



UK Hydrographic
Office

NP247(2)

**ADMIRALTY ANNUAL SUMMARY OF NOTICES TO MARINERS -
UPDATES TO SAILING DIRECTIONS AND
MISCELLANEOUS NAUTICAL PUBLICATIONS**

CORRECT TO 31 DECEMBER 2023 (Week 52/23)

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INTRODUCTION

NP247(2), *ADMIRALTY of Notices to Mariners - Updates to Sailing Directions and Miscellaneous Nautical Publications*, contains the text of all updates to current editions of *ADMIRALTY Sailing Directions* and *Miscellaneous Nautical Publications* which have been published in Sections IV and VII of *ADMIRALTY of Notices to Mariners*, and which remain in force on 31 December 2023 (Week 52/23).

HOW TO USE THIS PUBLICATION

Current editions of Sailing Directions and Miscellaneous Nautical Publications

Updates to *ADMIRALTY Sailing Directions* and *Miscellaneous Nautical Publications* are always applied to the most recent edition of the volume in use. Details of the most recent edition of any particular volume can be established by consulting:

NP131 *ADMIRALTY Chart Catalogue*, published annually in December.

Part 1 and Part 3 of this publication, published annually in January.

NP234 *Cumulative List of ADMIRALTY Notices to Mariners*, published 6-monthly in January and July.

New editions of *ADMIRALTY Sailing Directions and Miscellaneous Nautical Publications* are announced in Section I of *ADMIRALTY Notices to Mariners*. A complete listing of current editions is updated and published quarterly in Part IB of *ADMIRALTY Notices to Mariners*. It is also available on the UKHO website at admiralty.co.uk.

Sailing Directions in Continuous Revision

Most volumes of *ADMIRALTY Sailing Directions* are kept up to date in a "Continuous Revision" cycle. This means that once a new edition is published it will be continuously revised by its Editor for a period of approximately 3 years using information received in the UKHO, and then republished. During the life of the book, it is updated as necessary by notices published weekly at Section IV of *ADMIRALTY Notices to Mariners*. These updates will normally be restricted to those critical to the safety of navigation, and information required to be published as a result of changes to national legislation affecting shipping, and to port regulations.

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. Mariners may also annotate the parent book with the relevant week number at affected paragraphs to indicate the presence of an update. It is not recommended that changes be pasted into the parent book.

Promulgation of Section IV and VII Notices to Mariners

Section IV and VII Notices to Mariners are published weekly in *ADMIRALTY Notices to Mariners*.

A check-list of all extant Notices, but not the text, is published quarterly at the end of Sections IV and VII respectively of *ADMIRALTY Notices to Mariners*.

This volume, published annually, contains the full text of all extant Section IV and VII Notices.

Action on receipt of a volume of ADMIRALTY Sailing Directions or Miscellaneous Nautical Publication

- (1) Check that the most recent Edition of the volume is held.
- (2) Check that the updates at Part 2 or Part 4 of this volume have been applied.
- (3) Check that all updates published at either Sections IV and VII of *ADMIRALTY Notices to Mariners* subsequent to the publication of this volume have been applied, using the most recent quarterly check-list at Section IV or VII of the Weekly Edition.

For further information, please refer to '*How to Keep Your ADMIRALTY Products Up-to-Date*', NP294.

Where it is found that the most up to date information is not held, the most recent editions of all ADMIRALTY publications can be obtained from ADMIRALTY Distributors, and back copies of *ADMIRALTY Notices to Mariners* can also be downloaded from the UKHO website.



UPDATES TO ADMIRALTY SAILING DIRECTIONS

PART 1

CURRENT EDITIONS OF ADMIRALTY SAILING DIRECTIONS

(Updated to Week 52/23)

<i>NP No</i>	<i>Title</i>	<i>Edition</i>	<i>Published / correct from Weekly Edition Number</i>
1	Africa Pilot Vol 1	19 th (2020)	50/20
2	Africa Pilot Vol 2	19 th (2022)	09/22
3	Africa Pilot Vol 3	18 th (2019)	16/19
4	South-East Alaska Pilot	8 th (2015)	16/15
5	South America Pilot Vol 1	20 th (2021)	40/21
6	South America Pilot Vol 2	19 th (2019)	19/19
7	South America Pilot Vol 3	14 th (2022)	49/22
7A	South America Pilot Vol 4	9 th (2022)	06/22
8	Pacific Coasts of Central America and USA Pilot	15 th (2019)	43/19
9	Antarctic Pilot	9 th (2019)	24/19
10	Arctic Pilot Vol 1	9 th (2016)	07/16
11	Arctic Pilot Vol 2	12 th (2018)	34/18
12	Arctic Pilot Vol 3	10 th (2018)	19/18
13	Australia Pilot Vol 1	6 th (2020)	35/20
14	Australia Pilot Vol 2	14 th (2019)	25/19
15	Australia Pilot Vol 3	15 th (2022)	10/22
18	Baltic Pilot Vol 1	20 th (2022)	35/22
19	Baltic Pilot Vol 2	18 th (2022)	11/22
20	Baltic Pilot Vol 3	15 th (2022)	35/22
21	Bay of Bengal Pilot	13 th (2019)	20/19
22	Bay of Biscay Pilot	14 th (2019)	28/19
23	Bering Sea and Strait Pilot	9 th (2019)	30/19
24	Black Sea and Sea of Azov Pilot	6 th (2019)	33/19
25	British Columbia Pilot Vol 1	17 th (2019)	38/19
26	British Columbia Pilot Vol 2	11 th (2017)	11/17
27	Channel Pilot	14 th (2023)	34/23
28	Dover Strait Pilot	13 th (2020)	36/20
30	China Sea Pilot Vol 1	12 th (2021)	11/21
31	China Sea Pilot Vol 2	15 th (2021)	01/20
32A	China Sea Pilot Vol 3	4 th (2022)	30/22
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33	Philippine Islands Pilot	7 th (2021)	05/21
34	Indonesia Pilot Vol 2	10 th (2022)	04/22
35	Indonesia Pilot Vol 3	8 th (2021)	34/21
36	Indonesia Pilot Vol 1	11 th (2021)	01/21
37	West Coasts of England and Wales Pilot	21 st (2022)	16/22
38	West Coast of India Pilot	20 th (2023)	10/23
39	South Indian Ocean Pilot	16 th (2020)	39/20
40	Irish Coast Pilot	22 nd (2023)	52/23

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42C	Japan Pilot Vol 4	7 th (2020)	18/23
43	S and E Coasts of Korea, E Coast of Siberia and Sea of Okhotsk Pilot	12 th (2020)	10/20
44	Malacca Strait and W Coast Sumatera Pilot	15 th (2022)	22/22
45	Mediterranean Pilot Vol 1	17 th (2021)	15/21
46	Mediterranean Pilot Vol 2	18 th (2022)	51/22
47	Mediterranean Pilot Vol 3	17 th (2020)	44/20
48	Mediterranean Pilot Vol 4	18 th (2019)	34/19
49	Mediterranean Pilot Vol 5	15 th (2020)	42/20
50	Newfoundland and Labrador Pilot	14 th (2016)	34/16
51	New Zealand Pilot	20 th (2021)	35/21
52	North Coast of Scotland Pilot	11 th (2022)	39/22
54	North Sea (West) Pilot	12 th (2021)	37/21
55	North Sea (East) Pilot	12 th (2020)	45/20
56	Norway Pilot Vol 1	18 th (2022)	43/22
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58A	Norway Pilot Vol 3A	10 th (2022)	45/22
58B	Norway Pilot Vol 3B	9 th (2022)	20/22
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60	Pacific Islands Pilot Vol 1	13 th (2018)	04/18
61	Pacific Islands Pilot Vol 2	13 th (2017)	10/17
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63	Persian Gulf Pilot	19 th (2021)	10/21
64	Red Sea and Gulf of Aden Pilot	20 th (2021)	32/21
65	St Lawrence Pilot	19 th (2020)	06/20
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70	West Indies Pilot Vol 1	8 th (2021)	13/21
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UPDATES TO ADMIRALTY SAILING DIRECTIONS

PART 2

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NP1 Africa Pilot Volume 1 (2020 Edition)

Arquipélago da Madeira – Ilha do Porto Santo —
Marine nature reserves

69

After Paragraph 2.8 1 line 3 *Insert*:

Marine nature reserves

2.8a

- 1 Ilhéu de Cima Nature Reserve, situated on the E coast, surrounds Ilhéu de Cima (33°03'·28N 16°16'·75W) (2.11) and extends from Ponta dos Ferreiros (2.11) to the E breakwater of Porto Santo (2.13); it extends seaward to approximately the 50 m depth contour.
- 2 Ilhéu de Baixo Nature Reserve, situated on the SW coast, surrounds Ilhéu de Baixo (33°00'·48N 16°23'·25W) (2.12) and extends from a position about 1¼ miles NE of Ponta da Calheta (2.12) to Focinho do Urso (33°01'·94N 16°23'·57W), a point; it extends seaward to approximately the 50 m depth contour.
- 3 Entry into the nature reserves are affected by numerous restrictions and prohibitions. For the latest information mariners are advised to consult the local port authorities.

Portuguese Notice 1/106; 107; 108/22

[NP1-No 55-Wk 37/22]

Arquipélago da Madeira – Ilha do Porto Santo -
Porto Santo — Pilotage

71

Paragraph 2.15 4 lines 6–7 *Replace by*:

Pilotage is compulsory and arranged in advance through Funchal. Pilot waiting area is about 1 to 1½ miles SSW of the head of the S mole. See also *ADMIRALTY List of Radio Signals Volume 6(2)*.

Roteiro da Costa de Portugal - Arquipélago da Madeira
[NP1-No 119-Wk 51/23]Arquipélago da Madeira – Ilha da Madeira —
Marine nature reserves

72

Paragraph 2.23 1-3 including heading *Replace by*:

Marine nature reserves

2.23

- 1 Garajau Nature Reserve, a specially protected area on the SE coast, extends from the shore to the 50 m contour between Ponta da Oliveira (32°38'·47N 16°49'·90W) and Lazareto, 3 miles W. Except for small craft making for the beaches, entry within this area is prohibited.
Two mooring buoys (yellow) marked PNM (Madeira National Park) are positioned 2½ cables WNW and 1 mile W of Ponta do Garajau (32°38'·20N 16°51'·01W).

- 2 Ponta de São Lourenço Nature Reserve, a specially protected area on the N coast of Ponta de São Lourenço, extends from the shore to the 50 m contour between Ilhéu de Fora or São Lourenço (32°43'·82N 16°39'·41W) to Espigão Amarelo (32°45'·95N 16°47'·40W) (2.29).

- 3 Marinho do Cabo Girão Nature Reserve, situated on the S coast, extends from the vicinity of Cabo Girão (32°39'·20N 17°00'·80W) (2.27) to a position about 4 cables NW of Ponta do Sul (2.27); it extends seaward to approximately the 50 m depth contour.

Marinho da Ponta do Pargo Nature Reserve, situated on the WNW coast, extends from a position about 8½ cables SE of Ponta do Pargo (32°48'·83N 17°15'·79W) (2.28) to a position about ¾ miles NE of the point; it extends seaward to approximately the 50 m depth contour.

- 4 An area of coastal waters on the N coast, extending to the 100 m depth contour, between Ponta de São Jorge (32°50'·20N 16°54'·23W) and Ponta de Clérigo, 3 m SE, has been designated a nature reserve.

Entry into the nature reserves are affected by numerous restrictions and prohibitions. For the latest information, mariners are advised to consult the local port authorities.

Portuguese Notices 1/106; 107; 109/22

[NP1-No 56-Wk 37/22]

Spain - Islas Canarias - Lanzarote -
Puerto de Playa Blanca — Harbour

87-88

Paragraph 3.28 1-3 *Replace by*:

- 1 **General information.** Puerto de Playa Blanca (28°51'·59N 13°50'·01W) is situated on the S coast close E of Punta Limones and is a ferry port for a shuttle service to Puerto de Corralejo on the N coast of Fuerteventura.

The port consists of two basins, separated by a mole, and open to the ENE. The basins are protected by a breakwater and mole on the SSE side. The outer basin comprises the majority of the larger commercial berths and the inner basin is used by smaller craft.

- 2 **Directions.** The chart is sufficient guide.

Useful marks:

Puerto de Playa Blanca Outer Breakwater Head Light (white column, red band, 4 m in height) (28°51'·47N 13°49'·89W).

Marina Rubicón Mole Head Light (28°51'·43N 13°49'·12W) (3.16).

Anchorage may be obtained off Playa Blanca, in depths of 15 to 17 m, sand, with good shelter from N winds.

- 3 **Berths.** The longest berth, about 300 m in length, is situated on a mole on the SSE side of the outer basin. RoRo berths are situated in the NNW part of the outer basin.

The inner basin comprises a number of finger piers for the use by small craft.

Spanish Notice 5/41/22

[NP1-No 53-Wk 31/22]

NP1

Spain – Islas Canarias – Fuerteventura – Puerto del Rosario — Harbour; berths

90

Paragraph 3.41 *1* lines 1–4 *Replace by:*

- 1* **General layout.** The harbour is sheltered on its E side by a Muelle Comercial, an extensive mole and pier projecting about 880 m S from the town. On the W side of the harbour, another mole and a pier, Muelle de Cruceros, project initially about 175 m E, then about 300 m S.

Paragraph 3.43 *1* *Replace by:*

- 1* The main berths are situated at Muelle Comercial on the E side of the harbour, offering about 775 m for berthing, of which the N part has depths of from 5.0 m to 9.0 m alongside and the S part has depths of 9 m to 15 m alongside. There are two RoRo berths.
- On the W side of the harbour, a mole and pier provide protection for a small fishing harbour and marina, with a RoRo ramp on the S face.
- Muelle de Cruceros extends S from the RoRo ramp about 330 m, further extended by dolphins, depths about 8 to 12 m.

Spanish Notice 5/43/22 [NP1-No 54-Wk 31/22]

Islas Canarias – Isla de Fuerteventura – North-east coast – Puerto de Corralejo — Harbour

90

After Paragraph 3.45 Insert:

Puerto de Corralejo 3.45a

- 1* **Description.** Puerto de Corralejo (28°44'·39N 13°51'·73W) is a small multipurpose harbour situated on the NE coast of Isla de Fuerteventura and is protected by a breakwater extending ESE from the SE side of Punta de Corralejo. The commercial berths are situated along the outer part of breakwater while a marina lies at its root.
- 2* There is a regular ferry service to Puerto de Playa Blanca (3.28).
- Local knowledge** is recommended.
- Useful marks:**
- Light (green round tower, 5 m in height) (28°44'·41N 13°51'·65W).
- 3* **Alongside berths.** There are about 500 m of berthing space on the inner side of the breakwater with RoRo facilities.

Spanish Notice 21/184/23; Derrotero 10
[NP1-No 111-Wk 46/23]

Islas Canarias – Isla de Gran Canaria – East coast – Puerto de Salinetas — Harbour; marine farms

94

After Paragraph 3.62 1 line 5 *Insert:*

Marine farms, marked by light buoys (special), are situated in the approaches to the port.

Spanish Notice 26/251/23 [NP1-No 114-Wk 46/23]

Islas Canarias – Isla de Gran Canaria – Puerto de La Luz — Arrival information; outer anchorages

96

Paragraph 3.91 *1* lines 1–5 *Replace by:*

Designated anchorages have been established as follows:

Rada Norte consists of two areas situated N and S of the entrance channel (28°08'·80N 15°23'·70W) to Darsena de Africa; it is reserved for vessels carrying dangerous cargoes.

