Contents

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

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

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

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

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

H102A should be used for reporting changes to Port Information.

H102B should be used for reporting GPS/Chart Datum observations.

Copies of these forms can be found at the back of the ADMIRALTY Notices to Mariners and on the UKHO website.

The following communication facilities are available:

NMx on ADMIRALTY 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
Fax: +44(0)1823 322352

H102 forms e-mail: sdr@ukho.gov.uk
(see back pages of this Weekly Edition) Post: UKHO, Admiralty Way, Taunton,
All other enquiries/information Somerset, TA1 2DN, UK
Phone: +44(0)1823 484444 (24/7)

© Crown Copyright 2021. 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
As a result of ongoing effects of COVID-19 on distribution infrastructure around the world, for safety reasons, we took the decision a few months ago to delay the publication of any non-essential ADMIRALTY Nautical Publications until further notice.

We started to ease the restrictions on the dispatch of some of our paper publications for July 2020.

We are continuing this effort and following some positive feedback on successful receipts of publications, we are now in a position to confirm the publications schedule for the rest of the year.

As previously, we will continue to closely monitor our distribution network capacities.

We reserve ourselves the right to amend this publications schedule accordingly should significant dispatch issues start arising again.

\( \oplus \) 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 15 July 2021**

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2021 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>☀838</td>
<td>Algeria, Port of Arzew.</td>
<td>1:15,000</td>
<td>24</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: changes to depths, lights, coastline, pipelines and restricted areas.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><em>Note:</em> On publication of this New Edition former Notice 2773(P)/21 is cancelled.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☀1201</td>
<td>China - Yellow Sea, Guanhe Kou to Rizhao Gang.</td>
<td>1:120,000</td>
<td>52</td>
<td>82</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: new marine farms and changes to depths, coastline and radio reporting point.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><em>Note:</em> On publication of this New Edition former Notice 2507(P)/21 is cancelled.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☀1253</td>
<td>China - Yellow Sea, Lianyungang to Qingdao Gang.</td>
<td>1:300,000</td>
<td>52</td>
<td>82</td>
</tr>
<tr>
<td></td>
<td><em>Includes significant safety-related information as follows: new light-beacons, radio reporting limits, fish haven and wreck and changes to depths.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><em>Note:</em> On publication of this New Edition former Notice 2507(P)/21 is cancelled.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☀1561</td>
<td>International Chart Series, Mediterranean Sea, Ports In Lebanon.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>🌍1561</td>
<td>🌍 Tríbiouss (Tripoli).</td>
<td>1:25,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>🌍1561</td>
<td>🌍 Sel'ata.</td>
<td>1:20,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>🌍1561</td>
<td>🌍 Saïda (Sidon).</td>
<td>1:25,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>🌍1561</td>
<td>🌍 Sour (Tyr).</td>
<td>1:25,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>🌍1561</td>
<td><em>Includes changes to depths, dredged areas, cables and port developments. (A modified reproduction of INT3671 published by France.)</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☀2860</td>
<td>United States - East Coast, Outer Approaches to New York.</td>
<td>1:500,000</td>
<td>81</td>
<td>132</td>
</tr>
<tr>
<td>☀2860</td>
<td><em>Includes significant safety-related information as follows: new restricted areas and changes to buoyage and fog signals. This chart is referred to NAD83 Datum.</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☀2860</td>
<td><em>Note:</em> On publication of this New Edition former Notice 2397(P)/21 is cancelled. This chart remains affected by Notice 444(P)/20.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

曜 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 15 July 2021 (continued)

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2021 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>☢ 2861</td>
<td>United States - East Coast, Delaware Bay to Cape Hatteras.</td>
<td>1:500,000</td>
<td>81</td>
<td>122, 130, 132</td>
</tr>
<tr>
<td>Note:</td>
<td></td>
<td></td>
<td>Includes significant safety-related information as follows: new restricted areas and changes to buoyage and fog signals.</td>
<td></td>
</tr>
<tr>
<td>Note:</td>
<td></td>
<td></td>
<td>On publication of this New Edition former Notice 2397(P)/21 is cancelled.</td>
<td></td>
</tr>
<tr>
<td>☢ 4204</td>
<td>International Chart Series, South Atlantic and Indian Oceans, Walvis Bay to Maputo.</td>
<td>1:3,500,000</td>
<td>35</td>
<td>18</td>
</tr>
<tr>
<td>Note:</td>
<td></td>
<td></td>
<td>Includes updated lines of equal magnetic variation for 2020.</td>
<td></td>
</tr>
</tbody>
</table>

Admiralty Publications

<table>
<thead>
<tr>
<th>NP No.</th>
<th>Title and other remarks</th>
<th>Date</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISBN No: 970-0-70-772-2405</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ISBN Number: 978-0-70-774-7132</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

☢ denotes chart available in the Admiralty Raster Chart Service series.

Wk28/21
<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Charts to be</th>
<th>Folio</th>
<th>2021 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>354 INT 3361</td>
<td>International Chart Series, Italy - West Coast, Port of Genova West Part.</td>
<td>1:10,000</td>
<td>WITHDRAWN</td>
<td>354 INT 3361</td>
<td>26 42</td>
</tr>
<tr>
<td>355 INT 3362</td>
<td>International Chart Series, Italy - West Coast, Port of Genova East Part.</td>
<td>1:10,000</td>
<td>WITHDRAWN</td>
<td>355 INT 3362</td>
<td>26 42</td>
</tr>
<tr>
<td>723</td>
<td>China - Yellow Sea, Approaches to Lianyungang.</td>
<td>1:45,000</td>
<td>WITHDRAWN</td>
<td>723</td>
<td>52 82</td>
</tr>
<tr>
<td>1183 INT 1561</td>
<td>International Chart Series, England - East Coast, Thames Estuary.</td>
<td>1:100,000</td>
<td>WITHDRAWN</td>
<td>1183 INT 1561</td>
<td>7 24</td>
</tr>
<tr>
<td>1221</td>
<td>China - Bo Hai, Jinzhou Gang and Approaches.</td>
<td>1:30,000</td>
<td>WITHDRAWN</td>
<td>1221</td>
<td>52 82</td>
</tr>
<tr>
<td>1754</td>
<td>China - East China Sea, Mazu Liedao to Dongtou Liedao.</td>
<td>1:300,000</td>
<td>WITHDRAWN</td>
<td>1754</td>
<td>50 80</td>
</tr>
<tr>
<td>2434 INT 1708</td>
<td>Colombia - North Coast, Bahía de Cartagena.</td>
<td>1:25,000</td>
<td>WITHDRAWN</td>
<td>2434</td>
<td>88 128</td>
</tr>
<tr>
<td>2647 INT 1708</td>
<td>International Chart Series, France - North Coast, Ile d'Onessant to Ile de Batz.</td>
<td>1:150,000</td>
<td>WITHDRAWN</td>
<td>2647 INT 1708</td>
<td>16 20</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 29 JULY 2021

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 WITHDRAWN</th>
<th>Folio</th>
<th>2021 Catalogue page</th>
</tr>
</thead>
</table>
| 2920   | United States - East Coast, Chesapeake Bay New Point Comfort to Point No Point.  
①  | 1:80,000 | ☢2920 | 81 | 132 |
| ②  | 1:80,000 | |

*Includes significant safety-related information as follows: new obstruction.*

| 3449   | China - Taiwan Strait, Approaches to Xiamen Gang. | 1:25,000 | ☢3449 | 50 | 80 |

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

---

## CHARTS TO BE AVAILABLE 29 JULY 2021

**New Editions**

**Reproductions of New Zealand Government Chart**

<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>
<th>2021 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ6422</td>
<td>New Zealand, South Island - East Coast, Approaches to Timaru. Timaru Harbour.</td>
<td>1:35,000</td>
<td>☢NZ6422</td>
<td>72</td>
<td>94</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1:7,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Includes changes to depths, dredged areas, aids to navigation and coastline. (A modified reproduction of chart NZ6422 published by New Zealand.)*

---

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

## 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>838</td>
<td>Algeria, Port of Arzew.</td>
<td>☀838</td>
</tr>
<tr>
<td>1201</td>
<td>China – Huang Hai, Guanhe Kou to Rizhao Gang.</td>
<td>☀1201</td>
</tr>
<tr>
<td>1253</td>
<td>China – Huang Hai, Lianyungang to Qingdao Gang.</td>
<td>☀1253</td>
</tr>
<tr>
<td>1561 INT 3671</td>
<td>International Chart Series, Mediterranean Sea, Ports In Lebanon.</td>
<td>☀1561 INT 3671</td>
</tr>
<tr>
<td>2860</td>
<td>United States - East Coast, Outer Approaches to New York.</td>
<td>☀2860</td>
</tr>
<tr>
<td>2861</td>
<td>United States - East Coast, Delaware Bay to Cape Hatteras.</td>
<td>☀2861</td>
</tr>
<tr>
<td>4204 INT 204</td>
<td>International Chart Series, South Atlantic and Indian Oceans,</td>
<td>☀4204 INT 204</td>
</tr>
<tr>
<td></td>
<td>Walvis Bay to Maputo.</td>
<td></td>
</tr>
</tbody>
</table>

☀ denotes chart available in the ADMIRALTY Raster Chart Service series.
### ADMIRALTY CHARTS INDEPENDENTLY WITHDRAWN

<table>
<thead>
<tr>
<th>Chart to be WITHDRAWN</th>
<th>Main Title</th>
<th>Date of withdrawal</th>
</tr>
</thead>
<tbody>
<tr>
<td>8053</td>
<td>Port Approach Guide, Kaohsiung.</td>
<td>15 July 2021</td>
</tr>
</tbody>
</table>

*Note:* On withdrawal of this chart former Notices 3477(P)/18, 2817(P)/20, 5589(P)/20, 380(P)/21 and 2159(P)/21 are cancelled. This chart is to be deleted from the list of charts affected by Notice 5204(T)/20.

| 8062                  | Port Approach Guide, Taipei. | 15 July 2021 |

*Note:* On withdrawal of this chart former Notices 4935(P)/18, 5121(P)/18 and 6032(P)/19 are cancelled.

| 8068                  | Port Approach Guide, Manila. | 15 July 2021 |

*Note:* On withdrawal of this chart former Notices 5926(P)/16, 4408(P)/17, 5479(P)/17, 5784(P)/17, 5867(P)/17, 5212(T)/18, 905(P)/19 and 2630(P)/20 are cancelled.


*Note:* On withdrawal of this chart former Notices 2983(P)/17 and 3633(P)/19 are cancelled.

| 8084                  | Port Approach Guide, T'ai-Chung. | 15 July 2021 |

*Note:* On withdrawal of this chart former Notices 2765(P)/18, 3200(P)/18 and 4699(P)/19 are cancelled.

| 8258                  | Port Approach Guide, Ho Chi Minh City. | 15 July 2021 |

*Note:* On withdrawal of this chart former Notices 2228(P)/17, 4294(P)/19 and 344(P)/20 are cancelled. This chart is to be deleted from the list of charts affected by Notices 2358(P)/18 and 5109(P)/20.

| 8259                  | Port Approach Guide, Vung Tau, Cai Mep and Ports within Song Thi Vai. | 15 July 2021 |

*Note:* On withdrawal of this chart former Notices 1971(P)/18, 3255(P)/18, 3366(P)/19, 344(P)/20, 1662(P)/20 and 2033(P)/21 are cancelled.

| 8260                  | Port Approach Guide, Ho Chi Minh City and Song Sai Gon. | 15 July 2021 |

*Note:* On withdrawal of this chart former Notices 344(P)/20, 1662(P)/20 and 5764(P)/20 are cancelled. This chart is to be deleted from the list of charts affected by Notice 4386(P)/18.

