·300E.

and

(a) 55° 59´·823N., 8° 06´·537E.
(b) 55° 59´·726N., 8° 06´·300E.

legend, Harbour Limit, along N side of:

(a)-(b) above
II

241 DENMARK - North Sea Coast - NM Block.
Source: Danish Chart Correction 48/591/19

Chart 420 (INT 1451) [previous update 3481/19] WGS84 DATUM
Insert the accompanying block, centred on: 55° 29´·0N., 8° 24´·6E.
269 BELGIUM - Depths.
Source: Belgian Notice 25/303/19

Chart 1406 [previous update 6570/19] WGS84 DATUM
Insert depth, $7_7$ close N of:
(a) 51° 20´·82N., 2° 42´·21E.
Delete depth, $8_p$ close NW of:
(a) above

Chart 1872 [previous update New Edition 19/12/2019] WGS84 DATUM
Insert depth, $7_7$ and extend 10m contour SE to enclose:
(a) 51° 20´·82N., 2° 42´·21E.
Delete depth, $8_p$, close NW of:
(a) above
Insert depth, $5_2$
(b) 51° 18´·58N., 2° 40´·46E.
Delete depth, $7_7$, close SW of:
(b) above
Insert depth, $8_t$
(c) 51° 17´·60N., 2° 40´·19E.
Delete depth, $9_2$, close N of:
(c) above
Insert depth, $4_7$, enclosed by 5m contour:
(d) 51° 16´·97N., 2° 38´·75E.
Delete depth, $5_p$, close N of:
(d) above
Insert depth, $6_9$
(e) 51° 13´·84N., 2° 35´·14E.
Delete depth, $7_6$, close S of:
(e) above

Chart 1873 (INT 1480) [previous update 6297/19] WGS84 DATUM
Insert depth, $7_7$, and extend 10m contour SE to enclose:
(a) 51° 20´·82N., 2° 42´·21E.
Delete depth, $8_p$, close NW of:
(a) above
Insert depth, $5_2$
(b) 51° 18´·58N., 2° 40´·46E.
Delete depth, $7_7$, close SW of:
(b) above
Insert depth, $8_t$
(c) 51° 18´·32N., 2° 40´·88E.
Delete depth, $9_2$, close NW of:
(c) above
Insert depth, $12_6$
(d) 51° 17´·88N., 2° 39´·77E.
Delete depth, $8_7$ and extend 10m contour SW to enclose (d) above:
(d) 51° 18´·15N., 2° 40´·04E.
Insert depth, $8_7$
(e) 51° 17´·60N., 2° 40´·19E.
Delete depth, $9_2$, close NE of:
(e) above
Insert depth, $4_7$, enclosed by 5m contour:
(f) 51° 16´·97N., 2° 38´·75E.
Delete depth, $5_p$, close NE of:
(f) above
Insert depth, $6_9$
(g) 51° 13´·84N., 2° 35´·14E.
Delete depth, $7_6$, close SE of:
(g) above
Chart 1874 (INT 1474) [previous update New Edition 19/12/2019] WGS84 DATUM

Insert depth, $7$, and extend 10m contour SE to enclose
(a) $51^\circ 20'\cdot 82N., 2^\circ 42'\cdot 21E.$
Delete depth, $8_9$, close NW of:
(a) above
Insert depth, $8_7$
(b) $51^\circ 18'\cdot 32N., 2^\circ 40'\cdot 88E.$
Delete depth, $9$, close NW of:
(b) above

Chart 2449 [previous update 5961/19] WGS84 DATUM

Insert depth, $7$, and extend 10m contour SE to enclose
(a) $51^\circ 20'\cdot 82N., 2^\circ 42'\cdot 21E.$
Delete depth, $8_9$, close N of:
(a) above
Insert depth, $5_2$
(b) $51^\circ 18'\cdot 58N., 2^\circ 40'\cdot 46E.$
Delete depth, $7$, close SW of:
(b) above
Insert depth, $8_6$
(c) $51^\circ 17'\cdot 60N., 2^\circ 40'\cdot 19E.$
Delete depth, $9_7$, close N of:
(c) above
Replace depth, $5_3$, with depth, $4_7$, enclosed by 5m contour
$51^\circ 16'\cdot 97N., 2^\circ 38'\cdot 75E.$
depth, $7_6$, with depth, $6_7$
$51^\circ 13'\cdot 84N., 2^\circ 35'\cdot 14E.$
148  FRANCE - West Coast - Marine farms.
Source: French Notice 49/40/19

Chart 2026 [previous update 3197/19] WGS84 DATUM
Insert
48° 42´·40N., 3° 55´·25W.
48° 44´·00N., 3° 52´·50W.
48° 45´·57N., 3° 44´·14W.
48° 46´·33N., 3° 46´·34W.

Chart 2349 [previous update 1768/19] WGS84 DATUM
Insert
48° 14´·55N., 4° 37´·43W.
48° 05´·12N., 4° 34´·49W.

Chart 2350 [previous update 6670/19] WGS84 DATUM
Insert
48° 14´·52N., 4° 37´·43W.
48° 05´·14N., 4° 34´·49W.
Source: French Notice 49/37/19

Chart 2026 [previous update 148/20] WGS84 DATUM
Amend legend to, 121°, centred on: 48° 43´·98N., 3° 35´·78W.
light to, Dir Q.WRG.39m12/8M (a) 48° 43´·28N., 3° 34´·11W.
delete Q.R.21m7M, close NW of: (a) above

Chart 2027 [previous update 5099/18] WGS84 DATUM
Amend legend to, 121°, centred on: 48° 43´·98N., 3° 35´·78W.
light to, Dir Q.WRG.39m12/8M (a) 48° 43´·28N., 3° 34´·11W.
delete Q.R.21m7M, close NW of: (a) above

Chart 2648 (INT 1707) [previous update 4110/19] WGS84 DATUM
Amend light to, Dir Q.WRG (a) 48° 43´·27N., 3° 34´·10W.
delete Q.R, close NW of: (a) above
192 SPAIN - West Coast - Buoyage.
Source: Spanish Notice 49/391/19

Chart 1730 [previous update 5582/19] WGS84 DATUM

Insert

\[ \text{Fl}(5)\text{Y.20h2M ODAS} \]

Delete

\[ \text{Fl}(5)\text{Y.20h2M ODAS} \]

42° 10´·68N., 8° 53´·80W.

42° 10´·07N., 8° 54´·76W.
195  SPAIN - South West Coast - Automatic Identification Systems.
Source: Spanish Notice 49/393/19

Chart 86 [ previous update 605/19 ] WGS84 DATUM
Delete Automatic Identification System, AIS, at light-buoy 36° 35´-99N., 6° 23´-86W.
Automatic Identification System, AIS, at Las Cabezuelas light-buoy 36° 35´-21N., 6° 19´-95W.
212* FRANCE - North Coast - Less water.
Source: SHOM

Chart 3656 [previous update 4241/19] WGS84 DATUM
Insert legend, Less water reported (2019), centred on: 48° 58´·43N., 2° 04´·34W.
174 TURKEY - South Coast - NM Block. Pilot boarding places.
Source: Turkish Notices 49/229/19 and 49/232/19

Chart 2104 (INT 3661) [previous update 2679/19] WGS84 DATUM

Insert the accompanying block, centred on:

Replace

36° 43´·8N., 36° 11´·1E.

Replace ① with ⑩ Iskenderun 1

36° 37´·20N., 36° 10´·00E.

Replace ⑩ with ⑪ Iskenderun 2

36° 40´·70N., 36° 10´·50E.

Delete ⑪

36° 44´·00N., 36° 09´·50E.
Source: Turkish Notice 48/226/19

Chart 1272 (Panel E, Approaches to Sinop) [previous update 4933/19] WGS84 DATUM
Amend    light to, Fl.G.5s20m5M   (a)  42° 03´·14N., 35° 02´·88E.
Delete   Automatic Identification System, AIS, at light   (a) above

Chart 2237 [previous update 2537/19] WGS84 DATUM
Amend    light to, Fl.G.5s5M   (a)  42° 03´·2N., 35° 02´·9E.
Delete   Automatic Identification System, AIS, at light   (a) above
<table>
<thead>
<tr>
<th>Action</th>
<th>Depth</th>
<th>Details</th>
<th>Coordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert</td>
<td>9.1</td>
<td>depth, 9.1</td>
<td>39° 53´·650N., 4° 15´·620E.</td>
</tr>
<tr>
<td>Delete</td>
<td>5.7</td>
<td>close SW of:</td>
<td>(a) above</td>
</tr>
<tr>
<td>Insert</td>
<td>8.9</td>
<td>depth, 8.9</td>
<td>39° 53´·618N., 4° 15´·712E.</td>
</tr>
<tr>
<td>Delete</td>
<td>6.6</td>
<td>close W of:</td>
<td>(b) above</td>
</tr>
<tr>
<td>Insert</td>
<td>9.3</td>
<td>depth, 9.3</td>
<td>39° 53´·585N., 4° 15´·775E.</td>
</tr>
<tr>
<td>Delete</td>
<td>6.2</td>
<td>close N of:</td>
<td>(c) above</td>
</tr>
<tr>
<td>Insert</td>
<td>9</td>
<td>depth, 9</td>
<td>39° 53´·624N., 4° 15´·838E.</td>
</tr>
<tr>
<td>Delete</td>
<td>5.3</td>
<td>close S of:</td>
<td>(d) above</td>
</tr>
<tr>
<td>Insert</td>
<td>9</td>
<td>depth, 9</td>
<td>39° 53´·551N., 4° 15´·863E.</td>
</tr>
<tr>
<td>Delete</td>
<td>7.2</td>
<td>close S of:</td>
<td>(e) above</td>
</tr>
</tbody>
</table>
211 SPAIN - Mediterranean Sea Coast - NM Blocks. Anchorage areas.
Source: Spanish Notice 48/382/19

Chart 1514 (INT 3176) \[ previous update 3542/19 \] WGS84 DATUM

Insert the accompanying block A, centred on:
- 39° 55´·8N., 0° 03´·6E.
- 39° 55´·8N., 0° 04´·8E.

the accompanying block B, centred on:
- 39° 57´·530N., 0° 05´·950E.
- 39° 57´·530N., 0° 03´·070E.
- 39° 59´·350N., 0° 04´·120E.

limit of anchorage area, pecked line, joining:
- 39° 59´·350N., 0° 05´·515E.
- 39° 57´·530N., 0° 04´·454E.

Delete former limit of anchorage area, pecked line, joining:
- 39° 59´·090N., 0° 03´·970E.
- 39° 59´·090N., 0° 05´·730E.
- 39° 57´·530N., 0° 05´·730E.
- 39° 57´·580N., 0° 03´·110E.
- 39° 58´·113N., 0° 03´·414E.

and
- 39° 57´·560N., 0° 04´·450E.
- 39° 59´·090N., 0° 04´·451E.
NAMIBIA - Pilot boarding places. Radar beacons.
Source: South African Chart 1004

Chart 3859 (INT 2610) [previous update 998/17] CAPE DATUM

Insert ① 22° 50´·1S., 14° 28´·8E.
Delete former ①, close SE of:
(a) 22° 50´·8S., 14° 28´·7E.
Insert radar beacon, Racon(N), at light-buoy 22° 51´·6S., 14° 27´·0E.
Replace radar beacon, Racon(D) with radar beacon, Racon(P) 22° 53´·5S., 14° 26´·2E.

Chart 4175 (INT 2051) [previous update New Chart 23/02/2017] WGS84 DATUM
Replace radar beacon, Racon(D) with radar beacon, Racon(P) 22° 52´·9S., 14° 26´·2E.

Chart 4176 (INT 2052) [previous update New Chart 23/02/2017] WGS84 DATUM
Replace radar beacon, Racon(D) with radar beacon, Racon(P) 22° 52´·9S., 14° 26´·1E.
248 SOUTH AFRICA - West Coast - Buoyage.

Source: South African Notice 11/70/19

Chart 1236 (INT 2673) [ previous update 6558/19 ] WGS84 DATUM

Replace $\bigcirc$ with $\bigodot$

33° 05´·45S., 18° 01´·74E.
33° 05´·56S., 18° 01´·79E.
281 SOUTH AFRICA - East Coast - Submarine cable.
Source: South African Notice 11/71/19

Chart 3300 [previous update 2432/18] UNDETERMINED DATUM
Insert submarine cable, ~~~~ joining:
28° 57´·8S., 31° 46´·2E.
29° 10´·4S., 31° 54´·7E.
29° 13´·5S., 32° 03´·8E.
29° 09´·7S., 32° 19´·8E.

Chart 4171 (INT 7560) [previous update 4476/18] WGS84 DATUM
Insert submarine cable, ~~~~ joining:
29° 05´·0S., 31° 51´·2E.
29° 10´·4S., 31° 54´·7E.
29° 13´·5S., 32° 03´·8E.
29° 13´·5S., 32° 05´·1E.
29° 11´·6S., 32° 13´·5E.
29° 09´·7S., 32° 19´·8E.

Chart 4172 (INT 7570) [previous update 2398/18] WGS84 DATUM
Insert submarine cable, ~~~~ joining:
28° 57´·7S., 31° 46´·1E.
29° 05´·0S., 31° 51´·2E.
29° 10´·4S., 31° 54´·7E.
29° 13´·5S., 32° 03´·8E.
29° 13´·5S., 32° 05´·1E.
29° 11´·6S., 32° 13´·5E.
29° 09´·7S., 32° 19´·8E.

Chart 4179 (INT 7051) [previous update New Chart 24/05/2018] WGS84 DATUM
Insert submarine cable, ~~~~ joining:
28° 57´·9S., 31° 46´·3E.
29° 10´·4S., 31° 54´·7E.
29° 13´·5S., 32° 03´·8E.
29° 09´·7S., 32° 19´·8E.
II

162* KUWAIT - Legend.
Source: UKHO

Chart 3773 [ previous update 4660/19 ] WGS84 DATUM
Delete legend, Causeway under construction (2019), centred on: 29° 31´·12N., 48° 04´·10E.
167 QATAR - Recommended track.
Source: Qatar Petroleum

Chart 2886 (INT 7243) [previous update 6532/19] WGS84 DATUM

Insert two-way recommended track, pecked line, joining:

- 25° 06´·0N., 51° 43´·5E.
- 25° 09´·5N., 51° 44´·0E.
- 25° 10´·0N., 51° 44´·2E.
- 25° 11´·0N., 51° 44´·3E.
- 25° 12´·7N., 51° 44´·3E.
233 INDIA - West Coast - Wreck. Depth.
Source: Indian Notice 23/245/19

Chart IN 22 (INT 752) [previous update 6711/19] INDIAN DATUM
Replace depth, 78, with $\Theta\Theta PA$
18° 40’ 0N., 70° 58’ 0E.