Rada Sur (28°06'·20N 15°23'·80W) is reserved for vessels not carrying dangerous cargo; an outfall pipeline, marked by light buoys (special) is laid through the anchorage from a position close E of the Cathedral (28°06'·02N 15°24'·88W).

Spanish Chart 6100 (2022); ENC ES506100 (6.001)
[NP1-No 82-Wk 23/23]

Islas Canarias – Isla de Gran Canaria – Puerto de La Luz — Arrival information; outer anchorages

96-97

Paragraph 3.91 *1-3* including existing Section IV Notice Week 23/23 *Replace by:*

Designated anchorages have been established as follows:

Rada Norte consists of two areas situated N and S of the entrance channel (28°08'·80N 15°23'·70W) to Darsena de Africa; it is reserved for vessels carrying dangerous cargoes.

Rada Sur (28°06'·20N 15°23'·80W) is reserved for vessels not carrying dangerous cargo; an outfall pipeline, marked by light buoys (special), is laid through the anchorage from a position close E of the Cathedral (28°06'·02N 15°24'·88W).

Vessels should anchor in accordance with the pilot's instructions; the anchorage zones are under radar surveillance by Port Control.

Caution. When anchoring off Las Palmas, it should be borne in mind that depths decrease rapidly at relatively short distances towards the island. The bottom is uneven and rocky, and ships should not steam to the anchoring position with too much cable walked out. In view of the depths, it is necessary to lower the anchor to the bottom when all way is off the ship. Several ships have lost their anchors when anchoring off Puerto de La Luz.

Spanish Notice 17/23; Derrotero 10 (2022)
[NP1-No 112-Wk 46/23]

**Islas Canarias - Isla de Gran Canaria -
Puerto de La Luz — Arrival information;
outer anchorages**

97

Paragraph 3.91 *Replace by:*

- 3 Anchorage is also permitted in the S part of Puerto Exterior with the pilot on board, see 3.100.

Spanish Chart 6100 (2022); ENC ES506100 (6.001)
[NP1-No 83-Wk 23/23]

**Islas Canarias - Isla de Gran Canaria -
Puerto de La Luz — Arrival information;
submarine pipeline**

97

Paragraph 3.92 including heading *Replace by:*

**Spare
3.92**

ENC ES506100 (6.001) [NP1-No 84-Wk 23/23]

**Islas Canarias - Isla de Gran Canaria -
Puerto de La Luz — Arrival information;
traffic regulations**

97

Paragraph 3.94 including heading *Replace by:*

**Traffic regulations
3.94**

- 1 Anchoring is prohibited in an area on the W side of the Darsena de Africa (3.96).

ENC ES506100 (6.001) [NP1-No 85-Wk 23/23]

**Islas Canarias - Isla de Gran Canaria -
Puerto de La Luz — Harbour; general layout**

97

Paragraph 3.96 *Replace by:*

- 1 An artificial harbour, Puerto de La Luz is divided into three areas: Puerto Interior; Puerto Exterior, which lies between Muelle Cristobal Colón and Dique Reina Sofia; and an outer harbour, Darsena de Africa, consisting of a breakwater, mole and RoRo terminal.

ENC ES506100 (6.001) [NP1-No 86-Wk 23/23]

**Islas Canarias - Isla de Gran Canaria -
Puerto de La Luz — Directions; lights**

97

Paragraph 3.99 *Replace by:*

- 1 **Darsena de Africa** is approached from E, directly from sea, in a fairway between the two outer anchorage areas of Rada Norte (3.91), thence S of head of Dique Nelson Mandela.

The white sector (350°-000°) of a light (white post, 5 m in height) (28°09'69N 15°24'08W) and the white sector (000°-010°) of a light (similar structure) (28°09'69N 15°24'07W) combine to lead towards the berths at the N end of the basin.

- 2 **Puerto Exterior and Puerto Interior** are approached from sea from E through a fairway which passes S of the head of Dique Reina Sofia, marked by a light buoy (starboard hand).

Puerto Exterior Leading Lights:

Front light (on building, 1 m in height) (28°09'33N 15°24'59W).

Rear light (post, on embankment, 10 m in height) (28°09'65N 15°24'59W) (3¼ cables from front light).

The alignment (000°) of the above lights leads from the entrance into Puerto Exterior.

- 3 **Puerto Interior.** From a position S of the head of Dique Reina Sofia, the track leads NW about 1 mile. The line of bearing 001° of a directional light (white post on building, 19 m in height) (28°08'82N 15°25'13W), exhibited from Muelle Benito Pérez Galdós (3.100a), then leads N into the harbour.

Caution. Several rocky pinnacles with depths of less than 5 m lie W of a light buoy (port hand) moored about 1 cable SE from the SE corner of Muelle del Arsenal.

- 4 **Useful marks:**

Roque del Palo Light (28°09'88N 15°23'93W) (3.56).

Dique Reina Sofia, Outer Elbow Light (28°07'84N 15°24'27W) (3.56).

Cathedral (28°06'02N 15°24'88W), black, prominent against white houses in background.

Dique Nelson Mandela breakwater head light (green and white tower, 4 m in height) (28°09'12N 15°23'90W).

ENC ES506100 (6.001) [NP1-No 87-Wk 23/23]

**Islas Canarias - Isla de Gran Canaria -
Puerto de La Luz — Basins and berths**

98

Paragraph 3.100 including heading *Replace by:*

**Darsena de Africa
3.99a**

- 1 Dique Nelson Mandela (28°09'40N 15°23'90W) is 1000 m in length and has several general-purpose berths on its W face. Depths are generally in excess of 18 m. Several RoRo berths are situated at the head of the harbour.

**Puerto Exterior
3.100**

- 1 **Dique Reina Sofia** (28°08'42N 15°24'44W). The W face consists of five berths, ranging from 120 m to 760 m in length, used by vessels with draughts up to 22 m for bunkering, bulk cargo, repairs and lay-up.

Reparaciones Navales Repnaval (28°09'50N 15°24'45W), slipways and repair facilities (3.101) at the root of Dique Reina Sofia.

- 2 **Astilleros Astican** (28°09'10N 15°24'61W). Between Reparaciones Navales and the container terminal at Muelle de Gran Canaria, close SW, lies another ship repair yard with extensive facilities (3.101).

NP1

Muelle de Gran Canaria (28°08'·94N 15°24'·85W) is 518 m in length with depths alongside of 9 to 11 m; container and RoRo vessels.

- 3 **Muelle Virgen del Pino** (28°08'·73N 15°24'·80W) is 505 m in length with a depth alongside of 10 to 12 m; container and RoRo vessels.

Muelle Elder (28°08'·52N 15°24'·82W), used for the handling of liquids and solids in bulk, is 435 m in length and accommodates vessels with a maximum draught of 11·9 m; RoRo facilities.

- 4 **Muelle de los Cambulloneros** (28°08'·30N 15°24'·83W) is 806 m in length with a depth alongside of about 13 m; RoRo vessels, general cargo and bunkering.

Muelle Cristobal Colón (28°07'·98N 15°24'·71W) has a berthing face of 642 m and can accommodate vessels with a maximum draught of 16 m.

Puerto Interior **3.100a**

- 1 **Anchorage** within Puerto Interior is centred on 28°07'·60N 15°24'·80W, about 1 cable SW of the S end of Muelle Cristobal Colón.

Muelle León y Castillo (28°08'·17N 15°25'·05W), 1829 m in length with depths of 10 m to 16 m alongside, consists of five berths capable of accommodating vessels carrying RoRo, container and grain cargoes.

- 2 **Muelle Benito Pérez Galdós** (28°08'·80N 15°25'·12W), 248 m long with a depth alongside of about 8 m and handling general cargo and grain, lies between the roots of Muelle León y Castillo and Muelle Grande, 1½ cables W.

Muelle Grande (28°08'·66N 15°25'·24W) consists of three berths of 100 m to 615 m in length with depths of 8 m to 12 m alongside; vessels carrying fish, general and grain cargoes are accommodated there.

- 3 **Muelle de Santa Catalina** (28°08'·42N 15°25'·45W) is the main cruise terminal; passengers and crew from vessels at anchor are landed here.

Muelle del Arsenal (28°08'·251N 15°25'·538W) lies S of Muelle de Santa Catalina; there are depths of about 7 m alongside its E face which extends about 500 m. The naval base is situated on the W side of Muelle del Arsenal.

ENC ES506100 (6.001)

[NP1-No 88-Wk 23/23]

Islas Canarias - Isla de Gran Canaria - Puerto de La Luz — Basins and berths

98

Paragraph 3.100 including headings and existing Section IV Notice Week 23/23 *Replace by:*

Basins and berths

Anchorage and moorings **3.99a**

- 1 **Fondeadero Interior** (28°07'·60N 15°24'·80W) is reserved for vessels not carrying dangerous cargo.

Darsena de Africa

3.99b

- 1 **Dique Nelson Mandela** (28°09'·40N 15°23'·90W) is 1000 m in length and has several general-purpose berths on its W face. Depths are generally in excess of 18 m. Several RoRo berths are situated at the head of the harbour.

Puerto Exterior

3.100

- 1 **Dique Reina Sofia** (28°08'·42N 15°24'·44W). The W face consists of five berths, ranging from 120 m to 760 m in length, used by vessels with draughts up to 22 m for bunkering, bulk cargo, repairs and lay-up.

Reparaciones Navales Repnaval (28°09'·50N 15°24'·45W), slipways and repair facilities (3.101) at the root of Dique Reina Sofia.

- 2 **Astilleros Astican** (28°09'·10N 15°24'·61W). Between Reparaciones Navales and the container terminal at Muelle de Gran Canaria, close SW, lies another ship repair yard with extensive facilities (3.101).

Muelle de Gran Canaria (28°08'·94N 15°24'·85W) is 518 m in length with depths alongside of 9 to 11 m; container and RoRo vessels.

- 3 **Muelle Virgen del Pino** (28°08'·73N 15°24'·80W) is 505 m in length with a depth alongside of 10 to 12 m; container and RoRo vessels.

Muelle Elder (28°08'·52N 15°24'·82W), used for the handling of liquids and solids in bulk, is 435 m in length and accommodates vessels with a maximum draught of 11·9 m; RoRo facilities.

- 4 **Muelle de los Cambulloneros** (28°08'·30N 15°24'·83W) is 806 m in length with a depth alongside of about 13 m; RoRo vessels, general cargo and bunkering.

Muelle Cristobal Colón (28°07'·98N 15°24'·71W) has a berthing face of 642 m and can accommodate vessels with a maximum draught of 16 m.

Puerto Interior

3.100a

- 1 **Muelle León y Castillo** (28°08'·17N 15°25'·05W), 1829 m in length with depths of 10 to 16 m alongside, consists of five berths capable of accommodating vessels carrying RoRo, container and grain cargoes.

- 2 **Muelle Benito Pérez Galdós** (28°08'·80N 15°25'·12W), 248 m long with a depth alongside of about 8 m and handling general cargo and grain, lies between the roots of Muelle León y Castillo and Muelle Grande, 1½ cables W.

Muelle Grande (28°08'·66N 15°25'·24W) consists of three berths of 100 to 615 m in length with depths of 8 to 12 m alongside; vessels carrying fish, general and grain cargoes are accommodated there.

- 3 **Muelle de Santa Catalina** (28°08'·42N 15°25'·45W) is the main cruise terminal; passengers and crew from vessels at anchor are landed here.

Muelle del Arsenal (28°08'·251N 15°25'·538W) lies S of Muelle de Santa Catalina; there are depths of about 7 m alongside its E face which extends about 500 m. The naval base is situated on the W side of Muelle del Arsenal.

Spanish Notice 17/23; Derrotero 10 (2022)

[NP1-No 113-Wk 46/23]

**Islas Canarias - Isla de Hierro —
General information; directions; light;
port information; anchorage**

110-111

Paragraphs 3.177-3.184 including headings *Replace by:*

ISLA DE HIERRO

General information

Description

3.177

- 1 Isla de Hierro (27°44'·00N 18°00'·00W), the SW of Islas Canarias, lies 33 miles SW of Isla de la Gomera (3.147).

Valverde (27°48'·55N 17°54'·90W), the capital of the island, stands on a plain in the N part of the island surrounded by high mountains.

Topography

3.178

- 1 The upper part of Isla de Hierro is an elevated plateau, with Malpaso (27°43'·75N 18°02'·53W) the highest point at 1501 m. The plateau slopes steeply to the sea on all sides except to the NE; on the S side, its height varies between 1200 m and 1400 m.

The coast between Punta Norte (27°50'·95N 17°55'·50W), the N extremity of the island, and Punta de la Caleta, 3½ miles SE, is steep and free from off-lying dangers.

The coast between Punta de la Caleta (3.184) and Puerto de la Estaca (3.184d), 1¼ miles SW, is steep-to.

- 2 The coast between Punta Tijimiraque (3.184a) and Punta de Bonanza, 2½ miles SSW, and thence to Punta de la Restinga, 6 miles farther SW, is high, steep-to and inaccessible.

Between Punta de la Bonanza (27°43'·70N 17°56'·39W) and Punta de Miguel, 2½ miles SW, is a wide bay where the coast is composed of boulders and black sand.

The coast between Punta de la Restinga (3.184a) and Punta de la Orchilla, the SW extremity of the island, 10¾ miles WNW, is sheer and steep-to.

- 3 Between Punta de la Orchilla (27°42'·55N 18°09'·22W), SE of which a light (3.183) is exhibited, and Punta Arenas Blancas, 4 miles NNE, the coast is high.

Ensenada El Golfo (27°46'·72N 18°02'·51W), a bight, lies between Punta Arenas Blancas (27°46'·15N 18°07'·29W) and Punta de Salmor, 7½ miles ENE; numerous rocks, above and below water, lie at the foot of the high cliffs forming the coast.

The coast between Punta de Salmor (27°49'·34N 17°59'·61W) (3.184c) and Punta Norte, 4 miles ENE, is high and inaccessible, with rocks above and below water lying close to the shore.

Depths

3.179

- 1 The coast of the island is very steep-to and depths reduce rapidly; the 50 m contour is only about 1 cable from the shore in places.

Hazards

3.180

- 1 Volcán Togoro (27°37'·21N 17°59'·60W), a submarine volcano, lies about 1½ miles SW of Punta de la Restinga (3.184a). Last reported volcanic activity was in 2011. For general information, see *The Mariner's Handbook*.

Traffic regulations

3.181

- 1 **Area To Be Avoided.** The island is encompassed by an IMO-designated ATBA for all tankers and vessels over 500 gt carrying hydrocarbons or dangerous bulk cargo.

Marine reserve

3.182

- 1 An area of coastal waters, on the SW coast of Hierro, has been designated a marine reserve. Within the charted area, fishing or any underwater activity are subject to authorisation by the Ministry of Fishing.

Directions

Principal marks

3.183

Major lights:

- 1 Punta Orchilla Light (octagonal masonry tower on white building, 25 m in height) (27°42'·40N 18°08'·85W).

Punta Norte to Puerto de La Estaca

3.184

- 1 From a position N of Punta Norte (27°50'·95N 17°55'·50W) (3.178), the track leads generally SE, S and then SSW, passing:

NE of Punta de Amacas (27°50'·49N 17°54'·19W), thence:

NE of Roque de las Gaviotas (27°50'·01N 17°53'·70W), a small islet, thence:

E of Punta de la Caleta (27°48'·04N 17°53'·12W), which is sheer, thence:

- 2 ESE of Roca Anegada (27°47'·19N 17°53'·67W); the coast W of Roca Anegada is rocky and indented with coves.

The track then continues to a position SE of Puerto de la Estaca (3.184d).

