ADMIRALTY
NOTICES TO MARINERS

Weekly Edition 01
4 January 2018
(Published on the ADMIRALTY website 21 December 2017)

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

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

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

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

H102A should be used for reporting changes to Port Information.

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

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

The following communication facilities are available:

- **NMs on ADMIRALTY website:**
  - Web: [admiralty.co.uk/msi](http://admiralty.co.uk/msi)
- **Searchable Notices to Mariners:**
  - Web: [www.ukho.gov.uk/nmwebsearch](http://www.ukho.gov.uk/nmwebsearch)
- **Urgent navigational information:**
  - e-mail: navwarnings@btconnect.com
  - Phone: +44(0)1823 353448
  - Fax: +44(0)1823 322352
- **H102 forms**
  - (see back pages of this Weekly Edition)
  - e-mail: sdr@ukho.gov.uk
- **All other enquiries/information**
  - e-mail: customerservices@ukho.gov.uk
  - Phone: +44(0)1823 484444 (24/7)

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Printed in the United Kingdom for the UKHO
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GUIDANCE NOTES FOR THE USE OF ADMIRALTY NOTICES TO MARINERS ON THE UKHO WEBSITE

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

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

Software required:

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

SEARCHABLE NOTICES TO MARINERS

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

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

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

NOTICES TO MARINERS ON-LINE

Enter the admiralty.co.uk/msi website, and then select Notices to Mariners. This will give you access to the following range of Notice to Mariners services:

- ADMIRALTY NM Web Search
- Weekly NMs
- NM Block, Notes and Diagrams
- Annual NMs
- Cumulative NM List

FURTHER GUIDANCE NOTES

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

- File content and description
- PC and printer specifications

CUSTOMER SERVICE

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

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

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

Planning for the future

Plan with ADMIRALTY Maritime Data Solutions, brought to you by the United Kingdom Hydrographic Office.
EXPLANATORY NOTES

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

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

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

**Section IA - Temporary and Preliminary (T&P) Notices**
A list of T&P Notices in force (along with a list of those cancelled during the previous month), is included in the Weekly NM each month (see below).

**Section IB - Current Nautical Publications**
Information about Publications including the current edition numbers is included in the Weekly NM at the end of March, June, September and December.

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

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

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

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

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

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

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

NP100  The Mariner’s Handbook
NP133A  Paper Chart Maintenance Record
NP133C  ENC Maintenance Record
NP231  ADMIRALTY Guide to the Practical Use of ENCs
NP232  ADMIRALTY Guide to Implementation, Policy and Procedures
NP294  How to Keep your ADMIRALTY Products Up-to-date
NP136  Ocean Passages for the World
NP350(1)  ADMIRALTY Distance Tables – Atlantic Ocean
NP350(3)  ADMIRALTY Distance Tables – Pacific Ocean
NP350(2)  ADMIRALTY Distance Tables – Indian Ocean
NP501  IALA Maritime Buoyage System
NP5011  Symbols and Abbreviations used on ADMIRALTY Paper Charts
NP5012  ADMIRALTY Guide to ENC Symbols used in ECDIS

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

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

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

CAUTIONARY NOTES

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

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

(a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and

(b) that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.

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

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

Satellite-Derived Positions and Chart Accuracy
Mariners must not assume that charts which are referred to WGS84 Datum, or those for which shifts to WGS84 Datum are provided, have been surveyed to modern standards of accuracy. On some charts, owing to the age and quality of the source information, some of the charted detail may not be positioned accurately. In such cases mariners are advised to exercise particular caution when navigating in the vicinity of dangers, even when using an electronic positioning system such as GPS. For further details, see The Mariner’s Handbook (NP100). This applies to both paper and digital (ADMIRALTY Raster Chart Service and ENC) versions of charts.
ADMIRALTY Charts affected by the Publication List

ADMIRALTY Charts | International Charts
---|---
6 | INT 758
107 | INT 1146
125 | INT 1148
130 | INT 1152
265 | INT 1422
777 | INT 1423
932 | INT 1469
1077 | INT 2672
1187 | INT 2673
1236 | INT 7114
1267 | INT 7162
1390 | INT 11461
1404 | ADMIRALTY Publications
1925 | NP 32A
2620 | e-NP 32A
2669 | NP 32B
2964 | e-NP 32B
3062 | NP 82
3661 | e-NP 82
3800 | SC 5622
3863 | 8027
3873 | 8045
4142 | 8046
SC | 8124
5622 | 8157
8027 | 8237
8045 | JP 1197
8046 | NZ 5412
8124 | X 2692
8157 |
8237 |

WMO SURVEY

The World Meteorological Organization is conducting a survey regarding the World-Wide Meteorological Information and Warning Service available at: [WWW.JCOMM.INFO/MMMS](http://WWW.JCOMM.INFO/MMMS)
Your participation is GREATLY appreciated and VALUED.

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

NEW ADMIRALTY CHARTS AND PUBLICATIONS

New ADMIRALTY Charts published 4 January 2018

<table>
<thead>
<tr>
<th>Chart</th>
<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2018 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>☒130</td>
<td>Int. Chart Series, North Sea, Netherlands, Approaches to Scheveningen.</td>
<td>1:60,000</td>
<td>9</td>
<td>24, 32</td>
</tr>
<tr>
<td>INT 1423</td>
<td>52° 03′·53 N. — 52° 24′·65 N., 3° 32′·01 E. — 4° 30′·21 E.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A new chart providing improved coverage of the Maas North TSS and the approaches to Scheveningen. Published jointly by the UKHO and by the Hydrographer of the Royal Netherlands Navy. This chart is included in the International Chart Series.

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

New Editions of ADMIRALTY Charts published 4 January 2018

<table>
<thead>
<tr>
<th>Chart</th>
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<th>Folio</th>
<th>2018 Catalogue page</th>
</tr>
</thead>
<tbody>
<tr>
<td>☒6</td>
<td>Gulf of Aden.</td>
<td>1:750,000</td>
<td>32</td>
<td>58, 60</td>
</tr>
</tbody>
</table>

Includes significant safety-related information as follows: new Maritime Security Transit Corridor and submarine cables.

Note: On publication of this New Edition former Notices 3621(P)/17 and 5111(P)/17 are cancelled. This chart remains affected by Notice 2363(P)/17.

| ☒125  | Int. Chart Series, North Sea, Netherlands, Approaches to Ijmuiden. | 1:60,000 | 9     | 24, 32              |
| INT 1422 | 52° 19′·51 N. — 52° 40′·50 N., 3° 40′·00 E. — 4° 38′·20 E. | | | |

Provides improved coverage of the Maas North TSS, Ijmuiden TSS and the approaches to Ijmuiden. The chart limits have been revised. The title has been changed. Published jointly by the UKHO and by the Hydrographer of the Royal Netherlands Navy. This chart remains included in the International Chart Series; the INT number has changed to INT1422.

Note: On publication of this New Edition former Notice 2223(P)/16 is cancelled. This chart is to be deleted from the list of charts affected by Notices 6071(T)/16, 158(T)/17 and 5526(T)/17. This chart remains affected by Notice 387(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 4 January 2018 (continued)

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<th>Title, limits and other remarks</th>
<th>Scale</th>
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</table>
| 265 INT 7114 | International Chart Series, Gulf of Aden, Bab el Mandeb and Golfe de Tadjoura.  
① Tadjoura Anchorage.  
② Entrance to Ghoubbet el Kharâb.  
③ Port of Obock.  
Includes a new Maritime Security Transit Corridor and changes to submarine cables. (A modified reproduction of INT7114 published by France.)  
Note: On publication of this New Edition former Notices 3621(P)/17 and 5111(P)/17 are cancelled. This chart is to be deleted from the list of charts affected by Notice 3622(P)/17. | 1:200,000 1:10,000 1:15,000 1:15,000 | 32 | 60 |
| 1236 INT 2673 | International Chart Series, Republic of South Africa, South West Coast, Entrance to Saldanha Bay.  
Includes changes to depths. (A modified reproduction of INT2673 published by the Republic of South Africa.)  
Note: On publication of this New Edition former Notices 3621(P)/17 and 5111(P)/17 are cancelled. This chart is to be deleted from the list of charts affected by Notice 5638(P)/17. | 1:20,000 | 35 | 54 |
| 1925 INT 758 | Red Sea, Jazirat Jabal Zuqar to Bab el Mandeb.  
Includes significant safety-related information as follows: new Maritime Security Transit Corridor and submarine cable.  
Note: On publication of this New Edition former Notices 3621(P)/17 and 5111(P)/17 are cancelled. This chart remains affected by Notice 2363(P)/17. | 1:200,000 | 32 | 60 |
| 2964 INT 7114 | International Chart Series, Gulf of Aden and Approaches.  
Includes significant safety-related information as follows: new Maritime Security Transit Corridor.  
Note: On publication of this New Edition former Notice 5111(P)/17 is cancelled. This chart remains affected by Notice 2363(P)/17. | 1:1,500,000 | 32 | 58, 60 |

③ denotes chart available in the ADMIRALTY Raster Chart Service series.
# New Editions of ADMIRALTY Charts and Publications

New Editions of ADMIRALTY Charts published 4 January 2018 (continued)

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<tbody>
<tr>
<td>3661</td>
<td>International Chart Series, Gulf of Aden, Bab el Mandeb to Aden Harbour. Includes significant safety-related information as follows: new Maritime Security Transit Corridor and submarine cables. Note: On publication of this New Edition former Notices 3621(P)/17 and 5111(P)/17 are cancelled.</td>
<td>1:200,000</td>
<td>32</td>
<td>60</td>
</tr>
<tr>
<td>4142</td>
<td>International Chart Series. Republic of South Africa, South West Coast, Saldanha Bay Harbour. Includes changes to depths, restricted areas, submarine pipelines and buoyage. (A modified reproduction of INT2672 published by the Republic of South Africa.) Note: This chart is to be deleted from the list of charts affected by Notice 5638(P)/17.</td>
<td>1:10,000</td>
<td>35</td>
<td>54</td>
</tr>
<tr>
<td>8027</td>
<td>Port Approach Guide, Mombasa. Includes new port developments and Security Zone and changes to anchorages. Note: On publication of this New Edition former Notices 1303(P)/16, 3057(P)/16, 1180(P)/17, 1643(P)/17, 3135(P)/17, 3290(P)/17 and 4472(P)/17 are cancelled.</td>
<td>-</td>
<td>36</td>
<td>141</td>
</tr>
<tr>
<td>8157</td>
<td>Port Approach Guide, Thames Estuary. Includes changes to the Traffic Separation Scheme, buoyage and depths. Note: On publication of this New Edition former Notices 4408(P)/16 and 5620(P)/17 are cancelled. This chart is to be deleted from the list of charts affected by Notices 5111(P)/16 and 4087(P)/17.</td>
<td>-</td>
<td>8</td>
<td>141</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 4 January 2018 (continued)**

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<th>Title, limits and other remarks</th>
<th>Scale</th>
<th>Folio</th>
<th>2018 Catalogue page</th>
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</thead>
</table>
| 8237  | Port Approach Guide, Kotka and Hamina.  

  - Kotka.  
  - Hamina.  

*Includes changes to swept areas, recommended tracks, fairways, leading lights and berths.*  

*Note:* On publication of this New Edition former Notices 3531(P)/16, 4134(P)/16, 4647(P)/16, 6452(P)/16, and 1569(P)/17 are cancelled.

**ADMIRALTY Leisure Folios published 4 January 2018**

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<th>Chart</th>
<th>Title and other remarks</th>
<th>Scale</th>
<th>Edition</th>
<th>2018 Catalogue page</th>
</tr>
</thead>
</table>
| SC5622| Ireland - South Coast, Waterford to Kinsale.  

  - Tuskar Rock to The Bull.  
  - Waterford Harbour to Ballycotton Bay.  
  - Entrance to Waterford Harbour.  
  - Dunmore East Harbour.  
  - Passage East to Beacon Quay and Pink Point.  
  - Continuation of River Barrow to New Ross.  
  - Continuation of Queen’s Channel to Waterford.  
  - New Ross.  
  - Dungarvan Harbour.  
  - Youghal.  
  - Ballycotton Bay to Glandore Bay.  
  - The Sound and Ringabella Bay.  
  - Outer Approaches to Cork Harbour.  
  - The Sound to Spike Island.  
  - Cobh Road to West Passage.  
  - Upper Harbour West.  
  - River Lee to Cork.  
  - Upper Harbour East.  
  - Morris Head to Old Head of Kinsale.  
  - Oyster Haven.  
  - Kinsale.  

*A new edition of Leisure Folio SC5622. All sheets have been fully updated for New Editions and Notice to Mariners affecting source charts.*  

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

<table>
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<tr>
<th>NP No.</th>
<th>Title and other remarks</th>
<th>Date</th>
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Ø denotes chart available in the ADMIRALTY Raster Chart Service series.
New ADMIRALTY Charts

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<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>2620</td>
<td>International Chart Series, Finland - Gulf of Bothnia, Raah and Oulu.</td>
<td></td>
<td>WITHDRAWN</td>
<td>11</td>
</tr>
<tr>
<td>INT 11461</td>
<td>Raah. 64° 37´·98 N. — 64° 40´·30 N., 24° 12´·00 E. — 24° 25´·77 E.</td>
<td>1:20,000</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>Oulu. 64° 59´·52 N. — 65° 02´·82 N., 25° 22´·77 E. — 25° 28´·00 E.</td>
<td>1:10,000</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>One of a series of new charts providing improved coverage of the Gulf of Bothnia. (A modified reproduction of INT11461 published by Finland.) This chart is included in the International Chart Series.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3800</td>
<td>International Chart Series, Finland - Gulf of Bothnia, Oulu Portti to Kemi 1.</td>
<td>1:50,000</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td>INT 1152</td>
<td>65° 06´·00 N. — 65° 32´·91 N., 23° 46´·50 E. — 24° 31´·58 E.</td>
<td></td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>One of a series of new charts providing improved coverage of the Gulf of Bothnia. (A modified reproduction of INT1152 published by Finland.) This chart is included in the International Chart Series.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3863</td>
<td>International Chart Series, Finland - Gulf of Bothnia, Approaches to Oulu.</td>
<td>1:50,000</td>
<td>3062</td>
<td>11</td>
</tr>
<tr>
<td>INT 1148</td>
<td>64° 58´·52 N. — 65° 17´·38 N., 24° 25´·77 E. — 25° 29´·76 E.</td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>One of a series of new charts providing improved coverage of the Gulf of Bothnia. (A modified reproduction of INT1148 published by Finland.) This chart is included in the International Chart Series.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3873</td>
<td>International Chart Series, Finland - Gulf of Bothnia, Approaches to Raah.</td>
<td>1:50,000</td>
<td>-</td>
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<td>INT 1146</td>
<td>64° 33´·02 N. — 64° 51´·83 N., 23° 40´·77 E. — 24° 43´·58 E.</td>
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<td></td>
<td>One of a series of new charts providing improved coverage of the Gulf of Bothnia. (A modified reproduction of INT1146 published by Finland.) This chart is included in the International Chart Series.</td>
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(Publication dates of these charts reflect the dates shown on the Japan Coast Guard Charts)

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<tbody>
<tr>
<td>JP1197</td>
<td>Nippon, Honshu-Northwest Coast, Approaches to Niigata Ko. 37° 53´·38” N., — 38° 06´·12” N., 138° 57´·00” E. — 139° 19´·48” E.</td>
<td>1:35,000</td>
<td>1390</td>
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<td></td>
<td>One of a series of Dual Badged charts produced by the Japanese Hydrographic &amp; Oceanographic Department and printed by UKHO. A New Chart Providing improved coverage of the approaches to Niigata Ko.</td>
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◎ denotes chart available in the ADMIRALTY Raster Chart Service series.
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<td><em>Includes changes to depths from the latest British Government and port authority surveys.</em></td>
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<td>932</td>
<td>Indonesia, Jawa - North Coast, Pelabuhan Tanjungpriok and Approaches.</td>
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<td>☐ Approaches to Pelabuhan Tanjungpriok.</td>
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<td>☐ Stranraer.</td>
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◎ denotes chart available in the ADMIRALTY Raster Chart Service series.
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**ADMIRALTY CHARTS TO BE PUBLISHED 18 JANUARY 2018**

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<td>English Channel, Channel Islands and Adjacent Coast of France. Includes changes to depths, wrecks, and lights.</td>
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<td>Port Approach Guide, Humber Sea Terminal and Kingston Upon Hull. Includes new port developments and changes to depths and lights.</td>
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<td>Port Approach Guide, Immingham. Includes changes to depths, buoyage and lights.</td>
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<td>Port Approach Guide, Chang Jiang - Baoshan, Taicang and Changshu Port. Includes changes to anchorage areas, depths and buoyage.</td>
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<td>New Zealand, North Island – East Coast, Port of Tauranga. Western Channel.</td>
<td>1:10,000</td>
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Includes changes to dredged areas, depths and aids to navigation.

denotes chart available in the ADMIRALTY Raster Chart Service series.
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<td>International Chart Series, Gulf of Aden, Bab el Mandeb and Golfe de Tadjoura.</td>
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<td>Red Sea, Jazirat Jabal Zuqar to Bab el Mandeb.</td>
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<td>International Chart Series, Gulf of Aden and Approaches.</td>
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<td>England - East Coast, Sunk Inner Precautionary Area.</td>
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*Note: This chart is to be deleted from the list of charts affected by Notice 4087(P)/17.*

☒ denotes chart available in the ADMIRALTY Raster Chart Service series.
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## MISCELLANEOUS UPDATES TO CHARTS

Source: UKHO

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<td>Insert reference, Adjoining Chart 3463 (see Note – POSITIONS), in N border at longitude 59° 43’ 0W.</td>
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<td>Replace existing note, CHARTS 1774 &amp; 1776: POSITIONS, with accompanying note, CHARTS 3463 AND 1776: POSITIONS, centred on 62° 29’ 05S., 59° 47’ 51W.</td>
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<td>North: 64° 13’ 20S.  East: 62° 50’ 60W.  South: -  West: 63° 03’ 70W.</td>
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<td>Replace existing note, CHART 3570: POSITIONS, with accompanying note, POSITIONS, centred on 63° 48’ 56S., 62° 51’ 28W.</td>
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II

49* ENGLAND - South Coast - Rame Head SW - Obstructions.
Source: UKHO
Note: This update is included in New Edition 1267, published 18 January 2018.

Chart 442 (INT 1701) [previous update 6008/17] ETRS89 DATUM
Replace
19, Obstn with 17, Obstn
23, Obstn with 21, Obstn
Delete
20, Obstn

Chart 1613 [previous update 5766/17] ETRS89 DATUM
Replace
19, Obstn with 17, Obstn
23, Obstn with 21, Obstn
Delete
20, Obstn

Chart 1900 [previous update 5766/17] ETRS89 DATUM
Replace
19, Obstn with 17, Obstn
23, Obstn with 21, Obstn
Delete
20, Obstn

53* SCOTLAND - East Coast - Belhaven Bay - Depths.
Source: British Geological Survey

Chart 175 [previous update 3081/17] ETRS89 DATUM
Insert
depth, 81, and extend 10m contour NE to enclose 56° 01′·43N., 2° 32′·85W.

Chart 734 (INT 1544) [previous update 2473/17] ETRS89 DATUM
Insert
depth, 81, and extend 10m contour NE to enclose (a) 56° 01′·43N., 2° 32′·85W.
Delete
depth, 132, close NW of: (a) above
55* ENGLAND - East Coast - River Humber - Clay Huts W - Depths.
Source: ABP Humber

Chart 1188 (INT 1553) [previous update 5554/17] ETRS89 DATUM
Insert depth, 60, enclosed by 7m contour 53° 39′ 03N., 0° 11′ 57W.
depth, 50, and extend 7m contour SW to enclose 53° 38′ 67N., 0° 11′ 25W.

Chart 3496 (INT 1565) (Panel C, Immingham Oil Terminal to Humber Sea Terminal) [previous update New Edition 26/10/2017] ETRS89 DATUM
Insert depth, 69, enclosed by 7m contour 53° 39′ 03N., 0° 11′ 57W.
depth, 59, enclosed by 7m contour SW to enclose 53° 38′ 67N., 0° 11′ 25W.

Chart 3497 (INT 1554) [previous update 5878/17] ETRS89 DATUM
Insert depth, 60, enclosed by 7m contour 53° 39′ 03N., 0° 11′ 57W.
depth, 50, and extend 7m contour SW to enclose 53° 38′ 67N., 0° 11′ 25W.

57* ENGLAND - Isles of Scilly - Saint Mary’s Sound and Crow Sound - Depths. Drying height.
Source: UKHO and Harbour Master, Saint Mary’s

Chart 34 [previous update 5503/17] ETRS89 DATUM
Replace drying height, 06, and associated 0m low water line with depth, 59, enclosed by 5m contour
Delete depth, 76, and associated 10m contour, with seabed type, R

Chart 883 [previous update 5503/17] ETRS89 DATUM
Insert depth, 59, enclosed by 7m contour 53° 39′ 03N., 0° 11′ 57W.
depth, 58, and extend 7m contour SW to enclose 53° 38′ 67N., 0° 11′ 25W.

72* SCOTLAND - Orkney Islands - Approaches to Howequoy Head - Buoy.
Source: CorPower Ocean Ltd

Chart 35 [previous update 5791/17] ETRS89 DATUM
Insert Ef Fl.5s 58° 53′ 08N., 2° 57′ 10W.

Chart 2249 [previous update 5791/17] ETRS89 DATUM
Insert Ef Fl.5s 58° 53′ 08N., 2° 57′ 10W.
94* IRELAND - West Coast - Approaches to Galway Harbour - Buoyage.
Source: Galway Harbour Company Notice 8/17 and Commissioners of Irish Lights

Chart 1904 [previous update 4461/17] ETRS89 DATUM
Insert
- Fl.G.3s (sync) Fairway Buoy No 1
  53° 15’-683N., 9° 02’-265W.
- Fl.R.3s (sync) Fairway Buoy No 2
  53° 15’-654N., 9° 02’-330W.
- Fl.R.2s Mid Fairway
  53° 15’-800N., 9° 02’-530W.