Chart IN 255 (INT 7334) [previous update 6170/19] WGS84 DATUM
Insert $\Theta\Theta PA$
Delete depth, 78, close N of:
(a) 18° 40’ 0N., 70° 58’ 0E.
(a) above

Chart IN 292 (INT 7021) [previous update 6631/19] INDIAN DATUM
Insert $\Theta\Theta PA$
Delete depth, 78, close N of:
(a) 18° 40’ 0N., 70° 58’ 0E.
(a) above

Chart IN 293 (INT 7022) [previous update 6711/19] INDIAN DATUM
Insert $\Theta\Theta PA$
Delete depth, 78, close N of:
(a) 18° 40’ 0N., 70° 58’ 0E.
(a) above

Chart 707 [previous update 6191/19] WGS84 DATUM
Replace depth, 78, with $\Theta\Theta PA$
18° 40’ 0N., 70° 58’ 0E.
Amend maintained depth to, 16.1m, centred on:

- 17° 42´·622N., 83° 16´·945E.
- 17° 42´·288N., 83° 16´·963E.
- 17° 41´·564N., 83° 16´·932E.
- 17° 41´·270N., 83° 17´·194E.

maintained depth to, 21.0m, centred on:

- 17° 41´·287N., 83° 18´·120E.
143 CHINA - South Coast - NM Block. Anchorage areas.
Source: UKHO and ENC C1415440

Chart 341 [previous update New Edition 12/12/2019] WGS84 DATUM
Insert the accompanying block, centred on: 22° 09´·0N., 113° 36´·4E.

Chart 3026 [previous update 5784/19] WGS84 DATUM
Insert limit of anchorage area, pecked line, joining: (a) 22° 09´·15N., 113° 36´·18E.
(b) 22° 09´·15N., 113° 37´·68E.
(c) 22° 08´·23N., 113° 37´·68E.
(d) 22° 08´·23N., 113° 36´·18E.

legend, No 20HW, within: (a)-(d) above
Delete former limit of anchorage area, pecked line, and associated legend, No 20HW, joining:
22° 09´·62N., 113° 36´·19E.
22° 09´·62N., 113° 37´·19E.
22° 08´·21N., 113° 37´·19E.
22° 08´·21N., 113° 36´·19E.
VIETNAM - Wreck.
Source: Hydropac 3999/19

Chart 3879 [previous update 6542/19] WGS84 DATUM
Insert PA

Chart 3985 [previous update 6542/19] WGS84 DATUM
Insert

10° 06´4N., 104° 13´8E.
CHINA - East Coast - Buoyage. Virtual aid to navigation.
Source: Chinese Notice 47/1518/19

Chart 1199 [previous update 6693/19] CGCS 2000 DATUM
Delete symbol, blue and yellow emergency wreck marking buoy, 
AI.Oc.BuY.3s (2 buoys) (a) 30° 21´·9N., 122° 34´·5E. 
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, close NW of: (a) above

Chart 1305 [previous update 6693/19] CGCS 2000 DATUM
Delete symbol, blue and yellow emergency wreck marking buoy, 
AI.Oc.BuY.3s No 3 30° 22´·25N., 122° 34´·25E. 
symbol, blue and yellow emergency wreck marking buoy, 
AI.Oc.BuY.3s No 4 30° 21´·86N., 122° 34´·45E. 
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS 30° 22´·10N., 122° 34´·34E.
Amend  
No 6 light-buoy to, Fl(2+1)R.10s  
13° 45´·42N., 109° 14´·74E.

No 8 light-buoy to, Fl(2+1)R.10s  
13° 45´·77N., 109° 14´·84E.

No 9 light-buoy to, Flt(2+1)G.10s  
13° 45´·96N., 109° 15´·31E.

No 11 light-buoy to, Fl(2+1)G.10s  
13° 46´·24N., 109° 15´·38E.

range of light to, 10M  
13° 46´·29N., 109° 14´·65E.  
13° 46´·07N., 109° 14´·69E.
159  CHINA - South Coast - Radio reporting lines. Legends.
Source: Chinese Notice 47/1530/19

Chart 1568 [ previous update New Edition 05/12/2019 ] CGCS 2000 DATUM

Insert radio reporting line, inbound and outbound, pecked line, joining:

legend, Zhuhai VTS, along:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>21° 59′·00N., 113° 27′·00E.</td>
</tr>
<tr>
<td>(b)</td>
<td>21° 44′·99N., 113° 27′·00E.</td>
</tr>
<tr>
<td>(c)</td>
<td>21° 44′·99N., 113° 23′·74E.</td>
</tr>
</tbody>
</table>

Delete former semi-circular limit of radio reporting line, pecked line, and associated legend, Zhuhai VTS, joining:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>22° 01′·50N., 113° 25′·39E.</td>
</tr>
<tr>
<td></td>
<td>21° 54′·04N., 113° 28′·36E.</td>
</tr>
<tr>
<td></td>
<td>(c) above</td>
</tr>
</tbody>
</table>
CHINA - Bo Hai - Virtual aids to navigation.
Source: Chinese Notice 47/1517/19

Chart 1286 [previous update 6145/19] CGCS 2000 DATUM

Insert symbol, virtual aid to navigation, port lateral topmark, V-AIS
symbol, virtual aid to navigation, starboard lateral topmark, V-AIS
40° 33’·15N., 122° 04’·20E.
40° 33’·09N., 122° 04’·26E.

Chart 1287 [previous update 6579/19] CGCS 2000 DATUM

Insert symbol, virtual aid to navigation, port lateral topmark, V-AIS
symbol, virtual aid to navigation, starboard lateral topmark, V-AIS
40° 33’·15N., 122° 04’·20E.
40° 33’·09N., 122° 04’·26E.
166  CHINA - South Coast - Beacon.
Source: Chinese Notice 47/1529/19

Chart 343 [previous update 126/20] CGCS 2000 DATUM
Delete Fl(2)G.6x5m9M No 20

22° 40′.51N., 113° 45′.38E.
VIETNAM - Wreck.
Source: VMS-S Notice 271/19

Chart 3482 (INT 550) [ previous update 6533/19 ] WGS84 DATUM
Insert 10° 45´·4N., 109° 21´·7E.

Chart 3488 (INT 552) [ previous update 6218/19 ] WGS84 DATUM
Insert 10° 45´·4N., 109° 21´·7E.

Chart 3987 [ previous update 6492/19 ] WGS84 DATUM
Insert 10° 45´·4N., 109° 21´·7E.

Chart 4508 (INT 508) [ previous update 5890/19 ] WGS84 DATUM
Insert 10° 45´·4N., 109° 21´·7E.
184  CHINA - South Coast - Buoys. Lights.
Source: Chinese Notice 47/1527/19

Chart 344  [previous update 6058/19 ] CGCS 2000 DATUM

Insert

△ Mo(K)Y.12s Y4  22° 47´·03N., 113° 36´·26E.
☆ Fl.4s  22° 46´·80N., 113° 36´·06E.
22° 46´·49N., 113° 36´·36E.
II

185 CHINA - East Coast - Buoyage. Virtual aids to navigation.
Source: Chinese Notice 47/1523-1525/19

Chart 1126 [previous update 6526/19] CGCS 2000 DATUM
Delete symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s No 1  (a) 29° 47´·96N., 122° 32´·32E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close S of:
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s No 2, close S of:  (a) above
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s No 13  (b) 29° 44´·74N., 122° 29´·15E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close S of:
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s No 14, close S of:  (b) above
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s No 9  (c) 29° 44´·13N., 122° 27´·18E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close W of:
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s No 10, close W of:  (c) above
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s No 5  (d) 29° 38´·16N., 122° 26´·45E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close S of:
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s No 6, close S of:  (d) above

Chart 1759 [previous update 6621/19] CGCS 2000 DATUM
Delete symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s (2 buoys)  (a) 29° 48´·0N., 122° 32´·3E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close S of:
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s (2 buoys)  (a) above
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close S of:
Al.Oc.BuY.3s (2 buoys)  (b) 29° 44´·7N., 122° 29´·1E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close S of:
Al.Oc.BuY.3s (2 buoys)  (b) above
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, close E of:
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s (2 buoys)  (c) 29° 44´·1N., 122° 26´·1E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, close E of:
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s (2 buoys)  (c) above
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, close S of:
symbol, blue and yellow emergency wreck marking buoy,
Al.Oc.BuY.3s (2 buoys)  (d) 29° 38´·2N., 122° 26´·4E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close S of:  (d) above
214 CHINA - South Coast - Buoyage.
Source: Chinese Notice 48/1570/19

Chart 348 [previous update 130/20] CGCS 2000 DATUM

Insert

Move

Q(6)+LFl.15s No 1, from:

22° 31´·146N., 113° 50´·994E.
22° 31´·108N., 113° 51´·079E.
216 VIETNAM - Wreck.
Source: VMS-N Notice 282/19

Chart 3874 [previous update 158/20] WGS84 DATUM
Insert 13° 45’·37N., 109° 21’·68E.

Chart 3987 [previous update 168/20] WGS84 DATUM
Insert 13° 45’·4N., 109° 21’·7E.

Chart 3988 [previous update 6499/19] WGS84 DATUM
Insert 13° 45’·4N., 109° 21’·7E.
221  VIETNAM - NM Block.
Source: VMS-North Notice 288/19

Chart 3879 [previous update 146/20] WGS84 DATUM

Insert the accompanying block, centred on: 10° 19´·5N., 104° 24´·8E.
224  CHINA - East Coast - Virtual aids to navigation. Buoyage.
Source: Chinese Notice 47/1519/19

Chart  1199 [ previous update 155/20 ] CGCS 2000 DATUM
Delete  symbol, Virtual aid to navigation, isolated danger topmark, V-
AIS

Chart  1303 [ previous update 6693/19 ] CGCS 2000 DATUM
Insert  \( \frac{\times}{\cdot} \) Mo(C)Y.12s

Delete  symbol, Virtual aid to navigation, isolated danger topmark, V-
AIS

symbol, blue and yellow emergency wreck marking buoy,
AIOC.BuY.3s close N of:

(30° 17´·08N., 121° 49´·42E.)

symbol, blue and yellow emergency wreck marking buoy,
AIOC.BuY.3s close S of:

(30° 17´·11N., 121° 49´·4E.)

Chart  1304 [ previous update 6503/19 ] CGCS 2000 DATUM
Insert  \( \frac{\times}{\cdot} \) Mo(C)Y.12s

Delete  symbol, Virtual aid to navigation, isolated danger topmark, V-
AIS

symbol, blue and yellow emergency wreck marking buoy,
AIOC.BuY.3s close N of:

(30° 17´·08N., 121° 49´·42E.)

symbol, blue and yellow emergency wreck marking buoy,
AIOC.BuY.3s close S of:

(30° 17´·11N., 121° 49´·4E.)
228 CHINA - East Coast - Buoy. Virtual aid to navigation.
Source: Chinese Notice 48/1556/19

Chart 2401 [previous update 104/20] CGCS 2000 DATUM
Delete symbol, Virtual aid to navigation, isolated danger topmark, V-AIS
25° 47´·35N., 119° 43´·59E.

Chart 2413 [previous update 672/19] CGCS 2000 DATUM
Delete symbol, blue and yellow emergency wreck marking buoy,
Al Oc BuY.3s No 1 (a)
25° 47´·25N., 119° 43´·59E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, close N of:
(a) above

Chart 2419 [previous update 6446/19] CGCS 2000 DATUM
Delete symbol, blue and yellow emergency wreck marking buoy,
Al Oc BuY.3s No 1 (a)
25° 47´·25N., 119° 43´·59E.
symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position, close N of:
(a) above
169 JAPAN - Seto Naikai - NM Blocks.
Source: Japanese Notice 49/996/19

Chart JP 135 [previous update 5994/19] WGS84 DATUM
Insert the accompanying block, centred on: 33° 55´ 06"N., 130° 54´ 24"E.

Chart JP 1263 [previous update 5994/19] WGS84 DATUM
Insert the accompanying block, centred on: 33° 55´ 21"N., 130° 54´ 22"E.
170 JAPAN - Shikoku - Buoyage.
Source: Japanese Notice 49/998/19

Chart JP 108 [previous update 4601/19] WGS84 DATUM
Replace η Mo (U) 8s No 14 with ρ Mo (U) 8s No 14

Chart 1648 [previous update 6458/19] WGS84 DATUM
Insert ρ Mo(U)8s No 14
Delete η Mo(U)8s No 14, close SE of:

(a) 33° 07’·2N., 133° 52’·8E.
(a) above
II

171 JAPAN - Shikoku - Light.
Source: Japanese Notice 49/999/19

Chart JP 108 (Panel, Kami-Kawaguchi Ko) [previous update 170/20] WGS84 DATUM

Insert ☐ G Lt

33° 02’ 14.7”N., 133° 03’ 28.4”E.
Source: Japanese Notice 49/1000/19

Chart JP 112  [ previous update 3662/19 ] WGS84 DATUM
Insert

⊙ G Lt 34° 15′ 17·3"N., 134° 40′ 25·7"E.
⊙ Lt 34° 15′ 17·1"N., 134° 43′ 07·2"E.
pontoon, double firm line, width 15m joining:
34° 15′ 06·8"N., 134° 42′ 33·9"E.
34° 15′ 06·0"N., 134° 42′ 34·4"E.
⊙ 34° 14′ 24·6"N., 134° 41′ 32·3"E.
circular limit of fish haven, dotted line, radius 70m centred on: (a) 34° 13′ 06·2"N., 134° 40′ 53·4"E.
<> , within:
(a) above

Chart JP 150C  [ previous update 6462/19 ] WGS84 DATUM
Insert

⊙ 34° 14′ 41N., 134° 41′ 54E.
34° 13′ 10N., 134° 40′ 88E.
173 JAPAN - Seto Naikai - Depth.
Source: Japanese Notice 49/1001/19

Chart JP 112 [previous update 172/20] WGS84 DATUM

Insert depth, 10, enclosed by 10m approximate contour, Rep(2019) 34° 10' 47.6"N., 134° 38' 59.4"E.
175  JAPAN - Seto Naikai - Fixed point.
Source: Japanese Notice 49/1002/19

Chart JP 1110 [ previous update 5618/19 ] WGS84 DATUM

Insert

\[ 34^\circ 30' 32.4"N., 135^\circ 23' 51.8"E. \]
176 JAPAN - Seto Naikai - Bridge.
Source: Japanese Notice 49/1003/19

**Chart JP 101A [previous update 4393/19]** WGS84 DATUM

Insert bridge, double firm line, joining:

34° 42’ 34·8"N., 135° 16’ 46·4"E.
34° 42’ 35·9"N., 135° 16’ 45·5"E.

Source: Japanese Notice 49/1004/19

Chart JP 101A [previous update 176/20] WGS84 DATUM

Insert legend, Ruins, orientated N/S centred on: 34° 41´ 14-8"N., 135° 13´ 27-1"E. 34° 41´ 08-6"N., 135° 13´ 29-5"E.