* denotes chart available in the ADMIRALTY Raster Chart Service series.
ADmiralty Charts Independently withdrawn

Chart to be withdrawn

Main Title

Date of withdrawal

AUS69

Australia – North West Coast, Western Australia, Plans of Port of Ashburton and Onslow.

Admiralty chart agent / distributor information

NP131 - Catalogue of AdmIralty Charts (NP131), 2021 Edition

Amendments to Part 1, Admiralty Authorised Chart Agents / Distributors

Page 6, Sub-Distributor Section,

Insert:

Nanjing Ronglihai Ship Supplies Co., Ltd

SUB DISTRIBUTOR OF: OneOcean Group Limited

Room 417, Jinyu Central Square

No. 29 Mufu West Road

Gulou District, Nanjing

Jiangsu, 210015

T: +86 25 8558 1646

F: +86 25 8558 1646

chart163@163.com

Digital, Paper, POD

Shenzhen Xiehang Sailing Technique Service Co., Ltd

SUB DISTRIBUTOR OF: OneOcean Group Limited

Rm 5K, Shekou Building

Shekou New Street

Shenzhen, Guangdong

518067

T: +86 755 2668 6581

F: +86 755 2668 7432

xiehangchart@163.com

Digital, Paper

\(\circ\) denotes chart available in the Admiralty Raster Chart Service series.
## 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>108</td>
<td>2762P</td>
<td>2376</td>
<td>2764T</td>
</tr>
<tr>
<td>115</td>
<td>2754T</td>
<td>2409</td>
<td>2813P</td>
</tr>
<tr>
<td>116</td>
<td>2759T</td>
<td>2412</td>
<td>2813P</td>
</tr>
<tr>
<td>175</td>
<td>2774</td>
<td>2420</td>
<td>2770</td>
</tr>
<tr>
<td>207</td>
<td>2792</td>
<td>2470</td>
<td>2765, 2818</td>
</tr>
<tr>
<td>341</td>
<td>2751</td>
<td>2494</td>
<td>2748</td>
</tr>
<tr>
<td>343</td>
<td>2751</td>
<td>2633</td>
<td>2816</td>
</tr>
<tr>
<td>707</td>
<td>2771</td>
<td>2634</td>
<td>2766</td>
</tr>
<tr>
<td>734</td>
<td>2774</td>
<td>2635</td>
<td>2748</td>
</tr>
<tr>
<td>738</td>
<td>2820</td>
<td>2667</td>
<td>2770</td>
</tr>
<tr>
<td>811</td>
<td>2775</td>
<td>2723</td>
<td>2748</td>
</tr>
<tr>
<td>838</td>
<td>2773P</td>
<td>2724</td>
<td>2748</td>
</tr>
<tr>
<td>874</td>
<td>2778</td>
<td>2797</td>
<td>2765</td>
</tr>
<tr>
<td>875</td>
<td>2778</td>
<td>2798</td>
<td>2748</td>
</tr>
<tr>
<td>892</td>
<td>2791</td>
<td>2806</td>
<td>2777</td>
</tr>
<tr>
<td>913</td>
<td>2755</td>
<td>2813</td>
<td>2763</td>
</tr>
<tr>
<td>1010</td>
<td>2776</td>
<td>2862</td>
<td>2765</td>
</tr>
<tr>
<td>1121</td>
<td>2748</td>
<td>2868</td>
<td>2818</td>
</tr>
<tr>
<td>1126</td>
<td>2796P</td>
<td>2870</td>
<td>2818</td>
</tr>
<tr>
<td>1143</td>
<td>2757</td>
<td>2921</td>
<td>2781</td>
</tr>
<tr>
<td>1199</td>
<td>2757</td>
<td>3026</td>
<td>2758</td>
</tr>
<tr>
<td>1200</td>
<td>2762P</td>
<td>3177</td>
<td>2756</td>
</tr>
<tr>
<td>1206</td>
<td>2750</td>
<td>3178</td>
<td>2756</td>
</tr>
<tr>
<td>1249</td>
<td>2750</td>
<td>3179</td>
<td>2756</td>
</tr>
<tr>
<td>1252</td>
<td>2788</td>
<td>3224</td>
<td>2815P</td>
</tr>
<tr>
<td>1255</td>
<td>2749</td>
<td>3231</td>
<td>2813P</td>
</tr>
<tr>
<td>1271</td>
<td>2823</td>
<td>3338</td>
<td>2770</td>
</tr>
<tr>
<td>1281</td>
<td>2767</td>
<td>3365</td>
<td>2755</td>
</tr>
<tr>
<td>1303</td>
<td>2757</td>
<td>3384</td>
<td>2751P</td>
</tr>
<tr>
<td>1304</td>
<td>2757</td>
<td>3453</td>
<td>2752</td>
</tr>
<tr>
<td>1305</td>
<td>2757</td>
<td>3482</td>
<td>2818</td>
</tr>
<tr>
<td>1306</td>
<td>2757</td>
<td>3489</td>
<td>2813P</td>
</tr>
<tr>
<td>1312</td>
<td>2818</td>
<td>3720</td>
<td>2818</td>
</tr>
<tr>
<td>1324</td>
<td>2790P</td>
<td>3729</td>
<td>2765</td>
</tr>
<tr>
<td>1326</td>
<td>2819P</td>
<td>3848</td>
<td>2760</td>
</tr>
<tr>
<td>1328</td>
<td>2795P</td>
<td>3890</td>
<td>2797</td>
</tr>
<tr>
<td>1339</td>
<td>2794P</td>
<td>3928</td>
<td>2755</td>
</tr>
<tr>
<td>1340</td>
<td>2798P</td>
<td>4031</td>
<td>2814</td>
</tr>
<tr>
<td>1369</td>
<td>2758, 2824</td>
<td>4039</td>
<td>2814</td>
</tr>
<tr>
<td>1563</td>
<td>2816</td>
<td>4040</td>
<td>2814</td>
</tr>
<tr>
<td>1585</td>
<td>2766</td>
<td>4117</td>
<td>2769T</td>
</tr>
<tr>
<td>1719</td>
<td>2752</td>
<td>4126</td>
<td>2769T</td>
</tr>
<tr>
<td>1730</td>
<td>2817T</td>
<td>4508</td>
<td>2765, 2818</td>
</tr>
<tr>
<td>1731</td>
<td>2817T</td>
<td>4708</td>
<td>2765</td>
</tr>
<tr>
<td>1759</td>
<td>2757</td>
<td>4811</td>
<td>2782</td>
</tr>
<tr>
<td>1760</td>
<td>2752, 2789, 2813P</td>
<td>2784</td>
<td></td>
</tr>
<tr>
<td>1792</td>
<td>2772, 2789</td>
<td>2784</td>
<td></td>
</tr>
<tr>
<td>1793</td>
<td>2772</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1844</td>
<td>2779</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1872</td>
<td>2759T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1874</td>
<td>2759T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1908</td>
<td>2785</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1911</td>
<td>2793</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1929</td>
<td>2782</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1942</td>
<td>2754T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1954</td>
<td>2754T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1962</td>
<td>2758, 2789</td>
<td>2753, 2771</td>
<td></td>
</tr>
<tr>
<td>1968</td>
<td>2758, 2789, 2813P</td>
<td>2753, 2771</td>
<td></td>
</tr>
<tr>
<td>1975</td>
<td>2783P</td>
<td>2753</td>
<td></td>
</tr>
<tr>
<td>2108</td>
<td>2778</td>
<td>2753</td>
<td></td>
</tr>
<tr>
<td>2109</td>
<td>2779</td>
<td>2753</td>
<td></td>
</tr>
<tr>
<td>2111</td>
<td>2779</td>
<td>2753</td>
<td></td>
</tr>
<tr>
<td>2162</td>
<td>2754T</td>
<td>2771</td>
<td></td>
</tr>
<tr>
<td>2173</td>
<td>2770</td>
<td>2771</td>
<td></td>
</tr>
<tr>
<td>2199</td>
<td>2748</td>
<td>2771</td>
<td></td>
</tr>
<tr>
<td>2215</td>
<td>2787</td>
<td>2771</td>
<td></td>
</tr>
<tr>
<td>2230</td>
<td>2822</td>
<td>2771</td>
<td></td>
</tr>
<tr>
<td>2232</td>
<td>2822</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2276</td>
<td>2786P</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**German**

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE</td>
<td>2</td>
</tr>
<tr>
<td>DE</td>
<td>103</td>
</tr>
</tbody>
</table>

**Indian**

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN</td>
<td>22</td>
</tr>
<tr>
<td>IN</td>
<td>211</td>
</tr>
<tr>
<td>IN</td>
<td>217</td>
</tr>
<tr>
<td>IN</td>
<td>218</td>
</tr>
<tr>
<td>IN</td>
<td>255</td>
</tr>
<tr>
<td>IN</td>
<td>258</td>
</tr>
<tr>
<td>IN</td>
<td>272</td>
</tr>
<tr>
<td>IN</td>
<td>292</td>
</tr>
<tr>
<td>IN</td>
<td>293</td>
</tr>
<tr>
<td>IN</td>
<td>351</td>
</tr>
<tr>
<td>IN</td>
<td>2016</td>
</tr>
</tbody>
</table>