Chart 1984 [previous update 5016/17] ETRS89 DATUM
Insert
- Fl.G.3s (sync) No 1
  53° 15’-68N., 9° 02’-27W.
- Fl.R.3s (sync) No 2
  53° 15’-65N., 9° 02’-33W.
- Fl.R.2s Mid Fairway
  53° 15’-80N., 9° 02’-53W.

42 SWEDEN - South Coast - Danziger gatt - NM Block.
Source: Swedish Notice 679/12547/17

Chart 2857 (INT 1328) [previous update 4998/17] WGS84 DATUM
Insert the accompanying block, centred on:
56° 07’-6N., 15° 18’-0E.

43 POLAND - Approaches to Władysławowo - NM Block. Submarine pipeline. Restricted area.
Legends.
Source: Polish Notice 46/607/17 and ENC PL3I0030

Chart 2040 (INT 1218) [previous update New Edition 05/10/2017] WGS84 DATUM
Insert submarine pipeline, ****, joining:
55° 24’-06N., 18° 43’-29E.
( a )
55° 24’-06N., 18° 44’-15E.
55° 23’-58N., 18° 45’-52E.
55° 22’-49N., 18° 46’-10E.
(a)
55° 21’-72N., 18° 46’-00E.
(b)
54° 48’-86N., 18° 28’-31E.
54° 47’-83N., 18° 27’-61E.
54° 47’-43N., 18° 26’-88E.
(existing pipeline)
(a)-(b) above

legend, Gas, along:
43 POLAND - Approaches to Władysławowo - NM Block. Submarine pipeline. Restricted area.
Legends. (continued)

Chart 2288 [previous update New Edition 02/11/2017] WGS84 DATUM
Insert submarine pipeline, ..., joining:
55° 24’-1N., 18° 43’-3E.
(✦)
55° 24’-1N., 18° 44’-1E.
55° 23’-6N., 18° 45’-5E.
(a) 55° 21’-7N., 18° 46’-0E.
(b) 54° 47’-8N., 18° 27’-6E.
54° 47’-5N., 18° 26’-9E.
(existing pipeline)

legend, Gas (see Note), along:

Chart 2688 (INT 1288) [previous update 4790/17] WGS84 DATUM
Insert the accompanying block, centred on:
submarine pipeline, ..., joining:
54° 48’-7N., 18° 28’-2E.
(a) 55° 00’-00N., 18° 34’-28E.
(N border)
54° 50’-71N., 18° 29’-30E.
(b) 54° 50’-7N., 18° 29’-15E.
(N border of block)
and
55° 00’-00N., 18° 34’-43E.
(N border)
54° 50’-71N., 18° 29’-44E.
(N border of block)
(a)-(b) above

limit of restricted area, ..., joining:
55° 00’-00N., 18° 34’-14E.
(N border)
54° 50’-71N., 18° 29’-15E.
(N border of block)

legend, Gas, along:

44 FINLAND - Saaristomeri - Hanko (Hangö) and Julö - Submarine cables. NM Blocks.
Source: Finnish Notices 32/341-343/17 and 33/353/17
Note: Former Notice 5529(P)/17 is cancelled.

Chart 2206 (INT 1154) (Panel A, Ulkosatama (Outer Harbour)) [previous update New Edition 26/10/2017] WGS84 DATUM
Insert the accompanying block, centred on:
submarine cable, ..., joining:
59° 48’-5N., 22° 54’-6E.
59° 48’-756N., 22° 54’-757E.
(shore)
59° 48’-766N., 22° 54’-876E.
59° 48’-709N., 22° 55’-157E.
(E border)
44  FINLAND - Saaristomeri - Hanko (Hangö) and Julö - Submarine cables. NM Blocks. (continued)

Chart 2206 (INT 1154) [previous update New Edition 26/10/2017] WGS84 DATUM

Insert submarine cable, ~~~~, joining:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>59° 49´·34N., 22° 58´·37E. (shore)</td>
<td></td>
</tr>
<tr>
<td>59° 48´·76N., 22° 59´·19E.</td>
<td></td>
</tr>
<tr>
<td>59° 48´·47N., 22° 59´·40E.</td>
<td></td>
</tr>
<tr>
<td>59° 48´·04N., 22° 59´·41E.</td>
<td></td>
</tr>
<tr>
<td>59° 47´·50N., 22° 58´·46E.</td>
<td></td>
</tr>
<tr>
<td>59° 47´·15N., 22° 58´·10E.</td>
<td></td>
</tr>
<tr>
<td>59° 46´·92N., 22° 58´·16E.</td>
<td></td>
</tr>
<tr>
<td>59° 46´·41N., 22° 58´·64E. (S border)</td>
<td></td>
</tr>
</tbody>
</table>

Chart 2241 [previous update 6034/17] WGS84 DATUM

Insert submarine cable, ~~~~, joining:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>59° 49´·33N., 22° 58´·37E. (shore)</td>
<td></td>
</tr>
<tr>
<td>59° 48´·47N., 22° 59´·40E.</td>
<td></td>
</tr>
<tr>
<td>59° 48´·04N., 22° 59´·41E.</td>
<td></td>
</tr>
<tr>
<td>59° 47´·15N., 22° 58´·10E.</td>
<td></td>
</tr>
<tr>
<td>59° 45´·89N., 22° 59´·14E.</td>
<td></td>
</tr>
<tr>
<td>59° 44´·08N., 22° 59´·03E.</td>
<td></td>
</tr>
<tr>
<td>59° 41´·42N., 23° 04´·48E.</td>
<td></td>
</tr>
<tr>
<td>59° 39´·33N., 23° 12´·48E.</td>
<td></td>
</tr>
<tr>
<td>59° 37´·42N., 23° 24´·60E.</td>
<td></td>
</tr>
<tr>
<td>59° 36´·09N., 23° 29´·31E.</td>
<td></td>
</tr>
<tr>
<td>59° 34´·68N., 23° 29´·75E. (existing cable)</td>
<td></td>
</tr>
</tbody>
</table>

Chart 3821 [previous update 4586/17] WGS84 DATUM

Insert the accompanying block, centred on:

submarine cable, ~~~~, joining:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>59° 50´·7N., 23° 27´·4E.</td>
<td></td>
</tr>
<tr>
<td>59° 49´·34N., 22° 58´·36E. (shore)</td>
<td></td>
</tr>
<tr>
<td>59° 48´·47N., 22° 59´·40E.</td>
<td></td>
</tr>
<tr>
<td>59° 48´·04N., 22° 59´·41E.</td>
<td></td>
</tr>
<tr>
<td>59° 47´·15N., 22° 58´·10E.</td>
<td></td>
</tr>
<tr>
<td>59° 45´·89N., 22° 59´·14E.</td>
<td></td>
</tr>
<tr>
<td>59° 44´·66N., 22° 59´·03E.</td>
<td></td>
</tr>
<tr>
<td>59° 43´·20N., 23° 01´·19E.</td>
<td></td>
</tr>
<tr>
<td>59° 42´·65N., 23° 01´·65E.</td>
<td></td>
</tr>
<tr>
<td>59° 40´·66N., 23° 06´·05E. (S border)</td>
<td></td>
</tr>
</tbody>
</table>
44 FINLAND - Saaristomeri - Hanko (Hangö) and Julö - Submarine cables. NM Blocks. (continued)

Chart 3832 (INT 1254) [previous update 6034/17] WGS84 DATUM

Insert submarine cable, ~~~~, joining:

\begin{align*}
59^\circ 49'\ 34"N., & 22^\circ 58'\ 37"E. \\
(\text{shore}) & \\
59^\circ 48'\ 47"N., & 22^\circ 59'\ 40"E. \\
59^\circ 48'\ 04"N., & 22^\circ 59'\ 41"E. \\
59^\circ 47'\ 15"N., & 22^\circ 58'\ 10"E. \\
59^\circ 45'\ 09"N., & 22^\circ 59'\ 14"E. \\
59^\circ 44'\ 08"N., & 22^\circ 59'\ 03"E. \\
59^\circ 41'\ 42"N., & 23^\circ 04'\ 48"E. \\
59^\circ 39'\ 31"N., & 23^\circ 12'\ 57"E. \\
(\text{E border}) & \\
\end{align*}

46 FINLAND - South Coast - Saaristomeri - Stångskär and Bådan - NM Blocks.

Source: Finnish Notice 32/347/17

Chart 2147 (Panel C, Jurmo) [previous update 4619/17] WGS84 DATUM

Insert the accompanying block A, centred on:

\begin{align*}
60^\circ 31'\ 2"N., & 21^\circ 07'\ 8"E. \\
\end{align*}

the accompanying block B, centred on:

\begin{align*}
60^\circ 29'\ 8"N., & 21^\circ 08'\ 7"E. \\
\end{align*}

Chart 3828 (INT 1192) [previous update 6034/17] WGS84 DATUM

Insert the accompanying block, centred on:

\begin{align*}
60^\circ 30'\ 2"N., & 21^\circ 08'\ 4"E. \\
\end{align*}

52 SWEDEN - East Coast - Lövselehamn - Legend. Light. Leading line.

Source: Swedish Notice 679/12676/17

Chart 2301 [previous update 2992/17] WGS84 DATUM

Delete \(\star\) Ldg2F.R

leading line, pecked line, joining:

\begin{align*}
(a) & 64^\circ 18'\ 19"N., 21^\circ 14'\ 90"E. \\
(a) & 64^\circ 17'\ 39"N., 21^\circ 15'\ 55"E. \\
\text{legend, 341º, centred on:} & 64^\circ 11'\ 35"N., 21^\circ 20'\ 77"E. \\
\end{align*}


Source: German Notice 47/(21)42/17

Chart 2469 (INT 1366) (Panel C, Brunsbüttel) [previous update 3935/17] WGS84 DATUM

Delete \(\star\) Fl(5)Y.20s Tide gauge

\(\star\) Fl(5)Y.20s Tide gauge

\begin{align*}
53^\circ 53'\ 290"N., & 9^\circ 11'\ 562"E. \\
\end{align*}

Chart 3625 (INT 1453) [previous update 5243/17] WGS84 DATUM

Delete \(\star\) Fl(5)Y.20s Tide gauge

\(\star\) Fl(5)Y.20s Tide gauge

\begin{align*}
53^\circ 53'\ 290"N., & 9^\circ 11'\ 562"E. \\
\end{align*}
II

70 SWEDEN - East Coast - Stora Värtan SW and Resaröström - Submarine pipeline.
Submarine power cable.
Source: Swedish Notices 679/12556/17 and 679/12635/17

Chart 820 (INT 1238) [previous update 5779/17] WGS84 DATUM
Insert submarine pipeline, ~~~, joining:

59° 25´05N., 18° 05´91E. (shore)
59° 24´97N., 18° 06´02E.
59° 24´96N., 18° 05´97E.
59° 25´04N., 18° 05´86E. (shore)

submarine power cable, ~~~, joining:

59° 26´59N., 18° 18´35E. (shore)
59° 26´52N., 18° 18´51E.
59° 26´34N., 18° 18´70E. (shore)

71 SWEDEN - East Coast - Port of Stockholm - Stora Essingen to Ekensberg - Submarine power cable.
Source: Swedish Notice 679/12618/17

Chart 811 (INT 1239) [previous update 5779/17] WGS84 DATUM
Insert submarine power cable, ~~~, joining:

59° 19´090N., 17° 59´609E. (shore)
59° 18´997N., 17° 59´737E. (shore)

73 SWEDEN - East Coast - Kvicksund - Submarine cable.
Source: Swedish Notice 679/12502/17

Chart 800 (INT 1773) (Panel B, Kvicksund) [previous update 5905/16] WGS84 DATUM
Insert submarine cable, ~~~, joining:

59° 27´190N., 16° 19´120E. (shore)
59° 27´190N., 16° 19´080E.
59° 27´170N., 16° 19´070E.
59° 27´140N., 16° 19´090E.
59° 27´100N., 16° 19´180E. (shore)

81 SWEDEN - East Coast - Dalarö E - Marine farm. Legend.
Source: Swedish Notice 679/12550/17

Chart 836 (INT 1768) [previous update 807/17] WGS84 DATUM
Insert (buoyed)

59° 07´58N., 18° 27´62E.
93 SWEDEN - East Coast - Öland E - Depths.
Source: Swedish Chart 71

Chart 2816 [previous update 5237/17] WGS84 DATUM
Insert depth, 39, enclosed by 50m contour
Replace depth, 36, with depth, 30
depth, 53, with depth, 34, enclosed by 50m contour
Delete depth, 53, close S of:

95 DENMARK - East Coast - Køge - Dredged area. Depths.
Source: Danish Chart Correction 47/379/17

Chart 2595 (INT 1332) (Panel A, Køge) [previous update 5224/17] WGS84 DATUM
Insert limit of dredged area, pecked line, joining:
Replace depth, 7, with depth, 65

100 SWEDEN - East Coast - Öland N - Submarine cables.
Source: Swedish Notice 679/12354/17

Chart 2054 (INT 1203) [previous update 3600/17] WGS84 DATUM
Insert submarine cable, ~~~~, joining:
Delete former submarine cable, ~~~~, joining:
II

100 SWEDEN - East Coast - Öland N - Submarine cables. (continued)

Chart 2055 (INT 1204) [previous update 3904/17] WGS84 DATUM

Insert submarine cable, ~~~~, joining:

(a) 57° 26´·41N., 17° 24´·77E. (existing submarine cable)
(b) 57° 23´·29N., 17° 04´·18E. (shore)
(c) 57° 16´·03N., 16° 38´·35E. (existing submarine cable)

Delete former submarine cable, ~~~~, joining:

Chart 2844 (INT 1761) [previous update 5909/17] WGS84 DATUM

Insert submarine cable, ~~~~, joining:

(a) 57° 18´·23N., 16° 49´·04E. (N border)
(c) 57° 16´·03N., 16° 38´·35E. (existing submarine cable)

Delete former submarine cable, ~~~~, joining:

(a) above
(c) above
II

Source: Netherlands Notice 48/358/17

Chart 120 (INT 1479) [previous update 5962/17] WGS84 DATUM
Delete

\[
\begin{align*}
\text{(a)} & \quad 51^\circ 25'05"N., 3^\circ 41'74"E. \\
\text{(b)} & \quad 51^\circ 24'70"N., 3^\circ 42'18"E. \\
\text{(c)} & \quad 51^\circ 24'45"N., 3^\circ 42'27"E. \\
\text{(d)} & \quad 51^\circ 24'13"N., 3^\circ 42'31"E. \\
\end{align*}
\]

maritime limit, pecked line, joining:

\[
\begin{align*}
\text{(buoy)} & \quad 51^\circ 24'12"N., 3^\circ 42'42"E. \\
\text{(buoy)} & \quad 51^\circ 24'71"N., 3^\circ 42'33"E. \\
\text{(buoy)} & \quad 51^\circ 25'11"N., 3^\circ 41'87"E. \\
\end{align*}
\]

legend, Fietspad (see Note), centred on:

84  GERMANY - North Sea Coast - Hamburger Sand - Buoy.
Source: German Notice 48/(21)90/17

Chart 3631 (INT 1461) [previous update 5281/17] WGS84 DATUM
Delete

\[
\begin{align*}
\text{F.Y} & \quad 53^\circ 33'82"N., 7^\circ 00'55"E.
\end{align*}
\]

99  GERMANY - North Sea Coast - Bremerhaven - Lights.
Source: German Notice 47/(21)4/17

Chart 3621 (INT 1457) [previous update 4819/17] WGS84 DATUM
Insert

\[
\begin{align*}
\text{F.Y} & \quad 53^\circ 32'87"N., 8^\circ 33'94"E. \\
\text{F.Y} & \quad 53^\circ 32'74"N., 8^\circ 34'06"E. \\
\text{F.Y} & \quad 53^\circ 32'55"N., 8^\circ 34'26"E. \\
\end{align*}
\]

Chart 3621 (INT 1457) (Panel A, Bremerhaven) [previous update 4819/17] WGS84 DATUM
Insert

\[
\begin{align*}
\text{F.Y} & \quad 53^\circ 32'868"N., 8^\circ 33'939"E. \\
\text{F.Y} & \quad 53^\circ 32'739"N., 8^\circ 34'061"E. \\
\text{F.Y} & \quad 53^\circ 32'550"N., 8^\circ 34'257"E. \\
\end{align*}
\]

Wk01/18
80  SPAIN - North Coast - Approaches to Bilbao - Submarine cable. Notes.
Source: Spanish Notice 47/421/17

Chart 1173 (INT 1851) [previous update 4760/17] WGS84 DATUM
Insert submarine cable, ~~~~, joining:

43° 23´·66N., 3° 00´·08W. (E border)
43° 23´·88N., 3° 00´·53W.
43° 25´·44N., 3° 02´·30W. (N border)

the accompanying note, SUBMARINE CABLES, centred on:
43° 18´·80N., 3° 02´·91W.

Chart 1174 [previous update 4760/17] WGS84 DATUM
Insert submarine cable, ~~~~, joining:

43° 23´·24N., 2° 59´·78W. (shore)
43° 23´·42N., 2° 59´·83W.
43° 23´·64N., 3° 00´·04W.
43° 26´·08N., 3° 03´·04W.
43° 29´·00N., 3° 05´·64W. (N border)

the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:
43° 19´·43N., 2° 54´·91W.

Chart 1292 (INT 1805) [previous update 3297/17] WGS84 DATUM
Insert submarine cable, ~~~~, joining:

43° 23´·64N., 3° 00´·04W. (existing cable)
43° 23´·88N., 3° 00´·53W.
43° 32´·52N., 3° 08´·78W.
43° 35´·51N., 3° 10´·75W.

Replace the existing note, PIPELINES, with the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:
43° 12´·86N., 1° 34´·50W.

83  FRANCE - North Coast - Cap de la Hague SW - Danger line. Legend.
Source: French Notice 48/50/17
Note: This update is included in New Edition 2669, published 18 January 2018

Chart 3653 [previous update 5552/17] WGS84 DATUM
Insert danger line, dotted line, joining:

(a) 49° 42´·89N., 2° 00´·29W.
(b) 49° 42´·89N., 1° 59´·97W.
(c) 49° 42´·55N., 1° 59´·97W.
(d) 49° 42´·55N., 2° 00´·29W.

legend, ODAS, within: (a)-(d) above
96 PORTUGAL - South Coast - Cabo de São Vicente - Fog signal.
Source: Portuguese Notice 11/250/17

Chart 89 [previous update 6007/17] WGS84 DATUM
Delete fog signal, Horn Mo(I)30s, at light 37° 01´·36N., 8° 59´·77W.

Chart 91 (INT 1812) [previous update 2178/17] WGS84 DATUM
Delete fog signal, Horn, at light 37° 01´·4N., 8° 59´·8W.

Chart 3656 [previous update 6007/17] WGS84 DATUM
Delete fog signal, Horn Mo(I)30s, at light 37° 01´·37N., 8° 59´·78W.

50 UKRAINE - Bugsko-Dneprovsko-Limanskiy Kanal - Buoy.
Source: Ukrainian Notice 44/484/17

Chart 2203 (Panel B, Portpunkt Oktyabr’sk) [previous update 3205/17] WGS84 DATUM
Move GsX No 1 from: 46° 50´·884N., 31° 57´·141E.
to: 46° 50´·812N., 31° 57´·003E.

56 ITALY - West Coast - Foce del Calambrone - Lights. Breakwaters.
Source: Italian Notices 19.2/17 and 24.1/17

Chart 119 (Panel, Livorno) [previous update 2300/16] WGS84 DATUM
Insert Oc.R.3s6m5M

breakwater, single firm line, joining:
(a) 43° 34´·878N., 10° 17´·552E.
(b) 43° 34´·720N., 10° 17´·621E.
(shore) 43° 34´·911N., 10° 17´·906E.
(a) above and
43° 34´·881N., 10° 17´·812E.
(b) above

Chart 119 [previous update 2300/16] WGS84 DATUM
Insert Oc.G.3s6m5M

breakwater, single firm line, joining:
(a) 43° 34´·88N., 10° 17´·55E.
(b) 43° 34´·72N., 10° 17´·62E.
(shore) 43° 34´·92N., 10° 17´·93E.
(a) above and
43° 34´·88N., 10° 17´·81E.
(shore) (b) above
63 ALGERIA - Arzew - Jetée du Large - Light.
Source: Algerian Notice 18/1/17

Chart 822 [previous update 5546/17] WGS84 DATUM
Amend light to, Fl(2+1)10s12M 35° 50´·90N., 0° 17´·45W.

Chart 838 [previous update 5603/16] WGS84 DATUM
Amend light to, Fl(2+1)10s16m12M 35° 50´·902N., 0° 17´·457W.

89 TURKEY - Çanakkale Boğazı - Gelibolu S - Submarine power cables.
Source: Turkish Notice 46/273/17

Chart 2429 [previous update 2150/17] WGS84 DATUM
Insert submarine power cable, ~~~ ₋ ~~~, joining:

40° 20´·01N., 26° 36´·11E. (shore)
40° 19´·92N., 26° 36´·44E.
40° 19´·34N., 26° 37´·59E.
40° 19´·20N., 26° 38´·23E.
40° 19´·09N., 26° 38´·49E. (shore)
and
40° 19´·08N., 26° 38´·48E. (shore)
40° 19´·05N., 26° 38´·03E.
40° 19´·12N., 26° 37´·22E.
40° 19´·61N., 26° 36´·47E.
40° 19´·99N., 26° 36´·08E. (shore)

97 ITALY - West Coast - Torre del Bocale to Torre del Romito - Legend.
Source: Italian Portalano P2 2017
Note: Former Notice 2500(T)/13 is cancelled.

Chart 119 [previous update 56/18] WGS84 DATUM
Insert legend, Numerous Pontoons, along:

43° 28´·51N., 10° 19´·72E.
43° 27´·88N., 10° 20´·33E.
43° 27´·77N., 10° 21´·01E.