Replace depth, 41, with PA

Delete berth number, 1
berth number, 2
legend, Dolphin Berth, close W of:
legend, No 4 Breakwater, close E of:

○ G Lt

Chart JP 101B [previous update 4394/19] WGS84 DATUM

Insert legend, Ruins, orientated N/S centred on: 34° 41´ 14-7"N., 135° 13´ 27-2"E. 34° 41´ 08-9"N., 135° 13´ 29-3"E.

Replace depth, 41, with PA

Delete berth number, 1
berth number, 2
legend, Dolphin Berth, close W of:
legend, No 4 Breakwater, close E of:

○ G Lt
Radio reporting line.

Source: ENC KR4F4H20

Chart 127 [previous update 6714/19] WGS84 DATUM
Delete radio reporting line, inbound and outbound, pecked line, and associated legend, SR, joining:
34° 35´·0N., 127° 53´·9E.
34° 35´·0N., 127° 59´·9E.

Chart 3391 (INT 5360) [previous update 6714/19] WGS84 DATUM
Insert maritime limit, pecked line, joining:
34° 39´·53N., 127° 57´·09E.
34° 39´·53N., 127° 59´·68E.

\[ D-1 \ V.L.C.C., \] centred on:
34° 38´·06N., 127° 58´·52E.
34° 38´·36N., 127° 55´·87E.

Delete depth, 20\( \frac{1}{2} \), close E of:
(a) above

Replace \[ D-1 \ V.L.C.C., \] with, \( \frac{1}{2} \) No 2, centred on:
34° 39´·22N., 127° 57´·94E.

Delete radio reporting line, inbound and outbound, pecked line, and associated legend, SR, joining:
34° 35´·01N., 127° 54´·00E.
34° 35´·01N., 127° 59´·98E.
KOREA - West Coast - Buoyage. Light-beacons. Wreck.
Source: Korean Notices 49/1151-1152/19 and 49/1158-1159/19

Chart 913 (INT 5254) [previous update 6442/19] WGS84 DATUM
Insert \(\text{Fl(4)}Y.8s\) (2 buoys)
Replace Fl.G.4s10m5M with Q(6)+LFl.15s10m7M
Delete

36° 44´·25N., 125° 47´·15E.
36° 17´·33N., 126° 17´·95E.
34° 44´·80N., 125° 14´·73E.

Chart 1258 [previous update 6393/19] WGS84 DATUM
Insert \(\text{Fl(4)}Y.8s\) (2 buoys)

36° 44´·25N., 125° 47´·15E.

Chart 3365 (INT 5252) [previous update 6679/19] WGS84 DATUM
Insert \(\text{PA}\)
Delete

34° 00´·59N., 126° 18´·44E.
34° 44´·80N., 125° 14´·73E.
227     KOREA - East Coast - Rocks.
Source: Korean Notice 49/1143/19

**Chart 127 [ previous update 194/20 ] WGS84 DATUM**
Replace depth, $15_g$, with seabed type, $R$, with depth, $14_7$, with seabed type, $R$

35° 17´·8 N., 129° 19´·8 E.

**Chart 896 (INT 5355) [ previous update 6158/19 ] WGS84 DATUM**
Insert depth, $14_7$, with seabed type, $R$
Delete depth, $15_g$, with seabed type, $R$, close S of:

(a) 35° 17´·78 N., 129° 19´·81 E.

(a) above

**Chart 3666 (INT 5251) [ previous update 6158/19 ] WGS84 DATUM**
Insert depth, $14_7$, with seabed type, $R$
Delete depth, $15_g$, with seabed type, $R$, close N of:

(a) 35° 17´·78 N., 129° 19´·81 E.

(a) above
252 KOREA - South Coast - Tidal streams.
Source: ENC KR4G3E10

Chart 127 [previous update 227/20] WGS84 DATUM
Insert symbol. flood tide stream arrow, direction 261°, 3·5kn, centred on:
   symbol, ebb tide stream arrow, direction 80°, 2·2kn, close S of:
          (a) 34° 40´·0N., 128° 25´·6E.
Delete symbol, flood tide stream arrow, 1·0kn, close E of:
symbol, ebb tide stream arrow, 1·0kn, close E of:
   (a) above
Insert symbol, flood tide stream arrow, direction 311°, 1·8kn, centred on:
symbol, ebb tide stream arrow, direction 140°, 2·2kn, close SW of:
       (a) above
(b) 34° 35´·3N., 128° 03´·8E.

Chart 3391 (INT 5360) [previous update 194/20] WGS84 DATUM
Insert symbol, flood tide stream arrow, direction 311°, 1·8kn, centred on:
symbol, ebb tide stream arrow, direction 140°, 2·2kn, close SW of:
(a) 34° 34´·78N., 128° 04´·26E.
(a) above
II

257  KOREA - West Coast - Depths.
Source: ENC KR4F2O30

Chart 913 (INT 5254) [previous update 205/20] WGS84 DATUM
Replace depth, $d_4$, with depth, $d_3$.

36° 28’ 37N., 126° 26’ 88E.
132 PHILIPPINE ISLANDS - Luzon - Lights.
Source: Philippines Notice 11/74/19

Chart 4412 [previous update 5153/19] WGS84 DATUM

Amend light to, Fl(3)5s10M 15° 03’·5N., 121° 56’·6E.
Amend light to, Fl.10s 15° 02’·7N., 121° 58’·4E.
139  PHILIPPINE ISLANDS - Luzon - Light.
Source: Philippines Notice 11/71/19

Chart 4427 [previous update 4973/17] WGS84 DATUM
Amend light to, Fl.5s18M 20° 24´·13N., 121° 57´·55E.
247 MALAYSIA - Sarawak - Well.
Source: Marine Department, Sarawak Notice 142/19

Chart 3482 (INT 550) [previous update 168/20] WGS84 DATUM
Delete  ☐ Well

Chart 3483 (INT 551) [previous update 6533/19] WGS84 DATUM
Delete  ☐ Well
272  INDONESIA - Timor - Lights.
Source: Indonesian Notices 50/664-668/19

Chart 2472 [previous update 6719/19] WGS84 DATUM
Insert
- Q.14M 8° 36´·2S., 122° 50´·7E.

Amend
- light to, Fl.27M 10° 05´·3S., 123° 33´·3E.
- light to, Fl(3)27M 10° 07´·5S., 123° 26´·5E.
- light to, LF(2)20M 10° 43´·6S., 123° 02´·7E.

Chart 2874 [previous update New Edition 19/09/2019] WGS84 DATUM
Amend
- light to, LF(2)10s47m20M 10° 43´·5S., 123° 02´·7E.
- light to, Fl(3)20s127m27M 10° 07´·5S., 123° 26´·7E.
- light to, Fl.3s27M 10° 05´·3S., 123° 33´·3E.

Chart 2903 [previous update 3608/19] WGS84 DATUM
Amend
- range of light to, 14M 8° 36´·2S., 122° 50´·8E.
- light to, Fl(3)20s127m27M 10° 07´·5S., 123° 26´·5E.
- light to, LF(2)10s47m20M 10° 43´·6S., 123° 02´·8E.

Chart 2908 [previous update 4360/19] WGS84 DATUM
Amend
- light to, Fl.3s27M 10° 05´·3S., 123° 33´·3E.
- light to, Fl(3)20s127m27M 10° 07´·5S., 123° 26´·5E.
- light to, Fl.4s22m11M 8° 07´·1S., 124° 37´·1E.

Chart 2909 [previous update 305/19] WGS84 DATUM
Amend
- light to, Fl.4s22m11M 8° 07´·1S., 124° 37´·1E.

Chart 2910 [previous update 4360/19] WGS84 DATUM
Amend
- range of light to, 14M 8° 36´·2S., 122° 50´·7E.

Chart 3296 (Panel B, Approaches to Tenau and Kupang) [previous update 4360/19] WGS84 DATUM
Amend
- light to, Fl(3)20s127m27M 10° 07´·52S., 123° 26´·75E.

Chart 3296 (Panel A, Selat Rote) [previous update 4360/19] WGS84 DATUM
Amend
- light to, Fl.3s12m27M 10° 05´·29S., 123° 33´·21E.
- light to, Fl(3)20s127m27M 10° 07´·52S., 123° 26´·75E.

Chart 4721 (INT 721) [previous update 6449/19] WGS84 DATUM
Insert
- Q.14M 8° 36´·2S., 122° 50´·7E.
- Fl.27M 10° 05´·3S., 123° 33´·2E.

Amend
- light to, Fl(3)27M 10° 07´·8S., 123° 26´·7E.
- light to, LF(2)20M 10° 43´·6S., 123° 02´·8E.

Chart 4722 (INT 722) [previous update 64/20] WGS84 DATUM
Insert
- Q.14M 8° 36´·2S., 122° 50´·7E.
- Fl.27M 10° 05´·3S., 123° 33´·2E.

Amend
- light to, Fl(3)27M 10° 07´·8S., 123° 26´·7E.
- light to, LF(2)20M 10° 43´·6S., 123° 02´·8E.
AUSTRALIA - Queensland - Buoy.
Source: Australian Notice 25/1304/19

Chart Aus 249 [ previous update 6079/19 ] WGS84 DATUM
Move $\text{F(5)Y.20s}$, from: 21° 02´·24S., 149° 32´·80E.
to: 21° 02´·04S., 149° 32´·85E.

Chart Aus 251 [ previous update 4533/19 ] WGS84 DATUM
Move $\text{F(5)Y.20s}$, from: 21° 02´·24S., 149° 32´·80E.
to: 21° 02´·04S., 149° 32´·85E.
258 AUSTRALIA - New South Wales - Depths.
Source: Australian Notice 25/1303/19

Chart Aus 807 [previous update 5447/18] WGS84 DATUM
Replace depth, 75, with depth, 67 34° 59´·46S., 150° 50´·15E.

Chart Aus 808 [previous update 5393/19] WGS84 DATUM
Replace depth, 78, with depth, 67 34° 59´·47S., 150° 50´·18E.
263 AUSTRALIA - Western Australia - Beacon.
Source: Australian Notice 25/1315/19

Chart Aus 753 [previous update 4420/17] WGS84 DATUM

Delete

29° 51' 20" S., 114° 58' 72" E.
AUSTRALIA - Victoria - Beacon.
Source: Australian Notice 25/1322/19

Chart Aus 151 (Panel, Continuation of Western Port)) [ previous update 5346/19 ] WGS84 DATUM

Delete  

38° 15′.62S., 145° 21′.31E.
268  AUSTRALIA - Northern Territory - NM Block. Submarine cable.
Source: Australian Notice 25/1310/19
Note: Former notice 4877(T)/19 is cancelled.

Chart Aus 309 [ previous update 6449/19 ] WGS84 DATUM
Insert submarine cable, ~~~~, joining:
11° 45´·3S., 130° 38´·5E.
11° 45´·9S., 130° 39´·9E.
11° 47´·1S., 130° 39´·9E.
11° 48´·1S., 130° 39´·1E.
11° 50´·3S., 130° 36´·1E.
11° 52´·5S., 130° 33´·8E.
11° 54´·0S., 130° 33´·3E.
12° 05´·5S., 130° 32´·7E.
12° 10´·3S., 130° 33´·5E.
12° 13´·4S., 130° 33´·7E.
12° 14´·3S., 130° 33´·2E.

Chart Aus 316 [ previous update 4883/19 ] WGS84 DATUM
Insert submarine cable, ~~~~, joining:
12° 12´·9S., 130° 33´·7E.
12° 13´·4S., 130° 33´·7E.
12° 14´·3S., 130° 33´·2E.

Chart Aus 722 [ previous update 6070/19 ] WGS84 DATUM
Insert the accompanying block, centred on:
submarine cable, ~~~~, joining:
11° 51´·96S., 130° 35´·69E.
11° 59´·26S., 130° 33´·01E.
12° 05´·47S., 130° 32´·72E.
12° 10´·25S., 130° 33´·47E.
12° 13´·43S., 130° 33´·68E.
12° 14´·29S., 130° 33´·17E.
PAPUA NEW GUINEA - Miscellaneous corrections.

Source: Australian Notice 25/1307/19

Chart Aus 387 [previous update 120/20] WGS84 DATUM

Amend legend to, PNG 645

Replace chart number, Aus 645, with chart number, PNG 645 within Zone of Confidence (ZOC)

Diagram

5° 24′ 0S., 146° 12′ 0E.
II

273 AUSTRALIA - Western Australia - Buoyage.
Source: Australian Notice 25/1312/19

Chart Aus 64 [previous update 100/20] WGS84 DATUM

Insert

\[
\begin{align*}
21° 40’·71\text{S.}, & 115° 02’·82\text{E.} \\
21° 40’·83\text{S.}, & 115° 02’·70\text{E.} \\
21° 40’·83\text{S.}, & 115° 01’·86\text{E.} \\
21° 40’·82\text{S.}, & 115° 01’·32\text{E.} \\
21° 40’·97\text{S.}, & 115° 01’·08\text{E.} \\
21° 40’·80\text{S.}, & 115° 00’·32\text{E.} \\
21° 41’·09\text{S.}, & 115° 02’·10\text{E.} \\
21° 40’·61\text{S.}, & 114° 59’·70\text{E.} \\
21° 40’·46\text{S.}, & 115° 00’·06\text{E.} \\
21° 40’·85\text{S.}, & 115° 00’·18\text{E.} 
\end{align*}
\]

Chart Aus 69 (Panel, Port of Ashburton) [previous update 100/20] WGS84 DATUM

Insert

\[
\begin{align*}
21° 40’·61\text{S.}, & 114° 59’·70\text{E.} \\
21° 40’·46\text{S.}, & 115° 00’·06\text{E.} \\
21° 40’·84\text{S.}, & 115° 00’·18\text{E.} \\
21° 40’·80\text{S.}, & 115° 00’·32\text{E.} \\
21° 40’·96\text{S.}, & 115° 01’·08\text{E.} \\
21° 40’·82\text{S.}, & 115° 01’·32\text{E.} \\
21° 40’·83\text{S.}, & 115° 01’·86\text{E.} \\
21° 41’·09\text{S.}, & 115° 02’·10\text{E.} \\
21° 40’·85\text{S.}, & 115° 00’·18\text{E.} 
\end{align*}
\]
275  AUSTRALIA - Western Australia - Buoy.
Source: Australian Notice 25/1314/19
Chart Aus 115 [ previous update 3739/18 ] WGS84 DATUM
Insert

\[ F(5)Y.20s \]

33° 15´.60S., 115° 38´.62E.
280   AUSTRALIA - Victoria - Restricted area.
Source: 25/1320/19

Chart Aus 357 [previous update 53/20] WGS84 DATUM
Insert circular limit of restricted area, radius 0·35M, .Circle., centred on: 38° 19´·1S., 147° 37´·0E.

Chart Aus 487 [previous update 53/20] WGS84 DATUM
Insert circular limit of restricted area, radius 0·35M, .Circle., centred on: 38° 19´·1S., 147° 37´·0E.
193 MEXICO - Pacific Ocean Coast - Buoyage.
Source: Mexican Notices 22/306-310/19

Chart 1105 (Panel, Guaymas) [previous update 6092/18] WGS84 DATUM

Insert

- Fl.Y.2s No 2
  - 27° 55´·136N., 110° 52´·988W.
- Fl.Y.2s No 1
  - 27° 55´·139N., 110° 52´·888W.
- Fl.R.3s No 4
  - 27° 55´·129N., 110° 52´·773W.
- Fl.R.3s No 2
  - 27° 55´·021N., 110° 52´·621W.