Wk28/21
## INDEX OF CHARTS AFFECTED

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>JP 93</td>
<td>2799</td>
<td>INT 7336</td>
<td>2771</td>
</tr>
<tr>
<td>JP 106</td>
<td>2807T, 2808T</td>
<td>INT 7348</td>
<td>2753</td>
</tr>
<tr>
<td>JP 126</td>
<td>2803</td>
<td>INT 7419</td>
<td>2821</td>
</tr>
<tr>
<td>JP 127</td>
<td>2810T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 128</td>
<td>2810T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 131</td>
<td>2808T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 134B</td>
<td>2809T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 135</td>
<td>2811T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 150A</td>
<td>2807T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 151</td>
<td>2800, 2805, 2812T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1101</td>
<td>2810T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1102</td>
<td>2805</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1103</td>
<td>2807T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1137</td>
<td>2801, 2802</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1162A</td>
<td>2806T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1247B</td>
<td>2805</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1262</td>
<td>2811T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1263</td>
<td>2811T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JP 1265</td>
<td>2804</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Panamanian Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP 5</td>
<td>2782</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>International Chart No.</th>
<th>Notices</th>
</tr>
</thead>
<tbody>
<tr>
<td>INT 508</td>
<td>2765, 2818</td>
</tr>
<tr>
<td>INT 550</td>
<td>2818</td>
</tr>
<tr>
<td>INT 553</td>
<td>2813P</td>
</tr>
<tr>
<td>INT 708</td>
<td>2765</td>
</tr>
<tr>
<td>INT 752</td>
<td>2753, 2771</td>
</tr>
<tr>
<td>INT 811</td>
<td>2782</td>
</tr>
<tr>
<td>INT 1061</td>
<td>2748</td>
</tr>
<tr>
<td>INT 1062</td>
<td>2748</td>
</tr>
<tr>
<td>INT 1239</td>
<td>2775</td>
</tr>
<tr>
<td>INT 1302</td>
<td>2778</td>
</tr>
<tr>
<td>INT 1319</td>
<td>2778</td>
</tr>
<tr>
<td>INT 1320</td>
<td>2778</td>
</tr>
<tr>
<td>INT 1378</td>
<td>2791</td>
</tr>
<tr>
<td>INT 1412</td>
<td>2768</td>
</tr>
<tr>
<td>INT 1456</td>
<td>2784</td>
</tr>
<tr>
<td>INT 1465</td>
<td>2792</td>
</tr>
<tr>
<td>INT 1474</td>
<td>2759T</td>
</tr>
<tr>
<td>INT 1477</td>
<td>2759T</td>
</tr>
<tr>
<td>INT 1502</td>
<td>2754T</td>
</tr>
<tr>
<td>INT 1503</td>
<td>2754T</td>
</tr>
<tr>
<td>INT 1544</td>
<td>2774</td>
</tr>
<tr>
<td>INT 1556</td>
<td>2762P</td>
</tr>
<tr>
<td>INT 1601</td>
<td>2754T</td>
</tr>
<tr>
<td>INT 1605</td>
<td>2748</td>
</tr>
<tr>
<td>INT 1606</td>
<td>2748</td>
</tr>
<tr>
<td>INT 1616</td>
<td>2770</td>
</tr>
<tr>
<td>INT 1617</td>
<td>2770</td>
</tr>
<tr>
<td>INT 1858</td>
<td>2817T</td>
</tr>
<tr>
<td>INT 1883</td>
<td>2815P</td>
</tr>
<tr>
<td>INT 3670</td>
<td>2816</td>
</tr>
<tr>
<td>INT 3680</td>
<td>2766</td>
</tr>
<tr>
<td>INT 4252</td>
<td>2755</td>
</tr>
<tr>
<td>INT 5254</td>
<td>2755</td>
</tr>
<tr>
<td>INT 7021</td>
<td>2771</td>
</tr>
<tr>
<td>INT 7022</td>
<td>2780</td>
</tr>
<tr>
<td>INT 7222</td>
<td>2756</td>
</tr>
<tr>
<td>INT 7226</td>
<td>2756</td>
</tr>
<tr>
<td>INT 7229</td>
<td>2756</td>
</tr>
<tr>
<td>INT 7334</td>
<td>2771</td>
</tr>
</tbody>
</table>
2748* IRELAND - North Coast - Lights.
Source: Commissioners of Irish Lights

Chart 1121 (INT 1062) [previous update 1694/21] ETRS89 DATUM
Amend range of light to, 18M 55° 18´·1N., 6° 16´·8W.
55° 18´·1N., 6° 10´·3W.

Chart 2199 [previous update 2523/21] ETRS89 DATUM
Amend range of light to, 18M 55° 18´·09N., 6° 10´·28W.

Chart 2494 (Panel A, Rathlin Sound) [previous update 879/19] ETRS89 DATUM
Amend range of light to, 18M 55° 18´·05N., 6° 16´·81W.
55° 18´·09N., 6° 10´·28W.

Chart 2635 (INT 1061) [previous update 4158/20] ETRS89 DATUM
Amend range of light to, 18M 55° 18´·1N., 6° 16´·8W.
55° 18´·1N., 6° 10´·3W.

Chart 2723 (INT 1605) [previous update 1233/21] ETRS89 DATUM
Amend range of light to, 18M 55° 18´·05N., 6° 16´·81W.
55° 18´·09N., 6° 10´·28W.

Chart 2724 (INT 1606) [previous update New Edition 15/04/2021] ETRS89 DATUM
Amend range of light to, 18M 55° 18´·08N., 6° 16´·83W.
55° 18´·12N., 6° 10´·28W.

Chart 2798 [previous update 1233/21] ETRS89 DATUM
Amend range of light to, 18M 55° 18´·05N., 6° 16´·81W.
55° 18´·09N., 6° 10´·28W.
Source: Commissioners of Irish Lights

Chart 2173 (INT 1616) [previous update New Edition 19/11/2020] ETRS89 DATUM
Delete

\( Fl(5) \ Y.20s \) and associated Automatic Identification System, AIS

52° 46′.44N., 9° 35′.15W.

Chart 2420 (INT 1617) [previous update 1082/21] ETRS89 DATUM
Delete

\( Fl(5) \ Y.20s \) and associated Automatic Identification System, AIS

53° 51′.87N., 10° 03′.22W.

Chart 2667 [previous update 4777/20] ETRS89 DATUM
Delete

\( Fl(5) \ Y.20s \) and associated Automatic Identification System, AIS

53° 51′.85N., 10° 03′.11W.

Chart 3338 [previous update 5901/18] ETRS89 DATUM
Delete

\( Fl(5) \ Y.20s \) and associated Automatic Identification System, AIS

52° 46′.43N., 9° 35′.16W.
**2774**  SCOTLAND - East Coast - Depths.
Source: British Government Survey

**Chart 175** [previous update 2235/21] ETRS89 DATUM
Replace depth, $7_6$, with depth, $6_6$  
56° 03´·56N., 2° 36´·59W.

**Chart 734 (INT 1544)** [previous update 6320/20] ETRS89 DATUM
Insert depth, $7_9$  
(a) 56° 02´·81N., 2° 35´·85W.
Delete depth, $8_7$, close NE of:  
(a) above
Insert depth, $11$, enclosed by 15m contour  
(b) 56° 00´·80N., 2° 28´·78W.
Delete depth, $18_8$, close NW of:  
(b) above
Replace depth, $7_6$, with depth, $6_6$  
56° 03´·56N., 2° 36´·59W.
Replace depth, $17_5$, with depth, $15_5$  
56° 00´·71N., 2° 28´·01W.
2775    SWEDEN - East Coast - Dredged areas. Dredged depths.
Source: Swedish Notice 863/15985/21

Chart 811 (INT 1239)  [ previous update 2391/21 ] WGS84 DATUM

Insert  limit of dredged area, pecked line, joining:

(a)  59° 21´.161N., 18° 06´.868E.
    59° 21´.179N., 18° 06´.823E.
(b)  59° 21´.212N., 18° 06´.786E.

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

(a) above
(b) above

Insert  limit of dredged area, pecked line, joining:

59° 21´.168N., 18° 06´.748E.
59° 21´.189N., 18° 06´.757E.
59° 21´.207N., 18° 06´.745E.

out of position dredged depth, 9.8m (2016), centred on:

59° 21´.179N., 18° 06´.743E.

Amend  dredged depth to, 9.9m (2016), centred on:

59° 21´.176N., 18° 06´.797E.
II

SWEDEN - East Coast - NM Block.
Source: Swedish Notice 863/15977/21

Chart 1010 [previous update 693/21] WGS84 DATUM

Insert the accompanying block, centred on: 65° 35´·4N., 22° 13´·5E.
SWEDEN - West Coast - Light.
Source: Swedish Notice 863/15967/21

Chart 874 (INT 1319) [previous update 73/21] WGS84 DATUM
Amend light to, VQ (occas) 56° 41´·27N., 12° 41´·13E.

Chart 875 (INT 1320) [previous update 1201/21] WGS84 DATUM
Amend light to, VQ (occas) 56° 41´·27N., 12° 41´·13E.

Chart 2108 (INT 1302) [previous update 2207/21] WGS84 DATUM
Amend light to, VQ (occas) 56° 41´·19N., 12° 41´·04E.
2787 ESTONIA - Wreck.
Source: Estonian Notice 5/93/21

Chart 2215 [previous update 986/21] WGS84 DATUM

Insert $\text{Wk}$ 58° 08´·94N., 24° 20´·73E.
2791  DENMARK - East Coast - NM Block.
Source: Danish Chart Correction 11/121/21

Chart 892 (INT 1378) [ previous update 2228/21 ] WGS84 DATUM
Insert the accompanying block, centred on: 57° 43´·0N., 10° 42´·2E.
2768* NORTH SEA - German Sector - Buoyage.
Source: WSA Elbe-Nordsee 65, 66/21
Chart DE 103 (INT 1412) [ previous update New Edition 24/06/2021 ] WGS84 DATUM
Insert

\[ Fl(5)Y.20s ODAS \]

54° 35′·38N., 7° 43′·28E.
54° 23′·19N., 7° 37′·40E.
2784*  GERMANY - North Sea Coast - Depths.
Source: WSA Weser-Jade-Nordsee, Survey 79779/21

Chart DE 2 (INT 1456) [previous update 2617/21] WGS84 DATUM

| Insert       | depth, $I4_2$ | $53°\ 51'\cdot19N.,\ 8°\ 00'\cdot57E.$ |
| Delete       | depth, $I5_3$, close NE of: | $53°\ 50'\cdot71N.,\ 8°\ 01'\cdot48E.$ (a) above |
| Insert       | depth, $I2_9$ | $53°\ 50'\cdot62N.,\ 8°\ 02'\cdot14E.$ (c) above |
| Delete       | depth, $I3_6$, close SE of: | $53°\ 51'\cdot09N.,\ 8°\ 01'\cdot27E.$ (b) above |
| Replace      | depth, $I3_9$, with depth, $I2_6$ | $53°\ 51'\cdot04N.,\ 8°\ 01'\cdot90E.$ (c) above |
|              | depth, $I5_1$, with depth, $I4_2$ | $53°\ 50'\cdot77N.,\ 7°\ 59'\cdot94E.$ (b) above |
|              | depth, $I4_3$, with depth, $I3_2$ | $53°\ 50'\cdot84N.,\ 8°\ 01'\cdot02E.$ (c) above |
|              | depth, $I2_3$, with depth, $I0_8$ | $53°\ 51'\cdot43N.,\ 8°\ 00'\cdot13E.$ (a) above |
|              | depth, $I3_9$, with depth, $I2_6$ | $53°\ 51'\cdot04N.,\ 8°\ 01'\cdot90E.$ (c) above |

Source: Netherlands Notices 24/209/21 and 24/211/21

Note: Former Notice 1806(T)/20 is cancelled

Chart 207 (INT 1465) (Part A, Nieuwe Waterweg and Europoort) [previous update 2676/21] WGS84 DATUM

Insert bridge, double firm line, width 20m, joining: 51° 53´·51N., 4° 13´·75E. 51° 53´·53N., 4° 13´·73E.
symbol, vertical clearance, 12·3m 51° 53´·53N., 4° 13´·66E.

Amend legend to, Rozenburgsesluis en havenspoorlijn, centred on: 51° 53´·51N., 4° 13´·99E.

Delete • Iso.Y.2s 51° 56´·27N., 4° 04´·08E.

Chart 207 (INT 1465) (Part B, Continuation Nieuwe Waterweg) [previous update 2676/21] WGS84 DATUM

Insert bridge, double firm line, width 20m, joining: 51° 53´·51N., 4° 13´·75E. 51° 53´·53N., 4° 13´·73E.
symbol, vertical clearance, 12·3m 51° 53´·53N., 4° 13´·66E.

Amend legend to, Rozenburgsesluis en havenspoorlijn, centred on: 51° 53´·50N., 4° 13´·89E.
Source: ENCs I1400351 and I1400354

Chart 1585 (INT 3680) [previous update 5001/20] WGS84 DATUM
Insert ☺Obstn       ☺Obstn 32° 40´·60N., 34° 51´·80E.
Amend light to, Fl.R.5s 32° 43´·07N., 34° 54´·09E.
33° 04´·82N., 35° 05´·66E.