54 OMAN - Miná’al Fahl - Single Buoy Mooring.
Source: UKHO

Chart 3522 [previous update 5105/17] WGS84 DATUM
Move symbol, single buoy mooring, Mo(U)Y.15s No 4, from:

23° 38´·50N., 58° 31´·26E.
23° 38´·28N., 58° 31´·27E.
II

58 UNITED ARAB EMIRATES - Approaches to 'Ajman - Harbour limit. Anchorage areas. Legends.
Source: 'Ajman Port and Customs Notices 8-9/17

Chart 3175 (INT 7212) [previous update 5502/17] WGS84 DATUM
Insert harbour limit, pecked line, joining:

(a) 25° 23´·74N., 55° 25´·26E. (shore)
(b) 25° 27´·00N., 55° 22´·00E.
(c) 25° 29´·00N., 55° 24´·00E.
(d) 25° 27´·49N., 55° 28´·63E. (shore)

legend, 'Ajman Port Limit, along NE side of: (a)-(b) above
legend, 'Ajman Port Limit, along SE side of: (b)-(c) above
legend, 'Ajman Port Limit, along SW side of: (c)-(d) above
limit of anchorage area, pecked line, joining:

(e) 25° 30´·00N., 55° 17´·60E.
(f) 25° 31´·80N., 55° 19´·20E.
(g) 25° 30´·80N., 55° 20´·70E.
(h) 25° 29´·00N., 55° 19´·15E.

legend, Alpha, within: (e)-(h) above
limit of anchorage area, pecked line, joining:

(i) 25° 31´·55N., 55° 15´·50E.
(j) 25° 33´·20N., 55° 16´·90E.
(k) 25° 32´·40N., 55° 18´·20E.
(l) 25° 30´·70N., 55° 16´·75E.

legend, Bravo, within: (i)-(l) above

Chart 3176 (INT 7216) [previous update 2383/17] WGS84 DATUM
Insert harbour limit, pecked line, joining:

(a) 25° 23´·74N., 55° 25´·26E. (shore)
(b) 25° 27´·00N., 55° 22´·00E.
25° 28´·50N., 55° 23´·50E. (N border) and
(c) 25° 28´·50N., 55° 25´·55E. (N border)
(d) 25° 27´·70N., 55° 28´·00E. (E border)

legend, 'Ajman Port Limit, along NE side of: (a)-(b) above
legend, 'Ajman Port Limit, along SW side of: (c)-(d) above

Chart 3405 (INT 7215) (Panel A, 'Ajman) [previous update 3842/17] WGS84 DATUM
Insert harbour limit, pecked line, joining:

(a) 25° 28´·284N., 55° 26´·200E. (W border)
(b) 25° 27´·634N., 55° 28´·200E. (E border)

legend, 'Ajman Port Limit, along SW side of: (a)-(b) above
II

58 UNITED ARAB EMIRATES - Approaches to 'Ajmán - Harbour limit. Anchorage areas. Legends.

Chart 3405 (INT 7215) (Panel C, Ḥamriyah Freezone Port) [previous update 3842/17] WGS84 DATUM

Insert harbour limit, pecked line, joining:

(a) 25° 28′.50N., 55° 25′.55E.
(Source diagram)
(b) 25° 27′.50N., 55° 28′.61E.
(S border)

legend, 'Ajmán Port Limit, along SW side of:

(a)-(b) above

Chart 3412 (INT 7219) [previous update 3842/17] WGS84 DATUM

Insert harbour limit, pecked line, joining:

(a) 25° 23′.74N., 55° 25′.26E.
(shore)
(b) 25° 27′.00N., 55° 22′.00E.
(c) 25° 29′.00N., 55° 24′.00E.
(d) 25° 27′.49N., 55° 28′.63E.
(shore)

legend, 'Ajmán Port Limit, along NE side of:

(a)-(b) above
legend, 'Ajmán Port Limit, along SE side of:

(b)-(c) above
legend, 'Ajmán Port Limit, along SW side of:

(c)-(d) above

limit of anchorage area, pecked line, joining:

(e) 25° 30′.00N., 55° 17′.60E.
(f) 25° 31′.80N., 55° 19′.20E.
(g) 25° 30′.80N., 55° 20′.70E.
(h) 25° 29′.00N., 55° 19′.15E.

legend, ▲ Alpha, within:

(e)-(h) above

limit of anchorage area, pecked line, joining:

(i) 25° 32′.27N., 55° 18′.09E.
(Linear scales)
(j) 25° 30′.70N., 55° 16′.75E.
(k) 25° 31′.55N., 55° 15′.50E.
(l) 25° 32′.27N., 55° 16′.11E.
(Linear scales)

legend, ▲ Bravo, within:

(i)-(l) above

91 BURMA - Approaches to Yangon River (Rangoon River) - Western Channel NE - Buoyage.

Source: Myanmar Navy Notice 41/17

Chart 823 (INT 7438) [previous update New Edition 17/08/2017] WGS84 DATUM

Move Fl.G7s Upper Float, from:

16° 20′.5N., 96° 20′.1E.
16° 20′.2N., 96° 20′.7E.

to:

Chart 826 (INT 7441) [previous update New Edition 17/08/2017] WGS84 DATUM

Move Fl.G7s Upper Float, from:

16° 20′.5N., 96° 20′.1E.
16° 20′.2N., 96° 20′.7E.

to:
91 BURMA - Approaches to Yangon River (Rangoon River) - Western Channel NE - Buoyage. (continued)

Chart 833 (INT 7442) [previous update 5914/17] WGS84 DATUM

Insert

- Fl.G.3s Additional Lower Spit
  - Move
  - Fl.G2s New Upper Spit, from:
  - to:
  - Fl.2s New Centre Spit, from:
  - to:
  - Fl.G2s Intermediate, from:
  - to:
  - Fl.G7s Upper Float, from:
  - to:

- Move
  - Fl.G.3s Additional Lower Spit
  - Move
  - Fl.G2s New Upper Spit, from:
  - to:
  - Fl.2s New Centre Spit, from:
  - to:
  - Fl.G2s Intermediate, from:
  - to:
  - Fl.G7s Upper Float, from:
  - to:

90 CHINA - East Coast - Haitan Dao SE - Virtual aid to navigation.
Source: Chinese Notice 48/1918/17

Chart 1761 [previous update 5916/17] WGS84 DATUM

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

27 JAPAN - Seto Naikai - Maeda E - NM Blocks.
Source: Japanese Notice 50/786/17

Chart JP 135 [previous update 4722/17] WGS84 DATUM

Insert the accompanying block, centred on:

Chart JP 1262 [previous update 1613/17] WGS84 DATUM

Insert the accompanying block, centred on:

Chart JP 1263 [previous update 4722/17] WGS84 DATUM

Insert the accompanying block, centred on:
Source: Japanese Notice 50/787/17

**Chart JP 65 [previous update 4089/17] WGS84 DATUM**

Insert  
- groyne, single firm line, joining: 40° 35’ 09·0”N., 141° 28’ 36·3”E.
- breakwater, double pecked line, width 12m, joining: 40° 35’ 08·0”N., 141° 28’ 39·3”E.

Move  
- Y Lt, from: (a) above  
- to: (b) above

29 JAPAN - Honshū - Sendai - Legend.
Source: Japanese Notice 50/788/17

**Chart JP 64B [previous update 4841/17] WGS84 DATUM**

Insert  
- legend, Takamatsu Wharf No 2 Quay, centred on: 38° 16’ 17·0”N., 141° 01’ 24·0”E.

30 JAPAN - Honshū - Keihin Ko - Yokohama - Pontoon.
Source: Japanese Notice 50/789/17

**Chart JP 1085 [previous update 5469/17] WGS84 DATUM**

Insert  
- pontoon, single firm line, joining: 35° 22’ 57·0”N., 139° 37’ 58·1”E.

31 JAPAN - Seto Naikai - Mizushima Ko - Tamashima Harbour Island - Pier.
Source: Japanese Notice 50/790/17

**Chart JP 1127B [previous update 4842/17] WGS84 DATUM**

Insert  
- pier, single firm line, joining: 34° 29’ 23·8”N., 133° 41’ 00·6”E.
- (shore) 34° 29’ 23·4”N., 133° 41’ 01·7”E.
- 34° 29’ 24·5”N., 133° 41’ 01·7”E.
- 34° 29’ 23·8”N., 133° 41’ 02·3”E.
- 34° 29’ 23·4”N., 133° 41’ 02·3”E.
- 34° 29’ 24·5”N., 133° 41’ 01·7”E.
- 34° 29’ 23·6”N., 133° 41’ 01·7”E.
- 34° 29’ 23·4”N., 133° 41’ 00·6”E.
- (shore)
32 JAPAN - Seto Naikai - Mizushima Ko - Tamashima Harbour Island - Buoy.
Source: Japanese Notice 50/791/17

Chart JP 1127B [previous update 31/18] WGS84 DATUM
Insert

\[ Y Lj \]

34° 29′ 47.7″N., 133° 41′ 07.4″E.

33 JAPAN - Seto Naikai - Mutsurejima Ku - Obstruction.
Source: Japanese Notice 50/792/17
Note: Former Notice 2447(T)/17 is cancelled.

Chart JP 135 [previous update 27/18] WGS84 DATUM
Insert

\[ \text{Anchor PA} \]

33° 57′ 55″N., 130° 53′ 41″E.

Chart JP 1263 [previous update 27/18] WGS84 DATUM
Insert

\[ \text{Anchor PA} \]

33° 57′ 55″N., 130° 53′ 41″E.

34 JAPAN - Shikoku - Uwajima Wan - Ku Shima - Light.
Source: Japanese Notice 50/793/17

Chart JP 151 [previous update 5338/17] WGS84 DATUM
Delete

\[ * \]

33° 13′ 24″N., 132° 31′ 47″E.

35 JAPAN - Kyūshū - Bungo Suido - Shibiko Se - Depth.
Source: Japanese Notice 50/794/17
Note: Former Notice 5478(P)/17 is cancelled.

Chart JP 151 [previous update 34/18] WGS84 DATUM
Replace depth, I4, with depth, II

32° 56′ 70″N., 132° 16′ 18″E.

Chart JP 1220 [previous update 5338/17] WGS84 DATUM
Replace depth, I4, with depth, II

32° 56′ 70″N., 132° 16′ 18″E.

Chart 1648 [previous update 4201/17] WGS84 DATUM
Replace depth, I4, with depth, II

32° 56′ 7″N., 132° 16′ 2″E.

Chart 2347 [previous update 4844/17] WGS84 DATUM
Replace depth, I4, with depth, II

32° 56′ 7″N., 132° 15′ 8″E.

Chart 4509 (INT 509) [previous update 3523/17] WGS84 DATUM
Replace depth, I4, with depth, II

32° 56′ 7″N., 132° 16′ 7″E.
II

Source: Korean Notice 48/883/17

Chart 1259 (Panel B, Busan) [previous update 5051/17] WGS84 DATUM
Replace maritime limit, pecked line, with coastline, single firm line, joining:

(a) 35° 03’·31N., 129° 00’·64E.
(existing coastline)
35° 03’·29N., 129° 00’·56E.
35° 03’·33N., 129° 00’·55E.
(b) 35° 03’·34N., 129° 00’·63E.
(existing coastline)
and
(c) 35° 03’·44N., 129° 00’·60E.
(existing coastline)
35° 03’·42N., 129° 00’·52E.
35° 03’·46N., 129° 00’·50E.
(d) 35° 03’·48N., 129° 00’·58E.
(existing coastline)

Delete former coastline, joining:

(a)-(b) above
and
(c)-(d) above

legend, Works in progress (2016), close W of:

87  BRUNEI - Tanjung Pebarasan to Pulau Muara Besar - Legend.
Source: Brunei Notice 54(T)/17

Chart 2134 (Panel A, Muara and Approaches) [previous update 4806/16] WGS84 DATUM
Insert legend, Bridge under construction (2018), centred on: 5° 00’·32N., 115° 04’·30E.

45  AUSTRALIA - New South Wales - Port Jackson - NM Block. Depths.
Source: Australian Notices 24/1007-1008/17

Chart Aus 200 [previous update 4856/17] WGS84 DATUM
Insert depth, $I_5$, and extend 2m contour N to enclose
depth, $I_4$, and extend 2m contour SW to enclose
10m contour, joining

(a) 33° 49’·83S., 151° 09’·07E.
(b) 33° 50’·08S., 151° 09’·85E.
(c) 33° 50’·60S., 151° 10’·58E.
(existing contour)
33° 50’·56S., 151° 10’·59E.
33° 50’·51S., 151° 10’·56E.
(d) 33° 50’·51S., 151° 10’·64E.
(existing contour)

Delete depth, $I_1$, close E of:
depth, $I_9$, close SE of:
former 10m contour, joining:

(a) above
(b) above
(c) above
33° 50’·45S., 151° 10’·51E.
(d) above
45 AUSTRALIA - New South Wales - Port Jackson - NM Block. Depths. (continued)

Chart Aus 202 [ previous update 5802/17 ] WGS84 DATUM

Insert the accompanying block, centred on:

- depth, \( 2 \)
- depth, \( 1 \) \( J \), enclosed by 2m contour
- depth, \( 1 \) \( J \), and extend 2m contour S to enclose
- depth, \( 1 \) \( J \), enclosed by 2m contour
- 2m contour, joining:

Replace depth, \( 3 \) \( 0 \), with depth, \( 1 \) \( J \)

Delete depth, \( 2 \) \( 0 \), close E of:

- depth, \( 3 \), close E of:
- depth, \( 0 \) \( 2 \), close NW of:
- former 2m contour, joining:

67 AUSTRALIA - Victoria - Corio Bay - Buoyage.
Source: Australian Notice 24/1024/17

Chart Aus 153 [ previous update 1540/17 ] WGS84 DATUM

Insert

- \( \Delta \) Fl.Y.5s RGYC CB3
- \( \Delta \) Fl.Y.5s RGYC CB4
- \( \Delta \) Fl.Y.5s RGYC CB5

Replace

- \( \Delta \) Fl.Y.5s with \( \Delta \) Fl.Y.5s RGYC CB1
- \( \Delta \) Fl.Y.5s with Fl.Y.5s RGYC CB2
- \( \Delta \) Fl.Y.5s with Fl.Y.5s RGYC CB6

Delete

- \( \Delta \) Fl.Y.5s
AUSTRALIA - Victoria - Corio Bay - Buoyage. (continued)

Chart Aus 157  

Insert  
- FL.Y.5s RGYC CB3  
- FL.Y.5s RGYC CB4  
- FL.Y.5s RGYC CB5  

Replace  
- FL.Y.5s with FL.Y.5s RGYC CB1  
- FL.Y.5s with FL.Y.5s RGYC CB2  
- FL.Y.5s with FL.Y.5s RGYC CB6  

Delete  
- FL.Y.5s, close SW of:  


Source: Australian Notice 24/1027/17

Chart Aus 168 (Panel, Tamar Island to Launceston)  

Amend  
- legend to, 339°, centred on:  
- light-beacon to, FL.R.3s No 16  

Delete  

Chart Aus 168  

Insert  

Amend  
- light to, VQ(3)G.5s  
- light-beacon to, Q(4)R.6s No 18  
- light-beacon to, FL.R.3s No 20  
- light-beacon to, F.R.3m 3M  
- legend to, 144°, centred on:  
- light-beacon to, FL.G.3s2M No 1  

Delete  

(a) above
II

59 CANADA - British Columbia - Cape Caution, Gordon Channel NW and Dixon Entrance - Lights.
Buoyage.
Source: Canadian Notices 11/3001-3002/17, 11/3605/17 and 11/3744/17
Note: Radar beacon remains unchanged on Charts 4921, 4922, 4923 and 4942

Chart 3754 [previous update 5621/17] NAD27 DATUM
Replace

\[ \begin{array}{c}
\text{FlG WHIS "C25", with Q(3)10s WHIS CUT} \\
54° 14’ 88N., 131° 30’ 80W.
\end{array} \]

Chart 4921 [previous update 5621/17] NAD27 DATUM
Amend range of light to, 16M
Replace

\[ \begin{array}{c}
\text{FlG WHIS C25, with Q(3)10s WHIS CUT} \\
54° 14’ 9N., 131° 30’ 8W.
\end{array} \]

Chart 4922 [previous update 3590/17] NAD27 DATUM
Amend range of light to, 16M

Chart 4923 [previous update New Edition 03/08/2017] NAD27 DATUM
Amend range of light to, 5M
light to, Fl R 10s93ft16M

Chart 4942 [previous update 3590/17] NAD83 DATUM
Amend light to, Fl R 10s28m16M

Chart 4975 [previous update New Edition 10/12/2015] NAD83 DATUM
Replace

\[ \begin{array}{c}
\text{Fl G WHIS "C25", with Q(3)10s WHIS CUT} \\
54° 14’ 9N., 131° 30’ 9W.
\end{array} \]

60 CANADA - British Columbia - Juan de Fuca Strait - Buoy.
Source: Canadian Notice 11/3606/17

Chart 4947 [previous update 2817/16] NAD83 DATUM
Insert

\[ \begin{array}{c}
\text{Fl(5) Y 20s ODAS/SADO (Priv)} \\
48° 29’ 14N., 124° 20’ 38W.
\end{array} \]

62 CANADA - British Columbia - Metlakatla - Wreck.
Source: Canadian Notice 11/3955/17

Chart 4938 (Panel, Venn Passage) [previous update 2655/17] NAD83 DATUM
Insert

\[ \begin{array}{c}
\text{Wk} \\
54° 20’ 21-7”N., 130° 26’ 03-8”W.
\end{array} \]

75 UNITED STATES OF AMERICA - West Coast - Grays Harbor - Channel depths.
Source: US Coast Guard District 13 LNM 44/18502/17

Chart 3125 [previous update 2494/17] NAD83 DATUM
Replace existing table with the accompanying table, CHANNEL DEPTHS, centred on:

\[ \begin{array}{c}
47° 00’ 7N., 123° 52’ 4W.
\end{array} \]

Wk01/18
II

74 ARGENTINA - Puerto Galván - Light-beacon. Buoy.
Source: Argentine Notice 11/180/17

Chart 3755 (Panel A, Puertos Ingeniero White, Nacional and Galván) [previous update 1244/17] WGS84 DATUM
Insert
\[ Fl.G1-8s '4' \]
Delete
\[ Fl.G1-8s '4', close NW of: \]
\[ (a) 38° 47' 42"S., 62° 17' 93"W. \]
\[ (a) \text{above} \]

88 ARGENTINA - El Rincón - Foul.
Source: Argentine Notice 11/181/17

Chart 1331 [previous update 4410/17] WGS84 DATUM
Insert
\[ '# PA \]
\[ 39° 17' 09"S., 61° 28' 70"W. \]

Chart 3329 [previous update 3069/17] WGS84 DATUM
Insert
\[ '# PA \]
\[ 39° 17' 09"S., 61° 28' 70"W. \]

76 UNITED STATES OF AMERICA - Gulf of Mexico - Mobile Bay - Channel depths.
Source: US Coast Guard District 8 LNM 44/11376/17

Chart 3150 [previous update 5044/17] NAD83 DATUM
Replace existing table with the accompanying table, CHANNEL DEPTHS, centred on:
\[ 30° 25' 7"N., 88° 12' 5"W. \]

85 UNITED STATES OF AMERICA - Gulf of Mexico - New Orleans International Airport S - Light.
Source: US Coast Guard District 8 LNM 46/11370/17

Chart 3384 (Panel A) [previous update 6035/17] NAD83 DATUM
Move
\[ ★ Q.R '114A' Oakland, from: 29° 58' 52"N., 90° 16' 01"W. \]
\[ to: 29° 58' 44"N., 90° 15' 95"W. \]
II

61 CANADA - Gulf of Saint Lawrence - île Bonaventure NE and SE, Miscou Banks SW and Shippegan Gully - Obstructions, Wreck, Buoy.
Source: Canadian Notices 11/4002/17, 11/4024/17 and 11/4486/17

Chart 4762 [ previous update 5248/17 ] NAD83 DATUM
Insert
\(48^\circ 24'7"N., 63^\circ 41'4"W.\)
Replace
\(48^\circ 02'5"N., 61^\circ 09'7"W.\)

Chart 4766 [ previous update 5179/17 ] NAD83 DATUM
Insert
\(48^\circ 35'2"N., 63^\circ 53'9"W.\)
Replace
\(48^\circ 24'7"N., 63^\circ 41'4"W.\)
Move
\(47^\circ 55'3"N., 64^\circ 22'8"W.\)
Mo(A) BELL TJ, from:
\(47^\circ 42'1"N., 64^\circ 39'1"W.\)
to:
\(47^\circ 42'6"N., 64^\circ 38'9"W.\)

Chart 4768 [ previous update 5179/17 ] NAD83 DATUM
Insert
\(47^\circ 55'35"N., 64^\circ 22'80"W.\)
Move
\(47^\circ 42'07"N., 64^\circ 39'08"W.\)
to:
\(47^\circ 42'63"N., 64^\circ 38'99"W.\)

Source: Canadian Notices 11/4203/17, 11/4237/17 and 11/4320/17

Chart 4751 [ previous update 5154/17 ] NAD83 DATUM
Insert
drying height, \(\emptyset_3\), enclosed by 0m low water line
Replace
depth, 17, with depth, \(\emptyset_3\), enclosed by 6m contour
\(44^\circ 36'99"N., 63^\circ 16'81"W.\)
\(44^\circ 39'61"N., 62^\circ 56'01"W.\)

Chart 4752 (INT 4631) [ previous update 4270/17 ] NAD83 DATUM
Insert
drying height, \(\emptyset_5\), enclosed by 0m low water line.
depth, \(I_1\), enclosed by 5m contour
\(44^\circ 36'99"N., 63^\circ 16'81"W.\)
\(44^\circ 38'05"N., 63^\circ 22'13"W.\)
Move
\(44^\circ 33'52"N., 63^\circ 32'73"W.\)
\(44^\circ 33'36"N., 63^\circ 32'64"W.\)

Chart 4753 (INT 4632) [ previous update 4270/17 ] NAD83 DATUM
Insert
\(44^\circ 33'21'3"N., 63^\circ 32'38'6"W.\)
Delete
\(44^\circ 33'31'3"N., 63^\circ 32'43'9"W.\)

Wk01/18
II

86  UNITED STATES OF AMERICA - East Coast - Potomac River - Saint George Creek - Light-beacons.
Source: US Notice 48/12230/17

Chart 2920 (Panel 2) [previous update 5401/17] NAD83 DATUM
Delete  F(2+1)R.6s18ft4M 'A'  38° 07´28N., 76° 27´52W.