Symbol, green spherical buoy, Fl.G.3s No 3

- 27° 55´·094N., 110° 52´·797W.
200 CHILE - Northern Coasts - NM Block.
Source: Chilean Notice 12/94/19

Chart 4249 [previous update 3171/18] SIRGAS DATUM
Insert the accompanying block, centred on: 36° 43´·3S., 73° 07´·8W.
MEXICO - Pacific Ocean Coast - Spoil ground. Legend. Pilot boarding places.

Source: UKHO

Note: Former Notice 4182(P)/18 is cancelled.

Chart 1106 [previous update New Chart 10/12/2015] WGS84 DATUM

Insert limit of spoil ground, pecked line, joining:

- 23° 10´·802N., 106° 24´·931W.
- 23° 11´·341N., 106° 24´·768W.
- 23° 11´·357N., 106° 24´·763W.
- 23° 11´·675N., 106° 24´·667W.
- 23° 11´·658N., 106° 24´·605W.

Legend, Spoil Ground, centred on:

- 23° 11´·568N., 106° 24´·649W.

Delete

- 23° 09´·000N., 106° 26´·000W.

Source: Argentine Lights List 12/19

**Chart 446 (INT 9158) [previous update 6131/18] WGS84 DATUM**

Insert symbol, Virtual aid to navigation, V-AIS

64° 49´·62S., 62° 57´·31W.
64° 53´·52S., 62° 56´·02W.
64° 54´·02S., 63° 04´·59W.
64° 51´·02S., 63° 07´·16W.

**Chart 1774 (Panel, Marian Cove and Potter Cove) [previous update 2317/18] UNDETERMINED DATUM**

Insert symbol, Virtual aid to navigation, V-AIS

62° 14´·80S., 58° 43´·99W.
62° 15´·83S., 58° 42´·82W.

**Chart 1774 (Panel, Admiralty Bay and King George Bay) [previous update 2317/18] UNDETERMINED DATUM**

Insert symbol, Virtual aid to navigation, V-AIS

62° 15´·86S., 58° 37´·30W.

**Chart 1776 [previous update 2401/18] UNDETERMINED DATUM**

Insert symbol, Virtual aid to navigation, V-AIS

62° 18´·78S., 58° 48´·00W.
62° 14´·88S., 58° 43´·85W.
62° 15´·91S., 58° 42´·68W.
62° 15´·99S., 58° 37´·18W.

**Chart 2974 (INT 9163) [previous update 3367/18] WGS84 DATUM**

Insert symbol, Automatic Identification System, AIS

68° 08´·63S., 67° 03´·91W.
68° 13´·01S., 66° 57´·27W.
68° 11´·75S., 67° 09´·47W.
68° 10´·44S., 67° 15´·67W.

**Chart 3213 (Panel, Debenham Islands) [previous update 4591/19] UNDETERMINED DATUM**

Insert symbol, Automatic Identification System, AIS, at beacon

68° 08´·83S., 67° 04´·41W.

**Chart 3213 (Panel, Neny Island) [previous update 4591/19] UNDETERMINED DATUM**

Insert symbol, Automatic Identification System, AIS, at beacon

68° 13´·19S., 66° 57´·82W.

**Chart 3566 [previous update 1411/19] UNDETERMINED DATUM**

Insert symbol, Virtual aid to navigation, V-AIS

64° 49´·62S., 62° 57´·31W.
64° 53´·52S., 62° 56´·02W.
64° 54´·02S., 63° 04´·59W.
64° 51´·02S., 63° 07´·16W.
BRAZIL - North Coast - Spoil ground. Legend.

Source: Brazilian Notice 22/N229(P)/19

Chart 526 (Panel F, Porto de Mucuripe) [previous update 2038/19] WGS84 DATUM

Insert limit of spoil ground, pecked line, joining:

(a) 3° 43´·20S., 38° 30´·67W.
(b) 3° 43´·20S., 38° 30´·23W.
(c) 3° 42´·97S., 38° 30´·23W.
(d) 3° 42´·97S., 38° 30´·67W.

legend, Spoil Ground, within: (a)-(d) above
BRAZIL - North Coast - Depths.
Source: Brazilian Notice I 22/226/19

Chart 3959 [previous update 6306/19] WGS84 DATUM

<table>
<thead>
<tr>
<th>Action</th>
<th>Depth Information</th>
<th>Coordinate</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert</td>
<td>depth, 96</td>
<td>1° 08´·8N., 49° 38´·9W.</td>
<td>(a)</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 114</td>
<td>(a) above</td>
<td></td>
</tr>
<tr>
<td>Insert</td>
<td>depth, 69</td>
<td>1° 05´·9N., 49° 39´·1W.</td>
<td>(b)</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 99</td>
<td>(b) above</td>
<td></td>
</tr>
<tr>
<td>Insert</td>
<td>depth, 87</td>
<td>0° 59´·8N., 49° 44´·3W.</td>
<td>(c)</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 98</td>
<td>(c) above</td>
<td></td>
</tr>
</tbody>
</table>

Chart 3962 [previous update 6201/19] WGS84 DATUM

<table>
<thead>
<tr>
<th>Action</th>
<th>Depth Information</th>
<th>Coordinate</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert</td>
<td>depth, 96</td>
<td>1° 08´·8N., 49° 38´·9W.</td>
<td>(a)</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 114</td>
<td>(a) above</td>
<td></td>
</tr>
<tr>
<td>Insert</td>
<td>depth, 69</td>
<td>1° 05´·9N., 49° 39´·1W.</td>
<td>(b)</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 99</td>
<td>(b) above</td>
<td></td>
</tr>
<tr>
<td>Insert</td>
<td>depth, 87</td>
<td>0° 59´·8N., 49° 44´·3W.</td>
<td>(c)</td>
</tr>
<tr>
<td>Delete</td>
<td>depth, 98</td>
<td>(c) above</td>
<td></td>
</tr>
</tbody>
</table>
222 BRAZIL - East Coast - NM Block.
Source: Brazilian Notice 22/231/19 and Brazilian LL 20/19

Chart 551 (Panel A, Barra do Riacho) [previous update 6144/18] WGS84 DATUM

Insert the accompanying block, centred on: 19° 50´·7S., 40° 03´·2W.
153 CARIBBEAN SEA - Depth.
Source: NGA and ENC CO300020

Chart 2943 [previous update 6517/19] WGS84 DATUM
Insert depth, 183, enclosed by 200m contour, Rep (1969) ED 15° 28´·4N., 80° 47´·5W.

Chart 4400 (INT 400) [previous update 119/20] WGS84 DATUM
Insert depth, 183, enclosed by 200m contour 15° 28´·4N., 80° 47´·5W.

Chart 4401 (INT 401) [previous update 6517/19] WGS84 DATUM
Insert depth, 183, enclosed by 200m contour 15° 28´·4N., 80° 47´·5W.

Chart 4402 (INT 402) [previous update 119/20] WGS84 DATUM
Insert depth, 183, enclosed by 200m contour 15° 28´·4N., 80° 47´·5W.
240  CUBA - South Coast - Lights.
Source: Cuban Notices 1/19-20/20

Chart 444 (Panel, Entrance to Bahia de Cienfuegos) [previous update 2184/19] WGS84 DATUM
Amend range of light to, 23M 22° 05´·132N., 80° 27´·541W.
range of light to, 5M 22° 03´·717N., 80° 27´·699W.

Chart 444 [previous update 2184/19] WGS84 DATUM
Amend range of light to, 23M 22° 05´·10N., 80° 27´·54W.
260 UNITED STATES OF AMERICA - Gulf of Mexico - Light.
Source: US Coast Guard District 8 LNM 49/11309/19

Chart 3184 (Panel A, Port Aransas to Corpus Christi) [previous update 6692/19] NAD83 DATUM

Delete ★ Fl.R.4s17ft '26'

27° 52'72N., 97° 17'09W.
261 UNITED STATES OF AMERICA - Gulf of Mexico - Light.
Source: US Coast Guard District 8 LNM 48/11364/19

Chart 3382 (Panel 2) [previous update 4560/19] NAD83 DATUM
Delete ⭐ Iso.G.6s PA ‘55’

29° 36’N., 89° 53’W.
234  CANADA - Wrecks.
Source: Canadian Notice 114116/19

Chart 4749 [previous update 676/19] NAD83 DATUM

Insert

45° 20’·15N., 66° 12´·42W.
45° 18’·44N., 66° 05´·96W.
45° 18’·32N., 66° 06´·02W.
236 CANADA - Gulf of Saint Lawrence - Buoy.
Source: Canadian Notice 11/4024/19

Chart 4766 [previous update 5145/19] NAD83 DATUM

Insert

47° 09'3N., 64° 58'3W.
237 CANADA - Newfoundland and Labrador - Well.
Source: Canadian Notice 11/4049/19

Chart 2666 [previous update 6090/19] WGS84 DATUM
Insert ☐ Well

46° 47´·2N., 48° 10´·7W.
238  CANADA - Saint Lawrence River - Vertical clearances.
Source: Canadian Notice 11/1310/19
Chart 4792 (Panel, B-C) [previous update 6080/19] NAD83 DATUM
Amend vertical clearance to, 14m 45° 29' 28-7"N., 73° 32' 03-3"W.
vertical clearance to, 25m 45° 29' 39-8"N., 73° 31' 29-8"W.
vertical clearance to, 64m 45° 29' 49-5"N., 73° 30' 59-6"W.
Source: Canadian Notice 11/4011/19

Chart 2492 [previous update 6351/19] NAD83 DATUM
Delete $\Phi$ Fl.R Bell
44° 32'1N., 67° 06'9W.

Chart 4746 [previous update 6351/19] NAD83 DATUM
Delete $\Phi$ Fl R BELL
44° 32'1N., 67° 06'7W.
II

249  UNITED STATES OF AMERICA - East Coast - Obstruction.
Source: US Coast Guard District 5 LNM 50/12222/19

Chart 2919 [previous update 6593/19] NAD83 DATUM
Insert Obstn

37° 02´·64N., 76° 09´·78W.
CANADA - Nova Scotia - Obstructions.
Source: Canadian Notices 11/4012-4013/19 and 11/4320/19

Chart 4747 [previous update 6108/19] NAD83 DATUM
Insert 63° ODAS/SADO 44° 14′.9N., 63° 09′.9W.

Chart 4748 [previous update 5601/19] NAD83 DATUM
Insert 89° ODAS/SADO 44° 14′.9N., 63° 09′.9W.

Chart 4751 [previous update 6124/19] NAD83 DATUM
Replace 91° ODAS/SADO with 89° ODAS/SADO 44° 14′.95N., 63° 09′.89W.
II

267 CANADA - Newfoundland and Labrador - Buoyage.
Source: Canadian Notice 11/4016/19

Chart 2666 [previous update 237/20] WGS84 DATUM
Insert  Fl(5)Y.20s ODAS

Chart 4734 [previous update 5768/19] NAD83 DATUM
Insert  Fl(5) Y 20s ODAS/SADO

46° 58´·5N., 54° 41´·8W.
47° 15´·7N., 55° 30´·0W.
46° 58´·5N., 54° 41´·8W.
270  UNITED STATES OF AMERICA - East Coast - Legend. Dredged depth. Depth.
Source: OCS

Chart  2605 (Panel 2) [previous update New Edition 12/09/2019 ] NAD83 DATUM
Insert  legend, AUXILLARY CHANNEL Project Depth 20ft (see Note), centred on: 40° 04´·96N., 74° 51´·24W.
Delete  dredged depth, 8 1/2 feet (2001), centred on: 40° 04´·93N., 74° 51´·60W.

Chart  2605 (Panel 3) [previous update New Edition 12/09/2019 ] NAD83 DATUM
Insert  legend, AUXILLARY CHANNEL Project Depth 20ft (see Note), centred on: 40° 04´·96N., 74° 51´·25W.
Delete  dredged depth, 8 1/2 feet (2001), centred on: 40° 04´·94N., 74° 51´·60W.
depth, 16 40° 05´·24N., 74° 50´·48W.
Chart 4765 [previous update 5601/19] NAD83 DATUM

Insert depth, 0\textsubscript{5}, enclosed by 1fm contour
   \(46^\circ 06'\cdot1N., 63^\circ 43'\cdot9W.\)

Delete depth, 1\textsubscript{1}, close NE of:
   \(a\) above

Insert depth, 1\textsubscript{2}
   \(46^\circ 03'\cdot6N., 63^\circ 51'\cdot4W.\)

Delete depth, 2\textsubscript{3}, close S of:
   \(b\) above

Replace depth 1\textsubscript{5}, with depth 1\textsubscript{4}
   \(46^\circ 10'\cdot4N., 63^\circ 54'\cdot3W.\)
   depth 1\textsubscript{1}, with depth 0\textsubscript{6}, enclosed by 1fm contour
   \(46^\circ 05'\cdot2N., 63^\circ 46'\cdot6W.\)

Chart 4770 [previous update 4525/19] NAD83 DATUM

Insert the accompanying block, centred on:
   \(46^\circ 10'\cdot2N., 63^\circ 50'\cdot9W.\)
   \(a\) above

Delete depth, 10\textsubscript{7}, close N of:
   \(46^\circ 12'\cdot23N., 63^\circ 59'\cdot94W.\)
   \(a\) above

Insert depth, 5\textsubscript{8}, enclosed by 5.5m contour
   \(46^\circ 11'\cdot73N., 63^\circ 59'\cdot80W.\)
   depth, \(3\)
   \(46^\circ 11'\cdot23N., 63^\circ 58'\cdot62W.\)
   \(b\) above

Delete depth, 4, close SW of:
   \(45^\circ 57'\cdot69N., 63^\circ 51'\cdot27W.\)
   \(c\) above

Insert depth, 0\textsubscript{6}, enclosed by 1.8m contour
   \(46^\circ 01'\cdot86N., 64^\circ 03'\cdot37W.\)
   depth, 2\textsubscript{4}
   \(46^\circ 03'\cdot64N., 63^\circ 51'\cdot39W.\)
   depth, 3\textsubscript{7}
   \(45^\circ 57'\cdot69N., 63^\circ 51'\cdot27W.\)

Delete depth, 5\textsubscript{8}, close N of:

Replace depth, 2\textsubscript{1}, with depth 1\textsubscript{4}, enclosed by 1.8m contour
   \(46^\circ 05'\cdot15N., 63^\circ 46'\cdot58W.\)
   depth, 2\textsubscript{4}, with depth 1\textsubscript{6}, enclosed by 1.8m contour
   \(46^\circ 06'\cdot10N., 63^\circ 43'\cdot92W.\)
277 CANADA - Saint Lawrence River - NM Block.
Source: Canadian Notice 11/1221/19

Chart 4775 [ previous update 3869/19 ] NAD83 DATUM

Insert the accompanying block, centred on: 50° 00´·9N., 66° 48´·6W.
161(P)/20 ENGLAND - Bristol Channel - Depth.