Puerto de la Estaca to Punta de la Restinga

3.184a

- 1 From the above position, the track continues SSW, passing:

ESE of Punta Tijimiraque (27°45'·92N 17°54'·59W).

Bahía Tijimiraque, N of the point, is a small bay with a black sand beach at its end. Thence:

ESE of Punta de la Bonanza (27°43'·71N 17°56'·39W) (3.178), thence:

ESE of Punta de Miguel (27°41'·55N 17°57'·57W) (3.178), thence:

- 2 ESE of Roques de la Piedra Bermeja (27°40'·08N 17°58'·29W). A brown building is situated in the vicinity. Thence:

ESE of Punta del Miradero (27°38'·91N 17°58'·26W).

The track then continues to a position S of Punta de la Restinga (27°38'·49N 17°58'·53W), the S extremity of the island, which is steep-to and inaccessible. A small fishing harbour and marina, marked by lights, lies close W.

NP1

Punta de la Restinga to Punta de la Dehesa

3.184b

- 1 From the above position, the track leads generally NW, passing:
 - SW of Bahía de Naos (27°38'·67N 17°59'·96W), a small inlet with high sheer cliffs, situated between Punta de Los Frailes and Punta del las Cañas, thence:
- 2 SW of Punta del Azufre (27°41'·53N 18°03'·00W); a beach of boulders lies to the W from where an access track is visible leading to one the few existing houses along this stretch of coast.
- 3 From a position W of Punta Orchilla Light (3.183), the track then leads N, passing:
 - W of Roque del Barbudo and Roque del Guincho (27°43'·12N 18°09'·63W), close offshore from Punta de la Orchilla, thence:
 - W of Bahía del los Reyes (27°44'·44N 18°09'·15W), with rocky cliffs and fringed with rocks, including Baja de Anacón, an islet, at the N end of the bay.
- 4 The track then continues to a position NW of Punta de la Dehesa (27°45'·95N 18°07'·73W), a wide promontory, fringed with rocks.

Punta de la Dehesa to Punta Norte

3.184c

- 1 From the above position, the track leads generally ENE, passing:
 - NNW of Ensenada El Golfo (3.178), thence:
 - NNW of Punta de Salmor (27°49'·34N 17°59'·61W). Roque de Salmor, a prominent islet, lies 3 cables W of the headland, with a smaller islet 4 cables farther W. Rocks above and below water lie in the vicinity. Thence:
 - NNW of an isolated bank (27°49'·95N 17°59'·21W) with a depth of about 15 m, thence:
- 2 NNW of Bahía de Calcosas (27°50'·56N 17°56'·89W). A small group of houses and warehouses is situated within the bay.
 - The track then continues to a position N of Punta Norte (3.178).

Puerto de La Estaca

General information

3.184d

- 1 **Position and function.** Puerto de La Estaca (27°46'·87N 17°54'·12W) is situated at the N end of a sandy bight lying between Cueva de Diablo and Punta Tijimiraque (3.184a), 1½ miles SSW.

Port Authority. Autoridad Portuaria de Santa Cruz de Tenerife, Puerto de La Estaca, La Estaca, Hierro Island, Canary Islands.

Website. www.puertosdetenerife.org

Limiting conditions

3.184e

- 1 **Controlling depth.** The Port Authority should be contacted for the latest information on depths and authorised draughts.
 - Tidal levels.** Mean spring range about 2·0 m; mean neap range about 0·7 m. For further information, see *ADMIRALTY Tide Tables Volume 8*.

Arrival information

3.184f

- 1 **Anchorage** may be obtained at the head of the bight close offshore in a depth of 9 m, but it should be noted that depths increase very rapidly seaward.

Pilotage is mandatory for vessels of 500 gt and over. For further information, see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Harbour

3.184g

- 1 **General layout.** The port is protected by a breakwater quayed on its inner side. An inner basin lies at the head of harbour.

Directions for entering harbour

3.184h

- 1 No formal directions are given, the chart being sufficient guide.

Useful marks:

Puerto de la Estaca. Breakwater Head Light (green round tower truncated conical top and base, 7 m in height) (27°46'·84N 17°54'·06W).

Basins and berths

3.184i

- 1 **Alongside berths.** The inner side of the breakwater had two RoRo berths, 150 and 223 m in length, respectively. Depths range between 10 and 15 m.

Port services

3.184j

- 1 **Repairs.** There is a mobile 6 tonnes crane.
 - Supplies.** Small quantities of provisions are available. Water is scarce and only available in small quantities.

Anchorage and harbours

Punta Salmor

3.184k

- 1 **Anchorage** may be possible SW of Punta Salmor (27°49'·34N 17°59'·61W) (3.184c), if conditions permit.

Local knowledge is recommended.

UKHO

[NP1-No 121-Wk 51/23]

Morocco - Atlantic coast - Cap Spartel to Punta Durnford — Hazards

137

Paragraph 5.3 1 lines 1-2 including heading *Replace by:*

Hazards

5.3

- 1 **Fishing vessels** may be encountered along the entire stretch of coastline described in this chapter.

Fish traps and marine farms may be situated along the Moroccan coast. They are often moved and constitute a danger to navigation up to 4 miles from the shore. Passage between the coast and the fish traps is prohibited during the fishing season, which normally takes place between February and June.

French Notice 11/C4/22

[NP1-No 68-Wk 39/22]

**Morocco - Atlantic coast - Oued Sebou to
Mohammedia — Directions; wreck**

143

After Paragraph 5.50 1 line 7 Insert:

NW of a dangerous wreck (33°59'·82N 6°55'·55W),
thence:

French Notice 24/154/22 [NP1-No 99-Wk 40/23]

**Morocco - Atlantic coast - Mohammedia —
Limiting conditions; controlling depth**

144

Paragraph 5.61 1 Replace by:

- 1 **Oil Terminal.** Maximum authorised draught is 17 m.
Inner port. The entrance has depths of 5 to 6 m
over a navigable width of 40 m; shoaler depths exist
to the N and the S.
Caution. Depths are subject to change and the
Port Authority should be contacted for the latest
information.

French Chart 7705 (2022); French SD C4
[NP1-No 89-Wk 27/23]

**Morocco - Atlantic coast - Mohammedia —
Arrival information; tugs**

144

*After Paragraph 5.65 2 Insert:***Tugs
5.65a**

- 1 **Oil terminal.** Use of tugs is mandatory.
Inner port. Use of tugs is compulsory for any
vessel 110 m in length or greater.

French Chart 7705 (2022); French SD C4
[NP1-No 90-Wk 27/23]

**Morocco - Atlantic coast -
Mohammedia — Wrecks**

145

*After Paragraph 5.68 2 Insert:***Wrecks
5.68a**

- 1 Numerous wrecks lie in the approaches to the port,
close off the charted fairway; their position are best
seen on chart.

French Chart 7705 (2022); French SD C4
[NP1-No 91-Wk 27/23]

**Morocco - Atlantic coast - Mohammedia —
Directions for entering harbour; approach**

145

*After Paragraph 5.70 1 Insert:***Approach
5.70a**

- 1 From the vicinity of M Light Buoy (safe water)
(33°46'·37N 7°23'·05W), the charted fairway, marked
by light buoys (starboard hand), leads SE for about
1¼ miles keeping in the white sector of a light (white,
grey bands, 3 m in height) (33°43'·68N 7°20'·57W)
exhibited from a position close NW of Marabout de
Ben Chergui (5.70), passing:
2 Clear of an obstruction (33°45'·38N 7°22'·19W),
reported (2006), thence:
Clear of a dangerous wreck (33°45'·02N 7°22'·08W).
The track then leads to a position about 1½ miles
NE of the head of Digue Principale from where a light
(green column) is exhibited.

(Directions continue for the Inner Port at 5.72)

French Chart 7705 (2022) [NP1-No 92-Wk 27/23]

**Morocco - Atlantic coast - Mohammedia —
Directions for entering harbour; oil terminal**

145

Paragraph 5.71 1-3 Replace by:

- 1 The track then leads SW, marked by light buoys
special on its SE side, keeping in the white sector of
a light (grey post, white band) (33°42'·97N 7°23'·60W)
exhibited from the root of Jetée Nord, passing:
SE of the head of Digue Principale (33°43'·98N
7°23'·23W).
The track then continues as required for the berths.

French Chart 7705 (2022) [NP1-No 93-Wk 27/23]

**Morocco - Atlantic coast - Mohammedia —
Directions for entering harbour; inner port**

145

Paragraph 5.72 1-3 Replace by:

- 1 From the position NE of the head of Digue
Principale (5.70a), the track leads generally SSW for
about 1½ miles to the vicinity of the inner pilot
boarding position (5.65). The charted fairway then
leads SW, marked by light buoys (port hand) on its
SE side, for about 1 mile.

French Chart 7705 (2022) [NP1-No 94-Wk 27/23]

**Morocco - Atlantic coast - Mohammedia —
Basins and berths**

145-146

*Paragraph 5.73 1 including heading Replace by:***Oil terminal (Terminal Pétrolier)
5.73**

- 1 The oil terminal (33°43'·58N 7°23'·34W) has two
alongside berths equipped to handle crude oil,
naphtha and LPG:

NP1

Berth A, on the NW side of the jetty, can accommodate vessels up to 100 000 dwt between 180 and 275 m in length; maximum draught 17 m.

- 2 Berth B, on the SE side of the jetty can accommodate vessels up to 150 000 dwt between 190 and 290 m in length; maximum draught 17 m.

French Chart 7705 (2022); French SD C4
[NP1-No 95-Wk 27/23]

Morocco - Atlantic coast - Mohammedia — Basins and berths

146

Paragraph 5.74 1 including heading *Replace by:*

Inner port (Port Intérieur) 5.74

- 1 The basin (33°42'·82N 7°23'·74W) comprises three quays situated at its N and W sides, and two jetties, extending NE, for fishing vessels at its S side:

Quay No 6 (33°42'·86N 7°23'·65W) can accommodate vessels up to 120 m in length and to 6·7 m draught at spring tide, reduced to 5·4 m at neap tide

- 2 Quay No 1 (33°42'·87N 7°23'·77W) can accommodate vessels up to 120 m in length and 6·1 m draught.

Quay No 2 (33°42'·85N 7°23'·88W) can accommodate vessels up to 105 m in length and 5·8 m draught

It is reported that vessels normally berth port side to on Nos 1 and 6 quays.

French Chart 7705 (2022); French SD C4
[NP1-No 96-Wk 27/23]

Morocco - Atlantic coast - Casablanca — Pilotage

147

Paragraph 5.91 1 *Replace by:*

- 1 Pilotage is compulsory for vessels over 100 gt. Pilotage is optional for naval vessels, but is recommended if they are unfamiliar with the port.

The compulsory pilotage area is bounded to the E by the meridian of Table D'Oukacha, to the N by the parallel of 33°38'·00N and to the W by the meridian of the root of Jetée Moulay Youssef. Pilots board in position 33°37'·90N 7°34'·57W. For further information, see *ADMIRALTY List of Radio Signals Volume 6(3)*.

French Notice 39/21 C4 [NP1-No 37-Wk 51/21]

Morocco - Atlantic coast - Casablanca — Directions; light

148

Paragraph 5.99 2 lines 3-5 *Delete*

UKHO [NP1-No 97-Wk 27/23]

Morocco - Jorf Lasfar — Anchorage; pilotage

152

Paragraph 5.127 1 line(s) 1-2 *Replace by:*

- 1 The entrance is dredged to 15·1 m (2021). Dredged depths within the harbour range from 10·4 to 15·1 m. Mariners should contact the local authority for the latest information on depths and authorised draughts.

Paragraph 5.128 1-2 *Replace by:*

- 1 Designated anchorage areas, depths from 25 to 70 m, have been established as follows:

North Anchorage (33°10'·78N 8°40'·92W) for deep draught vessels and vessels carrying dangerous cargoes

South Anchorage (33°07'·51N 8°43'·80W) for smaller vessels.

- 2 Holding in these anchorages is reported to be good in sand, but they are exposed to W and SW winds which may be violent in winter, and W and NW swell which may affect holding.

Paragraph 5.129 1 line(s) 3-4 *Replace by:*

...from Casablanca, on a daily shift basis, and board in the vicinity of position 33°07'·41N 8°40'·59W. Vessels...

French Notice 38/P09/21 [NP1-No 33-Wk 46/21]

Morocco - Atlantic coast - Jorf Lasfar — Arrival information; port operations; anchorages

152

Paragraph 5.128 1-2 including heading and existing Section IV Notice Week 46/21 *Replace by:*

Port operations 5.128

- 1 Movements of vessels carrying dangerous cargo can be effected in daylight only.

Outer anchorages 5.128a

- 1 Designated anchorage areas, depths from 25 to 70 m, have been established as follows:

North Anchorage (33°10'·70N 8°41'·50W);

South Anchorage (33°06'·50N 8°43'·80W).

- 2 Holding in these anchorages is reported to be good in sand, but they are exposed to W and SW winds which may be violent in winter, and W and NW swell which may affect holding.

French Chart 7716 (2022); French SD C4
[NP1-No 100-Wk 41/23]

Morocco - Atlantic coast - Jorf Lasfar — Directions for entering harbour

153

Paragraph 5.134 1 *Replace by:*

- 1 From a position about 7 miles W of Cap Blanc du Nord (33°09'·72N 8°37'·64W), the charted fairway leads generally SE for about 6 miles; the chart is sufficient guide.

Thence the track leads NE in the white sector of Jorf Lasfar directional light (mast structure) (33°08'·13N 8°37'·81W) into the harbour.

French Chart 7716 (2022) [NP1-No 101-Wk 41/23]

**Morocco – Atlantic coast - Jorf Lasfar —
Basins and berths**

153

Paragraph 5.135 1-6 including heading *Replace by:*

Basins and berths

Alongside berths

5.135

- 1 **Contre-digue** (33°07'·40N 8°37'·97W) has three berths. No 1 is the largest with a length of 300 m; vessels up to 250 m LOA and 13·5 m draught; phosphates and fertilizers.

Appontement Sud (33°07'·46N 8°37'·76W) has five berths. On the S side, No 2 is the largest berth with a length of 255 m; vessels up to 250 m LOA and 13·5 m draught; fertilizers.

On the N side Nos 3 and 3 bis are each 300 m in length; vessels up to 250 m LOA and 13 m draught; coal.

- 2 **Appontement Central** (33°07'·57N 8°37'·66W) has three berths. On the side, Nos 4 and 4 bis are each 255 m in length; vessels up to 250 m LOA and 13 m draught; solid sulphur.

On the N side is No 5 which is 255 m in length; vessels up to 250 m LOA and 13 m draught; liquid sulphur and caustic soda.

- 3 **Épi Lateral** (33°07'·73N 8°37'·71W) extends from the N side of Appontement Central. It has two berths. No 6, the largest berth, is 75 m in length; vessels up to 225 m LOA and 12·5 m draught; acids and ammonia.

Mole Comercial (33°07'·78N 8°37'·52W) has five berths. No 14, on the S side, is the largest berth with a length of 256 m; vessels up to 230 m LOA and 12·5 m draught; general cargo.

No 12, on the N side, is 100 m in length and the largest RoRo berth; vessels up to 230 m LOA and 6·75 m draught.

- 4 **Terminal Polyvalent** (33°07'·98N 8°37'·39W). No 16 is a multi-purpose berth with a length of 310 m; vessels up to 230 m LOA and 12·5 m draught can be accommodated.

Digue Principale (5.130) houses two berths. No 8 (33°08'·02N 8°37'·94W) is 60 m in length; vessels up to 250 m LOA and 13·5 m draught; hydrocarbons.