Chart 2634 [previous update 1792/21] WGS84 DATUM
Insert ☺Obstn 32° 40´·6N., 34° 51´·8E.
2785 ITALY - West Coast - Note.
Source: Italian Portolano P4

Chart 1908 [previous update 1644/21] WGS84 DATUM
Replace the existing note with the accompanying note, RESTRICTED AREAS, centred on:

40° 39’ 2N., 15° 36’ 5E.
2793  ITALY - West Coast - Inshore traffic zones. Legend. Note.
Source: ENCs IT300007, IT400124 and Italian Portolano P4

Chart 1911  [ previous update 2718/21 ] WGS84 DATUM

Insert limit of inshore traffic zone, +++++, joining:

(a) 41° 35´·7N., 12° 15´·3E.
41° 35´·2N., 12° 15´·5E.
41° 34´·7N., 12° 15´·8E.
41° 33´·1N., 12° 17´·6E.
41° 32´·7N., 12° 18´·4E.
41° 32´·6N., 12° 19´·0E.

(b) 41° 32´·6N., 12° 19´·2E.

Amend legend to, Inshore Traffic Zone (Entry Restricted - see Note), centred on:
41° 41´·8N., 12° 09´·2E.

Replace the existing note with the accompanying note, RESTRICTED AREAS, centred on:
41° 52´·8N., 13° 48´·2E.

Delete former limit of inshore traffic zone, +++++, joining:
(a) - (b) above
2816  LEBANON - NM Blocks. Lights.
Source: French Notice 13/137/21
Note: Former Notice 6180(P)/20 is cancelled.

Chart 1563 (INT 3670) [previous update 145/21] WGS84 DATUM
Insert the accompanying block A, centred on:

33° 59´·3N., 35° 36´·5E.
33° 57´·57N., 35° 35´·81E.
33° 56´·15N., 35° 35´·00E.
33° 56´·13N., 35° 35´·08E.

Delete Fl.3s10m5M (PA)

34° 01´·75N., 35° 37´·40E.

Chart 1563 (INT 3670) (Panel A, Beyrouth (Beirut)) [previous update 145/21] WGS84 DATUM
Insert

33° 56´·149N., 35° 34´·999E.
33° 56´·131N., 35° 35´·079E.

Chart 1563 (INT 3670) (Panel B, Port de Joûnié) [previous update 145/21] WGS84 DATUM
Insert the accompanying block B, centred on:

33° 59´·2N., 35° 36´·9E.

Chart 2633 [previous update 272/21] WGS84 DATUM
Delete Fl.3s10m5M

34° 01´·7N., 35° 37´·4E.
ROMANIA - Platform.
Source: Romanian Notice 4/104/21

Chart 2230 [previous update New Edition 08/04/2021] WGS84 DATUM
Insert

Chart 2232 [previous update 1698/21] WGS84 DATUM
Insert

44° 04´·3N., 29° 58´·2E.

Source: ADNOC Petroleum Ports Authority

**Chart 3177 (INT 7222) [previous update 1702/21] WGS84 DATUM**

Insert limit of restricted area, \( \varpi \), joining:

- \( Q(3)10s \) CZ2
- \( Q(6)+LFl.15s \) CZ3

legend, \((Buoyed)\), orientated SW/NE centred on:

- \( 24° 18´·65N., 53° 38´·44E. \)

**Chart 3178 (INT 7226) [previous update 1778/21] WGS84 DATUM**

Insert limit of restricted area, \( \varpi \), joining:

- \( Q \) CZ1
- \( Q(3)10s \) CZ2
- \( Q(6)+LFl.15s \) CZ3
- \( Q(9)15s \) CZ4
- \( Q(9)15s \) CZ5
- \( Q(3)10s \) B2
- \( Fl(2)10s \) ID2

legend, \((Buoyed)\), orientated S/N centred on:

- \( 24° 22´·85N., 53° 28´·45E. \)

**Chart 3179 (INT 7229) [previous update 2244/21] WGS84 DATUM**

Insert

- \( Fl(2)10s \) ID1
- \( Fl(2)10s \) ID2

legend, \((Buoyed)\), orientated S/N centred on:

- \( 24° 35´·35N., 52° 53´·87E. \)

**Wk28/21**
2753  INDIA - West Coast - Wreck.
Source: Indian Notice 11/122/21

Chart IN 22 (INT 752) [ previous update 2302/21 ] WGS84 DATUM
Insert ✖️  PA  12° 29’·5N., 74° 23’·4E.

Chart IN 217 [ previous update 2553/20 ] WGS84 DATUM
Insert ✖️  PA  12° 29’·53N., 74° 23’·37E.

Chart IN 218 [ previous update 1035/20 ] WGS84 DATUM
Insert ✖️  PA  12° 29’·53N., 74° 23’·37E.

Chart IN 258 (INT 7348) [ previous update 2304/21 ] WGS84 DATUM
Insert ✖️  PA  12° 29’·5N., 74° 23’·4E.

Chart IN 272 [ previous update 2275/21 ] WGS84 DATUM
Insert ✖️  PA  12° 29’·5N., 74° 23’·4E.
<table>
<thead>
<tr>
<th>ID</th>
<th>Description</th>
<th>Chart Number</th>
<th>Previous Update</th>
<th>Datum</th>
<th>Coordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN 22</td>
<td>[previous update 2753/21]</td>
<td>IN 22 (INT 752)</td>
<td>previous update 2753/21</td>
<td>WGS84 DATUM</td>
<td>Insert 19°15′4N., 72°20′4E. 19°00′8N., 72°31′1E.</td>
</tr>
<tr>
<td>IN 211</td>
<td>[previous update 1258/21]</td>
<td>INT 752</td>
<td>previous update 1258/21</td>
<td>WGS84 DATUM</td>
<td>Insert 19°15′37N., 72°20′36E. 19°00′78N., 72°31′05E.</td>
</tr>
<tr>
<td>IN 255</td>
<td>[previous update 5139/20]</td>
<td>INT 752</td>
<td>previous update 5139/20</td>
<td>WGS84 DATUM</td>
<td>Insert 19°15′4N., 72°20′4E. 19°00′8N., 72°31′1E.</td>
</tr>
<tr>
<td>IN 292</td>
<td>[previous update 2746/21]</td>
<td>INT 752</td>
<td>previous update 2746/21</td>
<td>WGS84 DATUM</td>
<td>Insert 19°15′4N., 72°20′4E. 19°00′8N., 72°31′1E.</td>
</tr>
<tr>
<td>707</td>
<td>[previous update 1134/21]</td>
<td>INT 752</td>
<td>previous update 1134/21</td>
<td>WGS84 DATUM</td>
<td>Insert 19°15′4N., 72°20′4E. 19°00′8N., 72°31′1E.</td>
</tr>
<tr>
<td>IN 2016</td>
<td>[previous update 1884/21]</td>
<td>INT 752</td>
<td>previous update 1884/21</td>
<td>WGS84 DATUM</td>
<td>Insert 19°00′78N., 72°31′05E.</td>
</tr>
</tbody>
</table>
2780  INDIA - West Coast - Wrecks.
Source: Indian Notice 12/134/21

Chart IN 293 (INT 7022) [ previous update 594/21 ] INDIAN DATUM
Insert  

19° 00'·7N., 72° 31'·1E.
19° 15'·3N., 72° 20'·4E.
2821  BANGLADESH - Buoy.
Source: Indian Notice 11/125/21

Chart IN 351 (INT 7419) [ previous update 558/21 ] WGS84 DATUM

Insert  Fl(2+1)G.10s  21° 36.8N., 89° 28.3E.
2814  SINGAPORE - Notes.
Source: Maritime and Port Authority of Singapore and UKHO
Note: Certain Copies Only

**Chart 4031 [previous update 2381/21] WGS84 DATUM**

Insert the accompanying note, ANCHORING REGULATIONS, centred on: 1° 15´·310N., 103° 40´·789E.

the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on: 1° 14´·987N., 103° 40´·791E.

**Chart 4039 [previous update 2376/21] WGS84 DATUM**

Insert the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on: 1° 02´·39N., 103° 45´·54E.

**Chart 4040 [previous update 2635/21] WGS84 DATUM**

Insert the accompanying note, ANCHORING REGULATIONS, centred on: 1° 18´·94N., 103° 51´·33E.
2749  CHINA - Yellow Sea Coast - Legend.
Source: UKHO
Note: Certain Copies Only

Chart 1255  [previous update 2700/21] CGCS 2000 DATUM
Delete  legend, Rep (2020), centred on: 38° 29.2N., 121° 01.4E.
**2750**   **CHINA - Bo Hai - Wreck.**

Source: UKHO

Note: AIS remains unchanged.

**Chart 1206**  [previous update 2700/21] CGCS 2000 DATUM

Replace 

```latex
\text{Rep (2020) with } 
```

38° 29’·07N., 121° 02’·45E.

**Chart 1249**  [previous update 2488/21] CGCS 2000 DATUM

Replace 

```latex
\text{Rep (2020) with } 
```

38° 29’·1N., 121° 02’·5E.
2751 CHINA - South Coast - Wreck.
Source: UKHO

Chart 341 [previous update 2745/21] WGS84 DATUM
Insert  22° 20' 39E.

Chart 343 [previous update 2745/21] CGCS 2000 DATUM
Insert  22° 20' 39E.

Source: Chinese Notices 12/356-357/21 and ENC C1414240

Note: These changes will be included in a New Edition of Chart 3449 to be published mid 2021

Chart 1719 [previous update 2631/21] CGCS 2000 DATUM

Insert Obstn (a) 24° 23´·60N., 118° 07´·86E.
Delete depth, 10$, close N of:
Insert Wk (b) 24° 16´·26N., 118° 15´·76E.
Delete depth, 15$, close SW of:

Wk Rep (2003) PA two-way recommended track, pecked line, joining:
24° 22´·74N., 118° 07´·57E.
24° 21´·01N., 118° 09´·27E.

Chart 1760 [previous update 2651/21] WGS84 DATUM

Insert Wk 24° 16´·3N., 118° 15´·8E.
Delete Wk Rep (2003) PA 24° 15´·6N., 118° 17´·0E.

Chart 3453 [previous update 1354/21] CGCS 2000 DATUM

Delete floating dock, centred on
limit of restricted area, 24° 25´·23N., 118° 01´·27E.