Source: ms Northern Wind

1. A shoal depth of 17·7m exists in position 51° 24´·4N., 3° 59´·9W.
2. This and other changes will be included in the next New Edition of Chart 1121 to be published early 2020.

(ETRS89 DATUM)

Chart affected - 1121 (INT 1062)
189(T)/20 ENGLAND - South Coast - Measuring instrument. Buoy.

Source: Plymouth Marine Laboratory

1. A measuring instrument, marked by a yellow spherical light-buoy, Q, has been established in position 50° 15’·10N., 4° 13’·09W.
2. Former Notice 3893(T)/18 is cancelled.
   (ETRS89 DATUM)

Charts affected - 1267 - 1613 - 1900
IRELAND - East Coast - Depths. Maintained channels.

197(T)/20

Source: Belfast Harbour Notice 15/19

1. Depths less than charted exist within Victoria Channel, Belfast Docks.
2. A shoal depth of 9m exists in position 54° 41´·605N., 5° 46´·530W.
3. The maintained depth between beacon No 15, 54° 38´·351N., 5° 52´·468W., and the turning basin, 54° 37´·518N., 5° 53´·420W., is reduced to 9·1m.
4. The controlling depth between West Twin beacon, 54° 37´·354N., 5° 53´·744W., and East Twin beacon 54° 37´·352N., 5° 53´·560W., is reduced to 8·8m.
5. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)

Charts affected - 1752 (INT 1664) - 1753 (INT 1661) - 2198
279(P)/20 SCOTLAND - East Coast - Note.

Source: Port of Cromarty Firth Notice SD01/19

1. Updated Section: GENERAL INFORMATION text box, Cromarty Firth Regulations
   Replace:

   Chart affected - 8276

   Cromarty Firth Regulations
   • Speed. Seagoing vessels must not exceed a speed of 8kn within the Cromarty Firth Port Authority limits.
   • Bye-laws. Details of which are available from the Harbour Master, are in force.
   • Anchoring. The agreement of the Port Authority must be obtained prior to anchoring within harbour limits.

   With:

   Cromarty Firth Regulations
   • Speed. Seagoing vessels must not exceed a speed of 8kn within the Cromarty Firth Port Authority limits.
   • Bye-laws. Details of which are available from the Harbour Master, are in force.
   • Anchoring. The agreement of the Port Authority must be obtained prior to anchoring within harbour limits.
   • Minimum safe passing distances. All vessels, other than those under pilotage and servicing MODUs, are required to maintain a minimum distance of 100m from the following:

   Vessels alongside a berth
   Vessels or MODUs at anchor within the firth
   Vessels involved in discharging or loading cargo whilst at anchor
134(T)/20 NORWEGIAN SEA - Svalbard - Measuring instruments.

Source: Norwegian Notice 17/59281(T)/18, and Norwegian bulletin 17/19

1. Unmarked subsurface ODAS measuring instruments have been established in the following positions:

<table>
<thead>
<tr>
<th>Position</th>
<th>Depth Below Surface</th>
<th>Largest Scale Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>79° 00´·0N., 8° 32´·5E.</td>
<td>On the seabed</td>
<td>3136</td>
</tr>
<tr>
<td>79° 00´·0N., 8° 19´·7E.</td>
<td>40m</td>
<td>3136</td>
</tr>
<tr>
<td>79° 00´·1N., 7° 59´·7E.</td>
<td>40m</td>
<td>3136</td>
</tr>
<tr>
<td>79° 10´·0N., 6° 20´·0E.</td>
<td>60m</td>
<td>3136</td>
</tr>
<tr>
<td>76° 26´·3N., 13° 56´·7E.</td>
<td>800m</td>
<td>3137</td>
</tr>
<tr>
<td>72° 03´·2N., 14° 43´·6E.</td>
<td>100m above the seabed</td>
<td>2683</td>
</tr>
<tr>
<td>78° 29´·2N., 2° 28´·5W.</td>
<td>149m</td>
<td>4010</td>
</tr>
</tbody>
</table>

2. Vessels trawling are requested to maintain a safe distance.

3. Former Notice 5334(T)/19 is cancelled.

(WGS84 DATUM)

Charts affected - 2683 - 3136 (INT 9313) - 3137 (INT 9311) - 4010 (INT 10) - 4100 (INT 100)
150(P)/20 LITHUANIA - Depths. Maintained channels. Works.

Source: ENC LT660710 and Lithuanian Notice 11/187(T)/19

1. Significant changes to charted detail have taken place within the port of Klaipėda. The most significant of these are listed below.

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

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>6·9m</td>
<td>55° 42´·761N., 21° 07´·102E.</td>
</tr>
<tr>
<td>5·8m</td>
<td>55° 42´·564N., 21° 07´·224E.</td>
</tr>
<tr>
<td>12·8m</td>
<td>55° 41´·810N., 21° 07´·684E.</td>
</tr>
<tr>
<td>9·9m</td>
<td>55° 39´·938N., 21° 08´·825E.</td>
</tr>
</tbody>
</table>

3. The charted maintained area, depth 15m, centred on position 55° 43´·70N., 21° 03´·70E. , has been extended south-eastwards to a new southern limit, bounded by the following positions:

- 55° 42´·954N., 21° 06´·418E. (existing limit)
- 55° 42´·843N., 21° 06´·649E. (existing limit)
- 55° 42´·896N., 21° 06´·855E. (existing limit)

4. The charted maintained area, depth 14m, centred on position 55° 41´·820N., 21° 07´·670E. is no longer in existence.

5. The charted maintained area, depth 14·5m, has been extended south-westwards to include the following positions:

- 55° 40´·002N., 21° 08´·187E. (existing limit)
- 55° 39´·977N., 21° 08´·183E.
- 55° 39´·977N., 21° 08´·235E.
- 55° 39´·948N., 21° 08´·236E.
- 55° 39´·948N., 21° 08´·256E. (FSRU Independence)

6. *Works are in progress between berths 135-136 and 140, in an area bounded by the following positions:

- 55° 39´·136N., 21° 09´·661E.
- 55° 39´·084N., 21° 09´·545E.
- 55° 38´·992N., 21° 09´·507E.
- 55° 38´·933N., 21° 09´·580E.
- 55° 38´·881N., 21° 09´·628E.
- 55° 38´·826N., 21° 09´·655E.
- 55° 38´·799N., 21° 09´·818E.
- 55° 38´·835N., 21° 09´·839E.
- 55° 38´·897N., 21° 09´·850E.

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

8. These changes will be included in the next New Edition of Chart 2276.

9. Former Notice 914(P)/18 is cancelled.

*Indicates new or revised entry.
(WGS84 DATUM)

Chart affected - 2276
191(T)/20   NETHERLANDS - Wreck. Buoyage.

Source: Netherlands Notice 49/419(T)/19

1. A wreck, dangerous to navigation, exists in position: 53° 00’·25N., 4° 36’·52E.
2. Light-buoys have been established to mark the wreck:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Designation</th>
<th>Buoy Type</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>VQ(9)10s Racon(D)</td>
<td>NH-WK-W</td>
<td>West cardinal pillar buoy</td>
<td>53° 00’·26N., 4° 36’·30E.</td>
</tr>
<tr>
<td>VQ(3)5s</td>
<td>NH-WK-E</td>
<td>East cardinal pillar buoy</td>
<td>55° 00’·25N., 4° 36’·75E.</td>
</tr>
</tbody>
</table>

(WGS84 DATUM)

Charts affected - 126 (INT 1468) - 1546 (INT 1470)
1. A yellow pillar light-buoy, Fl(5)Y.20s, has been established in position 53° 51´·83N., 8° 58´·87E.
   (WGS84 DATUM)

Chart affected - DE 46 (INT 1453)
274(P)/20  GERMANY - North Sea Coast - Depths. Anchorage area.

Source: German Notice 50/44/19

1. Depths less than charted exist within the Elbe channel and Neuwerk-Reede anchorage in the following positions:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>9·7m</td>
<td>53° 59´·48N., 8° 24´·15E.</td>
</tr>
<tr>
<td>11·6m</td>
<td>53° 58´·34N., 8° 28´·29E.</td>
</tr>
<tr>
<td>10·6m</td>
<td>53° 58´·17N., 8° 28´·88E.</td>
</tr>
<tr>
<td>12·1m</td>
<td>53° 58´·09N., 8° 30´·16E.</td>
</tr>
<tr>
<td>9·3m</td>
<td>53° 57´·80N., 8° 31´·61E.</td>
</tr>
</tbody>
</table>

2. Mariners are advised to navigate with caution in the area.
3. These and other changes will be included in the next New Edition of Chart DE44 published January 2020. (WGS84 DATUM)

Chart affected - DE 44 (INT 1452)
1. A submarine pipeline has been laid in the approaches to Le Pouliguen, joining the following positions:

- 47° 16´·41N., 2° 25´·34W.
- 47° 16´·38N., 2° 25´·23W.
- 47° 16´·02N., 2° 25´·06W.
- 47° 15´·89N., 2° 24´·91W.
- 47° 15´·70N., 2° 24´·96W.
- 47° 15´·58N., 2° 24´·86W.
- 47° 14´·94N., 2° 25´·07W.

2. A spoil ground area has been established, radius 50m, centred on 47° 14´·94N., 2° 25´·07W. and is marked by beacons.

3. Changes have taken place within the offshore windfarm in the approaches to Le Croisic.
   a. The following platform, light-buoys and associated Automatic Identification Systems, AIS, have been established:

<table>
<thead>
<tr>
<th>Feature Type</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lit platform with AIS</td>
<td>Fl(5)Y.20s</td>
<td>47° 14´·08N., 2° 46´·82W.</td>
</tr>
<tr>
<td>Special pillar buoy with AIS</td>
<td>Fl(5)Y.20s</td>
<td>47° 14´·29N., 2° 47´·02W.</td>
</tr>
<tr>
<td>Special spherical buoy</td>
<td>Fl(5)Y.20s</td>
<td>47° 14´·29N., 2° 47´·19W.</td>
</tr>
</tbody>
</table>

   b. The following light-buoys and associated AIS have been removed:

<table>
<thead>
<tr>
<th>Feature Type</th>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special ODAS buoy</td>
<td>Fl(5)Y.20s</td>
<td>47° 14´·64N., 2° 46´·57W.</td>
</tr>
<tr>
<td>Special ODAS buoy with AIS</td>
<td>Fl(5)Y.20s</td>
<td>47° 14´·04N., 2° 46´·84W.</td>
</tr>
</tbody>
</table>

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

5. These changes will be included in the next New Edition of Chart 2986.
   (WGS84 DATUM)

**Chart affected - 2986 (INT 1840)**
1. Italian maritime authorities have approved changes to the Traffic Separation Scheme in the approaches to Ancona (43° 37´·5N., 13° 29´·8E.) and Falconara Marittima (43° 38´·0N., 13° 23´·9E.). Changes to associated anchorage areas have also been made. The amended routeing measures and anchorage areas will be implemented at 00:01 Local Time on 15 January 2020.

2. Details of the amended Traffic Separation Scheme, precautionary area and anchorage areas are shown in the accompanying diagram.

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

4. Charts will be updated when full details are available.

   (WGS84 DATUM)

**Charts affected - 220 - 1444 - 5523**

Source: Turkish Notices 45/214/19, 46/220/19, 48/229/19 and 49/232/19

1. There are numerous changes to existing charted detail in the approaches to the ports of Botas and Iskenderun.

2. The Iskenderun and Botas harbour limit has been amended as follows:

- $36^\circ 44′·90N., 36^\circ 03′·20E.$
- $36^\circ 55′·30N., 36^\circ 02′·24E.$

3. The limits of No 1 Anchorage have been amended as follows:

- $36^\circ 51′·80N., 35^\circ 59′·20E.$
- $36^\circ 51′·20N., 36^\circ 01′·20E.$
- $36^\circ 47′·00N., 36^\circ 01′·20E.$
- $36^\circ 47′·00N., 35^\circ 58′·80E.$
- $36^\circ 49′·10N., 35^\circ 57′·00E.$

4. A new anchorage area, No 4 (Non-dangerous cargo and Naval Vessels), has been established, bounded by the following positions:

- $36^\circ 47′·60N., 35^\circ 53′·40E.$
- $36^\circ 47′·60N., 35^\circ 54′·50E.$
- $36^\circ 46′·00N., 35^\circ 53′·20E.$
- $36^\circ 46′·00N., 35^\circ 52′·00E.$

5. Anchorage area No 6 in position $36^\circ 52′·64N., 36^\circ 00′·79E.$ has been amended to No 3.

6. *Anchorage area, No 7 (Quarantine and Dangerous cargo), in position $36^\circ 52′·87N., 35^\circ 58′·94E.$ has been removed.

7. New pilot boarding places have been established in the following positions:

- **Botas 2**
  - $36^\circ 51′·35N., 35^\circ 57′·30E.$
- **Botas 3**
  - $36^\circ 50′·30N., 35^\circ 56′·40E.$
- **Botas 4**
  - $36^\circ 47′·00N., 35^\circ 56′·00E.$
- **Iskenderun 3**
  - $36^\circ 46′·50N., 36^\circ 09′·60E.$

8. *Pilot boarding places in the following positions have been renamed:

<table>
<thead>
<tr>
<th>New name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botas 1</td>
<td>$36^\circ 52′·50N., 35^\circ 58′·80E.$</td>
</tr>
<tr>
<td>Iskenderun 4</td>
<td>$36^\circ 48′·00N., 36^\circ 05′·00E.$</td>
</tr>
<tr>
<td>Iskenderun 2</td>
<td>$36^\circ 40′·70N., 36^\circ 10′·50E.$</td>
</tr>
<tr>
<td>Iskenderun 1</td>
<td>$36^\circ 37′·20N., 36^\circ 10′·00E.$</td>
</tr>
</tbody>
</table>

9. The pilot boarding places in the following positions have been removed:

- $36^\circ 50′·00N., 35^\circ 57′·00E.$
- $36^\circ 46′·00N., 35^\circ 52′·00E.$
- *$36^\circ 44′·00N., 36^\circ 09′·50E.$

10. The light, Fl(2)10s30m10M and associated Automatic Identification System, AIS, has been moved from position $36^\circ 46′·69N., 35^\circ 48′·00E.$ to position $36^\circ 47′·04N., 35^\circ 49′·00E.$
II


11. * The restricted area, entry prohibited, at İsdemir has been amended as follows:

- 36° 42´·34N., 36° 11´·58E.
- 36° 42´·62N., 36° 10´·55E.
- 36° 42´·67N., 36° 10´·52E.
- 36° 42´·74N., 36° 10´·51E.
- 36° 43´·33N., 36° 10´·48E.
- 36° 43´·47N., 36° 10´·64E.
- 36° 43´·47N., 36° 10´·89E.
- 36° 43´·45N., 36° 10´·92E.
- 36° 43´·73N., 36° 11´·09E.
- 36° 44´·29N., 36° 10´·66E.
- 36° 44´·87N., 36° 10´·71E.
- 36° 45´·12N., 36° 11´·12E.
- 36° 45´·13N., 36° 11´·35E.
- 36° 45´·17N., 36° 11´·50E.