Chart 2923 (Panel 1) [previous update 4385/17] NAD83 DATUM
Amend light-beacon '2' to, Q.R.15ft4M  38° 07´37N., 76° 27´92W.
Delete  F(2+1)R.6s18ft4M 'A'  38° 07´25N., 76° 27´49W.
2.31

II

48(P)/18 POLAND - Approaches to Władysławowo - Restricted areas. Submarine pipeline.

Source: Polish Notice 45/607/17 and ENC PL3I0030

1. **Update**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insert submarine pipeline, joining:</td>
<td>54° 56´93N., 18° 32´64E. (panel border)</td>
</tr>
<tr>
<td></td>
<td>54° 48´86N., 18° 28´31E.</td>
</tr>
<tr>
<td></td>
<td>54° 47´83N., 18° 27´61E.</td>
</tr>
<tr>
<td></td>
<td>54° 47´60N., 18° 27´33E.</td>
</tr>
<tr>
<td></td>
<td>54° 47´51N., 18° 27´15E.</td>
</tr>
<tr>
<td></td>
<td>54° 47´43N., 18° 26´88E.</td>
</tr>
<tr>
<td>limit of restricted area, anchoring and fishing prohibited, joining:</td>
<td>54° 56´93N., 18° 32´50E. (panel border)</td>
</tr>
<tr>
<td></td>
<td>54° 48´66N., 18° 28´22E.</td>
</tr>
<tr>
<td></td>
<td>54° 48´44N., 18° 27´90E. (existing limit)</td>
</tr>
<tr>
<td></td>
<td>54° 56´93N., 18° 32´79E.</td>
</tr>
<tr>
<td></td>
<td>54° 48´79N., 18° 28´41E.</td>
</tr>
<tr>
<td></td>
<td>54° 47´79N., 18° 27´73E.</td>
</tr>
<tr>
<td></td>
<td>54° 47´55N., 18° 27´44E.</td>
</tr>
<tr>
<td></td>
<td>54° 47´44N., 18° 27´23E.</td>
</tr>
<tr>
<td></td>
<td>54° 47´36N., 18° 26´93E. (existing limit)</td>
</tr>
<tr>
<td></td>
<td>(b) 54° 47´43N., 18° 26´88E.</td>
</tr>
</tbody>
</table>

Delete former limit of restricted area, anchoring and fishing prohibited, joining: (a) above

Delete former limit of restricted area, anchoring and fishing prohibited, joining: (b) above

Chart affected - 8295

98(T)/18 SWEDEN - West Coast - Rivöfjord - Obstruction.

Source: Swedish Notice 679/12679/17

1. An anchor and chain have been lost within anchor berth R2, in the vicinity of position 57° 40´011N., 11° 47´711E.
2. Mariners are advised to navigate with caution in the area.
   (WGS84 DATUM)

Charts affected - 857 (INT 1317) - 858 (INT 1316) - 8085 - 8086

101(P)/18 SWEDEN - East Coast - Öland E - Depths, Wrecks, Obstructions.

Source: Swedish Chart 71

1. There are numerous changes to depths, wrecks and obstructions within an area bounded by the following positions:

<table>
<thead>
<tr>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>56° 50´60N., 16° 51´88E. (shore)</td>
</tr>
<tr>
<td>56° 50´60N., 17° 16´85E.</td>
</tr>
<tr>
<td>56° 00´00N., 16° 48´56E.</td>
</tr>
<tr>
<td>56° 00´00N., 16° 15´79E.</td>
</tr>
<tr>
<td>56° 11´71N., 16° 23´88E. (shore)</td>
</tr>
</tbody>
</table>

2. An obstruction, depth 5·lm, has been removed from position 57° 23´17N., 18° 10´64E.
3. Mariners are advised to navigate with caution in the area.

4. These changes will be included in the next New Edition of Chart 2054.

(WGS84 DATUM)

Chart affected - 2054 (INT 1203)

66(P)/18  NETHERLANDS - Schaar van Spijkerplaat E - Legend. Maritime limit.

Source: Netherlands Notice 48/358/17

1. Works are in progress to remove objects from the seabed, bounded by the following positions:

- 51° 25´-11N., 3° 41´-87E.
- 51° 24´-71N., 3° 42´-33E.
- 51° 24´-45N., 3° 42´-38E.
- 51° 24´-12N., 3° 42´-42E.
- 51° 24´-13N., 3° 42´-31E.
- 51° 24´-45N., 3° 42´-27E.
- 51° 24´-70N., 3° 42´-18E.
- 51° 25´-05N., 3° 41´-74E.
- 51° 25´-11N., 3° 41´-87E.

symbol, text box, WARNING 10, centred on:

51° 25´-18N., 3° 41´-12E.

Chart affected - 8011

47(T)/18  ITALY - East Coast - Bacino Grande - Works.

Source: Italian Notice 24.15(T)/17

1. Works are in progress to remove objects from the seabed, bounded by the following positions:

- 41° 07´-927N., 16° 51´-283E. (shore)
- 41° 08´-043N., 16° 51´-501E.
- 41° 08´-383N., 16° 51´-663E.
- 41° 08´-267N., 16° 51´-660E. (shore)
- 41° 08´-212N., 16° 51´-655E. (shore)
- 41° 08´-054N., 16° 51´-564E.
- 41° 08´-058N., 16° 51´-757E.
- 41° 07´-982N., 16° 51´-903E.
- 41° 07´-882N., 16° 51´-860E.
- 41° 07´-839N., 16° 51´-688E. (shore)

2. The above area is **entry prohibited** to all vessels not involved in the works.

3. Mariners are advised to navigate with caution in the adjacent areas.

(WGS84 DATUM)

Chart affected - 140
77(P)/18 UNITED ARAB EMIRATES - Approaches to 'Ajman - Harbour limit. Anchorage areas.

Legends.

Source: 'Ajman Port and Customs Notices 8-9/17

1. Insert new section: ANCHORAGES - 'AJMAN Text Box (within Panel A):

    ANCHORAGES - 'AJMAN
    Outer anchorages.
    • Anchorage areas are located WNW of 'Ajman Fairway light-buoy as follows:
    • Anchorage Alpha (25° 30´-49N., 55° 19´-19E.), depths from 24.0 to 25.5m.
    • Anchorage Bravo (25° 31´-99N., 55° 16´-84E.), depths from 26.5 to 30.0m.

Chart affected - 8191

78(P)/18 UNITED ARAB EMIRATES - Port Approach Guide Shārjah (Ash Shāriqah) and Ħamriyah - Note.

Source: 'Ajman Port and Customs Notice 8/17

1. Insert new section: ANCHORAGES - 'AJMAN Text Box (within Panel A):

    ANCHORAGES - 'AJMAN
    Outer anchorages.
    • Anchorage areas are located WNW of 'Ajman Fairway light-buoy as follows:
    • Anchorage Alpha (25° 30´-49N., 55° 19´-19E.), depths from 24.0 to 25.5m.
    • Anchorage Bravo (25° 31´-99N., 55° 16´-84E.), depths from 26.5 to 30.0m.

Chart affected - 8191
36(T)/18 JAPAN - Honshū - Onahama Ko - Restricted area. Works.

Source: Japanese Notice 50/5687(T)/17

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

   - 36° 55’ 42·0"N., 140° 53’ 31·4”E. (breakwater)
   - 36° 55’ 43·1"N., 140° 53’ 29·1”E.
   - 36° 55’ 58·5”N., 140° 53’ 41·2”E.
   - 36° 55’ 57·3”N., 140° 53’ 43·3”E. (breakwater)

2. Pier construction works are taking place within the area above.

(WGS84 DATUM)

Chart affected - JP 63

37(T)/18 JAPAN - Honshū - Onahama Ko - Dredged areas.

Source: Japanese Notice 50/5688(T)/17

1. Dredging works are taking place, until 28 February 2018, within areas bounded by the following positions:

   - 36° 55’ 55·0”N., 140° 53’ 03·5”E.
   - 36° 55’ 39·8”N., 140° 53’ 11·8”E.
   - 36° 56’ 05·2”N., 140° 53’ 31·6”E.
   - 36° 56’ 08·4”N., 140° 53’ 25·6”E.
   - 36° 55’ 34·5”N., 140° 52’ 56·8”E.
   - 36° 55’ 14·1”N., 140° 52’ 57·0”E.
   - 36° 55’ 16·5”N., 140° 53’ 15·7”E.
   - 36° 55’ 30·4”N., 140° 53’ 15·5”E.
   - 36° 55’ 36·1”N., 140° 53’ 09·2”E.

2. Former Notice 5704(T)/17 is cancelled.

(WGS84 DATUM)

Chart affected - JP 63

38(P)/18 JAPAN - Honshū - Tokyo Ku - Tokyo West Passage - Lights.

Source: Japanese Notice 50/5689(P)/17

1. The light, Fl (2) G 5s 10m 7M, in position 35° 35’ 09·6”N., 139° 47’ 02·4”E. has been replaced by a light, G Lt.

2. The light, Fl (2) R 5s 16m 7M, in position 35° 35’ 32·9”N., 139° 47’ 26·1”E., has been replaced by a light, R Lt.

3. These changes will be included in New Editions of Charts JP1065 and JP1061 to be published February 2018.

(WGS84 DATUM)

39(P)/18  JAPAN - Honshū - O Shima W - Recommended route. Virtual aids to navigation.

Source: Japanese Notice 50/5690(P)/17 and UKHO

1. A new recommended route is due to be implemented at 0900 JST (1800 UTC) on 1 January 2018, centred on a line joining the following positions:

   (a) 34° 48´00N., 139° 17´00E.
   (b) 34° 42´20N., 139° 10´00E.

2. Virtual aids to navigation (V-AIS), have been established in the following positions:

<table>
<thead>
<tr>
<th>Description</th>
<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Izu O Shima West Coast North</td>
<td>(a) above</td>
<td>Safe water mark</td>
</tr>
<tr>
<td>*Izu O Shima West Coast South</td>
<td>(b) above</td>
<td>Safe water mark</td>
</tr>
</tbody>
</table>

3. On implementation of the recommended route, vessels are requested to use the starboard side of the central line described above.

4. *Charts JP80 and 996 will be updated by Notice to Mariners.

5. Former Notice 5706(P)/17 is cancelled.

   * Indicates new or revised entry.

   (WGS84 DATUM)

Charts affected - 996 - JP 80

40(T)/18  JAPAN - Seto Naikai - Hannan Ko - Section 2 - Works.

Source: Japanese Notice 50/5691(T)/17

1. Marine structure removal works are taking place, until 15 March 2018, within an area bounded by the following positions:

   34° 29´37"N., 135° 20´50"E.
   34° 29´37"N., 135° 20´36"E.
   34° 29´50"N., 135° 20´36"E.
   34° 29´50"N., 135° 20´50"E.

   (WGS84 DATUM)


41(T)/18  JAPAN - Kyūshū - Hakata Ko - East Passage - Depths.

Source: Japanese Notice 50/5693(T)/17

1. Depths of 0·4m less than charted exist on, and in the vicinity of a line joining the following positions:

   33° 38´46·7"N., 130° 23´09·7"E.
   33° 38´44·4"N., 130° 23´12·4"E.
II

41(T)/18 JAPAN - Kyūshū - Hakata Ko - East Passage - Depths. (continued)
2. Depths of 0·8m less than charted exist on, and in the vicinity of a line joining the following positions:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>33° 38’ 55·3°N., 130° 23’ 27·2°E.</td>
<td></td>
</tr>
<tr>
<td>33° 38’ 51·7°N., 130° 23’ 30·8°E.</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>13·6m</td>
<td>33° 38’ 53·3°N., 130° 23’ 04·4°E.</td>
</tr>
<tr>
<td>7m</td>
<td>33° 38’ 42·8°N., 130° 23’ 11·7°E.</td>
</tr>
<tr>
<td>9·6m</td>
<td>33° 38’ 44·5°N., 130° 23’ 15·3°E.</td>
</tr>
</tbody>
</table>

(WGS84 DATUM)

Charts affected - JP 190 - JP 1227

69(T)/18 AUSTRALIA - Queensland - Cape Bowling Green E - Buoyage.
Source: Australian Notice 24/1034(T)/17
1. The isolated danger light-buoy, \(Fl(2)5s\), in position 19° 18´·12S., 147° 37´·04E. is off station; a special pillar light-buoy, \(Fl(4)Y 19s\), exists in position 19° 18´·06S., 147° 37´·23E.

2. Former Notice 4552(T)/14 is cancelled.

(WGS84 DATUM)

Charts affected - Aus 826 - Aus 827

82(T)/18 AUSTRALIA - Queensland - Mooloolaba Harbour - Depths.
Source: Shoaling has taken place from the end of the eastern breakwater, in the vicinity of position 26° 40´·74S., 153° 07´·95E., extending in a westerly direction towards the centre of the channel with least depths as follows:

<table>
<thead>
<tr>
<th>Depth</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>2·2m</td>
<td>26° 40´·74S., 153° 07´·89E.</td>
</tr>
<tr>
<td>1·1m</td>
<td>26° 40´·76S., 153° 07´·94E.</td>
</tr>
</tbody>
</table>

2. Mariners are advised to navigate with caution in the area.
3. Former Notice 5457(T)/17 is cancelled.

(WGS84 DATUM)

Chart affected - Aus 235
To accompany Notice to Mariners 51/2018

On Chart 1741

CHARTS 3463 AND 1776: POSITIONS
Positions on chart 1741 differ from those on charts 3463 and 1776 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.

To accompany Notice to Mariners 51/2018

On Chart 3560

POSITIONS
Positions on chart 3560 differ from those on other charts of this area by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.

To accompany Notice to Mariners 75/18

On Chart 3125

CHANNEL DEPTHS

GRAYS HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2006 AND SURVEYS TO JUN 2017

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) PROJECT DIMENSIONS

<table>
<thead>
<tr>
<th>NAME OF CHANNEL</th>
<th>LEFT OUTSIDE QUARTER</th>
<th>MIDDLE HALF OF CHANNEL</th>
<th>RIGHT OUTSIDE QUARTER</th>
<th>DATE OF SURVEY</th>
<th>WIDTH (FEET)</th>
<th>LENGTH (NAUT, MILES)</th>
<th>DEPTH MLLW (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAR CHANNEL</td>
<td>47.0</td>
<td>49.0</td>
<td>46.0</td>
<td>6-17</td>
<td>1000</td>
<td>4.6</td>
<td>46</td>
</tr>
<tr>
<td>ENTRANCE CHANNEL</td>
<td>33.0</td>
<td>43.0</td>
<td>40.0</td>
<td>8-14</td>
<td>900-600</td>
<td>1.8</td>
<td>42</td>
</tr>
<tr>
<td>PT CHEHALIS REACH</td>
<td>37.0</td>
<td>42.0</td>
<td>36.0</td>
<td>8-14</td>
<td>600</td>
<td>1.2</td>
<td>40</td>
</tr>
<tr>
<td>SOUTH REACH</td>
<td>37.0</td>
<td>35.0</td>
<td>31.0</td>
<td>8-14</td>
<td>600-350</td>
<td>4.1</td>
<td>36</td>
</tr>
<tr>
<td>CROSSOVER CHANNEL</td>
<td>33.0</td>
<td>33.0</td>
<td>28.0</td>
<td>6-17</td>
<td>350-450</td>
<td>2.5</td>
<td>36</td>
</tr>
<tr>
<td>NORTH CHANNEL</td>
<td>35.0</td>
<td>36.0</td>
<td>34.0</td>
<td>8-14</td>
<td>450-350</td>
<td>2.4</td>
<td>36</td>
</tr>
<tr>
<td>HOQUIAM REACH</td>
<td>27.0</td>
<td>34.0</td>
<td>30.0</td>
<td>8-14</td>
<td>350</td>
<td>1.9</td>
<td>36</td>
</tr>
<tr>
<td>COW POINT REACH</td>
<td>22.0</td>
<td>24.0</td>
<td>26.0</td>
<td>8-14</td>
<td>350-900</td>
<td>1.8</td>
<td>36</td>
</tr>
<tr>
<td>ABERDEEN REACH</td>
<td>19.0</td>
<td>21.0</td>
<td>24.0</td>
<td>8-13-8-14</td>
<td>550-200</td>
<td>2.6</td>
<td>32</td>
</tr>
<tr>
<td>TURNING BASIN</td>
<td>30.0</td>
<td>28.0</td>
<td>22.0</td>
<td>6-17</td>
<td>200-550</td>
<td>0.3</td>
<td>32</td>
</tr>
<tr>
<td>THENCE TO COSMOPOLIS</td>
<td>25.0</td>
<td>26.0</td>
<td>27.0</td>
<td>6-17</td>
<td>200</td>
<td>0.8</td>
<td>32</td>
</tr>
</tbody>
</table>

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

**Mobile Bar Channel**

<table>
<thead>
<tr>
<th>Name of Channel</th>
<th>Left Quarter</th>
<th>Middle</th>
<th>Right Quarter</th>
<th>Date of Survey</th>
<th>Width (Feet)</th>
<th>Length (Miles)</th>
<th>Depth (MLLW) (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOBILE BAR CHANNEL</td>
<td>41.5</td>
<td>47.0</td>
<td>46.1A</td>
<td>11-16</td>
<td>600</td>
<td>8.1</td>
<td>47</td>
</tr>
</tbody>
</table>

**Mobile Bay**

<table>
<thead>
<tr>
<th>Name of Channel</th>
<th>Left Quarter</th>
<th>Middle</th>
<th>Right Quarter</th>
<th>Date of Survey</th>
<th>Width (Feet)</th>
<th>Length (Miles)</th>
<th>Depth (MLLW) (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOWER BAY (TO LIGHT 50)</td>
<td>42.4B</td>
<td>45.0</td>
<td>41.1</td>
<td>8-16</td>
<td>400</td>
<td>13.3</td>
<td>45</td>
</tr>
<tr>
<td>UPPER BAY</td>
<td>41.0</td>
<td>45.0</td>
<td>41.6C</td>
<td>2-17</td>
<td>400</td>
<td>15.4</td>
<td>45</td>
</tr>
<tr>
<td>UPPER BAY TURNING BASIN</td>
<td>40.4</td>
<td>40.4</td>
<td>42.1</td>
<td>2-17</td>
<td>Varies</td>
<td>0.4</td>
<td>45</td>
</tr>
</tbody>
</table>

**Mobile River**

<table>
<thead>
<tr>
<th>Name of Channel</th>
<th>Left Quarter</th>
<th>Middle</th>
<th>Right Quarter</th>
<th>Date of Survey</th>
<th>Width (Feet)</th>
<th>Length (Miles)</th>
<th>Depth (MLLW) (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PINTO ISLAND REACH</td>
<td>39.5</td>
<td>40.0</td>
<td>31.2</td>
<td>3-17</td>
<td>700-775</td>
<td>0.8</td>
<td>40-45</td>
</tr>
<tr>
<td>MOBILE CHANNEL</td>
<td>37.8</td>
<td>39.6</td>
<td>34.7</td>
<td>3-17</td>
<td>600</td>
<td>1.8</td>
<td>40</td>
</tr>
<tr>
<td>MOBILE TURNING BASIN</td>
<td>40.0</td>
<td>40.0</td>
<td>40.0</td>
<td>3-17</td>
<td>740-1000</td>
<td>0.6</td>
<td>40</td>
</tr>
<tr>
<td>BLAKELEY ISLAND REACH</td>
<td>39.9D</td>
<td>35.5E</td>
<td>36.9F</td>
<td>3-17</td>
<td>500-1000</td>
<td>1.4</td>
<td>40</td>
</tr>
<tr>
<td>ST. LOUIS POINT REACH</td>
<td>19.0</td>
<td>25.0</td>
<td>24.6G</td>
<td>6-16</td>
<td>500</td>
<td>0.2</td>
<td>25</td>
</tr>
<tr>
<td>CHICKASAW CREEK CHANNEL</td>
<td>17.4H</td>
<td>22.3</td>
<td>19.5</td>
<td>6-16</td>
<td>250</td>
<td>3.0</td>
<td>25</td>
</tr>
<tr>
<td>ARLINGTON CHANNEL</td>
<td>13.5</td>
<td>14.2</td>
<td>10.4</td>
<td>3-17</td>
<td>150</td>
<td>1.7</td>
<td>27</td>
</tr>
<tr>
<td>GARROWS BEND CHANNEL</td>
<td>5.1</td>
<td>7.9</td>
<td>10.4</td>
<td>6-16</td>
<td>150</td>
<td>1.3</td>
<td>27</td>
</tr>
<tr>
<td>OCEAN TERMINAL TURNING BASIN</td>
<td>11.0</td>
<td>11.1</td>
<td>9.6</td>
<td>3-17</td>
<td>600</td>
<td>0.1</td>
<td>27</td>
</tr>
</tbody>
</table>

**Theodore Ship Channel**

<table>
<thead>
<tr>
<th>Name of Channel</th>
<th>Left Quarter</th>
<th>Middle</th>
<th>Right Quarter</th>
<th>Date of Survey</th>
<th>Width (Feet)</th>
<th>Length (Miles)</th>
<th>Depth (MLLW) (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAY CUT</td>
<td>34.6</td>
<td>36.3</td>
<td>35.0</td>
<td>1-17</td>
<td>400</td>
<td>5.2</td>
<td>40</td>
</tr>
<tr>
<td>ANCHORAGE AREA</td>
<td>37.2</td>
<td>39.8</td>
<td>40.4</td>
<td>10-15</td>
<td>300</td>
<td>0.2</td>
<td>40</td>
</tr>
<tr>
<td>LAND CUT</td>
<td>36.3</td>
<td>40.0</td>
<td>37.5</td>
<td>1-17</td>
<td>300</td>
<td>1.7</td>
<td>40</td>
</tr>
<tr>
<td>TURNING BASIN</td>
<td>32.6</td>
<td>36.2</td>
<td>31.1</td>
<td>1-17</td>
<td>1400</td>
<td>0.3</td>
<td>40</td>
</tr>
<tr>
<td>BARGE CHANNEL</td>
<td>9.3</td>
<td>11.8</td>
<td>10.0</td>
<td>3-17</td>
<td>100</td>
<td>1.3</td>
<td>12</td>
</tr>
</tbody>
</table>

A. EXCEPT FOR SHOALING TO 42.4 FEET IN BEND WIDENING AREA.
B. EXCEPT FOR SHOALING TO 34.9 FEET IN BEND WIDENING AREA.
C. EXCEPT FOR SHOALING TO 40.4 FEET IN BEND WIDENING AREA.
D. EXCEPT FOR SHOALING TO 36.2 FEET WITHIN 1,000 FEET OF THE COCHRAN BRIDGE.
E. EXCEPT FOR SHOALING TO 25.8 FEET WITHIN 1,000 FEET OF THE COCHRAN BRIDGE.
F. EXCEPT FOR SHOALING TO 26.3 FEET WITHIN 1,000 FEET OF THE COCHRAN BRIDGE.
G. EXCEPT FOR SHOALING TO 20.6 FEET IN BEND WIDENING AREA.
H. EXCEPT FOR SHOALING TO 15.6 FEET IN BEND WIDENING AREA.