Depth, 5, and associated 5m contour
depth, 6$, and associated 10m contour

24° 25´·31N., 118° 01´·19E.
24° 25´·15N., 118° 01´·19E.
24° 25´·15N., 118° 01´·41E.
24° 25´·31N., 118° 01´·41E.
24° 24´·96N., 118° 02´·58E.
24° 25´·02N., 118° 03´·19E.
Chart 1143 [previous update 1892/21] CGCS 2000 DATUM
Insert radio reporting line, inbound and outbound, pecked line, joining:

\( (a) 30^\circ 25\cdot 10^\prime N., 121^\circ 53\cdot 00^\prime E. \)
\( (b) 30^\circ 25\cdot 10^\prime N., 121^\circ 45\cdot 00^\prime E. \)

legend, Zhoushan Z3 VTS, along:

\( (a)-(b) \) above

Chart 1199 [previous update 2593/21] CGCS 2000 DATUM
Insert radio reporting line, inbound and outbound, pecked line, joining:

\( (a) 30^\circ 25\cdot 00^\prime N., 122^\circ 00\cdot 00^\prime E. \)
\( (b) 30^\circ 25\cdot 00^\prime N., 121^\circ 45\cdot 00^\prime E. \)
\( (c) 30^\circ 25\cdot 30^\prime N., 122^\circ 23\cdot 70^\prime E. \)
\( (d) 30^\circ 16\cdot 30^\prime N., 122^\circ 23\cdot 70^\prime E. \)
\( (e) 30^\circ 14\cdot 80^\prime N., 121^\circ 43\cdot 00^\prime E. \)
\( (f) 30^\circ 14\cdot 80^\prime N., 121^\circ 52\cdot 00^\prime E. \)
\( 30^\circ 10\cdot 00^\prime N., 121^\circ 56\cdot 00^\prime E. \)
\( (g) 30^\circ 05\cdot 50^\prime N., 122^\circ 18\cdot 00^\prime E. \)
\( 30^\circ 05\cdot 60^\prime N., 122^\circ 18\cdot 40^\prime E. \)
\( 30^\circ 05\cdot 60^\prime N., 122^\circ 18\cdot 70^\prime E. \)
\( 30^\circ 06\cdot 00^\prime N., 122^\circ 21\cdot 50^\prime E. \)
\( 30^\circ 06\cdot 00^\prime N., 122^\circ 21\cdot 60^\prime E. \)
\( 30^\circ 03\cdot 90^\prime N., 122^\circ 27\cdot 20^\prime E. \)
\( 30^\circ 03\cdot 80^\prime N., 122^\circ 27\cdot 30^\prime E. \)
\( (g) 30^\circ 04\cdot 90^\prime N., 122^\circ 27\cdot 80^\prime E. \)
\( (h) 30^\circ 13\cdot 20^\prime N., 122^\circ 15\cdot 90^\prime E. \)

legend, Zhoushan Z3 VTS, along:
\( (a)-(b) \) above
\( (c)-(f) \) above

legend, Zhoushan Z2 VTS, along:
\( (c)-(d) \) above

legend, Zhoushan Z1 VTS, along:
\( (g)-(h) \) above

Chart 1303 [previous update 1810/21] CGCS 2000 DATUM
Insert radio reporting line, inbound and outbound, pecked line, joining:

\( (a) 30^\circ 24\cdot 98^\prime N., 122^\circ 00\cdot 00^\prime E. \)
\( (b) 30^\circ 24\cdot 98^\prime N., 121^\circ 45\cdot 00^\prime E. \)
\( (c) 30^\circ 14\cdot 85^\prime N., 121^\circ 42\cdot 96^\prime E. \)
\( (d) 30^\circ 14\cdot 85^\prime N., 121^\circ 51\cdot 97^\prime E. \)
\( 30^\circ 14\cdot 50^\prime N., 121^\circ 52\cdot 26^\prime E. \)

legend, Zhoushan Z3 VTS, along:
\( (a)-(b) \) above
\( (c)-(d) \) above

legend, Zhoushan Z4 VTS, along:
\( (c)-(d) \) above

Replace the existing note with the accompanying note, VESSEL REPORTING, centred on:
\( 30^\circ 53\cdot 63^\prime N., 121^\circ 55\cdot 23^\prime E. \)

Wk28/21
II

Chart 1304 [previous update 2308/21] CGCS 2000 DATUM

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

(a) 30° 14´·85N., 121° 42´·96E.
(b) 30° 14´·85N., 121° 51´·97E.
(c) 30° 10´·00N., 121° 56´·00E.
and
(d) 30° 13´·22N., 122° 15´·93E.
(e) 30° 08´·26N., 122° 23´·00E.
and
(f) 30° 05´·47N., 122° 23´·00E.
(g) 30° 06´·00N., 122° 18´·72E.
and
30° 05´·52N., 122° 18´·01E.

Legend, Zhoushan Z3 VTS, along:
(a)-(b) above
(b)-(c) above
(d)-(e) above
(f)-(g) above

Chart 1305 [previous update 2308/21] CGCS 2000 DATUM

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

(a) 30° 25´·27N., 122° 23´·68E.
(b) 30° 16´·53N., 122° 23´·68E.
(c) 30° 13´·22N., 122° 15´·93E.
(d) 30° 04´·90N., 122° 27´·80E.
30° 03´·85N., 122° 27´·29E.
30° 03´·88N., 122° 27´·21E.
30° 06´·00N., 122° 21´·60E.
30° 06´·00N., 122° 21´·47E.
30° 05´·62N., 122° 18´·72E.
and
30° 05´·57N., 122° 18´·38E.
30° 05´·52N., 122° 18´·01E.

Legend, Zhoushan Z2 VTS, along:
(a)-(b) above
(c)-(d) above

Legend, Zhoushan Z1 VTS, along:

Chart 1306 [previous update 1854/21] CGCS 2000 DATUM

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

(a) 30° 25´·01N., 122° 23´·68E.
(b) 30° 25´·27N., 122° 23´·68E.

Legend, Zhoushan Z2 VTS, along:
(a)-(b) above
2757 CHINA - East Coast - Radio reporting lines. Legends. Note. (continued)

Chart 1759 [previous update 1653/21] CGCS 2000 DATUM

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

(a) 30° 13´·0N., 122° 16´·2E.
(b) 30° 04´·9N., 122° 27´·8E.
   30° 03´·8N., 122° 27´·3E.
   30° 03´·9N., 122° 27´·2E.
   30° 06´·0N., 122° 21´·6E.
   30° 06´·0N., 122° 21´·5E.
   30° 05´·6N., 122° 18´·7E.
   and
   30° 05´·6N., 122° 18´·4E.
   30° 05´·5N., 122° 18´·0E.

legend, Zhoushan Z1 VTS, along:

(a)-(b) above
CHINA - South Coast - Virtual aid to navigation. Wreck.

Chart 1369 [previous update 2737/21] CGCS 2000 DATUM
Insert symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position

Chart 1962 [previous update 2692/21] WGS84 DATUM
Insert symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position

Chart 1968 [previous update 2692/21] WGS84 DATUM
Insert

Chart 3026 [previous update 2692/21] WGS84 DATUM
Insert symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position
II

Source: Chinese Chart 12650 and UKHO

Chart 1281 [previous update 2457/21] CGCS 2000 DATUM

Insert limit of anchorage area, pecked line, joining:
(a) 33° 34´·01N., 120° 52´·03E.
(b) 33° 34´·01N., 120° 53´·46E.
(c) 33° 31´·26N., 120° 53´·45E.
(d) 33° 31´·24N., 120° 52´·00E.

legend,  No 5, within:

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

Legend, Dafeng VTS (see Note), along:

depth, 51

Delete depth, 6, close S of:
Insert depth, 58
Delete depth, 78, close SE of:

Replace the existing note with the accompanying note, VESSEL REPORTING, centred on:
32° 13´·54N., 120° 45´·59E.
CHINA - South Coast - Buoyage.
Source: Chinese Notice 19/664/21

Chart 1792 [previous update 2696/21] CGCS 2000 DATUM
Insert

\[ Q(6) + L Fl. 15s \]

23° 15' 77N., 116° 47' 94E.

Chart 1793 [previous update 904/21] CGCS 2000 DATUM
Insert

\[ Q(6) + L Fl. 15s \]

23° 15' 83N., 116° 47' 97E.

\[ Fl. R. 4s No 1 \]

23° 15' 41N., 116° 47' 42E.

\[ Fl. G. 4s No 2 \]

23° 15' 22N., 116° 47' 15E.

\[ Fl. R. 4s No 3 \]

23° 14' 90N., 116° 47' 14E.

\[ Fl. G. 4s No 4 \]

23° 14' 56N., 116° 47' 06E.
CHINA - Bo Hai - NM Block.

Source: Chinese Chart 11552

Chart 1252 [previous update 2691/21] CGCS 2000 DATUM

Insert the accompanying block, centred on: 40° 44’5N., 121° 03’2E.
2789  CHINA - South Coast - Obstruction.
Source: Chinese Notice 19/665/21

Chart 1760 [previous update 2752/21] WGS84 DATUM
Insert ☺Obstn ED PA
23° 14′·1N., 117° 12′·9E.

Chart 1792 [previous update 2772/21] CGCS 2000 DATUM
Insert ☺Obstn ED PA
23° 14′·05N., 117° 12′·93E.

Chart 1962 [previous update 2758/21] WGS84 DATUM
Insert ☺Obstn ED PA
23° 14′·1N., 117° 12′·9E.

Chart 1968 [previous update 2758/21] WGS84 DATUM
Insert ☺Obstn ED PA
23° 14′·1N., 117° 12′·9E.
2797  CHINA - South Coast - Light.
Source: Chinese Notice 16/561/21

Chart 3890  [previous update 2154/21] CGCS 2000 DATUM

Amend light to, Fl(2)G.6s5M 20° 15´.86N., 110° 12´.63E.
CHINA - Yellow Sea Coast - Buoyage. Virtual aid to navigation.
Source: Chinese Notices 14/442/21 and 14/445/21

Chart 738 [previous update 2674/20] CGCS 2000 DATUM

Insert

<table>
<thead>
<tr>
<th>Symbol</th>
<th>FI(2)R.6s No 36</th>
<th>34° 45´·022N., 119° 32´·710E.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FI(3)R.10s No 38</td>
<td>34° 44´·462N., 119° 31´·421E.</td>
</tr>
<tr>
<td></td>
<td>FI(3)G.10s No 37</td>
<td>34° 44´·975N., 119° 31´·918E.</td>
</tr>
</tbody>
</table>

Move

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Q.R No 40</th>
<th>from: 34° 43´·946N., 119° 30´·023E. to: 34° 43´·918N., 119° 30´·125E.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>symbol, Virtual aid to navigation, port lateral topmark, V-AIS from: 34° 44´·046N., 119° 29´·473E. to: 34° 44´·030N., 119° 29´·470E.</td>
<td></td>
</tr>
</tbody>
</table>

Delete

<table>
<thead>
<tr>
<th>Symbol</th>
<th>FI(2)G.6s No 35</th>
<th>34° 45´·227N., 119° 32´·569E.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FI(3)G.10s No 37</td>
<td>34° 44´·786N., 119° 31´·490E.</td>
</tr>
<tr>
<td></td>
<td>FI(2)R.6s No 36</td>
<td>34° 44´·797N., 119° 32´·178E.</td>
</tr>
<tr>
<td></td>
<td>FI(3)R.10s No 38</td>
<td>34° 44´·341N., 119° 31´·099E.</td>
</tr>
</tbody>
</table>
2824 CHINA - South Coast - Wreck.
Source: Chinese Notice 19/666/21

Chart 1369 [previous update 2758/21] CGCS 2000 DATUM

Insert

PA Rep (2020)

22° 44.52'N., 115° 10.03'E.
2799 JAPAN - Honshū - Submarine cables. Obstructions.
Source: Japanese Notice 25/390/21

Chart JP 93 [previous update 512/21 ] WGS84 DATUM

Insert

Wave Meter

submarine cable, , joining:

(a) 33° 26´·20N., 135° 45´·00E.

submarine cable, , joining:

(a) above

33° 26´·30N., 135° 45´·13E.

Delete

Wave Meter, close S of:

submarine cable, , joining:

(a) above

33° 26´·23N., 135° 45´·14E.