12. Chart 2104 will be updated by Notice to Mariners.

13. Chart 2632 has been updated by Notice to Mariners 6430/19

14. These changes will be included in New Editions of Charts 246 and 247 to be published early 2020.

15. Former Notice 6401(P)/19 is cancelled.

*Indicates new or revised entry.

(WGS84 DATUM)

Charts affected - 246 (INT 3660) - 247 (INT 3794)
245(T)/20  SOUTHERN AFRICA - West Coast - Shellfish bed. Buoyage.

Source: South African Notice 11/69(T)/19

1. An aquaculture area has been established within an area bounded by the following positions:

   33° 01´·80S., 17° 56´·43E.
   33° 02´·17S., 17° 56´·43E.
   33° 02´·18S., 17° 56´·50E.
   33° 02´·57S., 17° 56´·50E.
   33° 02´·57S., 17° 56´·22E.
   33° 02´·76S., 17° 56´·22E.
   33° 02´·76S., 17° 56´·54E.
   33° 02´·39S., 17° 56´·95E.
   33° 01´·80S., 17° 56´·95E.

2. Special light-buoys, Fl(5) Y.20s, have been established in the following positions:

   33° 03´·39S., 18° 00´·71E.
   33° 03´·39S., 18° 00´·98E.

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

Charts affected - 1236 (INT 2673) - 4142 (INT 2672)
1. *Works to build a causeway across Khalīj al Kuwayt, have been completed, joining the following approximate positions:

- 29° 34´·65N., 48° 02´·25E.
- 29° 31´·70N., 48° 01´·51E.
- 29° 30´·19N., 48° 00´·88E.
- 29° 28´·24N., 47° 59´·69E.
- 29° 26´·48N., 47° 58´·22E.
- 29° 23´·00N., 47° 55´·08E.
- 29° 22´·19N., 47° 54´·57E.
- 29° 21´·39N., 47° 54´·60E.

2. *Artificial islands have been completed, centred on the following positions:

- 29° 30´·32N., 48° 01´·02E.
- 29° 23´·98N., 47° 56´·02E.

3. *A channel, marked by buoys, has been established under Sheikh Jabber bridge between positions:

- 29° 25´·98N., 47° 57´·77E.
- 29° 26´·04N., 47° 57´·82E.

4. *Works on the Doha Link Causeway have also been completed, joining the following approximate positions:

- 29° 21´·55N., 47° 54´·42E.
- 29° 21´·00N., 47° 53´·52E.
- 29° 22´·22N., 47° 52´·28E.
- 29° 22´·42N., 47° 50´·92E.
- 29° 22´·50N., 47° 49´·92E.

5. A channel under the causeway, marked by navigation lights and daymarks, exists in position 29° 22´·02N., 47° 53´·13E.

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

7. These and other changes will be included in the next New Edition of Chart 1214 to be published early 2020 and the next New Edition of chart 2884.

8. Former Notice 2816(P)/19 is cancelled.

*Indicates new or revised entry.

(WGS84 DATUM)

Charts affected - 1214 - 2884 (INT 7278)
1. Dredging operations along the approach channels to Mesaieed (Musay'id or Umm Said) have now been completed.
2. The Main Channel has been widened and dredged to 13.5m between the following approximate positions:
   - 24° 51′.06N., 51° 41′.28E.
   - 24° 53′.51N., 51° 43′.33E.
3. The East Channel has been widened and dredged to 13.5m between the following approximate positions:
   - 25° 10′.75N., 51° 44′.28E.
   - 25° 06′.03N., 51° 43′.71E.
   - 24° 57′.17N., 51° 47′.50E.
   - 24° 56′.35N., 51° 47′.34E.
   - 24° 53′.51N., 51° 43′.33E.
4. The North Inner Channel has been widened and dredged to 13.5m between the following approximate positions:
   - 24° 54′.70N., 51° 36′.68E.
   - 24° 54′.95N., 51° 39′.39E.
   - 24° 54′.28N., 51° 39′.93E.
   - 24° 53′.64N., 51° 40′.18E.
   - 24° 52′.56N., 51° 40′.10E.
   - 24° 51′.06N., 51° 40′.87E.
5. The West Channel has been widened and dredged to 11m between the following approximate positions:
   - 25° 02′.71N., 51° 41′.79E.
   - 25° 00′.76N., 51° 42′.39E.
   - 25° 00′.07N., 51° 42′.42E.
   - 24° 58′.29N., 51° 42′.63E.
   - 24° 56′.72N., 51° 42′.28E.
   - 24° 55′.84N., 51° 42′.35E.
   - 24° 53′.78N., 51° 43′.39E.
   - 24° 53′.51N., 51° 43′.33E.
6. Numerous changes to buoyage have taken place along all channels.
7. Mariners are advised to navigate with caution in the area and to contact local port authorities for the latest information.
8. These and other changes will be included in the next New Editions of Charts 3783, 3789, 3787 and 3950 to be published early 2020, and the next New Edition of Chart 8118.
9. Chart 2886 will be updated by Notice to Mariners.
10. Former Notice 5176(P)/19 is cancelled.
(WGS84 DATUM)

Charts affected - 3783 - 3787 (INT 7245) - 3789 - 3950 (INT 7244) - 8118
QATAR - Offshore installation.

Source: Qatar Petroleum

1. Offshore jacket installation works are taking place in the following positions:

   26° 14´·53N., 52° 19´·74E.
   26° 09´·94N., 52° 15´·09E.
   26° 06´·30N., 52° 08´·55E.
   26° 00´·97N., 52° 11´·12E.
   25° 57´·46N., 52° 01´·76E.
   25° 54´·26N., 52° 07´·74E.
   25° 51´·93N., 51° 55´·56E.
   25° 51´·28N., 52° 02´·37E.

2. *A restricted area has been established, bounded by the following positions:

   25° 51´·36N., 51° 52´·69E.
   25° 46´·92N., 52° 05´·20E.
   26° 15´·18N., 52° 22´·79E.
   26° 19´·06N., 52° 18´·45E.

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

4. Former Notice 6390(P)/19 is cancelled.
   * Indicates new or revised entry.
   (WGS84 DATUM)

Charts affected - 2523 (INT 7250) - 2837 (INT 7017) - 2847 (INT 7018) - 2858 (INT 750) - 2886 (INT 7243) - 2887 (INT 7232) - 3772 (INT 7249) - 3950 (INT 7244)
231(T)/20     INDIA - East Coast - Buoyage.

Source: Indian Notice 20/251(T)/19

1. Yellow data light-buoys, Fl(4)15s, with radar reflectors and mast-carrying sensors have been established in the following positions:

<table>
<thead>
<tr>
<th>Buoy</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD08/OB</td>
<td>17° 49′·48N., 89° 14′·15E.</td>
</tr>
<tr>
<td>BD10/OB</td>
<td>16° 21′·70N., 87° 59′·42E.</td>
</tr>
<tr>
<td>BD11/OB</td>
<td>13° 31′·50N., 84° 10′·00E.</td>
</tr>
<tr>
<td>BD13/OB</td>
<td>13° 59′·40N., 86° 59′·82E.</td>
</tr>
<tr>
<td>*BD14/OB</td>
<td>6° 33′·93N., 88° 21′·30E.</td>
</tr>
<tr>
<td>CB01/CB</td>
<td>11° 35′·33N., 92° 35′·77E.</td>
</tr>
<tr>
<td>CB06/CB</td>
<td>13° 06′·05N., 80° 19′·02E.</td>
</tr>
</tbody>
</table>

2. Yellow tsunami light-buoys, Fl(4)15s, with radar reflectors and mast-carrying sensors have been established in the following positions:

<table>
<thead>
<tr>
<th>Buoy</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>TB09/TB</td>
<td>17° 03′·28N., 90° 00′·22E.</td>
</tr>
<tr>
<td>TB05/TB</td>
<td>10° 15′·42N., 88° 30′·60E.</td>
</tr>
<tr>
<td>STB01/TB</td>
<td>6° 15′·00N., 88° 48′·00E.</td>
</tr>
<tr>
<td>WHOI Buoy</td>
<td>17° 48′·23N., 89° 30′·28E.</td>
</tr>
</tbody>
</table>

3. Mariners are advised to maintain a clearance of 1 nautical mile.

4. Former Notice 5907(T)/19 is cancelled.

*Indicates new or revised entry

(WGS84 DATUM)

Charts affected - 317 (INT 7400) - 828 - 830 - 1398 - 2069 - 4706 (INT 706) - 4707 (INT 707) - IN 31 (INT 756) - IN 33 (INT 755) - IN 3001 (INT 7402) - IN 3004 (INT 7403)
253(T)/20 INdia - West Coast - Data buoys.

Source: Indian Notice 23/250(T)/19

1. Yellow data light-buoys, Fl(4)15s, with radar reflectors and mast carrying sensors have been established in the following positions:

<table>
<thead>
<tr>
<th>Buoy</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>STB02/TB</td>
<td>20° 48´·00N., 65° 25´·00E</td>
</tr>
<tr>
<td>TB12/TB</td>
<td>19° 53´·72N., 66° 59´·85E.</td>
</tr>
<tr>
<td>TB12A/TB</td>
<td>18° 38´·17N., 67° 10´·18E.</td>
</tr>
<tr>
<td>AD06/OB</td>
<td>18° 29´·70N., 67° 27´·00E.</td>
</tr>
<tr>
<td>AD07/OB</td>
<td>14° 56´·13N., 68° 59´·07E.</td>
</tr>
<tr>
<td>AD08/OB</td>
<td>12° 04´·08N., 68° 37´·97E.</td>
</tr>
<tr>
<td>AD09/OB</td>
<td>8° 10´·98N., 73° 17´·90E.</td>
</tr>
<tr>
<td>AD10/OB</td>
<td>10° 19´·30N., 72° 35´·23E.</td>
</tr>
<tr>
<td>CB02/CB</td>
<td>10° 52´·43N., 72° 12´·53E.</td>
</tr>
<tr>
<td>CB04/CB</td>
<td>15° 24´·30N., 73° 45´·12E.</td>
</tr>
<tr>
<td>CALVAL/MB</td>
<td>10° 36´·85N., 72° 17´·45E.</td>
</tr>
</tbody>
</table>

2. Mariners are advised to maintain a clearance of 1 nautical mile.

3. Former Notice 5177(T)/19 is cancelled.

*Indicates new or revised entry.

(WGS84 DATUM)

Charts affected - 707 - 709 - 2738 - 4703 (INT 703) - 4705 (INT 705) - 4706 (INT 706) - 4707 (INT 707) - IN 22 (INT 752) - IN 292 (INT 7021)
1. Works to salvage the vessel Vietsun Integrity have commenced. The extent of the works area is marked by the following buoys:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Designation</th>
<th>Buoy Type</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fl(2+1)Y.12s</td>
<td>S1</td>
<td>Special</td>
<td>10° 32´·52N., 106° 50´·84E.</td>
</tr>
<tr>
<td>Fl(2+1)Y.12s</td>
<td>S2</td>
<td>Special</td>
<td>10° 32´·92N., 106° 51´·00E.</td>
</tr>
</tbody>
</table>

2. A temporary channel through the works area has been established, marked by the following buoys:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Designation</th>
<th>Buoy Type</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fl.R.3s</td>
<td>26B</td>
<td>Red lateral</td>
<td>10° 32´·78N., 106° 50´·84E.</td>
</tr>
<tr>
<td>Fl.G.3s</td>
<td>31A</td>
<td>Green lateral</td>
<td>10° 32´·80N., 106° 50´·94E.</td>
</tr>
<tr>
<td>Fl.R.3s</td>
<td>26C</td>
<td>Red lateral</td>
<td>10° 32´·80N., 106° 51´·03E.</td>
</tr>
<tr>
<td>Fl.G.3s</td>
<td>31B</td>
<td>Green lateral</td>
<td>10° 32´·83N., 106° 51´·12E.</td>
</tr>
</tbody>
</table>

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

(WGS84 DATUM)

Chart affected - 1039
1.21

II

152(T)/20 MALAYSIA - Peninsular Malaysia, East Coast - Maritime limit.

Source: Marine Department, Malaysia Notice 187(T)/19

1. A temporary ship lay-up area has been established in an area bounded by the following positions:

- 1° 40´·00N., 104° 25´·10E.
- 1° 40´·00N., 104° 27´·10E.
- 1° 35´·00N., 104° 27´·10E.
- 1° 35´·00N., 104° 25´·10E.

(WGS84 DATUM)

Chart affected - 2403
## 209(P)/20 CHINA - Yellow Sea Coast - Pilot boarding places.

Source: Chinese Chart 12581

1. **Update**

<table>
<thead>
<tr>
<th>Insert</th>
<th>Feature</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>pilot boarding place, No 1</td>
<td>34° 47´·00N., 119° 40´·41E.</td>
</tr>
<tr>
<td></td>
<td>pilot boarding place, No 6</td>
<td>34° 44´·93N., 119° 34´·10E.</td>
</tr>
<tr>
<td>Replace</td>
<td>pilot boarding place, No 5, with pilot</td>
<td>34° 48´·39N., 119° 42´·09E.</td>
</tr>
<tr>
<td></td>
<td>boarding place, No 7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>pilot boarding place, No 6, with pilot</td>
<td>34° 51´·24N., 119° 49´·76E.</td>
</tr>
<tr>
<td></td>
<td>boarding place, No 8</td>
<td></td>
</tr>
</tbody>
</table>

**Chart affected - 8167**
1. The lateral light-buoy, Fl.R.3s P38, in position 20° 49´·83N., 106° 48´·47E. is temporarily out of service. (WGS84 DATUM)

Chart affected - 3882
223(P)/20  

CHINA - East Coast - Works.

Source: UKHO

1. A bridge is reported to be under construction in the vicinity of position 32° 00´·34N., 120° 42´·80E. with a reported vertical clearance of 60m.

2. Extensive port developments are reported to exist in the north of Liuhaisha Shuidao 31° 59´·86N., 120° 39´·33E.

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

4. Chart 1605 will be updated when full details are available.
   (CGCS 2000 DATUM)

Chart affected - 1605
1. Submarine seismometers have been established in the following positions:

42° 36´ 58·8"N., 141° 39´ 18·2"E.
42° 36´ 14·3"N., 141° 38´ 05·8"E.
42° 35´ 24·0"N., 141° 37´ 00·7"E.
42° 35´ 24·0"N., 141° 39´ 17·0"E.

(WGS84 DATUM)

179(T)/20 JAPAN - Honshū - Buoyage.