NOTE – CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.
To accompany Notice to Mariners 80/18

On Chart 1173

SUBMARINE CABLES
Mariners are advised not to anchor or trawl in the vicinity of submarine cables.

To accompany Notice to Mariners 80/18

On Chart 1174

SUBMARINE CABLES AND PIPELINES
Mariners are advised not to anchor or trawl in the vicinity of submarine cables and pipelines.

To accompany Notice to Mariners 80/18

On Chart 1292

SUBMARINE CABLES
Mariners are advised not to anchor or trawl in the vicinity of submarine cables.
To accompany Notice to Mariners 27/18. Image Size (mm) 61.4 by 75.1
To accompany Notice to Mariners 46/18. Image Size (mm) 105.7 by 87.1
### NAVIGATIONAL WARNINGS

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

The complete texts of all in-force NAVAREA I warnings, including those which are no longer being broadcast, are available from [www.admiralty.co.uk/RNW](http://www.admiralty.co.uk/RNW). Additionally, a quarterly cumulative list of the complete text of all in-force NAVAREA I Warnings is included in Section III of the Weekly NM Bulletin in Weeks 1, 13, 26 and 39 each year. Alternatively, these may be requested by e-mail from NAVAREA I Co-ordinator at: navwarnings@btconnect.com  

The RNW web page also contains a link to the IHO website which allows direct access to all the other NAVAREA Co-ordinators around the world who have made their NAVAREA warnings available on the web.

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**Weekly Edition 1, 4 Jan 2018 (published on the UKHO website 21 Dec 2017).**

#### Navarea I (NE Atlantic) Weekly Edition 1

The following NAVAREA I warnings were in force at 190500 UTC Dec 17.


201  
Cancelled.

202  
1. Navarea I warnings in force at 151100 UTC Dec 17.  

203  
Cancelled.  
Cancel 201/17.

204  
Cancelled.  
Cancel 203/17.

205  
1. RIGLIST. Correct at 190500 UTC Dec 17.

Southern North Sea:  51N to 55N  
53-13.1N  003-55.1E  Seafox 4  ACP K15-FK1  
53-14.0N  003-14.5E  590021  
53-14.4N  004-05.0E  Ensco 122  ACP L13-F1-1  
53-23.2N  002-08.9E  Ensco 92  ACP Viscount Gas Field  
53-24.3N  004-12.0E  Ensco 101  ACP L10-A  
53-24.6N  004-12.9E  Ensco 72  ACP L10-D  
53-24.9N  001-16.4E  Seafox 1  ACP Guinevere Gas Field  
54-20.6N  002-51.9E  Maersk Resolve  ACP D12-A  
54-35.7N  000-26.0E  Ensco 121  ACP Breagh Gas Field
North Sea: 55N to 60N, East of 5W

55-32.3N 005-01.9E Noble Sam Turner  ACP Halfdan Oil Field
55-34.8N 004-45.4E Maersk Resilient  ACP Gorm Oil Field
55-43.3N 004-48.1E Maersk Guardian  ACP Tyra Gas Field
56-22.6N 003-15.5E Maersk Innovator  ACP Eldfisk Oil Field
56-23.7N 002-15.3E Ocean Valiant
56-43.5N 002-12.5E Ensco 120  ACP Jasmine Gas Field
56-46.4N 000-46.4E Ensco 100
56-58.0N 001-52.2E Rowan Gorilla 5  ACP Franklin Gas Field
56-58.9N 002-57.5E Maersk Interceptor  ACP Tambar Oil Field
57-01.9N 001-57.3E Noble Hans Deul  ACP Shearwater Oil Field
57-11.7N 001-54.8E Maersk Highlander  ACP u/c Pierce Oil Field Westward
57-17.8N 001-21.9E Stena Spey
58-04.7N 001-53.3E Rowan Stavanger  ACP Varg Oil Field
58-08.9N 003-01.2W Ensco 80 ACP Beatrice Oil Field
58-25.1N 001-42.9E Maersk Intrepid  ACP Sleipner Gas Field
58-34.3N 001-41.8E Maersk Integrator  ACP Gina Krog under construction
58-50.6N 002-14.9E Rowan Viking  ACP Edvard Grieg under construction
59-33.8N 001-43.7E Wilphoenix
59-34.6N 001-55.3E Transocean Arctic
59-34.9N 001-39.4E Maersk Gallant
59-35.2N 001-03.2E Safe Boreas  ACP u/c Mariner Oil Field
59-35.4N 001-03.4E Noble Lloyd Noble  ACP u/c Mariner Oil Field
59-55.9N 001-15.1E Transocean Leader

Norwegian Sea: 60N to 65N, East of 5W
60-19.9N 004-06.3W Deepsea Aberdeen
60-28.2N 002-36.1E Deepsea Atlantic

NEW
Shetland Islands  West Phoenix
60-41.9N 002-55.9E Safe Scandinavia  ACP Oseberg Oil Field
60-46.5N 003-26.3E Songa Endurance

NEW
60-47.1N 003-33.3E COSL Promoter
60-53.5N 003-40.2E Songa Equinox
61-02.3N 002-20.3E West Elara  ACP Kvitebjorn Gas Field
61-19.4N 001-32.1E Transocean 712
61-29.1N 002-13.2E Bideford Dolphin
64-58.5N 006-58.6E Deepsea Stavanger

South and West Coasts of the British Isles.
53-32.2N 003-34.8W Irish Sea Pioneer  ACP Douglas Oil Field
53-51.8N 003-37.1W GMS Endurance  ACP South Morecambe Gas Field
54-05.6N 003-51.4W Seafish 2  ACP u/c Walney Wind Farm

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

2. Cancel 200/17.
### Cumulative list of other NAVAREA I Warnings in-force at 190500 UTC Dec 17

<table>
<thead>
<tr>
<th>Number</th>
<th>Area Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>057</td>
<td>NORTH SEA, UK SECTOR. Jasmine Gas Field Westwards. GB Chart 272.</td>
<td>Safety Zone, radius 500 metres, established 56-43.56N 002-05.33E.</td>
</tr>
<tr>
<td>101</td>
<td>SOUTHERN NORTH SEA, UK SECTOR. Horne Gas Field. GB Chart 1503 (INT 1509).</td>
<td>Safety Zone, radius 500 metres, established 52-54.12N 002-35.55E.</td>
</tr>
<tr>
<td>163</td>
<td>SOUTHWESTERN APPROACHES TO THE BRITISH ISLES. ODAS light-buoy K1 reported off station in position 48-47.4N 012-24.2W.</td>
<td>GB Chart 2 (INT 160).</td>
</tr>
<tr>
<td>198</td>
<td>NORTH SEA, NORWEGIAN SECTOR. Oseberg Oil Field. Chart GB 294.</td>
<td>Uncharted platform, Oseberg H, in 60-32.9N 002-43.9E. Platform unlit and all navaids inoperative.</td>
</tr>
</tbody>
</table>
Angola - Kaombo Field — Restricted areas

Paragraph 7.36

Replace by:

Restricted areas. A restricted area with a radius of 8 miles is centred on the FPSO. Kaombo Field (7°16′04S 11°16′64E) is enclosed within a restricted area, radius 8 miles. A restricted area centred on 7°24′54S 11°19′72E, radius 10 miles, lies 15 miles W of CLOV Terminal. Vessels are prohibited from fishing or entering the restricted area without the permission of the terminal operator. Further mooring exclusion and safety zones of radius 500 m are established around both the SPM and FPSO.

Prohibited area. An entry prohibited area, radius 1½ miles, centred on 7°24′67S 11°14′47E lies within the above restricted area, marked by a light buoy (special).

BA Chart 307 [NP2-No 6-Wk 01/18]

NP5 South America Pilot Volume 1 (2017 Edition)

Braz...
Brazil - Porto de Rio de Janeiro — Anchorages

228

Paragraph 7.66 1 Replace by:

1 Anchorages. There are several designated anchorage areas:
No 1 Anchorage (22°53′05S 43°08′85W) (7.58); Quarantine and Customs.
No 1A Anchorage (22°54′01S 43°08′63W); platforms.
No 2 Anchorages (three areas); naval vessels:
Area 1 (22°53′49S 43°09′19W); several obstructions and a wreck (22°54′47S 43°08′99W) lie within the anchorage;
Area 2 (22°53′57S 43°09′43W); a dangerous wreck (22°53′58S 43°09′48W) and an obstruction (22°53′63S 43°09′46W) lie within the area.
Area 3 (22°51′67S 43°08′64W); a mooring buoy lies in the NE part of the area. An obstruction (22°51′54S 43°08′65W) and a dangerous wreck (22°51′79S 43°08′61W) lie within the area.

Paragraph 7.66 2 lines 1–2 Replace by:

3 No 6A Anchorage (22°49′97S 43°08′21W); vessels under repair. A wreck (22°51′54S 43°10′38W), marked by a buoy (isolated danger), and a rocky patch (22°51′22S 43°10′18W), marked by a buoy (starboard hand), lie in the E part of the area.

Brazil Notice 22/157/17; ENC BR501511 [NP5-No 30-Wk 01/18]

Brazil - East coast -
Barra de Icapara — Directions; light

256

Paragraph 8.56 2 lines 1–3 Delete

Brazil Notice 22/159(P)/17 [NP5-No 31-Wk 01/18]

Brazil - East coast -
Barra da Icapara — Directions; light

257

Paragraph 8.59 3 line 2–3 Replace by:

... (24°41′24S 47°24′72W), the N entrance to Mar Pequeno...

Brazil Notice 22/159(P)/17 [NP5-No 32-Wk 01/18]


Costa Rica — Península de Osa — Traffic regulations; ATBA

98

After Paragraph 3.93 2 line 6 Insert:

Traffic regulations

3.93a

1 Restricted area. An ATBA, for all vessels of 900 grt and greater, is established around Peninsula de Osa (3.93). The area extends up to 10 miles from the coast, from Punta Arenitas (3.80), around the peninsula to Punta Violin (3.100) and encompasses Isla del Caño (3.99).

IMO [NP8-No 22-Wk 01/18]

Guatemala - Puerto Quetzal — Berths; depths

134

Paragraph 4.161 1 lines 3–5 Replace by:

...there are 16 berths designated A–O, in 22 m to 31 m. Although exposed to a considerable swell the holding is reported to be moderately good.

A disused cable passes through anchorages A and E.

US Chart 21483 [NP8-No 21-Wk 01/18]

NP9 Antarctic Pilot (2014 Edition)

Îles Kerguelen –
Baie Norvégienne — Directions; channel

139

Paragraph 2.171 2 lines 1–6 Replace by:

2 Directions. From the vicinity of 49°22′46S 70°31′97E a recommended channel leads into the bay. The channel leads generally WSW for about 4 miles before opening into the bay and is about 130 metres wide, with depths from 14.8 to 26.0 m. Unsurveyed areas lie either side of the channel. Local knowledge is recommended.

French Chart 7358/17 [NP9-No 9-Wk 01/18]

NP13 Australia Pilot Volume 1 (2017 Edition)

Western Australia - Cambridge Gulf -
Cawston Bay — Directions; depth

168

Paragraph 4.170 2 line 6 For 9.4 m Read 6.0 m

Australian Notice 24/1015/17 [NP13-No 13-Wk 01/18]

Ukraine - Black Sea - Mykolaiv — Speed restriction

227

After Paragraph 6.219 Insert:

Port operations

6.219a

Within the port, vessels must not exceed a speed of 6 kn or reduce below a speed sufficient to maintain course.

Ukrainian Notice 45/17 [NP24-No 27-Wk 01/18]

Russia - Black Sea - Port Taman’ — Speed limit

284

After Paragraph 8.35 Insert:

Port operations

8.35a

The speed limit is 10 kn along the approach track and 8 kn along the leading lines to the berths.

Russian Notice 48/6313/17 [NP24-No 24-Wk 01/18]

Paragraph 8.37 1 lines 1–2 Replace by:

The pilot boards in position 45°05’34N 36°36’66E, 3½ miles S of Mys Panagiya for TTC berths No 2 and No 3 (8.42). The pilot boards in position 45°05’34N 36°38’22E for TTC berth No 1 (8.42).

After Paragraph 8.37 Insert:

Tugs

8.37a

Tug assistance is mandatory for vessels proceeding to the TTC berths.

Russian Notice 48/6313/17 [NP24-No 25-Wk 01/18]

Russia - Black Sea - Port Taman’ — Berths

284

Paragraph 8.42 1 lines 1–5 Replace by:

The Taman’ Transhipment Complex (TTC) comprises two jetties, 4-5 and 10 m wide, and 1¼ and 1 mile long, respectively, extending SW from a position 1½ to 2 miles ESE from Mys Panagiya. Two berths are available on each jetty. A further dog-legged jetty lies close ESE of the second (oil) jetty.

Russian Notice 48/6313/17 [NP24-No 26-Wk 01/18]


China - Hong Kong - Lantau Island — Air draughts

306

After Paragraph 8.259 2 line 5 Insert:

Height restricted areas have been established around the new bridge under construction connecting the airport facilities with Lantau island.

The maximum air draught is 21 m within an area bounded by the following positions along the fairway:

22°18’62N 113°57’61E;
22°18’59N 113°57’66E;
22°18’51N 113°57’58E;
22°18’55N 113°57’52E.

The maximum air draught is 12 m in areas NW and SE of the above area, reducing to 6 m in an area 2½ cables SE.

HK Marine Department 167/17 [NP30-No 127-Wk 01/18]


Taiwan - Kao-Hsiung — Harbour development

68

Paragraph 2.57 1 Replace by:

Significant development is planned, particularly to S of Second Entrance S breakwater, with the construction of Third Harbour. Ongoing development of First and Second harbour will continue in phases.

Construction of an outer breakwater is in progress (2017) centred on 22°33’13N 120°16’41E, which extends into the outbound lane of Kao-hsiung Kang Second (South) Entrance TSS (2.62). Mariners are advised to navigate with caution in this area. See Port Authority website (2.45) for the latest information.

Taiwan Notice 90(T)/2017 [NP32A-No 1-Wk 01/18]

Taiwan - West coast - An-p’ing Kang — Berths

75

Paragraph 2.89 1 Replace by:

The port currently has 18 berths. Berths No 1 to No 18 have depths from 5 to 11 m and are for bulk and general cargo. Berths No 13 and No 17 have depths from 7-5 to 11 m and are for bulk and general cargo. Berths No 18 to No 20 have a depth alongside of 11 m and are chemical berths.

Taiwan Notice 78/17 [NP32A-No 3-Wk 01/18]

Taiwan – T’ai-chung — Pilotage

83

After Paragraph 2.152 1 line 8 Insert:

LNG carriers embark pilots at a boarding place 2 miles WSW of the South Breakwater Light (24°17’41N 120°30’04E).

Guide to T’ai-chung Port Entry [NP32A-No 8-Wk 01/18]
Paragraph 4.185 5 lines 4-5 Delete

BA Chart 1737 [NP32A-No 13-Wk 01/18]

Paragraph 5.41 2 line 5 Insert:
Fujian Tou Light (white 8-sided concrete column, 14 m in height) (27°09′14″N 120°26′30″E).

Chinese Notice 36/1480/17 [NP32A-No 14-Wk 01/18]

Paragraph 5.51 3 lines 7-8 Replace by:
...steep-to promontory, from where a light (5.41) is...

Chinese Notice 36/1480/17 [NP32A-No 15-Wk 01/18]

Paragraph 5.142 4 line 5 Replace by:
...Dalu Shan in 5 to 7 m, clear of a dangerous wreck (28°04′-90N 121°21′-90E).

Chinese Notice 38/1561/17 [NP32A-No 4-Wk 01/18]

Paragraph 6.185 1 line 10 For Shanxing Shan Read Qushan Dao

Chinese Notice 39/1596/17 [NP32A-No 12-Wk 01/18]

Paragraph 6.187 2 line 4 Insert:
Anchorage may also be obtained in Sanxing Shan S anchorage, centred on 30°24′-64N 122°32′-60E in depths of 19 to 30 m.

Chinese Notice 42/1695/2017 [NP32A-No 10-Wk 01/18]

Paragraph 6.208 1 lines 7-8 Replace by:
...ENE from the promontory, see also 1.45. Emergency anchorage may be obtained in a circular area, 3½ cables radius, centred on 30°27′-58N 122°26′-05E, in depths 28-7 to 34-0 m.

Chinese Notice 42/1695/2017 [NP32A-No 11-Wk 01/18]

Paragraph 6.283 1 line 3 For 8-5m Read 7-9m

Paragraph 6.283 2 line 7 For 10-4 to 12-3m Read 9 to 10 m

BA Chart 1666 [NP32A-No 19-Wk 01/18]

Paragraph 6.283 3 lines 1-4 Replace by:

Huibie Yang. Four unrestricted anchorages have been established as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>No 1</td>
<td>30°11′-94N 121°45′-32E</td>
<td>Depths 11-2 to 12 m</td>
</tr>
<tr>
<td>No 2</td>
<td>30°10′-31N 121°45′-94E</td>
<td>Depths of 11 m</td>
</tr>
<tr>
<td>No 3</td>
<td>30°12′-79N 121°48′-52E</td>
<td>Depths 10-7 to 12-6 m</td>
</tr>
<tr>
<td>No 4</td>
<td>30°11′-16N 121°48′-92E</td>
<td>Depths 12-4 to 13-8 m</td>
</tr>
</tbody>
</table>

Chinese Notice 44/1742/2017 [NP32A-No 2-Wk 01/18]

Paragraph 6.283 3 For 8-5m Read 7-9 m

Paragraph 6.283 2 line 7 For 10-4 to 12-3m Read 9 to 10 m

BA Chart 1666 [NP32A-No 19-Wk 01/18]

Paragraph 6.283 3 lines 1-4 Replace by:

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<td>Depths 12-4 to 13-8 m</td>
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Chinese Notice 44/1742/2017 [NP32A-No 2-Wk 01/18]
Paragraph 6.292 Including heading Replace By:

Traffic Regulations

Traffic Routing Scheme: See 6.257.

Restricted area exists 6½ cables either side of Hangzhou Bay Bridge, marked by light buoys (special). Fairways (6.293) passing beneath the bridge are not included in the restricted area.

BA Chart 1143 [NP32A-No 18-Wk 01/18]

Paragraph 6.302 line 8 For 8.7 m Read 6.2 m

Chinese Chart 13333 [NP32A-No 7-Wk 01/18]

Paragraph 7.45 lines 25-30 Replace By:

No 9 31°24’30N 121°34’00E 4 to 15 m. Only anchorages available for ships in international trade. Maximum stay 72 hours. Obstruction, position approximate, in NE part of anchorage.

Chinese Notice 37/1522/17 [NP32A-No 17-Wk 01/18]


China - Yellow Sea - Dafeng Gang - Obstruction

Paragraph 2.25 line 3 Replace By:

...with a minimum depth of 12.3 m. An obstruction (33°13’70N 120°54’20E), reported (2017), lies in the S part of the anchorage.

Chinese Notice 45/1773/2017 [NP32B-No 9-Wk 01/18]

Paragraph 2.75 3 Replace by:

Pilotage is compulsory and pilots are stationed at Rizhao (2.80). There are five pilot boarding positions as follows:

No 1 - 35°02’25N 119°30’00E
No 2 - 35°02’80N 119°37’77E
No 1 - 35°04’50N 120°02’50E
No 2 - 35°07’50N 119°46’00E
No 3 - 35°06’00N 119°34’00E

See ADMIRALTY List of Radio Signals Volume 6(6).

Chinese Notice 44/1740/2017 [NP32B-No 8-Wk 01/18]
After Paragraph 2.83 1 line 2 Insert:
No 4 Pilot boarding position - 35°15’-50N 119°35’-00E.

Chinese Notice 44/1739/17  [NP32B-No 6-Wk 01/18]

Paragraph 2.86 1 lines 4-7 Replace by:
...reported depth of 5.6 m alongside, handling general cargo. Berth 2 is reported to have depths alongside of 8.1 to 10.4 m and is 247 m in length. Berth 3 has an alongside depth of 6.2 m and is 160 m in length. Both handle liquid cargoes in bulk. Shoal patches lie at the root of the pier and a patch with a depth of 4.9 m lies ¼ cable W of the S dolphin (35°22’-40N 119°32’-81E).

Chinese Charts 12539/17, 12572/16  [NP32B-No 12-Wk 01/18]

Paragraph 2.94 1 line 5 Insert:
2 Pilotage. Pilot boarding positions are as follows:
No 1 - 36°39’-00N 121°12’-60E
No 2 - 36°37’-40N 121°13’-50E
No 2 Anchorage - 36°32’-60N 121°16’-00E.

Chinese Notice 44/1736/17  [NP32B-No 4-Wk 01/18]

Paragraph 3.137 1 line 4 Insert:
No 4 - 37°57’-30N 121°18’-00E.

Chinese Notice 44/1735/17  [NP32B-No 5-Wk 01/18]

Paragraph 4.52 1 line 5 Replace by:
The track then curves to the SE, passing:
SW of an obstruction (37°38’-61N 120°14’-75E),
depth 6.7 m, lying close W of No 110 Light Buoy (port hand).
Thence the track leads to a position close...