French Chart 7716 (2022); French SD C4

[NP1-No 102-Wk 41/23]

**Morocco - Safi to Agadir - Cap Hadid —
Directions; light**

157

After Paragraph 5.168 1 line 1 *Insert:*

Cap Hadid Light (framework tower, 30 m in height)
(31°41'·85N 9°39'·86W).

Spanish Notice 49/391/20

[NP1-No 4-Wk 05/21]

Morocco – Atlantic coast – Safi New Port — Port

159

Paragraph 5.178 including heading *Replace by:*

Safi New Port

5.178

- 1 **Position and function.** Safi New Port (Djorf el Yhoudi) (32°10'·50N 9°16'·00W) is located 8 miles S of Safi to support the Safi thermal power station. The port is enclosed by an L-shaped main breakwater and an inner secondary breakwater. The entrance opens SW. The inner part of the port is still under development (2021).

- 2 **Controlling depth.** The entrance is dredged to 15·5 m (2021). The turning basin, 500 m in diameter, is dredged to 14·6 m (2021).

Outer anchorage. A designated area lies NW of the port, centred on 32°12'·87N 9°21'·67W.

Pilotage is mandatory. Pilot boards in position 32°10'·31N 9°19'·55W.

For further information, see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Speed limit of 4 kn is in force within the port.

- 3 **Directions.** The port is approached from W in the white sector of a directional light (32°10'·17N 9°16'·12W) exhibited from the root of the secondary breakwater.

From a position about 2¾ cables SSW of the head of the main breakwater, the track then continues NE into the harbour, in the white sector of a directional light (32°10'·77N 9°16'·20W) exhibited from the main breakwater.

- 4 **Caution.** An obstruction (32°10'·45N 9°16'·58W) with a depth of 14·7 m lies in the entrance and another obstruction (32°10'·55N 9°16'·35W), with a depth of 13·6 m, lies within the turning basin.

Useful mark:

Power plant chimney (grey, red and white bands on top section, red obstruction lights, 200 m in height) (32°08'·97N 9°16'·98W), about 1½ miles S of the harbour entrance.

- 5 **Alongside berths.** Main berths are as follows:
Coal berth, 289 m in length, with a dredged depth of 15·8 m (2021).

Service quay, 100 m in length, with a depth of about 5·5 m.

French Chart 7718 (2021)

[NP1-No 41-Wk 11/22]

**Morocco - Atlantic Coast -
Anza and Agadir — Pilotage**

160

Paragraph 5.190 1 *Replace by:*

- 1 Pilotage is compulsory for vessels over 100 gt. The pilot boards in position 30°24'·26N 9°38'·49W.
See *ADMIRALTY List of Radio Signals Volume 6(3)*.

French Notice 39/21 C4

[NP1-No 38-Wk 51/21]

NP1

Morocco - Atlantic coast - Agadir to Sidi Ifni — Lights

162

Paragraph 5.206 *1* lines 2-5 *Replace by:*

Cap d'Aglou Light (metal tower, 20 m in height)
(29°40'·53N 9°58'·89W).

Sidi Ifni Light (yellow square tower on building, 13 m
in height) (29°22'·81N 10°10'·69W).

French Chart 7709 (2021) [NP1-No 21-Wk 39/21]

Morocco - Atlantic coast - Sidi Ifni — Light

163

Paragraph 5.208 *5* line 2 *For* (29°22'·76N 10°10'·18W)
Read (29°22'·81N 10°10'·69W)

French Chart 7709 (2021) [NP1-No 22-Wk 39/21]

Morocco - Atlantic coast - Sidi Ifni — Directions; landmarks

163-164

Paragraph 5.213 *1-4* including existing Section IV Notice
Week 39/21 *Replace by:*

1 Landmarks:

Bu-Igris (29°23'·82N 10°07'·82W), a coloured and
conical hill 333 m high.

Bu-Laalam (29°21'·59N 10°09'·74W), 328 m high.
The valley between Bu-Laalam and Bu-Igris is
steep.

2 Pan de Azúcar (29°20'·97N 10°10'·60W), a
conical mountain.

Radio masts (29°22'·28N 10°09'·92W), marked by
red obstruction lights.

Major lights:

Sidi Ifni Light (29°22'·81N 10°10'·69W) (5.206).

3 Useful marks:

Large disused platform and tower (29°21'·90N
10°11'·94W), situated close NW of the harbour.

Sidi Ifni tomb standing close N of the mouth of Oued
Ifni (29°23'·23N 10°10'·32W).

Large barracks standing on top of the cliffs N of Sidi
Ifni tomb.

4 Church and the old lighthouse, painted red and
white in bands, visible about 500 m NE of Sidi
Ifni Light.

Hospital (29°22'·74N 10°10'·69W) with a water tower
nearby standing at the S end of town.

French Notice 39/21 C4 [NP1-No 39-Wk 51/21]

Morocco - Atlantic coast - Sidi Ifni — Directions; light

164

Paragraph 5.213 *4* line 5 *For* (29°22'·76N 10°10'·18W)
Read (29°22'·81N 10°10'·69W)

Paragraph 5.215 *1* lines 1-2 *For* (29°22'·76N 10°10'·18W)
Read (29°22'·81N 10°10'·69W)

Paragraph 5.219 *1* lines 1-2 *For* (29°22'·76N 10°10'·18W)
Read (29°22'·81N 10°10'·69W)

French Chart 7709 (2021) [NP1-No 23-Wk 39/21]

Morocco - North-west coast - Approaches to Laâyoune — Anchorage

169

Paragraph 5.255 *1* line(s) 1-4 *Replace by:*

A waiting anchorage area for Muelle de Fosbucraa
is established, in 15 to 30 m, sand, bounded by the
following coordinates:

27°07'·00N 13°27'·00W;

27°07'·00N 13°29'·80W;

27°05'·00N 13°29'·80W;

27°05'·00N 13°27'·00W

Caution. A wreck and a light buoy (safe water) lie
in the SW and SE corners of the anchorage,
respectively.

French Notice 43/C4/21 [NP1-No 34-Wk 47/21]

Morocco - Atlantic coast - Laâyoune — Pilotage

169

Paragraph 5.256 *1* *Replace by:*

1 Pilotage is compulsory for all vessels over 100 gt.
The pilot boards in the vicinity of the landfall light
buoy (27°05'·00N 13°27'·00W) for the commercial port
and in position 27°04'·02N 13°28'·35W for the
Phosphate Loading Berth. For further information, see
ADMIRALTY List of Radio Signals Volume 6(3).

French Notice 39/21 C4 [NP1-No 40-Wk 51/21]

North Atlantic Ocean - West Sahara - Cabo Bojador to Cabo Peña Grande — Directions

171-172

Paragraph 5.272 *1-3* *Replace by:*

1 The track continues SW, keeping clear of numerous
charted wrecks and obstructions, passing:

NW of Morro del Ancla (25°02'·48N 14°48'·02W), a
salient spur, thence:

NW of Punta del Pulpito (24°44'·40N 14°53'·04W),
and Bahía de Garnet or Angra de los Ruivos about
2½ miles farther S, where a sandy beach at the
mouth of a river is divided into two by a small hill
fronted by a reef, thence:

2 NW of Punta Siete Cabos (24°37'·41N
14°58'·93W), thence:

NW of Punta Leven (24°29'·62N 15°08'·79W), which
consists of a sandy beach known as Las
Canuelas. At the SW end of this beach are two
flat-topped dunes known as El Camelitto. Piedra
Cagada, a black rock, lies N of Punta Leven.
Thence:

3 NW of Punta Elbow (24°04'·74N 15°34'·78W),
ill-defined and difficult to identify, thence:

NW of Roca Cabrón (23°55'·20N 15°48'·00W), an
enormous mass of sand and rock lying on the
sandy coast and resembling an island when seen
from a distance, thence:

NW of Arciprés Grande (23°43'·49N 15°57'·26W), from which a light (5.270) is exhibited; an ODAS light buoy lies about 17 miles NW of Arciprés Grande.

French Notice 51/156/21 [NP1-No 43-Wk 26/22]

**North Atlantic Ocean - West Sahara -
Punta del Pescador to Puntilla Negra —
Directions**

176

Paragraph 6.13 *1* Replace by:

- 1* The track continues SW, passing:
NW of Morro del Ancla Chica (23°19'·54N 16°03'·44W), which appears as a distinctive sheared-off point from N. Dangerous wrecks lie 12 miles NW and 14½ miles WSW, and a stranded wreck lies 3½ miles S. Thence:

French Notice 51/156/21 [NP1-No 44-Wk 26/22]

**North Atlantic Ocean - Western Sahara -
Ad Dakhla — Arrival information; pilotage**

177

Paragraph 6.17 *3* lines 1-5 Replace by:

- 3* **Pilotage** is compulsory for vessels over 100 gt and available during daylight hours only. Pilot boards in position 23°36'·70N 16°00'·70W, about 1½ miles SSW of Punta Galera. See *ADMIRALTY List of Radio Signals Volume 6(3)*.

French Notice 45/21; French SD C4
[NP1-No 42-Wk 12/22]

**Mauritania - Baie du Lévrier -
Port Minéralier de Cansado —
Limiting conditions; controlling depth**

180

Paragraph 6.39 *1* lines 1-3 Replace by:

- 1* The entrance channel was dredged (2021) to 22.9 m in its outer part, reducing to 22 m in the vicinity of the pilot boarding position (6.41). The inner part of the entrance channel and the turning basin were dredged (2021) to 20 m.
The port authority should be contacted for the latest information on depths and authorised draughts.

French Notice 11/167/22 [NP1-No 62-Wk 39/22]

**Mauritania - Nouadhibou -
Port Minéralier de Cansado —
Limiting conditions; maximum draughts**

180

Paragraph 6.39 *1* including existing Section IV Notice Week 39/22 Replace by:

- 1* The entrance channel was dredged (2021) to 22.9 m in its outer part, reducing to 22 m in the vicinity of the pilot boarding position (6.41). The inner part of the entrance channel and the turning basin were dredged (2021) to 20 m.

Maximum authorised draught on arrival is 12 m; on departure maximum authorised draught is 16.15 m.

The port authority should be contacted for the latest information on depths and authorised draughts.

French SD C4 [NP1-No 69-Wk 04/23]

**Mauritania - Baie du Lévrier -
Port Minéralier de Cansado —
Caution; wrecks; obstructions**

181

After Paragraph 6.40 *1* line 9 Insert:

Caution. See also 6.44.

French Notice 50/C4/21 [NP1-No 45-Wk 26/22]

**Mauritania - Baie du Lévrier -
Port Minéralier de Cansado —
Arrival information; pilotage**

181

Paragraph 6.41 *1* lines 1-6 Replace by:

- 1* Pilotage is compulsory and available during daylight hours only. The pilot boards in position 20°43'·91N 17°01'·32W. For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

French Notice 11/167/22 [NP1-No 63-Wk 39/22]

**Mauritania - Baie du Lévrier -
Port Minéralier de Cansado — Arrival
information; traffic regulations**

181

Paragraph 6.42 *2* lines 1-3 Replace by:

- 2* **Deep-draught vessels**, drawing 11.5 m or more, have right of way between No 10 Light Buoy (20°43'·34N 17°01'·71W), reported out of position (2022), and the terminal. Vessels constrained by...

French Notice 11/167/22 [NP1-No 64-Wk 39/22]

**Mauritania - Baie du Lévrier -
Port Minéralier de Cansado —
Wrecks; obstructions**

181

After Paragraph 6.44 *1* line 5 Insert:

Numerous wrecks and obstructions have been reported in the bay.

French Notice 50/C4/21 [NP1-No 46-Wk 26/22]

NP1

Mauritania - Baie du Lévrier - Port Minéralier de Cansado — Directions for entering harbour

181

Paragraph 6.46 *1* including heading *Replace by:*

Spare 6.46

Paragraph 6.47 *1-3* including heading *Replace by:*

Spare 6.47

Paragraph 6.48 *1-2* including heading *Replace by:*

Spare 6.48

French Notice 11/167/22 [NP1-No 65-Wk 39/22]

Mauritania - Baie du Lévrier - Port Minéralier de Cansado — Directions for entering harbour

181-182

Paragraph 6.49 *1-7* including heading *Replace by:*

Approach and entry 6.49

- 1 **Approach.** Vessels approaching the entrance channel from N or S should do so remaining seaward of the 30 m contour.
- 2 **Entry.** From a position about 8¾ miles SSW of Cap Blanc, the track leads ENE thence NE, through a channel marked by light buoys (lateral), to a position (20°43'·39N 17°01'·56W) in the vicinity of No 11 Light Buoy.
- 3 The track then leads NNW, passing:
ENE of the banks and shoals (6.81) extending up to ¾ miles S from Cap Blanc (20°46'·33N 17°02'·87W) (6.33), and:
WSW of Banc du Lévrier (20°46'·59N 17°01'·00W).
- 4 The track then leads N, passing:
E of Cap Blanc (20°46'·33N 17°02'·87W) (6.33).
(*Directions for Nouadhibou continue at 6.66*)
The route then continues generally N to Ore Berth at Point Central or to Oil Berth at Pointe des Mouettes.
- 5 **Useful marks:**
Ore Berth S Head Light (20°48'·38N 17°02'·20W).
Ore Berth N Elbow Light (20°48'·65N 17°02'·17W).
Oil Pier S Head Light (20°49'·67N 17°01'·86W).
- 6 Oil Pier N Head Light (20°49'·82N 17°01'·82W).
Water tower, 3 cables SW of Pointe des Mouettes.
Pointe des Mouettes, Tower (20°49'·89N 17°02'·19W).
- 7 Pointe de Cansado Light (red lantern on block house) (20°51'·28N 17°01'·72W).

French Notice 11/167/22 [NP1-No 66-Wk 39/22]

Mauritania - Nouadhibou — Controlling depths; obstructions

182

Paragraph 6.57 *1* lines 1-2 *Replace by:*

- 1 The approach channel has depths of about 7 m, gradually decreasing to about 6 m in the fairway near the berths; numerous obstructions, the least with a charted depth of 5·8 m at (20°53'·70N 17°02'·89W), lie in the fairway within the white sector (286°-292°) of Point Chacal Light (6.68). See also 6.64.
The port authority should be contacted for the latest information.

French Chart 7833/20 [NP1-No 1-Wk 50/20]

Mauritania - Nouadhibou — Obstructions

183

Paragraph 6.64 *1* including heading *Replace by:*

Dangers 6.64

- 1 Buoy and lights in the approaches to Nouadhibou may be missing or unlit.
There are several unmarked wrecks in the N part of the bay.
Numerous charted and uncharted wrecks and obstructions lie in and around the entrance channel and fairway.

French Chart 7833/20 [NP1-No 2-Wk 50/20]

Mauritania - Baie du Lévrier - Nouadhibou — Directions for entering harbour

183

Paragraph 6.67 *1* *Replace by:*

- 1 From a position E of Cap Blanc (20°46'·33N 17°02'·87W) (6.33), in the main channel to Port Minéralier de Cansado, the recommended track leads generally NE, through Passe du Lévrier which separates Banc du Lévrier from Presqu'île du Cap Blanc, passing:
SE of M1 Light Buoy (S Cardinal) (20°47'·03N 17°02'·22W), reported out of position (2022), thence:
SE of Point Central (6.37), thence:
SE of Pointe des Mouettes (20°49'·89N 17°02'·19W) and the T-headed jetty extending SE.
The route then leads N along the recommended track, passing:

French Notice 11/167/22 [NP1-No 67-Wk 39/22]

Mauritania - Port de l'Amitié — Limiting conditions; depth

188

Paragraph 6.102 *1* line 2 *For 12 m (2017) Read 14 m (2021)*

French Notice 50/C4/21 [NP1-No 47-Wk 26/22]

**Mauritania - Port de l'Amitié —
Arrival information; anchorage**

188

Paragraph 6.103 1 lines 1–3 *Replace by:*

- 1 The anchorage, semicircular in shape, is centred around 17°58'·84N 16°06'·46W, about 4¾ miles W of Port de l'Amitié Light. Depths of around 15 m.