33° 26´·01N., 135° 44´·91E.
2800  JAPAN - Shikoku - Breakwaters.
Source: Japanese Notice 25/391/21

Chart JP 151  [ previous update 1849/21 ] WGS84 DATUM

Insert breakwater, single firm line, joining:

32° 56´·48N., 132° 30´·42E.
32° 56´·62N., 132° 30´·40E.
and
32° 56´·67N., 132° 30´·33E.
32° 56´·77N., 132° 30´·37E.
2801 JAPAN - Seto Naikai - Legend.
Source: Japanese Notice 25/392/21

Chart JP 1137 [previous update 846/21] WGS84 DATUM
Insert legend, Ruins, centred on: 34° 26´ 29·5"N., 133° 28´ 34·3"E.
Insert submarine power cable, joining:

34° 23´ 16·7"N., 133° 23´ 02·4"E.
34° 23´ 16·8"N., 133° 23´ 02·8"E.
34° 23´ 17·9"N., 133° 23´ 02·5"E.
34° 23´ 19·6"N., 133° 23´ 03·0"E.
34° 23´ 20·5"N., 133° 23´ 05·8"E.
34° 23´ 20·0"N., 133° 23´ 20·2"E.
34° 23´ 11·3"N., 133° 23´ 27·8"E.
34° 23´ 08·1"N., 133° 23´ 27·8"E.

Delete former submarine power cable, joining:

34° 23´ 07·9"N., 133° 23´ 27·8"E.
34° 23´ 10·8"N., 133° 23´ 23·7"E.
34° 23´ 19·4"N., 133° 23´ 11·5"E.
34° 23´ 21·1"N., 133° 23´ 05·8"E.
34° 23´ 20·3"N., 133° 23´ 01·4"E.
34° 23´ 17·1"N., 133° 23´ 02·1"E.
2803 JAPAN - Seto Naikai - Fish haven.
Source: Japanese Notice 25/394/21

Chart JP 126 [ previous update 3941/20 ] WGS84 DATUM

Insert

33° 57´·77N., 131° 51´·52E.
2804 JAPAN - Seto Naikai - Breakwater.
Source: Japanese Notice 25/395/21

Chart JP 1265 (Panel, Continuation of Wakamatsu) [previous update 5744/20] WGS84 DATUM
Delete breakwater, double firm line, joining:

33° 54’ 18.7″N., 130° 48’ 54.6″E.
33° 54’ 17.0″N., 130° 48’ 54.6″E.
2805  JAPAN - Seto Naikai - Lights.
Source: Japanese Notice 25/396/21

**Chart JP 151** [previous update 2800/21] WGS84 DATUM
Amend range of light to, 10M 33° 16’·51N., 131° 39’·61E.

**Chart JP 1102** [previous update 1849/21] WGS84 DATUM
Amend range of light to, 10M 33° 16’·50N., 131° 39’·62E.

**Chart JP 1247B** [previous update 3198/20] WGS84 DATUM
Amend range of light to, 10M 33° 16’·30·3”N., 131° 39’·36·9”E.
light to, Mo(U) R 8s 33° 16’·28·5”N., 131° 39’·36·4”E.
KOREA - West Coast - Light.
Source: Korean Notice 16/306/21

Chart 913 (INT 5254) [previous update 2719/21] WGS84 DATUM
Amend light to, Mo(U)10s9M, at platform 34° 56´·20N., 125° 55´·90E.

Chart 3365 (INT 5252) [previous update 2053/21] WGS84 DATUM
Amend light to, Mo(U)10s9M, at platform 34° 56´·20N., 125° 55´·90E.

Chart 3928 [previous update 1893/21] WGS84 DATUM
Amend light to, Mo(U)10s15m9M, at platform 34° 56´·20N., 125° 55´·90E.
KOREA - West Coast - Reclamation area. Legend.
Source: Korean Notice 15/286/21

Chart 1271 (Panel B, Pyeongtaek - Dangjin Hang) [previous update 2027/21] WGS84 DATUM

Insert limit of reclamation area, pecked line, joining:

(a) 36° 59´·99N., 126° 41´·68E.
(b) 37° 00´·15N., 126° 41´·68E.
(c) 37° 00´·15N., 126° 41´·88E.
(d) 36° 59´·97N., 126° 41´·75E.

legend, Being Reclaimed (2021), close W of:

(a)-(d) above

Delete charted content within:

(a)-(d) above
Source: Indonesian Notices 15/191-196/21 and 16/207-212/21

Chart 2470 [previous update 881/21] WGS84 DATUM
Insert
g° Rep (2021) 5° 37’·6S., 108° 17’·3E.

Chart 2797 [previous update 543/21] WGS84 DATUM
Insert
O  LFl.10s 5° 37’·6S., 108° 17’·3E.

Chart 2862 [previous update 543/21] WGS84 DATUM
Insert
g° Rep (2021) 5° 37’·6S., 108° 17’·3E.
O  LFl.10s 5° 49’·7S., 108° 00’·7E.

Chart 3729 [previous update 2537/21] WGS84 DATUM
Insert
g° Rep (2021) 5° 37’·6S., 108° 17’·3E.
O  LFl.10s 5° 49’·7S., 108° 00’·7E.

Chart 4508 (INT 508) [previous update 940/21] WGS84 DATUM
Insert 5° 37’·6S., 108° 17’·3E.

Chart 4708 (INT 708) [previous update 288/21] WGS84 DATUM
Insert 5° 37’·6S., 108° 17’·3E.
II

2779 MALAYSIA - Sabah - Obstructions. Submarine cable.
Source: Malaysian Notice 4/96-97/21 and Brunei Notice 30/18
Note: Former Notice 2954(P)/18 is cancelled.

Chart 1844 [previous update 3767/20] WGS84 DATUM
Insert

submarine cable, ~~~~, joining:

<table>
<thead>
<tr>
<th>Obsts</th>
</tr>
</thead>
<tbody>
<tr>
<td>5° 14´·29N., 115° 07´·12E.</td>
</tr>
<tr>
<td>5° 14´·27N., 115° 07´·00E.</td>
</tr>
<tr>
<td>5° 15´·27N., 115° 10´·30E.</td>
</tr>
<tr>
<td>5° 15´·11N., 115° 10´·44E.</td>
</tr>
<tr>
<td>5° 14´·70N., 115° 10´·40E.</td>
</tr>
<tr>
<td>5° 14´·40N., 115° 10´·00E.</td>
</tr>
<tr>
<td>5° 09´·99N., 115° 10´·04E.</td>
</tr>
<tr>
<td>5° 07´·55N., 115° 08´·91E.</td>
</tr>
<tr>
<td>5° 07´·01N., 115° 06´·00E.</td>
</tr>
<tr>
<td>5° 07´·15N., 115° 05´·28E.</td>
</tr>
<tr>
<td>5° 06´·78N., 115° 04´·09E.</td>
</tr>
<tr>
<td>5° 05´·45N., 115° 01´·83E.</td>
</tr>
<tr>
<td>5° 03´·42N., 115° 01´·46E.</td>
</tr>
<tr>
<td>5° 02´·60N., 114° 59´·28E.</td>
</tr>
</tbody>
</table>

Chart 2109 [previous update 5952/20] WGS84 DATUM
Insert

submarine cable, ~~~~, joining:

<table>
<thead>
<tr>
<th>Obsts</th>
</tr>
</thead>
<tbody>
<tr>
<td>5° 18´·81N., 115° 09´·83E.</td>
</tr>
<tr>
<td>5° 14´·27N., 115° 07´·00E.</td>
</tr>
<tr>
<td>4° 58´·71N., 114° 52´·97E.</td>
</tr>
<tr>
<td>4° 59´·77N., 114° 53´·53E.</td>
</tr>
<tr>
<td>5° 00´·88N., 114° 55´·16E.</td>
</tr>
<tr>
<td>5° 03´·42N., 115° 01´·46E.</td>
</tr>
<tr>
<td>5° 05´·45N., 115° 01´·83E.</td>
</tr>
<tr>
<td>5° 06´·78N., 115° 04´·09E.</td>
</tr>
<tr>
<td>5° 07´·15N., 115° 05´·28E.</td>
</tr>
<tr>
<td>5° 07´·01N., 115° 05´·64E.</td>
</tr>
</tbody>
</table>

Chart 2111 [previous update 5952/20] WGS84 DATUM
Insert

<table>
<thead>
<tr>
<th>Obsts</th>
</tr>
</thead>
<tbody>
<tr>
<td>5° 18´·81N., 115° 09´·83E.</td>
</tr>
<tr>
<td>5° 14´·27N., 115° 07´·00E.</td>
</tr>
</tbody>
</table>
2818 INDONESIA - Kalimantan - Wreck.
Source: Indonesian Notice 16/214/21

Chart 1312 [previous update 2459/21] WGS84 DATUM
Insert  Rep
0° 50’·8N., 108° 13’·6E.

Chart 2470 [previous update 2765/21] WGS84 DATUM
Insert  Rep
0° 50’·8N., 108° 13’·6E.

Chart 2868 [previous update 1865/21] WGS84 DATUM
Insert  Rep (2021)
0° 50’·8N., 108° 13’·6E.

Chart 2870 [previous update 2459/21] WGS84 DATUM
Insert  Rep (2021)
0° 50’·8N., 108° 13’·6E.

Chart 3482 (INT 550) [previous update 1337/21] WGS84 DATUM
Insert  Rep
0° 50’·8N., 108° 13’·6E.

Chart 3720 [previous update 2459/21] WGS84 DATUM
Insert  Rep (2021)
0° 50’·84N., 108° 13’·64E.

Chart 4508 (INT 508) [previous update 2765/21] WGS84 DATUM
Insert  Rep
0° 50’·8N., 108° 13’·6E.

Wk28/21
2782* PANAMA - Pacific Ocean Coast - Submarine cable.
Source: Panama Maritime Authority

**Chart CP 5 [ previous update 692/21 ] WGS84 DATUM**

Insert submarine cable, ~~~~, joining:

- 8° 56´·08N., 79° 32´·70W.
- 8° 56´·09N., 79° 32´·29W.
- 8° 56´·10N., 79° 32´·16W.
- 8° 56´·07N., 79° 31´·97W.
- 8° 56´·06N., 79° 31´·38W.
- 8° 56´·05N., 79° 31´·30W.

**Chart 1929 [ previous update 4771/18 ] WGS84 DATUM**

Insert submarine cable, ~~~~, joining:

- 7° 48´·2N., 79° 17´·1W.
- 7° 46´·8N., 79° 17´·3W.
- 7° 45´·2N., 79° 17´·0W.
- 7° 43´·3N., 79° 17´·0W.

**Chart 4811 (INT 811) [ previous update 1249/21 ] WGS84 DATUM**

Insert submarine cable, ~~~~, joining:

- 7° 41´·7N., 79° 17´·1W.
- 8° 45´·1N., 79° 20´·7W.
UNITED STATES OF AMERICA - Gulf of Mexico - NM Block.

Source: US Coast Guard District 7 LNM 13/11416/21

Chart 3848 [previous update 1467/21] NAD83 DATUM

Insert the accompanying block, centred on: 27º 48´·6N., 82º 24´·8W.
2763 UNITED STATES OF AMERICA - East Coast - Buoyage.
Source: US Coast Guard District 5 LNM 20/12245/21

Chart 2813 [previous update 2622/21] NAD83 DATUM

Delete

\[C \downarrow\] 36° 58´·40N., 76° 27´·17W.
\[B \downarrow\] 36° 57´·47N., 76° 26´·15W.
\[A \downarrow\] 36° 56´·06N., 76° 24´·59W.
2777 UNITED STATES OF AMERICA - East Coast - Wreck.
Source: OCS

Chart 2806 [previous update 5393/20] NAD83 DATUM
Insert Mast PA

32° 43' 98N., 79° 49' 13W.
2781  UNITED STATES OF AMERICA - East Coast - Depth.  
Source: US Coast Guard District 5 LNM 22/12282/21  

Chart 2921 (Panel 2)  [previous update 2712/21] NAD83 DATUM  

Insert depth, 45, enclosed by 60ft contour  

38° 59´·72N., 76° 22´·02W.
An unmarked subsurface scientific instrument, extending up to 5m from the seabed, has been established in position 58° 37´·60N., 3° 00´·18W. (ETRS89 DATUM)

Charts affected - 115 (INT 1503) - 1942 (INT 1502) - 1954 (INT 1601) - 2162
ENGLAND - East Coast - Depths. Drying heights.