Chinese Notice 38/1558/17  [NP32B-No 17-Wk 01/18]
Paragraph 4.84 4 lines 4-8 Replace by:

Clear of KL3-2CEPA Platform (lit) (37°57'-59N 119°27'-82E), thence:
W of a well (37°59'-74N 119°33'-40E), marked by a light beacon (isolated danger), thence:
W of a well (38°05'-51N 119°30'-55E), marked by a light beacon (special), at the SW end of BZ34 Oilfield, thence:
Clear of a dangerous wreck (38°10'-02N 119°21'-15E), thence:

Chinese Notice 43/1711/2017; BA Chart 1294
[NP32B-No 16-Wk 01/18]  

China - Bo Hai - Laizhou Wan — Port
129

After Paragraph 4.84 7 line 8 Insert:

Zhuwang Gang

General information
4.84a
1 Position and function. Zhuwang Gang (37°15'-36N 119°51'-67E), a small port, lies at the head of Taiping Hangdao, on the SE side of Laizhou Wan.

Limiting conditions
4.84b
1 Controlling depth. Zhuwanggang Hangdao, the buoyed fairway has a minimum depth of 6-0 m.

Arrival information
4.84c
1 Outer anchorage. Vessels may anchor in an area centred on 37°17'-80N 119°48'-50E, in depths from 4 to 6 m, S of Furong Dao. The function and limits of this anchorage are subject to change; port authorities should be consulted for further information.

Directions
4.84d
1 Track. The port is approached from a position in Laizhou Wan about 6 miles NW of Furong Dao (37°18'-81N 119°48'-87E) and leads SE for about 6 miles, passing:
NE of a rock (37°21'-41N 119°41'-32E) with a depth of 5-0 m, thence:
NE of a 4-9 m shoal (37°18'-19N 119°46'-12E), and:
SW of a shoal (37°18'-44N 119°48'-00E) with a least depth of 3-9 m, thence:
The track then leads SE for 3½ miles through a dredged channel, marked by buoys (lateral) to a position close WSW of the breakwater. Thence the track leads to the turning circle S of the main berthing area. A light buoy (W cardinal) (37°15'-06N 119°51'-97E) is moored on the coastal bank adjacent to the turning circle.

4.84e
1 A single wharf with a 300 m long S facing berth and a 275 m long E facing berth. Depths alongside range between 5-6 m and 6-3 m.

ENC 1511881 [NP32B-No 28-Wk 01/18]

China - Bohai Wan - Dongying Gang — Pilotage positions
130

Paragraph 4.90 5 line 4 Replace by:

No 2 - 38°12'-67N 119°14'-00E.
No 3 - 38°10'-83N 119°06'-50E.

Chinese Notice 44/1733/17 [NP32B-No 1-Wk 01/18]

China - Bo Hai - Caofeidian — Anchorages; obstruction
139

Paragraph 4.158 1 line 10 Replace by:

...anchorage. Several obstructions lie within the anchorage.

Paragraph 4.158 2 lines 2-3 Replace by:

Unrestricted anchorage (38°53'-90N 118°21'-50E) in depths from 12 to 25 m. Several obstructions lie within the anchorage.

BA Charts 1249 & 2657 [NP32B-No 20-Wk 01/18]

China - Bo Hai - Qinhuangdao — Outer anchorages
144

Paragraph 4.212 1 lines 4-24 Replace by:

Name | Position | Designation | Remarks
--- | --- | --- | ---
Tanker | 39°52'-70N 119°47'-90E | Pilot and quarantine anchorage for tankers | Depths, 12 to 17 m; area of spoil ground, least depth 3:2 m lie adjacent to N boundary.

East | 39°50'-20N 119°47'-50E | Pilot and quarantine anchorage | Depths 12 to 17 m.

West | 39°46'-90N 119°37'-50E | Pilot and quarantine anchorage | Depths 9 to 13 m; an obstruction lies on the N boundary. A second obstruction lies in the SW corner.
<table>
<thead>
<tr>
<th>Name</th>
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<th>Designation</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessels up to 100 000 dwt</td>
<td>39°43'585N</td>
<td>Vessels up</td>
<td>Depths about 20 m</td>
</tr>
<tr>
<td>Large vessels</td>
<td>39°34'90N</td>
<td>Large vessels lighterage</td>
<td>Depths about 21 m. A wreck lies close inside the N boundary.</td>
</tr>
</tbody>
</table>

**BA Chart 1249** [NP32B-No 21-Wk 01/18]

**China - Liaodong Wan - Daolong Zui — Directions; wreck**

**148**

**Paragraph 4.243** : Replace by:

...120°27'24E (4.241). A dangerous wreck (40°11'31N 120°32'16E) lies 4 miles ESE and a stranded wreck lies 3¾ miles E of the light.

**Chinese Notice 46/1812/2017** [NP32B-No 10-Wk 01/18]

**China - Bo Hai – Shandiaiguan — Depth**

**149**

**Paragraph 4.247** : Replace by:

...of 6 to 16 m, sand and mud. A spit extends 5¾ cables WSW from the outer breakwater head (39°56'98N 119°50'98E), least depth 4·5 m.

**BA Chart 3379** [NP32B-No 15-Wk 01/18]

**China - Liaodong Wan - Huludao Gang — Pilotage**

**150**

**After Paragraph 4.266** : Insert:

No 3 - 40°25'99N 121°06'01E.

**Chinese Chart 11500/17** [NP32B-No 11-Wk 01/18]
South Korea - Mokpo — Anchorages

184

Paragraph 5.113 1 line 9 Replace by:
...depths 25 to 34 m. Two obstructions, least depth 15-6 m lie on the W edge of the area.

Paragraph 5.113 1 lines 17-18 Replace by:
...depths from 5 to 22 m, with two obstructions, least depth 4-5 m, on NW edge of area. A third obstruction (34°47’-55N 126°16’-38E), with a depth of 4-7 m, lies within the N part of the anchorage.

Paragraph 5.113 2 lines 1-6 Delete

Korean Chart 3162/17 [NP32B-No 23-Wk 01/18]

South Korea - Mokpo — Directions; anchorage; shoal

186

Paragraph 5.122 2 lines 1-2 Delete

Paragraph 5.122 2 line 3 For 9-3 m Read 8-8 m

Korean Chart 3162/17 [NP32B-No 24-Wk 01/18]

South Korea - Incheon Hang — Obstructions

218

After Paragraph 6.169 4 line 6 Insert:
Caution. Several obstructions, least depth 5-6 m (37°33’-50N 104°09’-93E), lie in the fairway.

Korean Notice 48/877/17 [NP32B-No 27-Wk 01/18]

NP38 West Coast of India Pilot (2016 Edition)

India - West coast - Mangalore — Directions; depth

189

Paragraph 6.21 2 line 5 Replace by:
WSW of a 3-7 m shoal patch (12°47’-98N 74°44’-36E), hence:
Clear of an SPM (12°54’-00N 74°39’-00E) (lit)...

Indian Chart 2359 [NP38-No 28-Wk 01/18]

NP44 Malacca Strait and West Coast of Sumatera Pilot (2017 Edition)

Malaysia - Johor - Pengerang Terminal — Directions; jetty; berths

196

Paragraph 7.91 1 lines 1-6 Replace by:
1 Position and function. The terminal (1°19’-44N 104°09’-90E) is comprised of Phase 1 jetty which extends 1 mile SSW from the Johor coast. It has a berthing arm that extends 6 cables W from its head. It is capable of handling crude oil and petroleum products, and can accommodate vessels up to VLCC size.

About 4 cables E of the root of Phase 1 jetty, Phase 2 of Pengerang Terminal is nearing completion (2017). It comprises of a mile long N-S orientated jetty with two berthing arms and twelve berths. In addition to the cargoes handled at Phase 1 jetty, it will also handle LNG with facilities to accommodate QMax size vessels.

Paragraph 7.91 4 lines 1-6 Replace by:
4 Directions. Phase 1 terminal, is approached on the alignment (028°) of leading lights (red beacons) (1°20’-49N 104°09’-93E), which lead close W of the berthing arm. The alignment (094°5’) of a second pair of leading lights (black posts) (1°19’-50N 104°10’-11E) leads close N of the berthing arm.

Phase 2 of the terminal is approached on the alignment (022°) of leading lights (front light 1°20’-03N 104°10’-55E, rear light about 4 cables from front), which lead close W of the berthing arms.

Paragraph 7.91 5 lines 1-5 Replace by:
5 Berths. The berthing arm has 6 berths with depths ranging from 16-7 to 24-0 m, which can accommodate vessels up to 23-0 m draught, 350 m LOA and 325 000 dwt.

Malaysian Notice 7/128,134/17 [NP44-No 10-Wk 01/18]


Spain - Cartagena - Isla de Las Palomas — Directions; shoal

115

Paragraph 2.183 2 lines 1-6 Replace by:
2 SE of a shoal spit, with a depth of 6-5 m, extending 1½ cable SW of Isla de Las Palomas, a rocky islet with a wreck lying 1 cable off its WNW side; a patch, with a depth of 4-4 m, lies a similar distance off the SE side of the islet. Thence.

Spanish Notice 48/17 [NP45-No 41-Wk 01/18]
NP61 Pacific Islands Pilot Volume 2
(2017 Edition)

Nouvelle-Calédonie –
West coast — Marine reserve

92

After Paragraph 3.13 1 line 4 Insert:

Marine nature reserve

3.13a

The Zone Côtière Ouest marine reserve encompasses Réserve de Ouano (21°51’-80S 165°46’-25E) and extends about 5¼ miles SSW from the shore in the vicinity of 21°52’-10S 165°53’-00E, continues 4¼ miles W and then about 53 miles generally WNW, finishing in Baie de Poya (3.63).

For details on marine reserves and the regulations governing them, see Appendix III.

French ENC FR367680  [NP61-No 12-Wk 01/18]

Nouvelle-Calédonie –
West coast — Marine reserve

98

After Paragraph 3.51 1 line 4 Insert:

Marine nature reserve

3.51a

See 3.13a.

French ENC FR367680  [NP61-No 13-Wk 01/18]

NP64 Red Sea and Gulf of Aden Pilot
(2015 Edition)

Red Sea and Gulf of Aden —
Piracy and armed robbery

2

After Paragraph 1.6 4 line 5 Insert:

For further information, see The Mariner’s Handbook.

Paragraph 1.7 1 Replace by:

Because of piracy and other activities that affect security of navigation in the region, a Maritime Security Transit Corridor (MSTC), including the Internationally Recommended Transit Corridor (IRTC), has been established through areas SW of Jazirat al Hanish al Kabir (4.16) and Bab el Mandeb (4.19), connecting to the IRTC in the Gulf of Aden.

The MSTC through the southern Red Sea is recommended by Combined Maritime Forces and the IRTC through the Gulf of Aden is under the co-ordination of Maritime Security Centre (Horn of Africa). Details of the IRTC, group transit times and contact details of shore authorities and agencies may be found at www.mschoa.org.

UKHO  [NP64-No 42-Wk 01/18]

Yemen – Red Sea – Bab el Mandeb — Piracy

119

After Paragraph 4.3 Insert:

Piracy

4.3a

Because of piracy and other activities that affect security of navigation in the region, a Maritime Security Transit Corridor (MSTC), including the Internationally Recommended Transit Corridor (IRTC), has been established through areas SW of Jazirat al Hanish al Kabir (4.16) and Bab el Mandeb (4.19), connecting to the IRTC in the Gulf of Aden.

UKHO  [NP64-No 43-Wk 01/18]

Yemen – Gulf of Aden — Piracy

289

Paragraph 12.4 1 lines 1-4 Replace by:

Because of piracy and other activities that affect security of navigation in the region, a Maritime Security Transit Corridor (MSTC), including the Internationally Recommended Transit Corridor (IRTC), has been established through areas of Bab el Mandeb and the Gulf of Aden.

UKHO  [NP64-No 44-Wk 01/18]
New York - Lower Bay —
Anchorage; Obstructions

Paragraph 7.79 including existing Section IV Notice week 33/16 Replace by:

Anchorage No 27 (40°27‘11N 73°57‘93W); is a large anchorage that lies to the E of the northern point of Sandy Hook. The anchorage extends E up to 3 miles offshore and the southern limit is 5 miles to the south. Depths range from 2 to 20 m (6 to 65 ft).

Anchorage No 28 (40°30‘00N 74°05‘00W); with depths from 4.6 to 12.4 m (15 to 41 ft) lies in the central part of Lower Bay, W of the Chapel Hill Channel. A number of obstructions and dangerous wrecks lie within this anchorage.

US Notice 48/12327/17 [NP68-No 19-Wk 01/18]

Paragraph 4.230 r line 2 For 500 gt Read 400 gt

Ops Manager, Freeport Harbour [NP70-No 55-Wk 01/18]
## UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS


WEST COAST. LIVERPOOL BAY. RIVER MERSEY. LIVERPOOL

A5061  Remove from list; deleted

---


### B0647-5
- **Amazonehaven, W Side**
  - 51 56-90 N 4 04-60 E  
  - LFl R 8s 5 . \(\Delta\) on red post  fl 3

### B0655-31
- **No 10**
  - 51 56-94 N 4 10-76 E  
  - LFl R 8s 5 . \(\Delta\) on red post  fl 3

### B0655-37
- **No 9**
  - 51 56-49 N 4 11-23 E  
  - LFl G 8s 5 . Green \(\Delta\) on green post  fl 3

### B0712
- **Huis te England. Ldg Lts**
  - 51 52-81 N 4 19-72 E  
  - Iso W 8s 12 15 Post  W150°-165°(15°), TE 2017

### B0712-1
- **Huis te England. Ldg Lts**
  - 51 52-75 N 4 19-76 E  
  - Iso W 8s 14 15 Post  W150°-165°(15°), Sync with front. TE 2017

### B1141-4
- **Jade Weser Port**
  - 53 36-16 N 8 08-93 E  
  - LFl R 3s 8 . 3 Red beacon

### B1141-5
- **Jade Weser Port**
  - 53 36-18 N 8 08-91 E  
  - LFl G 3s 8 . 3 Green beacon

### B3264-5
- **Mekjarvik. Mole**
  - 59 01-54 N 5 36-86 E  
  - Iso G 2s 8 2-7 . Floodlit

### B3265
- **Persholmen**
  - 59 01-54 N 5 39-91 E  
  - Q W 12 5 Post

### B3313
- **Heimdrag**
  - 59 04-06 N 5 42-78 E  
  - Q W 7 6 Post
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<tr>
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<th>Description</th>
<th>Lat</th>
<th>Long</th>
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<td>C2735</td>
<td>Wyspa Karw Wielki. N End</td>
<td>53 35-72 N</td>
<td>14 35-25 E</td>
<td>Q W</td>
<td>12</td>
<td>4 ³ on black and yellow round metal structure with 2 galleries</td>
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<td>C2738-7</td>
<td>Police. Mijanka Jetty</td>
<td>53 33-23 N</td>
<td>14 36-01 E</td>
<td>Oc G 4s</td>
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<td>1 Green mast and gallery</td>
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<td>14 36-19 E</td>
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<td>C2749</td>
<td>Rybi Ostrów. Dolpin. S End</td>
<td>53 31-77 N</td>
<td>14 37-83 E</td>
<td>VQ(6)+LFl W</td>
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<td>C2777-94</td>
<td>Nabrzeże Mazowieckie. Dolphin</td>
<td>53 27-20 N</td>
<td>14 35-46 E</td>
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<td>Nabrzeże Mazowieckie. NW Corner</td>
<td>53 27-30 N</td>
<td>14 35-59 E</td>
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<td>C2781-5</td>
<td>Odra Zachodnia. Pochylnia Wulkan. Pier. Head</td>
<td>53 26-92 N</td>
<td>14 35-14 E</td>
<td>Iso G 4s</td>
<td>8</td>
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<td>C2802</td>
<td>Nabrzeże Bulgarskie. N End</td>
<td>53 25-74 N</td>
<td>14 34-64 E</td>
<td>Oc G 4s</td>
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<td>C2821</td>
<td>Parnica. Basen Elektrowni. W Side</td>
<td>53 24-74 N</td>
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<td>F G</td>
<td>5</td>
<td>3 White on green pole</td>
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<tr>
<td>C2821-5</td>
<td>Parnica. Basen Elektrowni. E Side</td>
<td>53 24-73 N</td>
<td>14 35-11 E</td>
<td>F R</td>
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<td>C5380</td>
<td>Kotka</td>
<td>60 10-34 N</td>
<td>26 39-06 E</td>
<td>Fl(4)W 30s</td>
<td>23</td>
<td>12 Yellow metal column, blue band Helicopter platform ALRS Vol 2 Station 58670</td>
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**Last Updates:** Weekly Edition No. 52, dated 28 December 2017.

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<td>D2436-7</td>
<td>- Tanker Mooring Point, E Dolphin</td>
<td>36 10-63 N</td>
<td>5 23-13 W</td>
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<td>Ra's-e Jask (IR)</td>
<td>25 38-19 N</td>
<td>57 45-86 E</td>
<td>Fl(2)W 10s</td>
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<td>12 Red metal framework Aeromarine</td>
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<td>Bandar-e Jask, E Breakwater, Head</td>
<td>25 39-00 N</td>
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**Last Updates:** Weekly Edition No. 52, dated 28 December 2017.

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<td>E0308-2</td>
<td>- Cala Ratjada, Breakwater, Head</td>
<td>39 42-54 N</td>
<td>3 27-78 E</td>
<td>Fl G 5s</td>
<td>12</td>
<td>5 Green △ on green tower and white building 3</td>
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<td>E0374-71</td>
<td>- Barge No 2</td>
<td>40 37-10 N</td>
<td>0 38-30 E</td>
<td>VQ(6)+LFl W 10s</td>
<td>. . 2 / on black post, yellow top 4</td>
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**Last Updates:** Weekly Edition No. 51, dated 21 December 2017.

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<td>9 White metal framework tower 24</td>
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<td>PELABUHAN SUNGAI UDANG</td>
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<td>Mo(U)W 10s</td>
<td>. . 30h</td>
<td>Yellow superbuoy</td>
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5.3  Wk01/18

VINEYARD SOUND. CAPE COD

J0458-1
Remove from list; deleted

J0771-2
US, I, 23932 72 45-98 W

J0771-25
- Branford Harbor. Juniper Point Middle. Obstruction 41 15-87 N Q Y . . . Dolphin Private
US, I, 23931 72 45-99 W

J0771-3
US, I, 23930 72 46-00 W

J1220-4
Lake Como Outfall Warning. A 40 10-03 N FL W 5s . . . White ⊕, orange border, on pile marked DANGER SUBMERGED PIPE
US, II, 7.5 74 00-93 W

J1253
Cape May Inlet. Harbor Ldg Lts 327-4°. Front. No 4 38 57-13 N Q R 4 5 Red ⊖, yellow ⊖, on multi-pile structure Intens 1-5° each side of rangeline
US, II, 1455 74 52-59 W By day . . . . . . . . . . . . . . Vis 1-5° each side of rangeline
US, II, 36733

J1253-1
Cape May Inlet. Harbor Ldg Lts 327-4°. Rear. 649m from front . . . Framework tower on multi-pile structure Vis 1-5° each side of rangeline. Shown 24 hours
US, II, 1460 38 57-42 N Oc W 4s 12 . . On corner of platform
US, II, 1463 74 52-83 W - - - Fl W 4s 5 5 . . .