French Notice 50/C4/21 [NP1-No 48-Wk 26/22]

**Mauritania - Port de l'Amitié —
Arrival information; pilotage**

188

Paragraph 6.104 1 lines 4–11 *Replace by:*

Pilotage is compulsory for all vessels and available 24 hours. Pilot boards in position 17°58'·75N 16°06'·02W, in the vicinity of a light buoy (safe water). It is reported that, if the wind speed is greater than force 4, pilotage is suspended. For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

French Notice 50/C4/21 [NP1-No 49-Wk 26/22]

Mauritania - Port de l'Amitié — Directions

188

Paragraph 6.109 1-3 *Replace by:*

- 1 **Leading lights:**
Front light (green and grey diamond on mast) (17°59'·24N 16°01'·47W).
Rear light (similar structure) (1¾ cables from front light).
- 2 From the pilot boarding position (6.104), the alignment (085°) of these lights leads E to the port.
- Useful marks:**
Water tower (17°59'·46N 16°01'·39W).
Port Control Tower (red and white bands, 10 m in height) (17°59'·39N 16°02'·22W).

French Notice 50/C4/21 [NP1-No 50-Wk 26/22]

**Mauritania/Senegal –
Grand Tortue Ahmeyim Project —
Restricted areas**

189

After Paragraph 6.119 2 line 6 Insert:

- 3 Entry is restricted to two areas (16°06'·15N 16°35'·03W and 16°04'·14N 16°35'·66W), marked by buoys, where construction works are in progress (2021). See also 6.123a.

After Paragraph 6.121 3 line 7 Insert:

Clear of two restricted areas (6.119), thence:

ENCs FR373870; FR373880 [NP1-No 51-Wk 28/22]

**Mauritania/Senegal –
Grand Tortue Ahmeyim Project — Development**

190

After Paragraph 6.123 1 line 9 Insert:

Grand Tortue Ahmeyim Project

6.123a

- 1 Works are in progress (2022) to install an FPSO, and associated submarine pipelines, within a zone centred on 16°04'·00N 16°53'·00W, as part of the Grand Tortue Ahmeyim Project offshore LNG terminal. For information regarding associated restricted areas see 6.119.

French Notice 4/9(P)/22; ENC FR373880

[NP1-No 52-Wk 28/22]

**Mauritania – Nouakchott to Saint-Louis -
Port N'diogo — Port information**

190

After Paragraph 6.123 including existing Section IV Notice Week 28/22 Insert:

Port N'diogo

6.123a

- 1 **General information.** Port N'diogo (16°26'·69N 16°28'·48W) is situated about 17 miles N of the village of N'diogo (6.117). The entrance is sheltered by two breakwaters; a light is exhibited from the extremity of the N breakwater. The port is divided into four parts; a commercial berth; a naval base; a naval shipyard and a fishing quay.

- 2 Website. www.portndiogo.mr

Controlling depth. The approach channel has a reported least depth of about 12 m, mid-channel. Contact the local authority for the latest information on depths.

Local knowledge is required.

Directions. Access to the port is through a channel marked by light buoys (lateral).

- 3 **Anchorage.** A designated anchorage area is situated about 2 miles SW of the channel entrance.

Berths. The commercial berth is about 220 m in length with a reported depth alongside of about 12 m.

Grand Tortue Ahmeyim Project

6.123b

- 1 Works are in progress (2022) to install an FPSO, and associated submarine pipelines, within a zone centred on 16°04'·00N 16°53'·00W, as part of the Grand Tortue Ahmeyim Project offshore LNG terminal. For information regarding associated restricted areas see 6.119.

French Notice 32/22; Instructions nautiques C4

[NP1-No 120-Wk 51/23]

**Sénégal - Dakar - Baie De Gorée —
Dangerous area; buoys**

194

Paragraph 6.147 1 *Replace by:*

- 1 A dangerous area, marked by light buoys (cardinal), which contains wrecks, extends from about 5 cables S of Banc de la Résolue (14°42'·57N 17°20'·72W) NE to the coast.

French Notice 26/12(P)/22; ENC FR475690 (2.022)

[NP1-No 118-Wk 49/23]

NP1

Sénégal - Dakar — Arrival information; traffic regulations

197

Paragraph 6.165 *1* lines 1–3 *Replace by:*

- 1* **Restricted area.** Entry is restricted into a safety zone, with a radius of 600 m, surrounding FPSO *Karmol LNGT Powership Africa* (6.171a).

Prohibited areas. Passage between the S end of Île de Gorée and Pointe de Dakar is prohibited, owing to the presence of underwater obstructions.

French Notice 14/168/22 [NP1-No 79-Wk 15/23]

Sénégal - Dakar — Directions for entering harbour

197

Paragraph 6.170 *1* *Replace by:*

- 1* From the pilot boarding position (14°40'·60N 17°22'·70W) the track leads about 1½ miles W, passing N of a shoal (14°40'·59N 17°23'·51W) marked by No 12 Light Buoy (isolated danger) (see also 6.165). Thence the track continues W, through a dredged channel (6.160) marked by buoys (lateral), then between Jetée Sud and Jetée Nord into the harbour.

French Notice 14/168/22 [NP1-No 80-Wk 15/23]

Sénégal - Dakar — Basins and berths; LNG terminal

198

After Paragraph 6.171 *Insert:*

LNG Terminal 6.171a

- 1* FPSO *Karmol LNGT Powership Africa* is moored between Jetée Sud and Île de Gorée, in position 14°40'·15N 17°24'·63W. It is connected to the floating power plant by a submarine pipeline laid across the entrance channel. Contact the local authorities for further details.

French Notice 14/168/22 [NP1-No 81-Wk 15/23]

Gambia - Rivière Saloum to River Gambia — Traffic regulations

207

After Paragraph 7.52 *2* line 3 *Insert:*

Traffic regulations 7.52a

- 1* **Anchoring and fishing are prohibited** within an area centred on 13°33'·36N 17°09'·74W, due to the presence of submarine cables.

UKHO [NP1-No 27-Wk 45/21]

Gambia - River Gambia to Rivière Salamance — Traffic regulations

217

After Paragraph 7.104 *1* line 1 *Insert:*

Traffic regulations 7.104a

- 1* **Anchoring and fishing are prohibited** within an area centred on 13°33'·36N 17°09'·74W, due to the presence of submarine cables.

UKHO [NP1-No 28-Wk 45/21]

Guinea - Rio Geba to Rio Nunez - Cap Verga — Directions; light

234

Paragraph 7.205 *1* lines 3–4 *Delete*

ENC GB300612 (9.003) [NP1-No 115-Wk 47/23]

Guinea - Canal de Orango to Rio Nunez - Cap Verga — Directions; light

234

Paragraph 7.209 *1* lines 4–5 *Replace by:*

...conspicuous. Plateau de Verga, a shallow and...

ENC GB300612 (9.003) [NP1-No 116-Wk 47/23]

Guinea - Port Kamsar — Controlling depth

236

Paragraph 7.221 *1* *Replace by:*

- 1* The N leg of Chenal Principal is maintained to a depth of 9·0 m. The approaches to the berths are dredged to 8·2 m.

The channel is subject to silting and local authorities should be contacted for the latest information.

French Notice 36/163/21 [NP1-No 36-Wk 49/21]

Guinea - Port Kamsar to Conakry - Cap Verga — Directions; light

242

Paragraph 8.15 *1* lines 4–5 *Delete*

ENC GB300612 (9.003) [NP1-No 117-Wk 47/23]

Liberia - Monrovia — Depths

264

Paragraph 8.161 *1* lines 1–4 *Replace by:*

- 1* The entrance channel and harbour are dredged to 13 m (2017), reducing to 12·5 m N of the NIOC Pier.

French Notice 17/C4:10.4.2.6/21 [NP1-No 20-Wk 27/21]

**Côte d'Ivoire - Port de San Pedro —
Pilotage; directions**

287

Paragraph 9.73 1 lines 1-4 *Replace by:*

- 1 **Pilotage** is compulsory. The pilot boards in position 4°42'·59N 6°36'·58W, 1½ miles S of the head of Jetée Ouest. For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Paragraph 9.76 1-4 *Replace by:*

1 **San Pedro Leading Lights:**

Front light (white column, red bands, 25 m in height) (4°44'·49N 6°37'·35W).

Rear light (white metal column, red bands, 15 m in height) (3¼ cables from front).

From a position SE of the entrance, the alignment (291·5°) of these lights leads into the harbour, passing:

- 2 NNE of the fairway buoy (safe water) (4°43'·76N 6°35'·82W), thence:

SSW of Pointe Bato (4°44'·54N 6°36'·51W), thence:

NNE of the head of Jetée Ouest (4°44'·17N 6°36'·74W) from which a light (9.55) is exhibited, thence:

- 3 SSW of the head of Jetée Est (4°44'·35N 6°36'·81W) from which a light (white mast, 7 m in height) is exhibited.

NNE of Pointe Quiquérez (4°44'·23N 6°36'·90W).

Thence the track leads as required to the mooring or alongside berth.

UKHO

[NP1-No 3-Wk 04/21]

Côte d'Ivoire - San Pedro — Development

287

After Paragraph 9.74 1 line 7 *Insert:*

**Development
9.74a**

- 1 Works are in progress (2021) in San Pedro harbour and its approaches, principally extending the W breakwater and constructing a new terminal NW of the cement works (9.76).

French Notice 2/11(P)/21

[NP1-No 5-Wk 11/21]

**Côte d'Ivoire - San Pedro to Abidjan -
Grand-Lahou — Directions; light**

289

Paragraph 9.88 2 line(s) 4-5 *Delete*

Paragraph 9.91 2 line(s) 1-6 *Replace by:*

- 2 S of Grand-Lahou (5°08'·32N 5°00'·12W) (9.95), thence:
S of Lion A Terminal (5°01'·90N 4°48'·16W) (9.100), thence:

French Notice 15/168/21

[NP1-No 18-Wk 26/21]

**Côte d'Ivoire - San Pedro to Abidjan -
Grand-Lahou — Light**

290

Paragraph 9.95 2 line(s) 4-5 *Replace by:*

...of the mouth of Bandama Fleuve.

Paragraph 9.95 4 line(s) 7-8 *Replace by:*

...and thence through Lagune Ébrié (9.85) to Abidjan (9.115).

Paragraph 9.99 1 line(s) 2 *Replace by:*

...Grand-Lahou, in a depth of about 15 m,...

French Notice 15/168/21

[NP1-No 19-Wk 26/21]

**Côte d'Ivoire - West-south-west of Abidjan —
Offshore terminals; exclusion zones**

290

Paragraph 9.100 1 line(s) 1-4 *Replace by:*

- 1 **Position and function.** Lion A production platform (lit) (5°01'·90N 4°48'·16W) is situated 7½ miles offshore and is connected to several associated production platforms (lit) via submarine pipelines, including Panthère platform (lit) (5°01'·69N 4°45'·98W).

Foxtrot platform (lit) (5°01'·79N 4°40'·70W) and Marlin platform (lit) (5°01'·36N 4°36'·56W) are situated 5¼ and 9½ miles E of Panthère platform, respectively.

- 2 **Restricted areas.** The terminal is bounded by a maritime exclusion zone of radius 2 miles centred on Lion A production platform. Panthère, Foxtrot and Marlin platforms are bounded by maritime exclusion zones of radius 1 mile, centred on each platform. Vessels are not permitted to enter without having first obtained permission from the terminal.

French Notice 6/166/21

[NP1-No 13-Wk 16/21]

**Côte d'Ivoire - West-south-west of Abidjan —
Offshore terminals; exclusion zones**

290-291

Paragraph 9.101 1 line(s) 1-10 *Replace by:*

- 1 **Position and function.** Baobab Marine Terminal (4°57'·64N 4°32'·85W) is situated 13 miles offshore and about 38 miles WSW of Abidjan.

The terminal consists of a 346 000 dwt turret-moored FPSO (lit), capable of processing about 75 000 barrels of oil per day, 75 000 000 cu ft of natural gas and 100 000 barrels per day of water injection. The FPSO is connected to several associated production platforms (lit) and the Ivoirien Terminal (9.106) via submarine pipelines.

Terminal Operator. MODEC.

French Notice 6/166/21

[NP1-No 14-Wk 16/21]

NP1

ÂCôte d'Ivoire - Baobab Marine Terminal — Restricted area; production platforms exclusion zones

291

Paragraph 9.103 2 line(s) 1-4 *Replace by:*

- 2 **Restricted area.** The terminal is bounded by a maritime exclusion zone of radius 2 miles centred on the FPSO. Production platforms, connected to the FSPO via submarine pipelines, are bounded by maritime exclusion zones of radius 1 mile, centred on each platform. Vessels are not permitted to enter without having first obtained permission from the terminal.

French Notice 6/166/21 [NP1-No 15-Wk 16/21]

Côte d'Ivoire - West-south-west of Abidjan — Offshore terminal; restricted area; exclusion zones

291

Paragraph 9.106 1 line(s) 1-8 including headings
Replace by:

Ivoirien Terminal

General information

9.106

- 1 **Position and function.** Ivoirien Terminal (5°02'·41N 4°27'·12W) consists of a turret-moored FPSO (lit) of 155 000 dwt and 280 m LOA, fed by two well-head platforms (lit) situated 7 cables S, 1½ miles NE and 2¾ miles WSW. The maximum discharge rate of the FPSO is 6000 m³/hr.

Terminal Operator. Canadian Natural Resources Ltd

Website. www.cnrinternational.com

Paragraph 9.108 2 line(s) 1-7 *Replace by:*

- 2 **Restricted area.** The terminal is bounded by a maritime exclusion zone of radius 2 miles centred on the FPSO. Production platforms, connected to the FSPO via submarine pipelines, are bounded by maritime exclusion zones of radius 1 mile, centred on each platform. Vessels are not permitted to enter without having first obtained permission from the FPSO or the platform OIM (Offshore Installation Manager), if applicable.

Anchoring and underwater activities are prohibited within the maritime exclusion zones.

French Notice 6/166/21 [NP1-No 16-Wk 16/21]

Côte d'Ivoire - Abidjan — Controlling depth

292

Paragraph 9.118 1-2 *Replace by:*

- 1 Canal de Vridi is dredged to 16 m (2021). The port can accommodate vessels of 15 m draught or less. Contact the local authorities for the latest information.

French Notice 40/P09/21; SD C5
[NP1-No 29-Wk 45/21]

Côte d'Ivoire - Abidjan — Port operations

292

After Paragraph 9.122 1 line 7 Insert:

Port operations

9.122a

- 1 Traffic in Canal du Vridi is suspended when the current exceeds 3 kn.

French Notice 33/21; SD C5 [NP1-No 30-Wk 45/21]

Côte d'Ivoire - Abidjan — Development

293

Paragraph 9.129 1 lines 1-5 *Replace by:*

- 1 Works are in progress (2020) to construct a cereal terminal at the W end of Quai Ouest in the vicinity of 5°18'·13N 4°01'·61W.

Works are in progress (2020) to construct a bridge spanning Baie du Banco (9.116) at 5°20'·32N 4°02'·25W.