Source: Port of Wisbech Authority

1. Recent survey information has shown changes to charted depths and drying heights in the area of Boston Deep, Gat Channel, Wisbech & Sutton Bridge, Wisbech Channel, Wisbech Eye Channel, River Nene and Hunstanton Bays.

2. The most significant depths are:

<table>
<thead>
<tr>
<th>Depths</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>8·3m</td>
<td>53° 00´·41N., 0° 16´·00E.</td>
</tr>
<tr>
<td>6·8m</td>
<td>52° 56´·03N., 0° 13´·28E.</td>
</tr>
<tr>
<td>0·7m</td>
<td>52° 59´·92N., 0° 30´·93E.</td>
</tr>
</tbody>
</table>

3. These changes will be included in a New Edition of Chart 1200 to be published mid 2021.

4. Notice to Mariners will be issued for Chart 108.

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

(ETRS89 DATUM)

Charts affected - 108 - 1200 (INT 1556)
2783(P)/21  ENGLAND - East Coast - Buoyage.

Source: Crouch Harbour Authority Notice 28/21

1. There have been numerous changes to buoyage in the vicinity of Whitaker Channel, between 51° 39´·11N., 1° 00´·89E. and 51° 41´·72N., 1° 09´·36E.
2. Mariners are advised to navigate with caution in the area.
3. Chart 1975 will be updated by NM Block following New Edition publication on 08 July 2021.
   (ETRS89 DATUM)

Chart affected - 1975
2786(P)/21 LITHUANIA - Breakwater Works.

Source: Lithuanian Navigation Warning 14(P)/2021

1. Breakwater extension works are taking place at Klaipeda until October 2022, in the vicinity of positions:

- 55° 43´·89N., 21° 04´·73E.
- 55° 43´·73N., 21° 04´·49E.
- 55° 43´·71N., 21° 04´·70E.
- 55° 43´·77N., 21° 04´·87E.

and

- 55° 43´·37N., 21° 05´·78E.
- 55° 43´·52N., 21° 05´·37E.
- 55° 43´·58N., 21° 05´·17E.
- 55° 43´·64N., 21° 04´·88E.
- 55° 43´·68N., 21° 04´·60E.
- 55° 43´·68N., 21° 04´·49E.
- 55° 43´·54N., 21° 04´·58E.
- 55° 43´·23N., 21° 05´·69E.

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

(WGS84 DATUM)

Chart affected - 2276
2759(T)/21  NETHERLANDS - Buoy.

Source: Netherlands Notice 24/212(T)/21

1. A south cardinal light-buoy, Q(6)+LFl.15s ZINK-S, has been established in position 51° 30′ 79N., 3° 26′ 82E.
2. Former Notice 2054(T)/21 is cancelled.

(WGS84 DATUM)

Charts affected - 116 (INT 1477) - 1872 - 1874 (INT 1474)
1. Changes to routeing measures have taken place in the approaches to Sines.
2. The NW approach sector is now bounded by the following positions:
   37° 57´·26N., 8° 54´·84W.
   37° 56´·15N., 8° 56´·34W.
   37° 58´·88N., 9° 01´·84W.
   38° 01´·80N., 8° 57´·87W.
3. The NW approach 2-way recommended track, 137°-317°, joins the following positions:
   38° 00´·34N., 8° 59´·86W.
   37° 56´·70N., 8° 55´·59W.
4. The W approach sector is now bounded by the following positions:
   37° 54´·86N., 8° 56´·70W.
   37° 52´·78N., 8° 56´·07W.
   37° 50´·35N., 9° 01´·80W.
   37° 54´·72N., 9° 03´·09W.
5. The W approach 2-way recommended track, 075°-255°, joins the following positions:
   37° 52´·54N., 9° 02´·44W.
   37° 53´·82N., 8° 56´·38W.
6. Mariners are advised to navigate with caution in the area.
7. These changes will be included in a New Edition of Chart 3224 to be published mid 2021.
   (WGS84 DATUM)

Chart affected - 3224 (INT 1883)
2817(T)/21  SPAIN - West Coast - Buoyage.

Source: Spanish Notice 16/110(T)/21

1. The following light-buoys have been deployed to mark the external mooring points of the ship Azzam, until further notice:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Buoy Type</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fl(2+1)R.10s1M</td>
<td>Spar</td>
<td>42° 14´·480N., 8° 43´·882W.</td>
</tr>
<tr>
<td>Fl.Y.2s1M</td>
<td>Spar</td>
<td>42° 14´·532N., 8° 43´·774W.</td>
</tr>
</tbody>
</table>

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

Charts affected - 1730 - 1731 (INT 1858)
ALGERIA - Restricted areas. Anchorage area. Lights. Alongside depths.

Source: Algerian Chart 151 and Algerian Notice 2/10/21

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

- 35° 49´·39N., 0° 17´·02W.
- 35° 50´·25N., 0° 16´·10W.
- 35° 50´·27N., 0° 15´·76W.
- 35° 50´·03N., 0° 15´·08W.
- 35° 49´·98N., 0° 14´·65W.
- 35° 49´·55N., 0° 13´·22W.
- 35° 48´·36N., 0° 13´·71W.

2. A restricted area, anchoring and fishing prohibited, has been established bounded by the following positions:

- 35° 51´·51N., 0° 16´·55W.
- 35° 51´·51N., 0° 17´·55W.
- 35° 51´·81N., 0° 16´·55W.

3. A restricted area, anchoring and fishing prohibited, has been removed bounded by the following positions:

- 35° 47´·99N., 0° 10´·37W.
- 35° 50´·13N., 0° 10´·37W.
- 35° 50´·13N., 0° 14´·37W.
- 35° 50´·70N., 0° 16´·40W.
- 35° 51´·93N., 0° 16´·40W.
- 35° 51´·93N., 0° 17´·62W.

4. The Arzew anchorage area, bounded by the following positions, has been removed:

- 35° 50´·64N., 0° 15´·72W.
- 35° 52´·43N., 0° 15´·72W.
- 35° 52´·43N., 0° 10´·37W.
- 35° 50´·64N., 0° 10´·37W.

5. A light, Iso.R.4s2·5m9M, has been established in position 35° 51´·02N., 0° 18´·08W.

6. The following lights have been amended:

<table>
<thead>
<tr>
<th>Former Description</th>
<th>New Description</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fl.G.2·5s4M</td>
<td>Fl.G.5s4·5m6M</td>
<td>35° 51´·50N., 0° 18´·08W.</td>
</tr>
<tr>
<td>Fl.R.2·5s4M</td>
<td>Fl.R.5s4·5m6M</td>
<td>35° 51´·49N., 0° 18´·01W.</td>
</tr>
<tr>
<td>Iso.R.2s4m2M</td>
<td>Oc.R.4s4·5m7M</td>
<td>35° 51´·22N., 0° 18´·06W.</td>
</tr>
<tr>
<td>Fl.G</td>
<td>Fl(2)G.5s9·5m9M</td>
<td>35° 50´·84N., 0° 17´·43W.</td>
</tr>
<tr>
<td>Fl(2)R.6s</td>
<td>Iso.R.3s6m4M</td>
<td>35° 49´·03N., 0° 15´·70W.</td>
</tr>
<tr>
<td>*Oc.G.4s9m9M</td>
<td>Fl(2)G.5s9M</td>
<td>35° 51´·51N., 0° 17´·56W.</td>
</tr>
</tbody>
</table>

7. * The following lights have been removed:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fl(3)R.5s11m7M</td>
<td>35° 49´·60N., 0° 15´·54W.</td>
</tr>
<tr>
<td>Fl.G.4s11m7M</td>
<td>35° 49´·25N., 0° 14´·39W.</td>
</tr>
</tbody>
</table>

8. Alongside depths within Port of Arzew have changed. The most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-7m</td>
<td>35° 48´·80N., 0° 14´·74W.</td>
</tr>
<tr>
<td>9-6m</td>
<td>35° 48´·86N., 0° 13´·90W.</td>
</tr>
<tr>
<td>9-6m</td>
<td>35° 48´·81N., 0° 13´·68W.</td>
</tr>
</tbody>
</table>

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

2773(P)/21  ALGERIA - Restricted areas. Anchorage area. Lights. Alongside depths. (continued)
10. These changes will be included in New Edition of Chart 838 to be published mid 2021.
11. Former Notice 2454(P)/21 is cancelled.
   * Indicates new or revised entry
   (WGS84 DATUM)

Chart affected - 838
2764(T)/21  TAIWAN - Virtual aid to navigation.

Source: Taiwanese Notice 117(T)/20 and UKHO

1. The virtual aid to navigation (V-AIS), special topmark, has been moved from position 22° 32´·31N., 120° 14´·19E. to position 22° 32´·25N., 120° 13´·92E.
2. *Former Notice 595(T)/21 is cancelled.
   *Indicates new or revised entry.
   (WGS84 DATUM)

Chart affected - 2376
1. Footbridge construction works will be carried out within the areas bounded by the following positions.

**Works Area 1:**
- 22° 18´ 080N., 114° 15´ 737E.
- 22° 18´ 044N., 114° 15´ 798E.
- 22° 18´ 106N., 114° 15´ 836E.
- 22° 18´ 117N., 114° 15´ 816E.

**Works Area 2:**
- 22° 18´ 022N., 114° 15´ 833E.
- 22° 18´ 089N., 114° 15´ 868E.
- 22° 18´ 095N., 114° 15´ 856E.
- 22° 18´ 032N., 114° 15´ 817E.

2. A working area of approximately 50 metres around the works vessels will be established when in operation. Yellow marker buoys fitted with yellow flashing lights will be laid to mark the positions of the anchors extending from these vessels.

3. Silt curtain extents, extending from the sea surface to the seabed are indicated by yellow marker buoys fitted with yellow flashing lights.

4. Mariners are advised to navigate with caution and keep clear of the area at low speed.

(WGS84 DATUM)

**Charts affected - 4117 - 4126**
II

2796(P)/21 CHINA - East Coast - Rock. Depth.

Source: Chinese Notice 17/593/21

1. An underwater rock, with a least depth of 1.4m, exists in position 29° 59´·86N., 121° 55´·88E.
2. These changes will be included in a New Edition of Chart 1126 to be published mid 2021.
3. Charts 1592 and 1304 will be updated by Notice to Mariners.
   (CGCS 2000 DATUM)

Chart affected - 1126
2813(P)/21 TAIWAN - Traffic separation scheme.