J1331
US, II, 3965 74 51-86 W By day . . . . . . . . . . . . . . Vis 1-5° each side of rangeline

J1331-1
- Lehigh. Lower Ldg Lts 206-8°. Rear. 40m from front . . . Framework tower Intens 1-5° each side of rangeline. Shown 24 hours
US, II, 3970 40 04-84 N F G 15 . . . . . . . . . . . . . . Vis 1-5° each side of rangeline

J1341
- Duck Island Range. Ldg Lts 324°. Front 40 10-95 N Q W 10 . . Framework tower Vis 1-5° each side of rangeline. Shown 24 hours
US, II, 4280 74 44-53 W

J1341-1
- Duck Island Range. Ldg Lts 324°. Rear. 230m from front . . . Framework tower Vis 1-5° each side of rangeline. Shown 24 hours
US, II, 4285 40 11-06 N Iso W 6s 14 . . . . . . . . . . . . . . Vis 1-5° each side of rangeline

VIRGINIA INSIDE PASSAGE

J1378-13
Remove from list; deleted

VIRGINIA INSIDE PASSAGE

J1378-14
Remove from list; deleted

VIRGINIA INSIDE PASSAGE

J1378-16
Remove from list; deleted

5.4 Wk01/18
**NP82, Vol J Edition 2017/18 continued.**

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<tr>
<th>J1561</th>
<th>- Range B. Ldg Lts 018-5°. Front. No 8</th>
<th>37 15-73 N 76 01-69 W</th>
<th>Iso R 2s 7 . . Red △ on upstream side of multi-pile structure</th>
<th>Intens 1-5° each side of rangeline. Shown 24 hours</th>
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<td>J1614-2</td>
<td>CHESAPEAKE BAY. MOBJACK BAY</td>
<td>Remove from list; replaced by beacon</td>
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<td>CHESAPEAKE BAY. MOBJACK BAY</td>
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<td>CHESAPEAKE BAY. MOBJACK BAY</td>
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<tr>
<td>J1680-3</td>
<td>- Hoskins Creek. Dir Lt 235°</td>
<td>37 55-30 N 76 51-16 W</td>
<td>Dir Q W 5 . . White □, red stripe, on pile</td>
<td>Intens on rangeline only</td>
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<td>US, II, 15605</td>
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<td>- Hoskins Creek. No 3</td>
<td>37 55-31 N 76 51-12 W</td>
<td>Q G 5 4 Green □ on pile</td>
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<td>J1680-317</td>
<td>- Hoskins Creek. No 2</td>
<td>37 55-43 N 76 50-94 W</td>
<td>Fl R 4s 5 4 Red △ on pile</td>
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<td>US, II, 15603</td>
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<tr>
<td>J1680-32</td>
<td>- Hoskins Creek. No 1HC</td>
<td>37 55-52 N 76 50-72 W</td>
<td>Fl G 2-5s 5 4 Green □ on pile</td>
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<td>J2952-8</td>
<td>- Biscayne Bay. No 50</td>
<td>25 46-90 N 80 10-88 W</td>
<td>Fl WR 2-5s 4 W 6 Red △, yellow △; red W214°-296°(82°), R296°-214°(278°) and white chequered ◊ marked F, on pile</td>
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<td>US, III, 48470</td>
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<td>J2982</td>
<td>Molasses Reef. No 10</td>
<td>25 00-71 N 80 22-59 W</td>
<td>Fl R 6s 14 5 Red △ on brown pyramidal framework tower on piles</td>
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<td>US, III, 960</td>
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<td>J3144</td>
<td>- Egmont Key. N End</td>
<td>27 36-05 N 82 45-64 W</td>
<td>Fl W 15s 26 13 White tower 26</td>
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<td>J3152-1</td>
<td>- Mullet Key Channel. Ldg Lts 081°. Rear. 0-641M from front</td>
<td>27 36-95 N 82 39-22 W</td>
<td>Iso W 6s 24 4 . . Red □, white stripe, on framework tower</td>
<td>Vis 1-5° each side of rangeline. Shown 24 hours</td>
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<td>US, III, 22360</td>
<td>- - - Passing light</td>
<td>2 FI W 4s 12 5 . . Synchronized. Located on E and W corners of platform</td>
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**Wk01/18**
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<td>SAINT GEORGE SOUND. Carrabelle Channel. Inner. Dir Lt 023-1°</td>
<td>29 49-80N 84 39-29W</td>
<td>Dir Q W 6 . . . . . . . . . Intens on rangeline only</td>
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<td>J4132-2</td>
<td>- North Boater Cut. No 6</td>
<td>29 34-80N 94 56-37W</td>
<td>Fl R 4s 5 3 Red △ on pile 15m outside channel limit</td>
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<td>J4163</td>
<td>- Cedar Bayou Channel. No 30, No 37</td>
<td>29 40-89N 94 55-62W</td>
<td>Fl G 6s 5 4 Green □ on pile</td>
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<td>J4880</td>
<td>- Cayo Monito</td>
<td>23 13-76N 81 08-50W</td>
<td>Fl(2)W 10s 6 5 Black □ on black metal tower on pile, red band Destroyed (T) 2017.</td>
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<td>J4883-7</td>
<td>- Cupey. No 1</td>
<td>23 06-97N 81 11-57W</td>
<td>Fl Y 7s 3 3 Yellow × on yellow metal tower on pile 3 Destroyed (T) 2017.</td>
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<td>J4899-5</td>
<td>- Pasa Mojabraga. No 8</td>
<td>22 40-10N 79 34-20W</td>
<td>Fl R 4s 4 3 Red △ on red concrete tower on piles Destroyed (T) 2017.</td>
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<td>J4904</td>
<td>- Cabezo La Rubia. SSE. No 4</td>
<td>22 35-66N 79 17-33W</td>
<td>Fl R 4s 5 3 Red △ on red concrete tower on piles Destroyed (T) 2017.</td>
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<td>J4906</td>
<td>- Cayo Guárrana. S. No 8</td>
<td>22 33-33N 79 22-81W</td>
<td>Fl R 4s 5 3 Red △ on red concrete tower on piles Destroyed (T) 2017.</td>
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5.6 Wk01/18

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<th>- Canal de Las Piraguas</th>
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<th>Fl R 4s</th>
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<td>J4914</td>
<td>- Pasa de Manuy. W End</td>
<td>22 25-01 N 78 41-34 W</td>
<td>Fl R 6s</td>
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<tr>
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<td>GOLFO DE ANA MARIA</td>
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Book Split

Volume K is in the process of being split into two books K & Q. This split has become necessary because Volume K Edition 2017/18 has become too large and continues to grow in size. From henceforth the new Volume K will cover Western Pacific Ocean, South of the Equator including Bismarck, Solomon, Coral and Tasman Seas. While Volume Q will cover Eastern Indian Ocean, South of the Equator including Java, Banda and Timor Seas. The light numbers in the new Volume Q area remain unchanged from their old Volume K numbers; the only change is that the initial letter of the alpha-numeric number changes from K to Q. Thus K1702.73 becomes Q1702.73.

How to apply this week's notices

During the interim period while the new books are being printed, Volume K notices should be applied in the normal manner - both K and Q notices should be applied to the current Volume K Edition 2017/18

This situation will continue until Volume K Edition 2018/19 and Volume Q Edition 2018/19 are published simultaneously in early February 2018.

K4084-6 - Maari Platform

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K4289 - Governors Bay

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M4154-78 - Cheollipo. Uihangri

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P3375 - DONGHAI DAO Lt V

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ALRS Vol 2 Station 81180

MMSI No 999413031
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<td>Fl(2)G 6s . . . Green △ on green metal post</td>
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<td>P3635-904</td>
<td>Wulong Jiang. Warning.  No 4</td>
<td>25 58-81 N 119 25-58 E</td>
<td>Mo(C)Y 12s 6 2 Yellow × on yellow metal post</td>
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<td>P3714-006</td>
<td>Xiaojiaobei Shan</td>
<td>30 10-99 N 122 18-01 E</td>
<td>Fl W 6s 20 7 White round concrete f/0-5 structure 11</td>
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<td>P3799-16</td>
<td>Chenjia Gang</td>
<td>34 25-47 N 119 47-54 E</td>
<td>Mo(C)Y 12s 6 4 Yellow × on yellow beacon</td>
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</table>


How to apply this week’s notices
During the interim period while the new books are being printed, Volume K notices should be applied in the normal manner - both K and Q notices should be applied to the current Volume K Edition 2017/18.

This situation will continue until Volume K Edition 2018/19 and Volume Q Edition 2018/19 are published simultaneously in early February 2018.
### SPENCER GULF

**Q1899**
- Lucky Bay. Ldg Lt 309°.
  
  **Front**
  - 33 42-42 S 137 02-12 E
  - F Bu
  - **3 Red △**
  
  **Rear**
  - 33 42-41 S 137 02-10 E
  - **3 Red ▽**

**Q1900**
- Lucky Bay. Entrance
  
  - 33 42-50 S 137 02-30 E
  - Q(4)G 6s
  - **3 Beacon**

**Q1901**
- Lucky Bay. Entrance
  
  - 33 42-54 S 137 02-26 E
  - Q(4)R 6s
  - **3 Beacon**

---

**Wk01/18 5.11**
### MARITIME RADIO STATIONS

#### ARKHANGEL’SK MRSC

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<th>MMSI 002734414</th>
<th>DSC VHF MF</th>
<th>Telephone: +7 8182 200358</th>
<th>+7 8182 208921</th>
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<td></td>
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<td>Email: <a href="mailto:rcc@mapa.ru">rcc@mapa.ru</a></td>
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<tr>
<td>Inmarsat C: (IOR) 492509110=MAPA X</td>
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<tr>
<td>Telex: +64 242225 VEGA RU</td>
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MRCC Murmansk correspondence (RSDRA2017000302540) 1/18

#### DIKSON MRCC

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<tr>
<td>+7 905982499 (Mobile)</td>
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<tr>
<td>Call: Dikson MRCC (VHF) Dikson Radio (MF)</td>
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<td>Inmarsat BGAN: 772387954</td>
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<tr>
<td>1. Overall control of the Russian Eastern Arctic Sector.</td>
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<tr>
<td>2. Coordination of search and rescue and oil spill elimination in the Arctic Zone of the Russian Federation (Kara Gate Strait to the Bering Strait).</td>
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RUSSIA (Arctic Coast)

DIKSON MRCC (UCI) (Continued)

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MRCU Murmansk correspondence (RSDRA2017000302540): 1/18

PAGE 200, RUSSIA (Arctic Coast).
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<td>Email: <a href="mailto:rcc@mapm.ru">rcc@mapm.ru</a></td>
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<tr>
<td>Iridium: +7 9541063065</td>
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**NOTE(S):**
1. DSC MF & HF operated through associated Maritime Radio Station - Murmansk/UDK2.
2. Overall control of the Russian Western Arctic Sector.

VHF

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MRCC Murmansk correspondence (RSDRA2017000302540): 1/18

PAGE 201, RUSSIA (Arctic Coast).
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<td>Email: <a href="mailto:pevek87@inbox.ru">pevek87@inbox.ru</a> <a href="mailto:pevek@morflot.ru">pevek@morflot.ru</a></td>
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**NOTE(S):**
1. In service during the summer navigation period (approximately from July to October). Operational times of MRSC Pevek and MRSC Tiksi will be rotated.
2. Coordination of search and rescue and oil spill elimination in the eastern sector of the Arctic Zone of the Russian Federation that includes the East Siberian Sea and the Chukchi Sea.

VHF

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MRCC Murmansk correspondence (RSDRA2017000302540): 1/18
### TIKSI MRSC

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**DSC VHF MF**

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<td>+7 41167 52390</td>
<td>Tiksi MRSC (VHF) Tiksi Radio 7 (MF)</td>
<td><a href="mailto:mspc-tiksi@mail.ru">mspc-tiksi@mail.ru</a></td>
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<tr>
<td>+7 9243212090 (Mobile)</td>
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**Inmarsat BGAN:** 772397397  
**Inmarsat C:** 427351446

**NOTE(S):**
1. In service during the summer navigation period (approximately from July to October). Operational times of MRSC Tiksi and MRSC Pevek will be rotated.  
2. Coordination of search and rescue and oil spill elimination in the eastern sector of the Arctic Zone of the Russian Federation that includes the East Siberian Sea and the Chukchi Sea.

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**MMSI 002734446**  
**Diagram page 241**

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<td>+7 928 2093300</td>
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<td>+7 928 8478144</td>
<td>+7 861 4841722</td>
<td></td>
<td><a href="mailto:mrsc1@amptaman.ru">mrsc1@amptaman.ru</a></td>
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<tr>
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**VHF**

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### TEMRYUK

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VI

VOLUME 1, NP281(2), 2017/18
Published Wk 48/17
(Last Updates: Weekly Edition No. 51 dated 21 December 2017)

MARITIME RADIO STATIONS

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<th>BARBADOS COAST GUARD MRSC (8PZ)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control Centre: 13°06′·65N 59°37′·83W</td>
</tr>
<tr>
<td>Telephone: +1 246 5362948</td>
</tr>
<tr>
<td>Call: Barbados Coast Guard</td>
</tr>
<tr>
<td>VHF</td>
</tr>
</tbody>
</table>

Barbados CG correspondence (RSDRA2017000317897) 1/18

PAGE 318, RUSSIA (Pacific Coast),
PETROPAVLOVSK-KAMCHATSKII MRSC.
Delete entry and replace by:

<table>
<thead>
<tr>
<th>PETROPAVLOVSK-KAMCHATSKII MRSC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Control Centre: 53°00′·52N 158°38′·49E</td>
</tr>
<tr>
<td>Telephone: +7 4152 412880</td>
</tr>
<tr>
<td>Call: Petropavlovsk Radio TSUS</td>
</tr>
<tr>
<td>Telex: +64 244138 RSC PK RU</td>
</tr>
<tr>
<td>VHF</td>
</tr>
<tr>
<td>RT (MF)</td>
</tr>
<tr>
<td>Position</td>
</tr>
<tr>
<td>2182</td>
</tr>
</tbody>
</table>

MRCC Murmansk correspondence (RSDRA2017000302540) 1/18

VOLUME 2, NP282(1), 2017/18
Published Wk 14/17
(Last Updates: Weekly Edition No. 52 dated 28 December 2017)

RADAR BEACONS

PAGE 40, GEORGIA, below 71350 SUPSA TERMINAL SPM LT BUOY.
Insert:

| Batumi Oil Terminal Lt | 41°38′·97N 41°38′·93E | B | 71355 |

Georgian Notice 12/22/17 (RSDRA2017000318068) 1/18

PAGE 40, TURKEY (Marmara Denizi), below 71420 UMUR BANKLARI (Umer Banks) LT BUOY.
Insert:

| Osmangazi Bridge South Lt | 40°45′·01N 29°30′·89E | 3 & 10 | T | 71450 |
| Osmangazi Bridge North Lt | 40°45′·55N 29°31′·00E | 3 & 10 | B | 71461·5 |

Turkish Bulletin 47/17 (RSDRA2017000324074) 1/18

6.4
VI

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 76, CROATIA, below POKONJI DOL LT.
Insert:

| Rt Brestova Lt | 45°08′21″N 14°13′42″E | 992381580 | Real | 21 |

Croatian Notice 11/2/17 (RSDRA2017000324087) 1/18

VOLUME 2, NP282(2), 2017/18
Published Wk 14/17
(Last Updates: Weekly Edition No. 52 dated 28 December 2017)

RADAR BEACONS

PAGE 12, MALAYSIA (West Coast), below 79930 SEPAT LT BN.
Insert:

| Sungai Udang SBM | 2°11′73″N 102°06′68″E | 3 | 360° | U | 79940 |

(former update 47/17)
ENC MY4C5217 ED6 (RSDRA20170003196101) 1/18

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 158, KOREA, SOUTH, below WANGDOLCHO LT BN.
Insert:

| Wreckship 14.4M | 37°13′85″N 126°24′97″E | 994406106 | Virtual |

Korean Notice 49/919/17 (RSDRA2017000324684) 1/18

PAGE 158, KOREA, SOUTH.
YEOSU HAEMAN, ROCK.
Delete entry

(former update 37/17)
Korean Notice 49/920/17 (RSDRA2017000324684) 1/18

VOLUME 5, NP285, 2017/18
Published Wk 27/17
(Last Updates: Weekly Edition No. 52 dated 28 December 2017)

VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1

PAGE 131, NAVAREA III, RUSSIA (Black Sea Coast), below TAGANROG.
Insert:

| TAMAN MRSC | 002734446 | Operational (MRSC Taman) |
| Remotely controlled stations:- |
| Temryuk | 45°19′82″N 37°13′87″E | 28 |

Russian Bulletin 48/17 & IMO (RSDRA2017000316914) 1/18
VI

MF DSC, LIST OF COAST STATIONS FOR SEA AREA A2

PAGE 153, NAVAREA III, RUSSIA (Black Sea Coast), below TAGANROG.
Insert:

TAMAN MRSC 002734446
Remotely controlled stations:-
Temryuk 45°19'82N 37°13'87E 70

Russian Bulletin 48/17 & IMO (RSDRA2017000316914) 1/18

PAGE 153, NAVAREA III, RUSSIA (Black Sea Coast).
DELETE ENTRY
IMO GMDSS Master Plan 2017 1/18

DISTRESS, SEARCH AND RESCUE

PAGE 339, NAVAREA I.
LATVIA.
DELETE ENTRY AND REPLACE BY:

LATVIA

See diagram R2

<table>
<thead>
<tr>
<th>National SAR Agency:</th>
<th>Latvian Naval Forces Flotilla, Latvian Coast Guard Service.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>Meldru iela 5a, Rīga, LV-1015, Latvia</td>
</tr>
<tr>
<td>Telephone:</td>
<td>+371 67082070</td>
</tr>
<tr>
<td>Fax:</td>
<td>+371 67320100</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:sar@mrcc.lv">sar@mrcc.lv</a></td>
</tr>
<tr>
<td>Website:</td>
<td><a href="http://www.mrcc.lv">www.mrcc.lv</a></td>
</tr>
</tbody>
</table>

MRCC Rīga maintains a continuous watch on MF 2182 kHz and VHF Ch 16, call sign RĪGA RESCUE RADIO. Rīga Rescue Radio, which is co-located with MRCC Rīga, also has DSC facilities on VHF Ch 70 and MF 2187.5 kHz. Radiotelex-ARQ selective number 6060 RMRC LV. Preferred inter RCC languages are Latvian, English and Russian.

TeleMedical Assistance Service: Specialised Medical Centre provides medical advice via VHF Channels. Contact via MRCC Rīga (Rīga Rescue Radio). Possible consultation languages: Latvian, English and Russian.

<table>
<thead>
<tr>
<th>Telephone</th>
<th>+371</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fax</td>
<td>+371</td>
</tr>
<tr>
<td>Others/Ship Earth Stations (SES)</td>
<td></td>
</tr>
<tr>
<td>MRCC RĪGA (Riga Rescue) (Cospas-Sarsat SPOC Latvia)</td>
<td></td>
</tr>
<tr>
<td>Emergency</td>
<td>67323103</td>
</tr>
<tr>
<td>67082070</td>
<td>29476101</td>
</tr>
<tr>
<td>67320100</td>
<td>2970690</td>
</tr>
<tr>
<td>Inmarsat C:</td>
<td>427502310</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:sar@mrcc.lv">sar@mrcc.lv</a></td>
</tr>
<tr>
<td><a href="mailto:Isps1@mrcc.lv">Isps1@mrcc.lv</a> (MAS/SafeSeaNet/SKLOS)</td>
<td></td>
</tr>
</tbody>
</table>

MRCC Riga correspondence (BSDRA20170003025171) 1/18

PAGE 360, NAVAREA III.
ROMANIA.
DELETE ENTRY AND REPLACE BY:

ROMANIA

See diagram R6

<table>
<thead>
<tr>
<th>National SAR Agency:</th>
<th>Romanian Naval Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>Nr. 1 gate of Constanța port, code 900900, Romania</td>
</tr>
<tr>
<td>Telephone:</td>
<td>+40 372 419801</td>
</tr>
<tr>
<td>Fax:</td>
<td>+40 372 416807</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:ma@ma.ro">ma@ma.ro</a></td>
</tr>
<tr>
<td>Website:</td>
<td><a href="http://www.ma.ro">www.ma.ro</a></td>
</tr>
</tbody>
</table>

Constanța Radio (YQI) maintains a continuous listening watch on 500 kHz MF WT, 2182 kHz MF RT and VHF Ch 16 for distress calls. VHF DSC and MF DSC facilities are also fully operational. HF DSC is operational on 4207.5 kHz, 8414.5 kHz and 12577 kHz.

TeleMedical Assistance Service: University Hospital C.F. Constanța provides assistance. Contact through Constanța Radio and MRCC Constanța.

Possible consultation languages: Romanian and English.
## ROMANIA (Continued)

<table>
<thead>
<tr>
<th>Service</th>
<th>Telephone</th>
<th>Fax</th>
<th>Others/Ship Earth Stations (SES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAA BUCHAREST (Cospas-Sarsat SPOC)</td>
<td>+40 212 332678&lt;br&gt;212 083150</td>
<td>+40 212 083261</td>
<td>AFTN: LRBBZQZQ</td>
</tr>
<tr>
<td>MRCC CONSTANȚA</td>
<td>+40 241 615949&lt;br&gt;723 634122&lt;br&gt;740 173032</td>
<td>+40 241 606065</td>
<td>email: <a href="mailto:mrcc@rna.ro">mrcc@rna.ro</a></td>
</tr>
<tr>
<td>CONSTANTÂ (RADIONAV SA)</td>
<td>+40 241 737102&lt;br&gt;241 602781</td>
<td>+40 241 737103&lt;br&gt;241 739469&lt;br&gt;241 602789&lt;br&gt;241 605140</td>
<td>Inmarsat C: 492260041&lt;br&gt;email: <a href="mailto:isps@constanta-radio.ro">isps@constanta-radio.ro</a>&lt;br&gt;<a href="mailto:arrivalro@constanta-radio.ro">arrivalro@constanta-radio.ro</a></td>
</tr>
<tr>
<td>Harbour Master's Office Mangalia (Alerting point)</td>
<td>+40 241 751299</td>
<td>+40 241 751299</td>
<td>email: <a href="mailto:cpmangalia@rna.ro">cpmangalia@rna.ro</a></td>
</tr>
<tr>
<td>Harbour Master's Office Midia (Alerting point)</td>
<td>+40 372 742554</td>
<td>+40 372 408424</td>
<td>email: <a href="mailto:cpmidia@rna.ro">cpmidia@rna.ro</a></td>
</tr>
<tr>
<td>Harbour Master's Office Sulina (Alerting point)</td>
<td>+40 240 543510&lt;br&gt;240 543151</td>
<td>+40 240 543510&lt;br&gt;240 543151</td>
<td>email: <a href="mailto:cpsulina@rna.ro">cpsulina@rna.ro</a>&lt;br&gt;<a href="mailto:vtmisal@rna.ro">vtmisal@rna.ro</a></td>
</tr>
</tbody>
</table>

MRCC Constanta correspondence (RSDRA2017000302530) 1/18

### PAGE 365, NAVAREA IV.

**BARBADOS.**

Delete entry and replace by:

## BARBADOS

See diagram R7

<table>
<thead>
<tr>
<th>National SAR Agency: Barbados Coast Guard</th>
<th>Address: HMBS Pelican, Spring Garden, S. Michael, Bridgetown, Barbados</th>
<th>Telephone: +1 246 5362948&lt;br&gt;+1 246 5362949</th>
<th>Fax: +1 246 5362953</th>
</tr>
</thead>
</table>

Barbados Defence Force (Coast Guard) is responsible for coordinating Search and Rescue operations. Barbados Coast Guard and Barbados External Communications (BET) maintain a continuous listening watch on 2182 kHz and VHF Ch 16 for distress calls. BET monitors calls through Barbados (8PO) maintaining a continuous listening watch on 2182 kHz and VHF Ch 16 for distress calls.

<table>
<thead>
<tr>
<th>MRSC BARBADOS COAST GUARD</th>
<th>+1 246 5362948&lt;br&gt;246 5362949</th>
<th>+1 246 5362953</th>
<th>email: <a href="mailto:bcg@bdf.gov.bb">bcg@bdf.gov.bb</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>BARBADOS DEFENCE FORCE</td>
<td>+1 246 4366185&lt;br&gt;246 4350516</td>
<td>+1 246 350516</td>
<td>email: <a href="mailto:bcg@bdf.gov.bb">bcg@bdf.gov.bb</a></td>
</tr>
</tbody>
</table>

Barbados CG correspondence (RSDRA2017000317897) 1/18
VI

VOLUME 6, PART 1, NP 286(1), 2017/18
Published Wk 16/17

(Last Updates: Weekly Edition No. 50 dated 14 December 2017)

PAGE 364, UNITED KINGDOM, MEDWAY, Vessel Traffic Service,
NOTE.
Delete section.