GB Chart 3103 (2022); French SD C5
[NP1-No 70-Wk 08/23]

Côte d'Ivoire - Abidjan — Port operations

293

Paragraph 9.131 1 lines 1-7 *Delete*

French Notice 33/21; SD C5 [NP1-No 31-Wk 45/21]

Côte d'Ivoire - Abidjan — Directions; lights

293

Paragraph 9.132 2-3 *Replace by:*

- 2 **Major lights:**

Port Bouët Light (5°15'·05N 3°57'·47W) (9.88).

Paragraph 9.133 1-4 *Replace by:*

- 1 From the pilot boarding position (5°13'·44N 3°59'·66W) the track leads NE to the vicinity of AN Light Buoy (port hand) (5°14'·17N 3°58'·95W).

Canal de Vridi leading lights S pair:

Front (FA2) (red pylon with white rectangle, flanked by two triangular beacons with white rectangular topmarks, 12 m in height) (5°15'·12N 4°00'·58W).
Rear (FA4) (red pylon, red rectangle with red V, flanked by two triangular beacons with white rectangles with red bands, 16 m in height) (2¼ cables from front).

- 2 **Canal de Vridi leading lights N pair:**

Front (FA6) (black and white pylon) (5°15'·36N 4°00'·84W).
Rear (FA8) (black and white pylon) (6½ cables from front).

Canal de Vridi leading lights NE pair:

Front (FA1) (red and yellow lattice beacon) (5°15'·80N 4°00'·97W).
Rear (FA3) (red and yellow lattice beacon) (2 cables from front).

- 3 The alignment of any of these pairs of lights (297°, 304° and 316·4° respectively) leads to the entrance of Canal de Vridi (9.118).

Thence Canal de Vridi leads NW about 1½ miles into the white sector (309.5°-314.5°) of FAC Light Beacon (white lattice beacon) (5°16'·87N 4°02'·29W), which then leads NE of a bank extending NW from the NW end of Canal de Vridi. Thence a channel marked by light buoys (lateral) leads to the inner anchorages and alongside berths.

4 **Useful marks:**

Signal station, at E entrance to Canal de Vridi (5°15'·11N 4°00'·17W).

Four chimneys at power station (5°15'·51N 4°00'·54W).

Water tower (red and white) (5°15'·80N 3°59'·97W).

Radar tower (framework tower, red and white bands, red obstruction lights) (5°18'·24N 4°01'·53W).

5 Treichville Quai, Light F9 (pylon on cabin, green lantern) (5°18'·27N 4°01'·63W).

Water tower light (5°18'·33N 4°00'·97W).

Silo (36 m in height) (5°18'·46N 4°01'·31W).

Water tower (5°18'·59N 4°01'·26W).

Radar tower (framework tower, red and white bands, red obstruction lights) (5°18'·94N 4°01'·80W).

French Chart 7576/21

[NP1-No 7-Wk 14/21]

Côte d'Ivoire - Abidjan — Basin and berths

293-294

Paragraph 9.134-9.136 including headings *Replace by:*

Basins and berths

Anchorage and moorings

9.134

1 **Anchorage.** The inner anchorage berths lie S, E and N of Île Boulay, good holding ground of hard mud.

Caution. A number of buoys and obstructions lie within the anchor berths.

2 **Mooring buoys.** Baie du Banco (5°19'·50N 4°01'·80W), lying N of the main harbour, has several pairs of mooring buoys.

Canal de Vridi

9.135

1 **General information.** There are several tanker berths on the E side of Canal de Vridi, and a tank farm stands inshore of these berths. Vessels normally moor starboard side to the berth.

Petroci Soutes (5°15'·80N 4°01'·02W); vessels up to 145 m LOA and 10 m draught; maximum 15 000 gt.

Petroci (5°15'·72N 4°00'·93W); vessels up to 200 m LOA, 32.2 m beam and 10.06 m draught; maximum 45 000 gt.

2 **SIAP** (5°15'·61N 4°00'·80W); vessels up to 180 m LOA, 42 m beam and 9.45 m draught; maximum 35 000 gt; reported not in use (2022).

Puma Energy (5°15'·49N 4°00'·68W); vessels up to 240 m LOA, 42 m beam and 12 m draught; maximum 90 000 gt.

Quai Siveng (5°16'·15N 4°00'·98W), a fertilizer berth, lies on the N side of the N point of the E bank of Canal de Vridi; vessels up to 156 m LOA and 10 000 gt.

Île de Petit-Bassam

9.136

1 **Quai Nord** (5°18'·42N 4°01'·47W) has five berths for a total length of 775 m; maximum draught 9.45 m.

Quai Ouest (5°17'·95N 4°01'·09W) has nine berths for a total length of about 1500 m; authorised draught range for 9.45 to 12 m; cargo and bulk carriers.

2 **Port de Pêche** (5°17'·41N 4°00'·99W) for domestic use, import and export of fish, is situated between Quai Ouest and TC2; depths about 6 to 10 m.

Container Terminal (TC2) (5°16'·88N 4°01'·08W). The W side is 750 m in length; LOA unlimited; maximum draught 14 m. The S face is 500 m in length; maximum draught 14 m.

3 **Container Terminal (TC1)** (5°16'·46N 4°00'·81W).

There are four berths on the W side of Quai Sud for a total length of 750 m; maximum 11.5 m. A further berth, with RoRo facilities, lies on the S side; 200 m in length; maximum 11.5 m draught.

Baie de Banco

9.136a

1 **Quai Bananier** (5°18'·94N 4°01'·46W) is situated on the E side of Baie de Banco, close NW of the Quai Marine. There are two berths over a continuous length of 310 m; maximum 8.5 m draught.

A shipyard (9.137) with 400 m quay lies about 8 cables NNW of Quai Bananier.

GB Chart 3103 (2022); French SD C5

[NP1-No 71-Wk 08/23]

Côte d'Ivoire - Abidjan — Port services; repairs

294

Paragraph 9.137 *1 Replace by:*

1 All types of repairs; divers and underwater repairs; floating docks with a lifting capacity of 2000 tonnes to 10 000 tonnes; slipways for vessels up to 300 tonnes; floating cranes of up to 20 tonnes capacity.

UKHO

[NP1-No 72-Wk 08/23]

Ghana - TEN Terminal — Safety zone

301

After Paragraph 10.25 2 line 10 Insert:

A Terminal Safety Zone, radius 500 m, exists around the FPSO; permission must be obtained from the Offshore Installation Manager (OIM) before entering the Safety Zone.

Corr. Ghana Maritime Authority (04/02/22)

[NP1-No 57-Wk 37/22]

Ghana - Aboadi Terminal — Restricted areas

303

After Paragraph 10.43 1 line 6 Insert:

Restricted areas. Anchoring and fishing are prohibited within 100 m of a submarine pipeline laid between the SBM (10.42) and the shore.

Navigation within 500 m of the SBM is only permitted if there is a pilot on board.

Corr. Ghana Maritime Authority (04/02/22)

[NP1-No 58-Wk 37/22]

NP1

Ghana - Takoradi — Anchorage

304

After Paragraph 10.56 1 line 8 *Insert:*

- 2 Takoradi Secure Anchorage (4°50'·15N 1°26'·05W) has been established. All vessels except for those authorised by the Ghana Maritime Authority or Ghanaian Navy should avoid the area.

Ghana Maritime Authority [NP1-No 73-Wk 10/23]

Ghana – Takoradi — Arrival information; pilotage

304

Paragraph 10.57 1 line 2 *For* 1°42'·50W *Read* 1°43'·00W

Corr. Ghana Maritime Authority (04/02/22)
[NP1-No 59-Wk 37/22]

Ghana – Takoradi — Arrival information; pilotage

304

Paragraph 10.57 including existing Section IV Notice Week 37/22 *Replace by:*

- 1 Pilotage is compulsory and available 24 hours. The pilot boards in position 4°53'·88N 1°42'·55W. For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

ENC GB63102A (8.000) [NP1-No 103-Wk 42/23]

Ghana – Takoradi — Arrival information; prohibited anchorage

304

Paragraph 10.59 *Replace by:*

- 1 **Prohibited anchorage.** Anchorage is prohibited in an area N of and including the approach channel; and in an area E of Main Breakwater lying S of the approach channel.

ENC GB63102A (8.000) [NP1-No 104-Wk 42/23]

Ghana – Takoradi — Harbour; development

304

Paragraph 10.61 *Replace by:*

- 1 Development (2022) includes expansion of the container terminal (4°53'·55N 1°44'·46W) and further reclamation works SE of the container terminal.

ENC GB63102A (8.000) [NP1-No 105-Wk 42/23]

Ghana – Takoradi — Directions; approach

304-305

Paragraph 10.65 1-2 *Replace by:*

- 1 From a position SE of Takoradi Point (4°52'·90N 1°44'·90W), the track leads N to the pilot boarding position (10.57), passing:
E of Takoradi Reef (4°52'·60N 1°44'·10W), which breaks, thence:
E of a stranded wreck (4°52'·72N 1°43'·65W), which dries 1·5 m, thence:
Clear of a dangerous wreck (4°53'·46N 1°42'·99W).

ENC GB63102A (8.000) [NP1-No 106-Wk 42/23]

Ghana – Takoradi — Directions; entrance channel

305

Paragraph 10.66 including heading *Replace by:*

Entrance channel 10.66

- 1 From the pilot boarding position (10.57), the track leads W through the entrance channel marked by buoys (lateral) to clear the N extremity of Main Breakwater, passing:
S of a dangerous wreck (4°54'·19N 1°43'·54W), position approximate, thence
N of a dangerous wreck (4°53'·60N 1°43'·60W), position approximate.
2 Thence the track leads W to an oil jetty, or SW to the bulk and container terminals, or S passing inshore of Main Breakwater, into the inner harbour berths and moorings.

Useful marks:

Main Breakwater Light (4°53'·84N 1°43'·90W).
New Bulk Jetty Light (4°53'·83N 1°44'·22W).
Church tower (40 m in height) (4°54'·10N 1°45'·33W).
Tower (4°53'·77N 1°45'·03W).

ENC GB63102A (8.000) [NP1-No 107-Wk 42/23]

Ghana – Takoradi — Berths

305

Paragraph 10.68 2-3 *Replace by:*

- 2 Oil Berth lies on the N side of Lee Breakwater. At this berth, vessels secure to holding-off buoys, and to bollards on the breakwater. A bauxite berth, which consists of four dolphins, lies E of the Oil Berth.
Container Terminal (4°53'·60N 1°44'·46W) is about 600 m in length with depths of 16 m.
3 New Bulk Jetty (4°53'·75N 1°44'·46W) which lies 3 cables E of the head of Main Breakwater has three berths and can accommodate vessels up to 100 000 dwt, with a maximum draught of 16 m.
An Oil Jetty lies on the N side of New Bulk Jetty with depths of about 14 m.

ENC GB63102A (8.000) [NP1-No 108-Wk 42/23]

Ghana - Accra — Anchorage; wreck

310

Paragraph 10.95 *Replace by:*

- 1 **Description.** Accra (5°33'·00N 0°12'·00W) is the capital and seat of government of The Republic of Ghana. The city is fronted by red cliffs 7·6 m high.

The small harbour of Accra is formed by a breakwater, the outer 9 m of which was reported (1957) to be collapsed, and a wooden and steel pier extending E from the shore, about 1¼ cables N of the breakwater. A stranded wreck lies about 2 cables E, and a wreck with a depth of 3·7 m lies 7 cables SE of the head of the breakwater.

- 2 It was further reported (1992) that the harbour had fallen into disuse except by local fishermen.

There is a N set inside the harbour.

Traffic regulations. For details of prohibited entry and prohibited anchoring off Accra, see 10.81.

Anchorage may be obtained in Accra Secure Anchorage (5°19'·41N 0°19'·30W) for vessels authorised by the Ghana Maritime Authority or Ghanaian Navy.

Caution. A wreck (5°20'·27N 0°22'·18W), position approximate, lies in the NW part of the anchorage.

Ghana Maritime Authority [NP1-No 74-Wk 10/23]

Ghana - Tema — Limiting conditions; depths

310

Paragraph 10.99 1 line 6 *For* 18·2 m *Read* 17·2 m

ENC GB501391 (3.000) [NP1-No 109-Wk 42/23]

Ghana - Tema — Arrival information; pilotage

310

Paragraph 10.102 1 *Replace by:*

- 1 Pilotage is compulsory for all vessels and is available 24 hours. Pilot boarding positions are:

Terminals 1, 2 and the Fishing Harbour - 5°37'·37N 0°02'·15E;

Terminal 3 - 5°36'·85N 0°02'·87E;

Tema SBM and ABB (10.112) - 5°37'·35N 0°05'·85E.

For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Corr. Ghana Maritime Authority (04/02/22)

[NP1-No 60-Wk 37/22]

Ghana - Tema — Directions; pilotage

311

Paragraph 10.111 1 line 2 *For* (5°37'·63N 0°02'·15E) *Read* (5°37'·37N 0°02'·15E)

Paragraph 10.111 3 line 2 *For* (5°36'·86N 0°02'·87E) *Read* (5°36'·85N 0°02'·87E)

Corr. Ghana Maritime Authority (04/02/22)

[NP1-No 61-Wk 37/22]

Ghana - Tema — Directions; breakwater; light

311-312

Paragraph 10.111 including existing Section IV Notice Week 37/22 *Replace by:*

- 1 **Terminals 1 and 2.** From the vicinity of the pilot boarding position (5°37'·37N 0°02'·15E), the track leads WNW to a position about 1 mile S of Breaker Point (5°38'·77N 0°01'·63E), with numerous wrecks lying up to 3 cables offshore between it and Outer South Breakwater.

- 2 The track then leads W, passing:
N of LNG Breakwater Head (5°37'·59N 0°01'·45E) which extends from near the head of the main breakwater and from where a light (red GRP tower, 15 m in height) is exhibited.

- 3 The track then leads generally W, passing:
S of Outer South Breakwater Head (5°38'·08N 0°01'·27E) from which a light (red GRP tower, 6 m in height) is exhibited at the entrance to a fishing harbour. A 4·4 m patch lies 2½ cables farther NE.

- 4 The track leads to a position N of Main Breakwater Light (red GRP tower, 15 m in height) (5°37'·64N 0°01'·16E), then leads WSW into the harbour, passing:
SSE of Lee Breakwater Light (green GRP tower, 15 m in height) (5°37'·74N 0°01'·01E), standing on the SSW extension of Outer South Breakwater.

- 5 **Terminal 3.** From the vicinity of the pilot boarding position (5°36'·85N 0°02'·87E), the track leads WNW for about 1 mile to the beginning of the entrance channel (5°37'·00N 0°02'·00E). The track then leads W for 2 miles, in a channel marked by light buoys (lateral), to the turning basin close E of the berths, passing:

- 6 N of a dangerous wreck (5°36'·92N 0°01'·90E), position approximate, marked close N by No 2 Light Buoy (port hand), thence:

N of a dangerous wreck (5°36'·83N 0°01'·06E), thence:

N of Terminal 3 Breakwater Head (5°36'·73N 0°00'·20E) from which a light is exhibited.

- 7 **Useful marks:**

Silo (5°37'·93N 0°00'·39E).

Building (5°38'·12N 0°00'·05W), red obstruction lights.

Outer South Breakwater Head Light (red GRP tower, 6 m in height) (5°38'·08N 0°01'·27E).

Outer East Breakwater Head Light (green GRP tower, 6 m in height) (5°38'·10N 0°01'·17E).

ENC GB501391 (3.000)

[NP1-No 110-Wk 42/23]

Togo - Lomé to Cotonou — Directions; wreck

320

Paragraph 11.53 1 line(s) 4-6 *Replace by:*

Clear of a dangerous wreck (6°05'·28N 1°22'·21E).