Source: Japanese Notice 49/5573(T)/19

1. Yellow spar buoys, \( (Y Lt) \), have been established in the following positions:

   - \( 35° 40' 26.3'' N. , 139° 56' 48.1'' E. \)
   - \( *35° 40' 24.5'' N. , 139° 56' 49.5'' E. \)
   - \( 35° 40' 22.4'' N. , 139° 56' 51.1'' E. \)
   - \( 35° 40' 20.2'' N. , 139° 56' 53.6'' E. \)
   - \( *35° 40' 18.3'' N. , 139° 56' 56.0'' E. \)

   *Indicates new or revised entry

(WGS84 DATUM)

2. Former Notice 6612(T)/19 is cancelled.

*Indicates new or revised entry

( WGS84 DATUM )

Chart affected - JP 1088
180(T)/20 JAPAN - Honshū - Restricted area. Works.

Source: Japanese Notice 49/5574(T)/19

1. A restricted area, entry prohibited, has been established within an area bounded by the following positions:

   35° 29’ 06"N., 139° 47’ 51"E.
   35° 28’ 57"N., 139° 48’ 02"E.
   35° 28’ 49"N., 139° 47’ 49"E.
   35° 28’ 57"N., 139° 47’ 40"E.

2. Works are taking place within the area above.
   (WGS84 DATUM)

181(P)/20  JAPAN - Seto Naikai - Restricted area. Works.

Source: Japanese Notice 49/5577(P)/19

1. A restricted area, entry prohibited, will be established between 10 January 2020 and 31 March 2022, within an area bounded by the following positions:

   34° 39’ 43·4"N., 135° 16’ 30·3"E.
   34° 39’ 26·2"N., 135° 15’ 54·0"E.
   34° 40’ 15·2"N., 135° 15’ 20·0"E.

2. Reclamation works are taking place within the area.

3. Charts will be updated by Notice to Mariners.
   (WGS84 DATUM)

264(P)/20 INDOIndonesia - Jawa - Precautionary area. Separation zones.
Traffic separation scheme.

Source: IMO and Indonesian Notices 40/533-534/19

1. The International Maritime Organization (IMO) has adopted proposals to establish a New Traffic Separation Scheme and Precautionary Area in the Sunda Strait, which is to be implemented at 0000 UTC on 1 July 2020.

2. The details of the new scheme are shown in the accompanying diagram. The numbered positions on the diagram relate to the positions listed below.

3. A new traffic separation scheme is to be established as follows:
   a. A separation zone, 0·3M wide, is to be established joining the following positions:

   (2) 5° 48´·89S., 105° 51´·31E.
   (3) 5° 49´·06S., 105° 51´·58E.
   (6) 5° 51´·34S., 105° 50´·16E.
   (7) 5° 51´·17S., 105° 49´·89E.

   b. A traffic lane for north-east bound traffic is to be established between the separation zone in 3a. above and a line joining the following positions:

   (4) 5° 49´·66S., 105° 52´·54E.
   (5) 5° 51´·94S., 105° 51´·13E.

   c. A traffic lane for south-west bound traffic is to be established between the separation zone in 3a. above and a line joining the following positions:

   (1) 5° 48´·30S., 105° 50´·35E.
   (8) 5° 50´·57S., 105° 48´·92E.

   d. A separation line is to be established joining the following positions:

   (15) 5° 53´·65S., 105° 48´·56E.
   (16) 5° 57´·04S., 105° 46´·46E.

   e. A traffic lane for north-east bound traffic is to be established between the separation line in 3d. above and a line joining the following positions:

   (10) 5° 53´·97S., 105° 49´·09E.
   (11) 5° 55´·03S., 105° 48´·43E.
   (14) 5° 57´·76S., 105° 47´·32E.

   f. A traffic lane for south-west bound traffic is to be established between the separation line in 3d. above and a line joining the following positions:

   (9) 5° 53´·34S., 105° 48´·06E.
   (12) 5° 54´·41S., 105° 47´·39E.
   (13) 5° 56´·38S., 105° 45´·51E.

4. A precautionary area, with recommended directions of traffic flow, is to be established, bounded by the following positions:

   (8) 5° 50´·57S., 105° 48´·92E.
   (5) 5° 51´·94S., 105° 51´·13E.
   (10) 5° 53´·97S., 105° 49´·09E.
   (9) 5° 53´·34S., 105° 48´·06E.
5. An inshore traffic zone is to be established, joining the following positions:

   (17) 5° 47.57'S, 105° 48.01'E.
   (1) 5° 48.30'S, 105° 50.35'E.
   (8) 5° 50.57'S, 105° 48.92'E.
   (9) 5° 53.34'S, 105° 48.06'E.
   (12) 5° 54.41'S, 105° 47.39'E.
   (13) 5° 56.38'S, 105° 45.51'E.
   (18) 5° 54.46'S, 105° 43.04'E.

6. These changes will be included in New Edition of Charts 2056, 2785 and 2862 to be published mid 2020. (WGS84 DATUM)

Charts affected - 2056 - 2785 - 2862
1. The International Maritime Organization (IMO) has adopted proposals to establish a New Traffic Separation Scheme and Precautionary Areas in the Lombok Strait, which is to be implemented at 0000 UTC on 1 July 2020.

2. The details of the new scheme are shown in the accompanying diagram. The numbered positions on the diagram relate to the positions listed below.

3. A new traffic separation scheme is to be established as follows:
   a. A separation zone, 0·5M wide, is to be established joining the following positions:
      (2) 8° 18´·73S., 115° 52´·32E.
      (3) 8° 18´·94S., 115° 52´·83E.
      (7) 8° 23´·43S., 115° 51´·27E.
      (6) 8° 23´·24S., 115° 50´·76E.
   b. A traffic lane for north-east bound traffic is to be established between the separation zone in 3a. above and a line joining the following positions:
      (4) 8° 19´·89S., 115° 55´·09E.
      (8) 8° 24´·29S., 115° 53´·56E.
   c. A traffic lane for south-west bound traffic is to be established between the separation zone in 3a. above and a line joining the following positions:
      (1) 8° 17´·84S., 115° 50´·04E.
      (5) 8° 22´·37S., 115° 48´·46E.
   d. A separation zone, 0·5M wide, is to be established joining the following positions:
      (11) 8° 28´·01S., 115° 49´·10E.
      (10) 8° 28´·21S., 115° 49´·61E.
      (15) 8° 35´·40S., 115° 47´·12E.
      (14) 8° 35´·21S., 115° 46´·61E.
   e. A traffic lane for north-east bound traffic is to be established between the separation zone in 3d. above and a line joining the following positions:
      (9) 8° 29´·10S., 115° 51´·90E.
      (16) 8° 36´·25S., 115° 49´·42E.
   f. A traffic lane for south-west bound traffic is to be established between the separation zone in 3d. above and a line joining the following positions:
      (12) 8° 27´·12S., 115° 46´·82E.
      (13) 8° 34´·36S., 115° 44´·31E.
   g. A separation zone, 0·5M wide, is to be established joining the following positions:
      (19) 8° 40´·53S., 115° 44´·76E.
      (18) 8° 40´·71S., 115° 45´·27E.
      (23) 8° 53´·89S., 115° 40´·70E.
      (22) 8° 53´·73S., 115° 40´·18E.
   h. A traffic lane for north-east bound traffic is to be established between the separation zone in 3g. above and a line joining the following positions:
      (17) 8° 41´·53S., 115° 47´·58E.
      (25) 8° 45´·50S., 115° 46´·21E.
      (24) 8° 55´·41S., 115° 46´·26E.
   i. A traffic lane for south-west bound traffic is to be established between the separation zone in 3g. above and a line joining the following positions:
      (20) 8° 39´·71S., 115° 42´·45E.
      (21) 8° 52´·99S., 115° 37´·85E.
4. Precautionary areas, with recommended directions of traffic flow, are to be established, bounded by the following positions:

(5) 8° 22´·37S., 115° 48´·46E.
(8) 8° 24´·29S., 115° 53´·56E.
(9) 8° 29´·10S., 115° 51´·90E.
(12) 8° 27´·12S., 115° 46´·82E.
and
(13) 8° 34´·36S., 115° 44´·31E.
(16) 8° 36´·25S., 115° 49´·42E.
(17) 8° 41´·53S., 115° 47´·58E.
(20) 8° 39´·71S., 115° 42´·45E.

5. An inshore traffic zone is to be established, joining the following positions:

(26) 8° 24´·21S., 116° 03´·45E.
(4) 8° 19´·89S., 115° 55´·09E.
(8) 8° 24´·29S., 115° 53´·56E.
(9) 8° 29´·10S., 115° 51´·90E.
(16) 8° 36´·25S., 115° 49´·42E.
(17) 8° 41´·53S., 115° 47´·58E.
(25) 8° 45´·50S., 115° 46´·21E.
(24) 8° 55´·41S., 115° 46´·26E.
(27) 8° 45´·17S., 115° 49´·27E.

6. These changes will be included in New Editions of Charts 2875, 2876, 2915 and 3706 to be published mid 2020.

(WGS84 DATUM)

Charts affected - 2875 - 2876 - 2915 - 3706
182(T)/20        NORTH PACIFIC OCEAN - General information.

Source: Japanese Notice 49/5578(T)/19

1. A rocket launch is due to take place from the Uchinoura Space Center between 9 and 31 January 2020.
2. Rocket debris is predicted to fall within a 32 mile radius centred on position 30° 10´·2N., 132° 14´·2E.
3. Mariners are advised to navigate with caution in the area.

(NGS84 DATUM)

Charts affected - 2347 - 2412 - 4509 (INT 509)
1. *Depths have significantly changed in the approaches to Canal del Morro. A new dredged channel, recommended track, precautionary areas and a traffic separation scheme have been established between the following approximate positions:

   - 2° 55´·11S., 80° 29´·91W.
   - 2° 51´·45S., 80° 20´·14W.
   - 2° 47´·18S., 80° 15´·36W.
   - 2° 46´·00S., 80° 14´·41W.
   - 2° 45´·64S., 80° 14´·22W.
   - 2° 45´·41S., 80° 14´·18W.
   - 2° 43´·26S., 80° 14´·03W.
   - 2° 41´·71S., 80° 14´·44W.

2. The channel is marked by buoys and associated Automatic Identification Systems, AIS.

3. The recommended track in Estero Salado has been dredged to at least 10m between the following positions:

   - 2° 40´·04S., 80° 13´·81W.
   - 2° 39´·06S., 80° 13´·74W.
   - 2° 37´·86S., 80° 13´·05W.
   - 2° 37´·18S., 80° 12´·17W.
   - 2° 35´·73S., 80° 08´·72W.
   - 2° 33´·76S., 80° 06´·38W.
   - 2° 28´·70S., 80° 04´·16W.
   - 2° 25´·84S., 80° 02´·07W.
   - 2° 22´·50S., 80° 01´·02W.

4. *The anchorage area in the vicinity of Posorja, has been removed.

5. A new anchorage area has been established, bounded by the following positions:

   - 2° 40´·78S., 80° 13´·71W.
   - 2° 40´·80S., 80° 13´·32W.
   - 2° 41´·94S., 80° 13´·43W.
   - 2° 41´·92S., 80° 13´·78W.

6. *Anchorage, designations A, B, C, C, C and D have been established in the vicinity of Posorja.

7. *A new anchorage area has been established, bounded by the following positions:

   - 2° 55´·44S., 80° 30´·05W.
   - 2° 56´·87S., 80° 30´·05W.
   - 2° 56´·87S., 80° 28´·70W.
   - 2° 55´·44S., 80° 28´·70W.

8. A rock, depth 5m, exists in position 2° 43´·22S., 80° 13´·80W.

9. Depths less than charted exist within the approaches to Puerto Maritimo de Guayaquil. The most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>9·1m</td>
<td>2° 42´·90S., 80° 13´·69W.</td>
</tr>
<tr>
<td>6·6m</td>
<td>2° 43´·23S., 80° 13´·12W.</td>
</tr>
<tr>
<td>0·3m</td>
<td>2° 42´·08S., 80° 13´·11W.</td>
</tr>
<tr>
<td>7·1m</td>
<td>2° 43´·58S., 80° 12´·38W.</td>
</tr>
<tr>
<td>8·5m</td>
<td>2° 36´·28S., 80° 10´·28W.</td>
</tr>
</tbody>
</table>

10. A sectored light has been established in position 2° 49´·04S., 80° 14´·73W.

11. A safewater light-buoy, Iso.2s AIS Racon (P), has been established in position 2° 55´·11S., 80° 29´·91W.

12. Mariners are advised to navigate with caution in the area.
II


13. These changes will be included in New Editions of Charts 509 and 586 to be published early 2020.

14. Former Notice 6577(P)/19 is cancelled.
   * Indicates new or revised entry.
   (WGS84 DATUM)

Charts affected - 509 - 586
131(P)/20       BRAZIL - South Coast - Depth.