V102 Peel Ports, (RSDRA2017000323058), 1/18

VOLUME 6, PART 3, NP 286(3), 2017/18
Published Wk 28/17

(Last Updates: Weekly Edition No. 52 dated 28 December 2017)

PAGES 100 & 101, GEORGIA, KULEVI.
Delete entry and replace by:

KULEVI 42°16′N 41°39′E

Pilots

CONTACT DETAILS:
Call: Kulevi Pilot
VHF Channel: Ch 16; 73

HOURS: HJ

PROCEDURE:
(1) Pilotage is compulsory for all vessels entering and leaving the harbour and is available HJ, subject to weather conditions.
(2) Pilot boards in the following positions:
   (a) 42°17′·50N 41°35′·00E (vessels less than 50 000 dwt)
   (b) 42°17′·74N 41°33′·95E (vessels greater than 50 000 dwt)

Vessel Traffic Service

CONTACT DETAILS:
Call: VTS Kulevi
VHF Channel: Ch 16; 77
Telephone: +995 595 103613 (Mobile)
E-mail: vtskulevi@mta.gov.ge
Website: www.mta.gov.ge

HOURS: H24

Port

CONTACT DETAILS:
Hr Mr
Call: Kulevi 5
VHF Channel: Ch 16; 77
Telephone: +995 32 2243828
E-mail: hmkulevi@mta.gov.ge
Website: www.mta.gov.ge

Port Manager
Telephone: +995 32 2243819
Fax: +995 32 2243834

Agents
VHF Channel: Ch 69 76

HOURS: H24

PROCEDURE:
Notice of ETA: Vessels should advise ETA via agents.

continued on next column

NOTE:
Vessels reporting through the GEOREP Ship Reporting System should also advise relevant details by e-mail to the Kulevi Hr Mr.

Oil Terminal

CONTACT DETAILS:
Telephone: +995 32 2243838
Fax: +995 32 2243809
E-mail: info@bst.socar.az
Website: www.kulevioilterminal.com

HOURS: 0900-2000 LT

PROCEDURE:
Notice of ETA: Vessels should advise ETA no later than 72h prior to arrival during working hours.

MTA Georgia Correspondence, (RSDRA2017000302543), 1/18

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Wk01/18
UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS

There are no updates to miscellaneous Nautical Publications this week.
1. ENC / ECDIS and AVCS

a) Safety Notice

DISPLAY ANOMALIES IN SOME ECDIS

A number of ECDIS operating anomalies have been identified, including the discovery that some models of some ECDIS equipment might not, under certain circumstances, display all navigationally significant features or activate appropriate alarms. Due to the complex nature of ECDIS, and in particular because it involves a mix of hardware, software and data, it is possible that further anomalies may exist.

ECDIS operating with Edition 4.0 of the IHO Presentation Library
Performance tests during type approval and installation of the ECDIS demonstrates that the ECDIS does not have any of the identified display anomalies. The IHO check dataset is therefore not applicable. See iho.int for further information.

For a graphical way to establish that the ECDIS is correctly displaying the new symbols introduced in IHO S-52 Presentation Library Edition 4.0 the mariner can check ECDIS Chart 1. ECDIS Chart 1 is a legend of the entire set of symbols that may be used within an ENC, and is installed on all type-approved ECDIS systems.

ECDIS operating with Edition 3.4 of the IHO Presentation Library
From 1st September 2017, ECDIS Systems are required to use Presentation Library edition 4.0. Vessels using previous editions must upgrade as soon as possible to maintain compliance. The IHO Check Dataset is not required for Presentation Library 4.0.

b) ENCs temporarily withdrawn from AVCS

To review a cumulative list of ENCs temporarily withdrawn from AVCS, please visit the ‘Updates’ tab on: admiralty.co.uk/AVCS

EA200001 and EA200002 South China Sea. Withdrawn in week 23/2017 as instructed by ENC producer authority due to numerous pending updates. New Editions will be released at the earliest opportunity, but no timescale has been provided. Mariners should remove these ENCs from their ECDIS at the earliest opportunity. Full chart coverage of the area is available from other ENCs in AVCS and ADMIRALTY paper charts.

C1515379 Waglan Island to Xiaoputai Dao. The issue that caused this ENC to be withdrawn has now been resolved and it was made available to purchase again in AVCS from week 25/2017.

c) ENC Readme.txt file

The README.TXT file located within the ENC_ROOT folder on the latest ENC Base and Update discs contains important safety related information relating to the use of ENCs in ECDIS.

This file is updated on a regular basis and should be consulted to ensure that all related issues are taken into consideration.

The latest updates to the README file are:

Week 42/17
19/10/17 ENC IT100360, Was withdrawn, now cancelled by producer nation.

Week 25/17
22/06/2017 ENC C1515379, Issue resolved and available again in ARCS.

Week 23/17
07/06/17 ENC EA200001 and EA200002 WITHDRAWN

The full text of the latest README.TXT file is available at: admiralty.co.uk/AdmiraltyDownloadMedia/AVCS/README.txt
d) Temporary & Preliminary Notices to Mariners (T&P NMs) in ENCs

The use of T&P NM information is considered an essential part of keeping navigational charts up to date.

The latest confirmed status of T&P NM information in the ENCs that are available in ADMIRALTY services is shown in the ENC-T&P-NM-Status.pdf file in the INFO folder on the service media and at: admiralty.co.uk/ENC-TP-NMs

2. ADMIRALTY Products Supporting Digital Navigation

i. ADMIRALTY ENC and ECDIS Maintenance Record (NP133C). This publication is designed to hold paper records on ENC and ECDIS maintenance to assist information management and support inspections. Please note that V2.0 is the current edition.


iii. ADMIRALTY Guide to the Practical Use of ENCs (NP231). Supports ECDIS training on the interpretation and use of ENC data.

iv. ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures (NP232). Provides clear guidance for any individual or organisation responsible for the introduction of ECDIS, in particular those involved in the development of detailed ECDIS operating procedures.

v. ADMIRALTY Port Approach Guides. Information from a range of official ADMIRALTY charts and publications on one chart, helping bridge crews to plan for particular approaches and to support Master Pilot Exchange. Expanding coverage of some of the world's most complex approaches, including Antwerp, Rotterdam and the Panama Canal. More information is available at admiralty.co.uk/port-approach-guides

3. ADMIRALTY Digital Publications (ADP)

ADP are computer-based versions of the UKHO’s market-leading paper-based nautical reference guides – ADMIRALTY Nautical Publications. They contain the same information as their paper equivalents, and are widely accepted as meeting SOLAS carriage requirements. Information on which flag States have accepted ADP as meeting SOLAS carriage requirements is available at admiralty.co.uk/flag-state-approval

Availability of ADP 18

ADP 18 is now published. It is available on the standalone software disk and on the ADP Weekly Update DVD.

For Windows 7 and later, the ADP 18 DVD will automatically uninstall the previous edition and install the new edition without losing your area subscriptions or downloaded updates. After installing the new version, the first update should be applied using the latest ADP Update DVD to minimise the update download size. This should be supplied by your ADMIRALTY Chart Agent.

Please note that ADP 18 allows users to update their tidal data each week from week 51 in the same way that ADLL and ADRS are updated.

Windows XP is no longer supported by Microsoft therefore UKHO may not be able to fully support software running on Windows XP. ADP 18 will not work on XP.

ADP 17: ADRS 2 - Legal Time

Please note that Legal Time should only be obtained by searching for the country concerned using the List Territories option from Windows.

1. Click ‘Windows’ on the toolbar and click ‘List Territories’.
2. Select the appropriate country from the listing to view the time offset.
3. We recommend that Time Zone Meridians are switched off in the ‘View’ listing. This is because the offset shown via the tooltips on Aids to Navigation and the map view are only based on the meridian lines and should not be relied upon.

From 1 January 2018 UKHO will only support ADP 17 onwards. Users of older versions of the software should upgrade before this time.

If you experience any problems receiving or installing the software upgrade, please contact your ADMIRALTY Chart Agent in the first instance.

For information: Please ensure that Activation Key Requests and Update Data Requests for ADP are sent to ADPMailGateway@ukho.gov.uk

8.2 Wk 01/18
**ADIMIRALTY TotalTide (ATT)**

German Tidal Stations predicted on LAT

The ATT application in ADP computes predictions for all German tidal stations based on Lowest Astronomical Tide (LAT).

Mariners using charts which refer to Mean Low Water Springs (MLWS) in German waters, must deduct 0.5m from all predicted tidal heights for these ports before applying them to the depths on those charts in order to determine the correct predicted depth of water. This advice will also be contained in the Notes Tab on the Prediction Windows in TotalTide for each of the above German tidal stations.

**4. ADMIRALTY e-Nautical Publications (AENPs)**

ADIMIRALTY AENPs are digital versions of ADMIRALTY Nautical Publications. They allow users to apply NM updates faster and with greater accuracy. The following AENPs are currently available:

- All 75 Sailing Directions
- The Mariners Handbook
- The Nautical Almanac
- Ocean Passages for the World
- Annual Summary of Notices to Mariners Part 1
- Annual Summary of Notices to Mariners Part 2
- ADIMIRALTY Guide to the Practical Use of ENCs
- Cumulative list of ADIMIRALTY Notice to Mariners January
- Cumulative list of ADIMIRALTY Notice to Mariners June
- How to Keep Your ADIMIRALTY Products Up-to-Date
- IALA Maritime Buoyage System
- ADIMIRALTY Guide to ECDIS implementation, Policy and Procedures.
- Symbols and Abbreviations Used on ADIMIRALTY Paper Charts
- ADIMIRALTY Guide to ENC Symbols used in ECDIS

The UKHO only supports the viewing of AENPs through ADIMIRALTY e-Reader 1.3 and ADIMIRALTY gateway 4.2 and 4.4. Users of older versions must upgrade as soon as possible.

**5. ADIMIRALTY Planning Station**

ADIMIRALTY Planning Station 3.4, and Planning Station in ADIMIRALTY gateway, provide vessels with the ability to plan voyages, order products, download chart data and view digital charts and publications from their back of bridge computer. ADIMIRALTY Planning Station is available from your ADIMIRALTY Chart Agent.

The UKHO only supports Planning Station features in ADIMIRALTY Planning Station 3.4 and ADIMIRALTY gateway 4.2 and 4.4. Users of older versions must upgrade as soon as possible.

**6. ADIMIRALTY Passage Planner (APP)**

Please note that this product is no longer available for purchase from 30th September 2017. Existing licences are being supported until expiry.
7. Status of ADMIRALTY Digital Services

<table>
<thead>
<tr>
<th>Product</th>
<th>Last issue date/Week</th>
<th>Reissue Date/Week</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. ADMIRALTY Vector Chart Service (AVCS) and ECDIS Base CD</td>
<td>7 December 2017 - 49</td>
<td>8 February 2018 - 6</td>
</tr>
<tr>
<td>ii. ADMIRALTY Information Overlay (AIO) CD which contains both the base data and the latest updates</td>
<td>21 December 2017 - 51</td>
<td></td>
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<tr>
<td>iii. ADMIRALTY Raster Chart Service (ARCS) Regional disc 1</td>
<td>27 July 2017 - 30</td>
<td>18 January 2018 - 3</td>
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<tr>
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<td>1 March 2018 - 9</td>
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<td>1 February 2018 - 5</td>
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<td>1 June 2017 - 22</td>
<td>15 March 2018 - 11</td>
</tr>
<tr>
<td>ADMIRALTY Raster Chart Service (ARCS) Regional disc 11</td>
<td>20 October 2016 – 42</td>
<td>Small-scale Planning Charts</td>
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8. Supported ADMIRALTY Software Versions

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<tr>
<td>ADMIRALTY e-Reader</td>
<td>1.3</td>
</tr>
<tr>
<td>ADMIRALTY Planning Station</td>
<td>3.4</td>
</tr>
<tr>
<td>ADMIRALTY gateway</td>
<td>4.2, 4.4</td>
</tr>
<tr>
<td>NavPac and Compact Data</td>
<td>3.4, 4.0</td>
</tr>
</tbody>
</table>

If you are using an older version which is not supported, you should contact your Chart Agent to upgrade to the latest version as soon as possible.
# HYDROGRAPHIC NOTE FOR PORT INFORMATION
(To accompany Form H.102)

## H.102A
(V7.0 Jan 2013)

### Reporting Port Information affecting ADMIRALTY Products

<table>
<thead>
<tr>
<th>NAME OF PORT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>APPROXIMATE POSITION</td>
<td>Latitude</td>
</tr>
<tr>
<td>GENERAL REMARKS</td>
<td>Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook <em>(if available)</em>.</td>
</tr>
<tr>
<td>ANCHORAGES</td>
<td>Designation, depths, holding ground, shelter afforded.</td>
</tr>
<tr>
<td>PILOTAGE</td>
<td>Authority for requests. Embark position. Regulations.</td>
</tr>
<tr>
<td>DIRECTIONS</td>
<td>Entry and berthing information. Tidal streams. Navigational aids.</td>
</tr>
<tr>
<td>TUGS</td>
<td>Number available.</td>
</tr>
<tr>
<td>WHARVES</td>
<td>Names, numbers or positions &amp; lengths. Depths alongside.</td>
</tr>
<tr>
<td>CARGO HANDLING</td>
<td>Containers, lighters, Ro-Ro etc.</td>
</tr>
<tr>
<td>REPAIRS</td>
<td>Hull, machinery and underwater. Shipyards. Docking or slipping facilities. <em>(Give size of vessels handled or dimensions)</em> Divers.</td>
</tr>
<tr>
<td>RESCUE AND DISTRESS</td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
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<tr>
<td>Salvage, Lifeboat, Coastguard, etc.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>SUPPLIES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel. (with type, quantities and methods of delivery)</td>
<td></td>
</tr>
<tr>
<td>Fresh water. (with method of delivery and rate of supply)</td>
<td></td>
</tr>
<tr>
<td>Provisions</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SERVICES</th>
<th></th>
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<tbody>
<tr>
<td>Medical.</td>
<td></td>
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<tr>
<td>Ship Sanitation</td>
<td></td>
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<tr>
<td>Garbage and slops.</td>
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<tr>
<td>Ship chandlery, tank cleaning, compass adjustment, hull painting</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>COMMUNICATIONS</th>
<th></th>
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<tbody>
<tr>
<td>Nearest airport or airfield.</td>
<td></td>
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<tr>
<td>Port radio and information service. (with frequencies and hours of operating)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>PORT AUTHORITY</th>
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<tbody>
<tr>
<td>Designation, address, telephone, e-mail address and website.</td>
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<tr>
<th>VIEWS</th>
<th></th>
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<tbody>
<tr>
<td>Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc.</td>
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</table>

<table>
<thead>
<tr>
<th>ADDITIONAL DETAILS</th>
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**NOTES:**

1. Form H.102A lists the information required for ADMIRALTY Sailing Directions and has been designed to help the sender and the recipient. The sections should be used as an aide-memoir, being used or followed closely, whenever appropriate. Where there is insufficient space on the form an additional sheet should be used.

2. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
HYDROGRAPHIC NOTE FOR
GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY
CHART POSITIONS
(To accompany Form H.102)

<table>
<thead>
<tr>
<th>Time/Date of Observation</th>
<th>Chart/ENC in use (SEE NOTE 3a)</th>
<th>Latitude/Longitude of position read from Chart/ECDIS (SEE NOTE 3b)</th>
<th>Latitude/Longitude of position read from GNSS Receiver (on WGS84) (SEE NOTE 3c)</th>
<th>Additional Information/Remarks (SEE NOTE 3d)</th>
</tr>
</thead>
<tbody>
<tr>
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NOTES:

1. This form is designed to assist in the reporting of observed differences between WGS84 datum and the geodetic datum of British ADMIRALTY Charts by mariners, including yachtsmen and should be submitted as an accompaniment to Form H.102 (full instructions for the rendering of data are on Form H.102). Where there is insufficient space on the form an additional sheet should be used.

2. **Objective of GNSS Data Collection**

   The UK Hydrographic Office would appreciate the reporting of Global Navigation Satellite Systems (GNSS) positions, referenced to WGS84 datum, at identifiable locations or features on British ADMIRALTY Charts. Such observations could be used to calculate positional shifts between WGS84 datum and the geodetic datum for those British ADMIRALTY Charts which it has not yet been possible to compute the appropriate shifts. These would be incorporated in future new editions or new charts and promulgated by Preliminary Notices to Mariners in the interim.

   It is unrealistic to expect that a series of reported WGS84 positions relating to a given chart will enable it to be referenced to that datum with the accuracy required for geodetic purposes. Nevertheless, this provides adequate accuracy for general navigation, considering the practical limits to the precision of 0.2mm (probably the best possible under ideal conditions – vessel alongside, good light, sharp dividers etc), this represents 10 metres on the ground at a chart scale of 1:50,000.

   It is clear that users prefer to have some indication of the magnitude and direction of the positional shift, together with an assessment of its likely accuracy, rather than be informed that a definitive answer cannot be formulated. Consequently, where a WGS84 version has not yet been produced, many charts now carry approximate shifts relating WGS84 datum to the geodetic datum of the chart. Further observations may enable these values to be refined with greater confidence.

3. **Details required**

   a. It is essential that the chart number, edition date and its correctional state (latest NM) are stated. For ENCs, please state the ENC name and latest update applied.

   b. Position (to 2 decimal places of a minute) of observation point, using chart graticule or, if ungraduated, relative position by bearing/distance from prominent charted features (navigation lights, trig. points, church spires etc.).

   c. Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.

   d. Include GNSS receiver model and aerial type (if known). Also of interest: values of PDOP, HDOP or GDOP displayed (indications of theoretical quality of position fixing depending upon the distribution of satellites overhead) and any other comments.
1. Mariners are requested to notify the United Kingdom Hydrographic Office (UKHO) when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications are seen to be necessary. Mariners can also report any ENC display issues experienced. The Mariner’s Handbook (NP100) Chapter 4 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.

2. Accurate position or knowledge of positional error is of great importance. Where latitude and longitude have been used to specifically position the details of a report, a full description of the method used to obtain the position should be given. Where possible the position should be fixed by GPS or Astronomical Observations. A full description of the method, equipment, time, estimated error and datum (where applicable) used should be given. Where the position has been recorded from a smart phone or tablet, this is to be specifically mentioned. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two should be used to provide a redundancy check. Where position is derived from Electronic Position Fixing (e.g., LORAN C) or distances observed by radar, the raw readings of the system in use should be quoted wherever possible. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

3. Paper Charts: A cutting from the largest scale chart is often the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer’s chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

4. ENC: A screen shot of the largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected ENC should be sent along with details of the ECDIS make, model or age and version in use at the time.

5. When soundings are obtained The Mariner’s Handbook (NP100) should where possible be consulted. It is important to ensure that full details of the method of collection are included with the report. This should include but not limited to:
   (a) Make, model and type of echo sounder used.
   (b) Whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel’s draught should be given.
   (c) Time, date and time zone should be given in order that corrections for the height of the tide may be made where necessary, or a statement made as to what corrections for tide have already been made.
   (d) Where larger amounts of bathymetric data have been gathered, only those areas where a significant difference to the current chart or ENC should be specifically mentioned on the H102. The full data set may also be sent in, with an additional note added to this effect. If no significant differences are noted, the bathymetric data may still be of use, and sent in accordingly. Where full data sets are included, a note as to the data owner and their willingness for the data to be incorporated into charts and ENCs included.

6. For Echo Sounders that use electronic ‘range gating’, care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus, with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set’s nominal range can usually be recognised by the following:
   (a) the trace being weaker than normal for the depth recorded;
   (b) the trace passing through the transmission line;
   (c) the feathery nature of the trace.

   As a check that apparently shoal soundings are not due to echoes received beyond the set’s nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.

7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

8. Reports of shoal soundings, uncharted dangers and aids to navigation out of order should, at the mariner’s discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.

9. Changes to Port Information should be forwarded on Form H.102A and any GPS/Chart Datum observations should be forwarded on Form H.102B together with Form H.102. Where there is insufficient space on the forms additional sheets should be used.

10. Reports on ocean currents, magnetic variations and other marine observations should be made in accordance with The Mariner’s Handbook (NP100) Chapter 4 with forms also available at admiralty.co.uk/MSI.

Note. - An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course; for these purposes, the UKHO may make reproductions of any material supplied. When a Notice to Mariners is issued, the sender’s ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities or the sender states that they do not want to be named by using the appropriate tick box on the form. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.
Hydrographic Note – H.102
Reporting information affecting ADMIRALTY Maritime Products & Services

For emergency information affecting safety of life at sea forward to: navwarnings@btconnect.com
Or alternatively contact T: +44 (0)1823 353448 (direct line) F: +44 (0)1823 322352
For new information affecting all ADMIRALTY Charts and Publications forward to: sdr@ukho.gov.uk
This form H.102 and instructions are available online: admiralty.co.uk/msi

<table>
<thead>
<tr>
<th>Date</th>
<th>Ref. number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of ship or sender</td>
<td>IMO number</td>
</tr>
<tr>
<td>Address and general locality</td>
<td></td>
</tr>
<tr>
<td>E-mail / Tel / Fax of sender</td>
<td></td>
</tr>
</tbody>
</table>

**Subject**

<table>
<thead>
<tr>
<th>Position (see Instruction 2)</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>GPS</td>
<td>Datum</td>
<td>Accuracy</td>
</tr>
</tbody>
</table>

**ADMIRALTY Charts affected**

<table>
<thead>
<tr>
<th>Latest Weekly Edition of Notices to Mariners (NMs) held</th>
<th>Edition</th>
</tr>
</thead>
</table>

**Replacement copy of chart number (see Instruction 3)**

<table>
<thead>
<tr>
<th>IS / IS NOT required</th>
</tr>
</thead>
</table>

**ENCs affected**

<table>
<thead>
<tr>
<th>Latest update disk applied</th>
<th>Week:</th>
</tr>
</thead>
</table>

**Publications affected**

| Make, model and or age of ECDIS if applicable | |
|-----------------------------------------------| |

**Date of latest supplement/update, page & Light List number etc.**

Details of anomaly / observation:

| Name of observer / reporter | |
|-----------------------------| |

H.102A submitted Yes [ ] No [ ]

H.102B submitted Yes [ ] No [ ]

Tick box if not willing to be named as source of this information [ ]

Alternatively use our H-Note App located here: admiralty.co.uk/H-note