Two more wrecks lie 7 cables farther NE and a third one about 2½ cables SSE. Thence:

French Notice 37/27P/21

[NP1-No 32-Wk 45/21]

NP1

Togo - Lomé to Cotonou — Directions; wreck

320

Paragraph 11.53 *1* line(s) 4-6 including Section IV Notice Week 45/21 *Replace by:*

Clear of a dangerous wreck (6°05'·40N 1°22'·26E).
Two more wrecks lie 5½ cables farther NE and a third one about 3½ cables S. Thence:

French Notice 43/P09/21 [NP1-No 35-Wk 47/21]

Nigeria - Bight of Benin - South of Lagos — Directions; restricted areas; buoys

321

Paragraph 11.54 *2-4* *Replace by:*

- 2* S of a FPSO (6°09'·77N 2°55'·90E), which is moored at the centre of a restricted area with a radius of 5 miles, thence:
S of a Secure Ship-to-Ship Operations Area (6°15'·80N 3°19'·40E) (11.97), into which entry is restricted, thence:
S of an SPM (6°21'·88N 3°21'·90E), from which a light is exhibited and which lies within a restricted area, thence:
S of a wreck (6°20'·16N 3°23'·11E), with a clearance of 10 m, marked by a buoy (special).
Thence the track continues E to a position S of Lagos Light (6°24'·21N 3°23'·03E) (11.52).

Corr. Nigerian Navy HO (11/02/21) and ENC GB301381 (2.009) [NP1-No 9-Wk 15/21]

Nigeria - Lagos — Directions; wreck

321

Paragraph 11.54 *1-4* including existing Section IV Notice Week 15/21 *Replace by:*

- 1* Thence the track continues E, passing:
S of Cotonou Light (11.52), thence:
S of an entry restricted area, which encloses Sémé Oil Terminal (6°12'·45N 2°41'·45E) (11.85), and S of light buoys (special), marking the West African Gas Pipeline (10.4), which lie 2 miles S of the entry prohibited area, thence:
2 S of a Aje Terminal FPSO (6°09'·77N 2°55'·90E), which is moored at the centre of a restricted area with a radius of 5 miles, thence:
S of a Secure Ship-to-Ship Operations Area (6°15'·80N 3°19'·40E) (11.97), into which entry is restricted, thence:
3 S of an SPM (6°21'·88N 3°21'·90E), from which a light is exhibited and which lies within a restricted area, thence:
S of a dangerous wreck (6°18'·73N 3°22'·42E).
Thence the track continues E to a position S of Lagos Light (6°24'·21N 3°23'·03E) (11.52).

GB Chart 1381 (2022) [NP1-No 75-Wk 10/23]

Nigeria - Bight of Benin - Lagos — Secure Anchorage Area

324

Paragraph 11.96 *1* lines 1-7 *Delete*

Correction Nigerian HO [NP1-No 6-Wk 14/21]

Nigeria - Lagos — Arrival information; ship-to-ship transfer area; restricted area

324

Paragraph 11.97 *1* lines 1-12 *Replace by:*

1 Ship-to-ship transfers of petroleum cargo take place in a Nigerian Maritime Administration and Safety Agency (NIMASA) approved Secure Ship-to-Ship Operations Area, centred on 6°15'·80N 3°19'·40E, SSW of Lagos Light (11.52). Arriving vessels are instructed by the transfer co-ordinator to anchor S of port limit and await the lightering vessel. However, it is reported (2005) that masters of vessels prefer to receive the lightering vessels alongside whilst underway and then anchor, to reduce risk of damage.

Corr. Nigerian Navy HO (11/02/21) [NP1-No 10-Wk 15/21]

Nigeria - Lagos — Traffic regulations; ship-to-ship transfer area; restricted area

325

Paragraph 11.99 *1* lines 1-2 *Replace by:*

1 **Restricted area.** Entry is restricted into a Secure Ship-to-Ship Operations Area (11.97).
Prohibited area. A spoil ground, into which entry is prohibited, is centred on 6°21'·45N 3°25'·88E.

Corr. Nigerian Navy HO (11/02/21) [NP1-No 11-Wk 15/21]

Nigeria - Lagos Harbour — Wrecks; obstructions

325

After Paragraph 11.103 *1* *Insert:*

Hazards 11.103a

1 **Wrecks and obstructions.** Numerous wrecks and obstructions are reported to exist within Lagos Harbour. For the latest information consult the Nigerian Ports Authority.

Nigerian Notice Nav 2/22 [NP1-No 76-Wk 10/23]

Nigeria - Lagos — Directions; restricted area

326

Paragraph 11.108 *1* line 2 *For* NNE *Read* N

Paragraph 11.108 *1* line 3 *For* ESE *Read* E

Paragraph 11.108 *1* line 6 *For* ESE *Read* E

Paragraph 11.108 1 line 8 *For WNW Read W*

Paragraph 11.108 1 line 10 *For NNE Read N*

Corr. Nigerian Navy HO (11/02/21) and Nigerian Navy
Chart 2501/21 [NP1-No 12-Wk 15/21]

Nigeria - Lagos — Berths; obstruction; wreck

327

After Paragraph 11.110 1 line 7 *Insert:*

Caution. An obstruction (6°21'·10N 3°22'·10E),
position approximate, and a wreck (6°21'·32N
3°22'·02E) lie SSE of the CALM.

GB Chart 2812/20 [NP1-No 8-Wk 15/21]

Nigeria - Lekki Deep Sea Port — Development

329

Paragraph 11.125 1 including heading *Replace by:*

Spare
11.125

Nigerian Ports Authority [NP1-No 77-Wk 12/23]

Nigeria - Lagos to Forcados River — Coastal passage; directions

329

Paragraph 11.129 1 line(s) 1-5 *Replace by:*

- 1 From a position S of Lagos Light (6°24'·21N
3°23'·03E) (11.52) the track leads ESE, passing:
SSW of an obstruction (6°18'·54N 3°28'·09E), depth
26 m, thence:

ENC GB301381 (2.009) [NP1-No 17-Wk 16/21]

Nigeria - Escravos River — Directions

329

Paragraph 11.129 4 lines 5-12 *Replace by:*

...SE of this position.
(*Directions for Escravos Oil and Gas Terminals
continue at 11.186*)

Thence the track continues SE to a position W of
the Forcados River entrance.

(*Directions for Escravos River continue at 11.137,
for Forcados River at 11.193,
for Forcados Oil Terminal at 12.34
and for the coastal passage at 12.13*)

H102 Chevron Nigeria Ltd. [NP1-No 24-Wk 42/21]

Nigeria - Escravos River — Directions

330-331

Paragraph 11.137 including heading *Replace by:*

Directions
(*continued from 11.129*)
11.137

- 1 **Caution.** Local Harbour Masters' Notices should be
consulted for the latest depths in the channel across
Escravos Bar, which is liable to silt.

The buoyage in the Escravos River is not to be
relied on. See 11.118.

Approach to Escravos River. From a position W
of the Forcados River entrance, the track leads E,
passing:

- 2 S of SPM berth No 5 (5°26'·27N 4°58'·27E)
(11.187) and the restricted area enclosing it.

The track then leads NE passing:

SE of two platforms in ruins (5°27'·38N 5°00'·08E
and 5°27'·34N 5°00'·81E), which show barely 5 m
above sea level and are poor radar targets,
thence:

Clear of two submerged wells (5°29'·54N 5°04'·18E
and 5°29'·75N 5°04'·84E), thence:

- 3 NW of a lit platform (5°29'·14N 5°05'·53E),
which lies 5 cables S of the pilot boarding
position (11.141), thence:

SE of a lit platform (5°30'·55N 5°04'·89E), thence:

SE of a submerged well (5°31'·29N 5°05'·55E).

Thence the track leads E in the approach channel
marked by light buoys (lateral), passing:

- 4 Between Main Mole Head (5°31'·06N 5°06'·91E)
(remains of metal framework tower) and
Island Mole (4 cables NNE), keeping to the
middle of the dredged channel. Both moles
are badly damaged and hazardous to
shipping.

Thence the track continues ENE then NE in the
buoyed channel, passing:

SE of a dangerous wreck (5°31'·95N 5°08'·30E),
position approximate.

Paragraph 11.138 1 lines 1-5 *Replace by:*

- 1 **Entrance to Escravos River.** The track continues
NE, passing:

H102 Chevron Nigeria Ltd. [NP1-No 25-Wk 42/21]

Nigeria - Lekki Deep Sea Port — Anchorages; berths

332

After Paragraph 11.146 2 line 6 *Insert:*

Anchorages and harbours

Lekki Deep Sea Port 11.146a

- 1 **General information.** Lekki Deep Sea Port
(6°25'·65N 4°00'·35E) provides berths for container,
dry bulk and liquid cargoes. Portions of the port
remain under construction (2022).

Website. www.lekkiport.com

Depths. The entrance channel and swinging area
were reported (2022) dredged to 16.5 m. The Port
Authority should be contacted for the latest
information.

NP1

2 **Directions.** A channel marked by light buoys (lateral) leads NNW for about 4¼ miles, then NW about 1½ miles to the swinging area off the berths, passing NE of the head of the Southwest Breakwater, from where a light is exhibited.

3 **Anchorage** may be obtained in a designated area centred on 6°20'00N 4°08'50E, depth 11 to 20 m, sand and shells.

Berths. Container quay, length about 680 m, reported (2022) dredged to 16.5 m.

Lekki CBM berth is situated at 6°22'20N 3°59'06E.

Dangote Quays

11.146b

1 **General information.** Dangote Quays (6°24'45N 4°06'00E) is situated on the coast about 6 miles E of Lekki Deep Sea Port (11.146a). The port, protected on the S side by a sand-bar and breakwater of boulders, handles general cargoes and comprises two small basins with a turning circle.

Depths. The approach channel has a least depth of about 8 m; the turning circle was reported (2022) dredged to 8 m. The Port Authority should be contacted for the latest information.

2 **Directions.** From the fairway buoy in the vicinity of the anchorage the approach channel, marked by light buoys (lateral), leads NW for about 4 miles.

Thence, the line of bearing (303°) of L3 Light (6°24'48N 4°05'99E), exhibited from a mooring dolphin at the junction of the two basins, leads into the harbour.

Anchorage. See 11.146a.

3 **Berths.** One RoRo berth in the N basin, about 140 m in length, reported (2022) dredged to 8 m; a quay in the W basin, about 430 m in length, reported (2022) dredged to 8.5 m.

Nigerian Ports Authority; ENC GB201242

[NP1-No 78-Wk 12/23]

Nigeria - Escravos Oil Terminal — Position and function; arrival information; directions; berths

335

Paragraph 11.183 1-2 Replace by:

1 **Position and function.** Escravos Oil Terminal (5°30'00N 4°58'00E) lies WSW of the mouth of Escravos River (11.133). Escravos Gas Terminal is farther to seaward, WNW from the Oil Terminal.

The offshore terminals export crude oil, product derivatives and condensate.

Terminal Authority. Chevron Nigeria Limited (CNL), Lagos.

Website. www.chevron.com

Paragraph 11.184 Replace by:

1 **Local weather** is generally favourable for operations, but may deteriorate during the wet season (May to November), with sudden squalls from NE occasionally greater than 50 kn.

Paragraph 11.185 Replace by:

1 **Anchorage** is available, good holding ground, 4¾ miles SSW of Berth Operations Platform.

Pilotage is compulsory and available 24 hours. The Mooring Master usually boards at the pilot boarding position (5°31'50N 4°55'90E). For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Tugs are compulsory; the number and disposition will be advised by the Mooring Master.

2 **Prohibited anchorage.** Unless directly instructed by the Mooring Master, anchorage is prohibited within an extensive area extending seaward from the coast N of Escravos River (11.133) entrance, encompassing Escravos Oil and Gas Terminal and several oilfields in the vicinity.

Restricted area. Navigation is restricted within a radius of 1½ miles centred on each berth. The restricted areas should not be entered without the Mooring Master on board.

3 **Regulations.** Immobilisation of engines whilst moored at the terminal is not permitted.

Current. Predominantly sets NNW near the terminal for about 75% of the year, with a rate of ½ to 1½ kn. At times the direction may reverse very suddenly causing heavy yawing at the berth.

Paragraph 11.186 Replace by:

1 **Approach.** From a position SW of the FPSO (5°30'00N 4°49'00E) (11.187), moored WSW of the Escravos Gas Terminal, the track leads E, passing: S of a well (5°28'74N 4°49'71E) lying in Sonam Gasfield; two more wells lie 1¼ miles NNW and NE from the former.

2 The track then leads NE passing: SE of LPG FSO vessel, Escravos Gas Terminal (5°31'64N 4°51'66E) (11.187) and the restricted area enclosing it, thence:

NW of SPM berth No 3 (5°29'52N 4°55'85E) (11.187) and the restricted area enclosing it.

3 Thence to the pilot boarding position (5°31'50N 4°55'90E) (11.185).

Useful mark:

Berth Operations Platform (metal structure, 26 m in height) (5°30'58N 5°00'27E).

Paragraph 11.187 Replace by:

1 The terminal comprises a number of offshore berths, from which lights are exhibited. The berths are as follows:

Berth Operations Platform (5°30'58N 5°00'27E); SPM berth No 2 (5°30'66N 4°59'37E). Maximum permissible draught is 15.8 m for Suezmax and 15.0 m for VLCCs;

2 SPM berth No 3 (5°29'52N 4°55'85E). Maximum permissible draught is 15.0 m for Suezmax and 14.0 m for VLCCs. A wreck lies close E of the SPM;

SPM berth No 4 (5°28'00N 4°58'37E). Suitable for VLCCs to load to summer draught;

SPM berth No 5 (5°26'27N 4°58'27E). Suitable for VLCCs to load to summer draught;

3 SPM berth EGTL (5°30'51N 4°57'50E). Maximum permissible draught is 16.7 m; LPG FSO vessel, Escravos Gas Terminal (5°31'64N 4°51'66E).

Caution. Two ruined platforms (5°27'·38N 5°00'·08E and 5°27'·34N 5°00'·81E), which show barely 5 m above sea level and are poor radar targets, are situated E of SPM berths No 4 and 5.

H102 Chevron Nigeria Ltd. [NP1-No 26-Wk 42/21]

Nigeria - Forcados River to Brass River - Approach to Nun River — Offshore terminal

347

After Paragraph 12.58 Insert:

Anyala Madu Terminal

General information
12.58a

1 **Position and function.** Anyala Madu Terminal (3°56'·03N 5°52'·19E) lies about 24 miles SSW of the entrance to Nun River (12.17).

The terminal consists of FPSO *Abigail Joseph*.

Terminal Authority. First Exploration & Petroleum Development Company Ltd.

Website. www.first-epdc.com

Limiting conditions
12.58b

1 **Controlling depth.** It is reported that the FPSO is moored in a depth of about 47 m.

Tidal levels. The mean range in the vicinity of the SPM berths is about 2 m. For further information, see *ADMIRALTY Tide Tables Volume 8*.

Local weather and sea state. South-westerly to westerly winds predominate from May to September and are at their strongest average, between 25 and 30 kn. From October to April the winds are variable and unpredictable in force and direction. From December to February winds are mainly from the north and are at their weakest average, between 5 to 10 kn.

2 Squalls of varying intensity are common between March and November. These squalls are unpredictable in force and direction and are accompanied by torrential rain, lightning, thunder and sudden shifts in wind direction. During these squalls winds up to 60 kn have been recorded.

Current in the area is maximum 1½ kn and generally eastwards except between November and March when it is mainly westwards; within depths of 15 to 18 m it becomes irregular.