Source: Brazilian Notice 22/S230(P)/19

1. A depth of 12·4m, is reported to exist in Anchorage area D in position: 32° 04´·66S., 52° 05´·34W. (WGS84 DATUM)

Chart affected - 2002
1. Depths less than charted exist in Canal Grande do Curuá. The most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>4·2m</td>
<td>1° 08´·64N., 49° 36´·03W.</td>
</tr>
<tr>
<td>9·6m</td>
<td>1° 08´·83N., 49° 38´·94W.</td>
</tr>
<tr>
<td>6·9m</td>
<td>1° 05´·91N., 49° 39´·13W.</td>
</tr>
<tr>
<td>9·4m</td>
<td>1° 06´·46N., 49° 41´·72W.</td>
</tr>
<tr>
<td>9·1m</td>
<td>1° 02´·13N., 49° 40´·20W.</td>
</tr>
<tr>
<td>8·7m</td>
<td>0° 59´·84N., 49° 44´·28W.</td>
</tr>
<tr>
<td>3·5m</td>
<td>0° 55´·81N., 49° 51´·58W.</td>
</tr>
<tr>
<td>2·9m</td>
<td>0° 51´·68N., 49° 49´·03W.</td>
</tr>
<tr>
<td>0·8m</td>
<td>0° 53´·88N., 49° 54´·30W.</td>
</tr>
</tbody>
</table>

2. The following light-buoys have been established:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Designation</th>
<th>Buoy Type</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fl.R.5s</td>
<td>1</td>
<td>Port-hand lateral</td>
<td>1° 04´·14N., 49° 38´·71W.</td>
</tr>
<tr>
<td>Fl.G.5s</td>
<td>2</td>
<td>Starboard-hand lateral</td>
<td>1° 04´·70N., 49° 36´·46W.</td>
</tr>
<tr>
<td>Q(2)G.5s</td>
<td>4</td>
<td>Starboard-hand lateral</td>
<td>0° 57´·88N., 49° 39´·78W.</td>
</tr>
</tbody>
</table>

3. The following light-buoys have been moved:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Designation</th>
<th>Buoy Type</th>
<th>Former Position</th>
<th>New Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q(2)G.6s</td>
<td>6</td>
<td>Starboard-hand lateral</td>
<td>0° 54´·40N., 49° 47´·54W.</td>
<td>0° 55´·56N., 49° 46´·58W.</td>
</tr>
<tr>
<td>Fl(3)G.12s</td>
<td>8</td>
<td>Starboard-hand lateral</td>
<td>0° 52´·84N., 49° 50´·47W.</td>
<td>0° 50´·81N., 49° 51´·24W.</td>
</tr>
</tbody>
</table>

4. Mariners are advised to navigate with caution in the area.
5. These changes will be included in a New Edition of Chart 2189 to be published early 2020.
6. Charts 3959 and 3962 will be updated by Notice to Mariners.
   (WGS84 DATUM)

Chart affected - 2189
1. Shoaling is reported in Canal Grande do Curuá as follows:

   a) Least depth 1m within an area bounded by the following positions:

   0° 52´·83N., 49° 58´·04W.
   1° 02´·85N., 49° 47´·73W.
   1° 12´·43N., 49° 40´·38W.
   1° 12´·03N., 49° 37´·43W.
   1° 08´·72N., 49° 38´·64W.
   1° 04´·45N., 49° 43´·33W.
   0° 59´·03N., 49° 46´·59W.
   0° 54´·35N., 49° 51´·75W.
   0° 52´·76N., 49° 56´·32W.

   b) Least depth 4·2m within areas bounded by the following positions:

   1° 08´·51N., 49° 36´·56W.
   1° 11´·25N., 49° 35´·02W.
   1° 11´·28N., 49° 33´·99W.
   1° 08´·40N., 49° 35´·58W.
   1° 07´·68N., 49° 36´·61W.

   and

   1° 03´·88N., 49° 35´·79W.
   1° 02´·50N., 49° 36´·57W.
   1° 02´·97N., 49° 36´·88W.
   1° 04´·59N., 49° 36´·33W.
   1° 04´·81N., 49° 35´·49W.

c) Least depth 6·9m within an area bounded by the following positions:

   1° 05´·25N., 49° 40´·02W.
   1° 07´·26N., 49° 39´·21W.
   1° 07´·75N., 49° 37´·54W.
   1° 04´·05N., 49° 38´·80W.
   1° 00´·90N., 49° 40´·55W.
   1° 01´·68N., 49° 42´·16W.
   1° 03´·64N., 49° 41´·34W.

d) Least depth 4·2m within an area bounded by the following positions:

   1° 03´·88N., 49° 35´·79W.
   1° 02´·50N., 49° 36´·57W.
   1° 02´·97N., 49° 36´·88W.
   1° 04´·59N., 49° 36´·33W.
   1° 04´·81N., 49° 35´·49W.

e) Least depth 8·6m within an area bounded by the following positions:

   0° 59´·68N., 49° 44´·55W.
   1° 00´·43N., 49° 43´·97W.
   1° 00´·05N., 49° 43´·80W.
   0° 59´·44N., 49° 44´·38W.

f) Least depth 3·1m within an area bounded by the following positions:

   0° 54´·32N., 49° 44´·77W.
   0° 50´·56N., 49° 47´·64W.
   0° 49´·39N., 49° 50´·52W.
   0° 50´·55N., 49° 51´·80W.
   0° 53´·10N., 49° 49´·82W.
   0° 55´·59N., 49° 46´·73W.
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 - 2189 - 3959 - 3962
156(P)/20 WEST INDIES - Turks and Caicos Islands - Depths. Drying heights. Coral.

Source: British Government Survey

1. * Lidar surveys show that numerous depths and drying heights less than charted exist at Caicos Bank, Cockburn Harbour in South Caicos and surrounding the area of the Turks Islands. The most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5m</td>
<td>21° 29’·523N., 71° 32’·197W.</td>
</tr>
<tr>
<td>2.1m</td>
<td>21° 29’·428N., 71° 32’·311W.</td>
</tr>
<tr>
<td>2.8m</td>
<td>21° 29’·384N., 71° 32’·176W.</td>
</tr>
<tr>
<td>0.6m</td>
<td>21° 29’·344N., 71° 31’·874W.</td>
</tr>
<tr>
<td>1.3m</td>
<td>21° 29’·169N., 71° 31’·805W.</td>
</tr>
<tr>
<td>1.4m</td>
<td>21° 29’·155N., 71° 31’·623W.</td>
</tr>
</tbody>
</table>

Drying height 0·7m 21° 29’·795N., 71° 32’·294W.

Drying height 0·5m 21° 29’·380N., 71° 31’·047W.

Drying height 0·4m 21° 29’·458N., 71° 31’·097W.

Drying height 0·5m 21° 30’·35N., 71° 08’·28W.

Drying height 0·3m 21° 30’·13N., 71° 09’·25W.

9·3m  21° 29’·93N., 71° 09’·51W.

7·8m  21° 30’·56N., 71° 09’·23W.

0·9m  21° 31’·86N., 71° 06’·77W.

14·5m 21° 33’·30N., 71° 04’·93W.

4·7m  21° 31’·11N., 71° 05’·91W.

9·6m  21° 30’·43N., 71° 05’·76W.

0·5m  21° 28’·26N., 71° 06’·33W.

4·6m  21° 26’·90N., 71° 05’·84W.

2m   21° 25’·92N., 71° 05’·66W.

0·5m  21° 25’·43N., 71° 05’·05W.

6·2m  21° 25’·18N., 71° 04’·15W.

7·9m  21° 24’·06N., 71° 02’·48W.

7·7m  21° 11’·36N., 71° 16’·56W.

8·3m  21° 23’·02N., 71° 03’·67W.

7·2m  21° 22’·56N., 71° 00’·27W.

6·6m  21° 19’·31N., 71° 04’·88W.

6·1m  21° 18’·46N., 71° 04’·69W.

3·5m  21° 20’·60N., 71° 04’·82W.

2·5m  21° 18’·57N., 71° 10’·83W.

6·4m  21° 22’·10N., 71° 04’·18W.

7·4m  21° 16’·97N., 71° 10’·13W.

5·1m  21° 17’·46N., 71° 07’·86W.

3·5m  21° 23’·68N., 71° 04’·95W.

4·4m  21° 19’·59N., 71° 06’·21W.

4·9m  21° 18’·29N., 71° 08’·50W.

4·3m  21° 18’·89N., 71° 08’·06W.

3·9m  21° 17’·61N., 71° 11’·19W.

2·7m  21° 19’·57N., 71° 09’·28W.

2·3m  21° 19’·36N., 71° 10’·98W.

3·5m  21° 19’·15N., 71° 11’·50W.

2·2m  21° 19’·95N., 71° 08’·47W.

5·8m  21° 17’·32N., 71° 13’·43W.

8·5m  21° 16’·44N., 71° 13’·18W.

8·3m  21° 16’·22N., 71° 14’·14W.

6·7m  21° 15’·33N., 71° 14’·64W.

Wk02/20
Due to numerous uncharted coral heads it is strongly advised that mariners without local knowledge should avoid navigating within the area bounded by the following positions:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.2m</td>
<td>21° 14′.68N., 71° 14′.83W.</td>
<td></td>
</tr>
<tr>
<td>7.8m</td>
<td>21° 13′.42N., 71° 14′.20W.</td>
<td></td>
</tr>
<tr>
<td>2.6m</td>
<td>21° 20′.32N., 71° 07′.70W.</td>
<td></td>
</tr>
<tr>
<td>2m</td>
<td>21° 21′.32N., 71° 09′.69W.</td>
<td></td>
</tr>
<tr>
<td>2.4m</td>
<td>21° 20′.77N., 71° 06′.82W.</td>
<td></td>
</tr>
<tr>
<td>1.9m</td>
<td>21° 21′.01N., 71° 05′.92W.</td>
<td></td>
</tr>
<tr>
<td>1.5m</td>
<td>21° 21′.05N., 71° 05′.53W.</td>
<td></td>
</tr>
<tr>
<td>1.7m</td>
<td>21° 21′.25N., 71° 07′.49W.</td>
<td></td>
</tr>
<tr>
<td>8.6m</td>
<td>21° 10′.06N., 71° 16′.14W.</td>
<td></td>
</tr>
<tr>
<td>3.5m</td>
<td>21° 22′.48N., 71° 11′.90W.</td>
<td></td>
</tr>
<tr>
<td>21.5m</td>
<td>21° 33′.92N., 71° 04′.06W.</td>
<td></td>
</tr>
<tr>
<td>12.8m</td>
<td>21° 12′.93N., 71° 11′.91W.</td>
<td></td>
</tr>
<tr>
<td>9.8m</td>
<td>21° 09′.42N., 71° 17′.34W.</td>
<td></td>
</tr>
<tr>
<td>11.8m</td>
<td>21° 05′.33N., 71° 18′.98W.</td>
<td></td>
</tr>
<tr>
<td>9.7m</td>
<td>21° 07′.82N., 71° 18′.17W.</td>
<td></td>
</tr>
<tr>
<td>9m</td>
<td>21° 22′.43N., 70° 59′.36W.</td>
<td></td>
</tr>
<tr>
<td>18.2m</td>
<td>21° 07′.34N., 71° 17′.01W.</td>
<td></td>
</tr>
<tr>
<td>11.5m</td>
<td>21° 20′.70N., 70° 57′.46W.</td>
<td></td>
</tr>
<tr>
<td>3.7m</td>
<td>21° 44′.30N., 71° 28′.09W.</td>
<td></td>
</tr>
<tr>
<td>7m</td>
<td>21° 43′.88N., 71° 24′.01W.</td>
<td></td>
</tr>
<tr>
<td>10.7m</td>
<td>21° 42′.00N., 71° 23′.04W.</td>
<td></td>
</tr>
<tr>
<td>8.5m</td>
<td>21° 40′.41N., 71° 24′.98W.</td>
<td></td>
</tr>
<tr>
<td>7.9m</td>
<td>21° 39′.00N., 71° 26′.22W.</td>
<td></td>
</tr>
<tr>
<td>8.7m</td>
<td>21° 36′.28N., 71° 27′.51W.</td>
<td></td>
</tr>
<tr>
<td>6.8m</td>
<td>21° 19′.56N., 71° 36′.55W.</td>
<td></td>
</tr>
<tr>
<td>5.6m</td>
<td>21° 18′.56N., 71° 36′.27W.</td>
<td></td>
</tr>
<tr>
<td>5.9m</td>
<td>21° 17′.00N., 71° 35′.24W.</td>
<td></td>
</tr>
<tr>
<td>4.8m</td>
<td>21° 16′.38N., 71° 35′.06W.</td>
<td></td>
</tr>
<tr>
<td>4.4m</td>
<td>21° 15′.29N., 71° 35′.13W.</td>
<td></td>
</tr>
<tr>
<td>4.6m</td>
<td>21° 12′.81N., 71° 35′.94W.</td>
<td></td>
</tr>
<tr>
<td>9.6m</td>
<td>21° 12′.58N., 71° 34′.41W.</td>
<td></td>
</tr>
<tr>
<td>5.4m</td>
<td>21° 11′.80N., 71° 35′.28W.</td>
<td></td>
</tr>
<tr>
<td>6.6m</td>
<td>21° 10′.23N., 71° 34′.13W.</td>
<td></td>
</tr>
<tr>
<td>6.4m</td>
<td>21° 08′.94N., 71° 33′.71W.</td>
<td></td>
</tr>
<tr>
<td>7.3m</td>
<td>21° 07′.48N., 71° 32′.77W.</td>
<td></td>
</tr>
<tr>
<td>5.1m</td>
<td>21° 08′.00N., 71° 35′.87W.</td>
<td></td>
</tr>
<tr>
<td>8.4m</td>
<td>21° 06′.57N., 71° 36′.58W.</td>
<td></td>
</tr>
<tr>
<td>4.2m</td>
<td>21° 08′.11N., 71° 39′.07W.</td>
<td></td>
</tr>
<tr>
<td>3.2m</td>
<td>21° 07′.04N., 71° 42′.88W.</td>
<td></td>
</tr>
<tr>
<td>5.2m</td>
<td>21° 05′.95N., 71° 43′.75W.</td>
<td></td>
</tr>
<tr>
<td>7.5m</td>
<td>21° 04′.40N., 71° 43′.39W.</td>
<td></td>
</tr>
<tr>
<td>4m</td>
<td>21° 03′.82N., 71° 44′.20W.</td>
<td></td>
</tr>
</tbody>
</table>

6. Due to numerous uncharted coral heads it is strongly advised that mariners without local knowledge should avoid navigating within the area bounded by the following positions:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>21° 25′.36N., 71° 08′.58W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21° 25′.32N., 71° 06′.46W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21° 24′.60N., 71° 05′.54W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21° 21′.63N., 71° 05′.13W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21° 20′.60N., 71° 10′.83W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21° 20′.47N., 71° 12′.68W.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21° 22′.89N., 71° 11′.43W.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

8. These changes will be included in the next New Editions of Charts 1441 and 1450.
II

156(P)/20 WEST INDIES - Turks and Caicos Islands - Depths. Drying heights. Coral. (continued)

9. Charts 468, 3001, 3907 and 3908 will be updated by Notice to Mariners.

10. Former Notice 6231(P)/19 is cancelled.
   * indicates new or revised entry
   (WGS84 DATUM)

Charts affected - 1441 - 1450
WEST INDIES - Trinidad and Tobago - Buoy.

Source: Trinidad and Tobago Ministry of Works and Transport Navigational Warning 100/19

1. Diamond Rock west cardinal light-buoy, VQ/9/10s, in position 10° 40’·26N., 61° 46´·37W., is reported off station.
2. Mariners are advised to navigate with caution in this area.
   (WGS84 DATUM)

Chart affected - 483
1. The following light-buoys are temporarily out of service:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fl.G.3s ‘1’</td>
<td>18° 27´·384N., 93° 12´·459W.</td>
</tr>
<tr>
<td>Fl.G.2s ‘3’</td>
<td>18° 27´·040N., 93° 12´·194W.</td>
</tr>
<tr>
<td>Fl.R.3s ‘4’</td>
<td>18° 26´·998N., 93° 12´·290W.</td>
</tr>
<tr>
<td>Fl.G.3s ‘5’</td>
<td>18° 26´·794N., 93° 12´·187W.</td>
</tr>
</tbody>
</table>

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

Chart affected - 359
207(T)/20       MEXICO - Gulf of Mexico - Buoy.

Source: Mexican Notice 22/316(T)/19

1. The light-buoy, Fl.10s, in position 18° 12´·34N., 94° 25´·60W. is reported to be out of service.
   (WGS84 DATUM)

Charts affected - 2751 - 8195
208(T)/20 MEXICO - Gulf of Mexico - Buoyage.

Source: Mexican Notices 22/324(T)-325(T)/19

1. The light-buoy, Fl.10s, in position 19° 15´·75N., 96° 08´·10W. is reported to be out of service.
2. The light-buoy, Fl.R.3s No 6, in position 19° 13´·633N., 96° 09´·111W. is reported to be out of position.
3. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)

Chart affected - 375