Source: Taiwanese Notice 81/21

1. The Changhua Offshore Wind farm traffic separation scheme is to be implemented on 26th October 2021.
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 is to be established joining the following positions:
      (1) 24° 12′·42N., 120° 09′·24E.
      (2) 23° 54′·78N., 119° 55′·62E.
      (3) 23° 55′·32N., 119° 54′·66E.
      (4) 24° 13′·08N., 120° 08′·40E.
   b. A traffic lane for northbound traffic is to be established between the separation zone in 3a. above and a line joining the following positions:
      (5) 24° 09′·96N., 120° 12′·42E.
      (6) 24° 08′·52N., 120° 09′·00E.
      (7) 23° 57′·42N., 120° 00′·36E.
      (8) 23° 52′·98N., 119° 59′·22E.
   c. A traffic lane for southbound traffic is to be established between the separation zone in 3a. above and a line joining the following positions:
      (9) 24° 14′·34N., 120° 06′·72E.
      (10) 23° 56′·28N., 119° 52′·74E.
   d. An east traffic reserve lane is to be established between the northbound traffic lane in 3b above and a line joining the following positions:
      (11) 24° 07′·26N., 120° 11′·28E.
      (12) 23° 56′·40N., 120° 02′·88E.
      (13) 23° 52′·32N., 120° 01′·86E.
   e. A west traffic reserve lane is to be established between the southbound traffic lane in 3c above and a line joining the following positions:
      (14) 24° 15′·36N., 120° 05′·46E.
      (15) 23° 57′·00N., 119° 51′·30E.
4. A new vessel reporting system for the traffic separation scheme will also be established on 26th October 2021.
5. These changes will be included in a New Edition of charts 1760, 3231 and 2409 to be published late 2021. Charts 1968, 2412 and 3489 will be updated by Notice to Mariners.

(WGS84 DATUM)

Charts affected - 1760 - 1968 - 2409 - 2412 - 3231 - 3489 (INT 553)
II

2806(T)/21 JAPAN - Honshū - Depths.

Source: Japanese Notice 25/5325(T)/21

1. Depths between 0·5m to 3m less than charted exist within an area bounded by the following positions:

- 36° 45´ 57·8"N., 137° 13´ 30·8"E.
- 36° 45´ 57·0"N., 137° 13´ 30·8"E.
- 36° 45´ 56·8"N., 137° 13´ 35·3"E.

(WGS84 DATUM)

Chart affected - JP 1162A
2807(T)/21 JAPAN - Seto Naikai - Obstruction.

Source: Japanese Notice 25/5326(T)/21

1. An obstruction, anchor and chain (about 250m in length), exists in position 34° 35´ 54"N., 135° 20´ 00"E.
2. Former Notice 4631(T)/20 is cancelled.
   (WGS84 DATUM)

2808(T)/21 JAPAN - Seto Naikai - Depths.

Source: Japanese Notice 25/5327(T)/21

1. Depths up to 6m less than charted exist on and in the vicinity of a line joining the following positions:

   34° 35′ 24·1"N., 134° 49′ 36·0"E.
   34° 35′ 41·9"N., 134° 50′ 39·2"E.
   and
   34° 34′ 29·4"N., 134° 46′ 27·3"E.
   34° 35′ 23·7"N., 134° 49′ 13·2"E.

2. A shoal depth, 12·8m, exists in position 34° 34′ 32·5"N., 134° 46′ 14·1"E.
   (WGS84 DATUM)

2809(T)/21 JAPAN - Seto Naikai - Works.

Source: Japanese Notice 25/5328(T)/21

1. Dredging works are taking place, until 10 September 2021, within an area bounded by the following positions:

34° 45´ 36·0"N., 134° 38´ 56·0"E.
34° 45´ 06·0"N., 134° 38´ 53·0"E.
34° 45´ 05·0"N., 134° 39´ 08·0"E.
34° 45´ 19·0"N., 134° 39´ 09·0"E.
34° 45´ 19·0"N., 134° 39´ 11·0"E.
34° 45´ 34·0"N., 134° 39´ 12·0"E.

(WGS84 DATUM)

Chart affected - JP 134B
2810(T)/21      JAPAN - Seto Naikai - Works.

Source: Japanese Notice 25/3329(T)/21

1. Magnetic survey works are taking place, until 6 August 2021, in an area bounded by the following positions:

   33° 53’ 31"N., 131° 12’ 44"E.
   33° 53’ 35"N., 131° 12’ 30"E.
   33° 53’ 13"N., 131° 12’ 22"E.
   33° 53’ 09"N., 131° 12’ 36"E.

(WGS84 DATUM)

2811(T)/21 JAPAN - Seto Naikai - Depth.

Source: Japanese Notice 25/5330(T)/21

1. A shoal depth, 11·9m, exists in position 33° 56´ 44·6"N., 130° 56´ 44·2"E. (WGS84 DATUM)

1. A shoal depth, 2.4m, exists in position 32° 57′.27N., 132° 27′.98E. (WGS84 DATUM)

Chart affected - JP 151
1. Depths less than charted exist within the Río Piraná, the most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>7·4m</td>
<td>34° 14´·36S., 58° 46´·16W.</td>
</tr>
<tr>
<td>7·5m</td>
<td>34° 09´·10S., 58° 58´·13W.</td>
</tr>
<tr>
<td>8·2m</td>
<td>34° 08´·75S., 58° 58´·69W.</td>
</tr>
<tr>
<td>4·2m</td>
<td>34° 07´·71S., 58° 58´·42W.</td>
</tr>
<tr>
<td>4m</td>
<td>34° 00´·34S., 59° 08´·82W.</td>
</tr>
<tr>
<td>5·2m</td>
<td>34° 00´·07S., 59° 08´·89W.</td>
</tr>
<tr>
<td>6·8m</td>
<td>33° 57´·68S., 59° 10´·85W.</td>
</tr>
</tbody>
</table>

2. A stranded wreck exists in position 34° 02´·53S., 59° 03´·04W.
3. Unsurveyed areas exist along the banks of the Río Piraná.
4. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
5. These changes will be included in a New Edition of Chart 1324 to be published mid 2021.
6. Chart 1323 will be updated by Notice to Mariners.
   (WGS84 DATUM)

**Chart affected - 1324**
ARGENTINA - Depths. Unsurveyed areas.

Source: ENCs AR401370 and AR401380

1. Depths less than charted exist within the Río Piraná, the most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.8m</td>
<td>34° 00´·80S., 58° 31·10W.</td>
</tr>
<tr>
<td>4.6m</td>
<td>34° 01´·05S., 58° 31·80W.</td>
</tr>
</tbody>
</table>

2. Unsurveyed areas exist along the banks of the Río Piraná.

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

4. These changes will be included in a New Edition of Chart 1339 to be published mid 2021.

(WGS84 DATUM)

Chart affected - 1339
ARGENTINA - Depths. Unsurveyed areas.

Source: ENC AR401420

1. Depths less than charted exist within the Río Piraná, the most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>6·7m</td>
<td>33° 19´·12S., 60° 10´·99W.</td>
</tr>
<tr>
<td>8·9m</td>
<td>33° 18´·23S., 60° 11´·60W.</td>
</tr>
<tr>
<td>8m</td>
<td>33° 17´·87S., 60° 11´·66W.</td>
</tr>
</tbody>
</table>

2. Unsurveyed areas exist along the banks of the Río Piraná.
3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
4. These changes will be included in a New Edition of Chart 1328 to be published mid 2021.
   (WGS84 DATUM)

Chart affected - 1328
2798(P)/21 ARGENTINA - Depths. Drying patch. Unsurveyed areas.

Source: ENCs AR401360, AR401380 and AR401390

1. Depths less than charted exist within the Río Piraná, the most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>4·4m</td>
<td>33° 54´·75S., 58° 53´·24W.</td>
</tr>
<tr>
<td>9·6m</td>
<td>33° 53´·88S., 58° 53´·65W.</td>
</tr>
</tbody>
</table>

2. A drying patch exists in position 33° 59´·18S., 58° 42´·34W.

3. Unsurveyed areas exist along the banks of the Río Paraná.

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

5. These changes will be included in a New Edition of Chart 1340 to be published mid 2021.

(WGS84 DATUM)

Chart affected - 1340
2819(P)/21 ARGENTINA - Depths. Drying height. Unsurveyed areas.

Source: ENCs AR401400 and AR401410

1. Depths less than charted exist within the Río Paraná, the most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-4m</td>
<td>33° 40´·75S., 59° 34´·91W.</td>
</tr>
<tr>
<td>4-5m</td>
<td>33° 41´·57S., 59° 35´·69W.</td>
</tr>
<tr>
<td>4-8m</td>
<td>33° 41´·39S., 59° 37´·51W.</td>
</tr>
<tr>
<td>3-3m</td>
<td>33° 39´·47S., 59° 38´·08W.</td>
</tr>
<tr>
<td>1-4m</td>
<td>33° 37´·50S., 59° 38´·91W.</td>
</tr>
<tr>
<td>1-9m</td>
<td>33° 36´·57S., 59° 41´·76W.</td>
</tr>
</tbody>
</table>

2. A drying height 1·1m exists in position 33° 43´·85S., 59° 25´·56W.
3. Unsurveyed areas exist along the banks of the Río Paraná.
4. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
5. These changes will be included in a New Edition of Chart 1326 to be published mid 2021.

(WGS84 DATUM)

Chart affected - 1326
1. At Port Allen, a new crossing channel, Baton Rouge Front, project depth 45 feet, has been established between positions 30° 29´·61N., 91° 11´·71W. and 30° 25´·71N., 91° 11´·85W.
2. Depths have deepened in the vicinity of Baton Rouge anchorages.
3. Channel limits within the area of this chart have been extended.
4. Depths less than charted exist. The most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>24ft</td>
<td>30° 18´·17N., 91° 13´·81W.</td>
</tr>
<tr>
<td>14ft</td>
<td>30° 22´·15N., 91° 14´·46W.</td>
</tr>
<tr>
<td>10ft</td>
<td>30° 22´·43N., 91° 14´·18W.</td>
</tr>
<tr>
<td>14ft</td>
<td>30° 21´·99N., 91° 14´·48W.</td>
</tr>
<tr>
<td>31ft</td>
<td>30° 21´·48N., 91° 14´·73W.</td>
</tr>
<tr>
<td>7ft</td>
<td>30° 22´·28N., 91° 13´·94W.</td>
</tr>
</tbody>
</table>

5. Numerous obstructions exist. The most significant are as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>28ft</td>
<td>30° 29´·08N., 91° 11´·65W.</td>
</tr>
<tr>
<td>22ft</td>
<td>30° 25´·72N., 91° 11´·72W.</td>
</tr>
<tr>
<td>33ft</td>
<td>30° 25´·75N., 91° 11´·76W.</td>
</tr>
<tr>
<td>14ft</td>
<td>30° 24´·49N., 91° 12´·49W.</td>
</tr>
<tr>
<td>9ft</td>
<td>30° 31´·07N., 91° 12´·96W.</td>
</tr>
</tbody>
</table>

6. Obstructions have been removed from the following positions:

- 30° 22´·80N., 91° 13´·58W.
- 30° 25´·51N., 91° 11´·86W.
- 30° 25´·77N., 91° 11´·79W.
- 30° 22´·42N., 91° 13´·99W.

7. A wreck with depth 35ft exists in position 30° 23´·73N., 91° 12´·55W.
8. Dangerous wrecks have been removed from the following positions:

- 30° 20´·28N., 91° 13´·03W.
- 30° 24´·30N., 91° 12´·38W.

9. Mariners are advised to navigate with caution and contact the local port authorities for the latest information.
10. These and other changes will be included in the New Edition of Chart 3384 to be published mid-2021.
   (NAD83 DATUM)

Chart affected - 3384