Arrival information
12.58c

1 **Terminal operations.** Berthing is subject to the weather conditions and restricted to daylight only, between 0600-1800 hours. Vessels should arrive at the pilot station no later than 1400 hours.

Outer anchorage. A designated anchorage area (3°51'·91N 5°52'·19E), 1½ miles in radius, is situated about 4 miles S of the terminal; soft clay.

Pilotage is compulsory. A mooring master will normally board in a position 3 miles S of the terminal, at the anchorage or otherwise as directed.

Tugs are available to assist during tandem operations.

Berth
12.58d

1 Tankers can berth in tandem, bow to bow, to the FPSO which is moored in a spread mooring system on an alignment of 022·5°. Vessels of up to 175 000 dwt can be handled. There are no draught restrictions.

Port services
12.58e

1 **Other facilities.** Medical first aid in an emergency only.

UKHO [NP1-No 98-Wk 36/23]

NP2 Africa Pilot Volume 2 (2022 Edition)

Saint Helena – Rupert’s Bay — Anchorage; submarine cables

75

Paragraph 2.49 3 lines 1-7 *Replace by:*

3 **Anchorage** may be obtained off Rupert’s Bay, clear of submarine cables extending from the head of the bay.

H102 ALCATEL [NP2-No 4-Wk 25/22]

Cameroon - Port de Kribi to Punta Campo - Kribi Deep Sea Port — Arrival information; anchorage; pilotage

123

Paragraph 4.172 1 lines 4-7 *Delete*

Paragraph 4.172 2 lines 1-3 *Replace by:*

2 **Pilotage and tugs.** Pilotage is compulsory. Pilot boards at 2°45'·10N 9°49'·86E, 1 cable S of a light buoy (safe water), by tug or naval launch. Two tugs are available.

French Notice 25/167/22 [NP2-No 11-Wk 48/23]

Congo - Approaches to Pointe-Noire — Directions; platforms

154

Paragraph 5.204 2 line(s) 5-7 *Replace by:*

Clear of a number of oil platforms and obstructions which lie across both lanes of the channel, thence:

French Notice 24/170/22 [NP2-No 10-Wk 40/23]

NP2

Congo – Pointe-Noire — Limiting conditions; obstructions

155

Paragraph 5.224 1 lines 4-5 *Replace by:*

The buoyed channel (5.231) is dredged to a least depth of 15.5 m (2013), but isolated obstructions with lesser depths have been reported (2021) in the channel.

French Notice 44/17/21 [NP2-No 1-Wk 09/22]

Congo – Pointe-Noire — Directions; obstructions

156

After Paragraph 5.231 2 line 4 *Insert:*

Clear of an obstruction (4°45'·85S 11°49'·37E) with a depth of 14.7 m, thence:

After Paragraph 5.231 3 line 10 *Insert:*

Caution. Obstructions lie on each side of the centre of the channel at Grande Passe.

French Notice 44/17/21 [NP2-No 2-Wk 09/22]

Congo – Pointe-Noire — Berths; obstructions

156

After Paragraph 5.234 1 line 3 *Insert:*

Caution. Several obstructions, with least depth 12.1 m, lie along the length of Quai G.

French Notice 44/17/21 [NP2-No 3-Wk 09/22]

Angola - Luanda — Pilotage

192

Paragraph 7.110 1 lines 1-4 *Replace by:*

- 1 Pilotage is compulsory for vessels over 300 gt and is available from 0800 to 2200. The pilot boards in position 8°45'·50S 13°16'·80E. The pilot cutter is bright orange.

Portuguese Notice 6/221/22 [NP2-No 8-Wk 11/23]

Angola - Luanda — Directions; light buoy

193

Paragraph 7.117 1 lines 7-8 *Delete*

Paragraph 7.117 2 lines 1-5 *Replace by:*

- 2 NE of No 1 Light Buoy (starboard hand) which marks the NE extremity of a shoal spit extending 6½ cables NE from the NE end of Ilha do Cabo (7.103), from which a light (white round column with red stripes, 14 m in height) (8°45'·64S 13°15'·77E) is exhibited

Portuguese Notice 01/108/23 [NP2-No 9-Wk 11/23]

Namibia - Cape Cross to Walvis Bay - Swakopmund — Anchorage; submarine cables 216-217

Paragraph 8.37 including headings *Replace by:*

Anchorage and harbours

Swakopmund

8.37

- 1 **Position and function.** Swakopmund (22°40'·56S 14°31'·45E), a summer capital and holiday resort, ceased to be a seaport in 1915. It derives its fresh water from the same well, sunk in the bed of Kuiseb River, which supplies Walvis Bay.

Swakopmund Road fronts the town.

- 2 **Submarine cables.** Two cables extend offshore from positions close N and 1¼ miles N of Swakopmund Lighthouse respectively. Anchoring and trawling is prohibited 1 mile either side of the cables.

Tidal levels. Mean spring range about 1.2 m; mean neap range about 0.6 m. For information see *ADMIRALTY Tide Tables Volume 2*.

- 3 **Directions.** When approaching Swakopmund Road care should be taken to avoid Swakop Reef (8.35).

Useful mark:

Swakopmund Lighthouse (22°40'·56S 14°31'·45E) (8.33).

- 4 **Berth.** A metal jetty, projecting from the town, is reported (1993) to have been renovated as an historic monument and is not now used except for sightseeing.

South African Notice 10/86/22 [NP2-No 12-Wk 48/23]

South Africa – West coast – Table Bay – Robben Island — Marine reserve

261

After Paragraph 9.168 1 *Insert:*

Marine reserve

9.168a

- 1 Robben Island Marine Reserve is situated in the approaches to Table Bay, extending up to 18 miles W of Robben Island. Anchoring outside of charted anchorages is prohibited without authorization of the port authority. For further information see 1.73.

South Africa Department of Forestry, Fisheries and the Environment [NP2-No 5-Wk 50/22]

South Africa – West coast – Table Bay to Cape Point — Marine reserve

273

After Paragraph 10.10 1 *Insert:*

Marine reserve

10.10a

- 1 The entire coastline of the Cape Peninsula lies within Table Mountain National Park Marine Protected Area, which extends up to 9 miles from the coast. Regulations restrict anchorage and fishing activity within numerous restricted zones and marine reserves. For further information, contact the local authority and see 1.73.

South Africa Department of Forestry, Fisheries and the Environment [NP2-No 6-Wk 50/22]

**South Africa – South-west coast –
Walker Bay — Marine reserve**

288

After Paragraph 10.117 *1 Insert:*

**Marine reserve
10.117a**

- 1* Walker Bay Whale Sanctuary Marine Protected Area is situated within Walker Bay, up to about 3½ miles from the NE shore; entry is prohibited to all unauthorised vessels. For further information, see 1.73.

South Africa Department of Forestry, Fisheries and the Environment
[NP2-No 7-Wk 50/22]

NP3 Africa Pilot Volume 3 (2019 Edition)

Somalia and Kenya — Piracy

3

Paragraph 1.18 *Replace by:*

- 1* The British Maritime and Coastguard Agency has brought to the attention of shipowners, masters and crews, the risk of acts of piracy on the high seas or armed robbery against ships at anchor, off ports or when underway through the territorial waters of certain coastal states.
- 2* The UKMTO (United Kingdom Maritime Trade Operations) has established a designated Voluntary Reporting Area (VRA) covering all the waters of Red Sea, Gulf of Oman, Arabian Sea and Indian Ocean S of Suez and Straits of Hormuz to 10°S and 78°E.
- The High Risk Area (HRA) is an area within the UKMTO VRA where it is considered there is a higher risk of piracy and within which self-protective measures are most likely to be required. The high risk area is bounded by:
- 3* Parallel 15°N in the Red Sea.
The territorial waters off the coast of E Africa at latitude 05°S. Then to positions:
00°00'·00N 55°00'·00E.
10°00'·00N 60°00'·00E.
14°00'·00N 60°00'·00E.
- 4* The HRA does not infringe on the territorial waters of any state except for Somalia.
For further information, see *The Mariner's Handbook*.

After Paragraph 1.18 *Insert:*

**Recommended practices
1.18a**

- 1* Recommended practices, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts *Q6099*, *Q6111* and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1*. Additional guidance can be found in *Best Management Practices for Protection against Somalia Based Piracy*, available from the Maritime Security Centre (Horn of Africa) website (www.mschoa.org).

- 2* Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

**Reporting
1.18b**

- 1* Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of the current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website www.icc-ccs.org.
- 2* The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially to:
IMB Piracy Reporting Centre
Tel: +60 3 2078 5763 / +60 3 2031 0014
E-mail: imbkl@icc-ccs.org / piracy@icc-ccs.org
For further information, see *ADMIRALTY List of Radio Signals Volume 1* and *The Mariner's Handbook*.

GB Chart Q6099

[NP3-No 4-Wk 20/19]

**Indian Ocean and Gulf of Aden —
Piracy; recommended practice**

3

Paragraph 1.18a *1-2* including existing Section IV Notice Week 20/19 *Replace by:*

- 1* Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts *Q6099*, *Q6111* and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*.
- 2* Additional guidance can be found in *Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea*.

Corr. UKHO (16/02/22)

[NP3-No 38-Wk 42/22]

South Africa — National regulations

7

After Paragraph 1.53 *4 line 8 Insert:*

Marine Protected Areas (MPA) are established in many coastal and offshore areas of South Africa for conservation and fishery management. In general, fishing may be prohibited in parts or all of the MPA and construction work, pollution, or any form of disturbance are prohibited without written permission in the form of a permit or exemption issued by the Department of Forestry, Fisheries and the Environment (DFFE)—Oceans and Coasts Branch. Other restrictions and prohibitions may apply in certain MPAs, including prohibited entry.

See *South Africa Annual Notice to Mariners* or consult the Protected Area Register interactive map which may be accessed at:

www.dffe.gov.za/mapsgraphics

South Africa Department of Forestry, Fisheries and the Environment
[NP3-No 39-Wk 50/22]

NP3

Republic of South Africa - Offshore - East of Alphard Banks — Marine exploitation; safety zone

75

After Paragraph 2.9 2 line 4 *Insert*:

Anchoring and fishing are prohibited within an offshore safety zone which surrounds the above areas of marine exploitation and extends to the shore.

ENC ZA300060 (4.000) [NP3-No 26-Wk 33/20]

South Africa - Port Elizabeth — Anchorages

92

Paragraph 2.114 1 *Replace by*:

- 1 Designated anchorages for different classes of vessel include:

No 1 (33°54'02S 25°39'61E); foul ground is situated in the NE part of the anchorage.

No 2 (33°51'50S 25°45'70E).

For local weather and sea conditions at the anchorages see 2.111.

Prohibited anchorage. Anchoring is prohibited in the approach channel to Port Elizabeth Harbour.

South African Notice 6/64/21 [NP3-No 35-Wk 44/21]

South Africa – South coast – Algoa Bay – Port Elizabeth — Outer anchorages

92

Paragraph 2.114 1 including existing Section IV Notice Week 44/21 *Replace by*:

- 1 Designated anchorages for different classes of vessel include:

No 1 (33°54'02S 25°39'61E); foul ground is situated in the NE part of the anchorage.

No 2 (33°51'50S 25°45'70E).

For local weather and sea conditions at the anchorages see 2.111.

- 2 **Caution.** A Marine Protected Area occupies the N part of Algoa Bay, close NE of No 2 anchorage; restrictions apply, see 2.116.

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 40-Wk 50/22]

South Africa – South coast – Algoa Bay – Port Elizabeth — Traffic regulations

92

After Paragraph 2.116 2 *Insert*:

- 3 **Marine Protected Area** occupies most of Algoa Bay extending from the port limits to the vicinity of Cape Padrone. Fishing is prohibited. Anchoring outside of charted anchorages is prohibited without authorization of the port authority. See also 1.53.

Prohibited anchorage. Anchoring is prohibited in the approach channel to Port Elizabeth Harbour.

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 41-Wk 50/22]

South Africa - South coast - Port Elizabeth — Berths; alongside depths

95

Paragraph 2.127 1 line(s) 3 *For* charted depth 11.0 m *Read* least depth 10.5 m

South African Notice 3/42(T)/20 [NP3-No 23-Wk 19/20]

South Africa - Algoa Bay - Port of Ngqura — Pilotage

95

Paragraph 2.133 1 lines 4-7 *Replace by*:

Pilotage is compulsory. The pilot boards in position 33°52'90S 25°42'80E or 33°51'00S 25°41'70E. For further information, see Port Elizabeth in *ADMIRALTY List of Radio Signals Volume 6(8)*.

South African Notice 6/64/20 [NP3-No 24-Wk 31/20]

South Africa – South coast – Cape Recife to Cape Padrone — Marine reserve

96

After Paragraph 2.140 1 *Insert*:

Marine Reserve 2.140a

1 See 2.116.

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 42-Wk 50/22]

South Africa – South coast – Algoa Bay – Bird Islands — Marine reserve

98

Paragraph 2.150 3 lines 5-11 *Replace by*:

Marine reserve. Bird Islands are covered by a Marine Protected Area comprising most of Algoa Bay and associated islands. Restrictions apply within this area. For further information, see 2.116 and 1.53.

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 43-Wk 50/22]

South Africa – South coast – Cape Padrone to Waterfall Bluff — Marine nature reserves

101

Paragraph 3.7 1-2 including heading *Replace by*:

Marine nature reserves 3.7

- 1 For information on PSSA, marine protected areas and nature reserves, see 1.53

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 44-Wk 50/22]

**South Africa – South-east coast –
Great Fish Point to East London –
Marine reserve**

106

Paragraph 3.27 ¹ including heading *Replace by*:

**Spare
3.27**

South Africa Department of Forestry, Fisheries and the
Environment [NP3-No 45-Wk 50/22]

**South Africa – South-east coast – East London
to Mbashe Point – Marine reserves**

113

Paragraph 3.63 ¹ including heading *Replace by*:

**Spare
3.63**

South Africa Department of Forestry, Fisheries and the
Environment [NP3-No 46-Wk 50/22]

**South Africa – South-east coast – Mbashe Point
– Marine nature reserve**

116

Paragraph 3.72 ¹ including heading *Replace by*:

**Marine nature reserve
3.72**

- ¹ Dwesa-Cwebe Marine Protected Area, centred on 32°18'·30S 28°56'·90E, extends about 8 miles offshore from Mbashe River (3.75). Fishing is prohibited and motor vessels are prohibited from stopping or proceeding at speeds of less than 5 knots. For further information see 1.53.

South Africa Department of Forestry, Fisheries and the
Environment [NP3-No 47-Wk 50/22]

**South Africa – South-east coast – Mbashe Point
– Marine nature reserve**

119

Paragraph 3.85 ¹ including heading *Replace by*:

**Marine nature reserves
3.85**

- ¹ See 3.72.

South Africa Department of Forestry, Fisheries and the
Environment [NP3-No 48-Wk 50/22]

**South Africa – South-east coast –
Port Saint Johns to Mzamba River –
Marine nature reserves**

120

After Paragraph 3.93 ¹ Insert:

**Marine nature reserves
3.93a**

- ¹ Pondoland Marine Protected Area extends up to 11 miles from the coast, from Port Saint Johns (31°37'·37S 29°33'·02E) to Mzamba River (31°06'·52S 30°10'·43E). Anchoring is prohibited for periods exceeding twenty four hours without authorisation; see also 1.53.

South Africa Department of Forestry, Fisheries and the
Environment [NP3-No 49-Wk 50/22]

**South Africa – South-east coast – Waterfall Bluff
to Port Shepstone – Marine nature reserves**

128

Paragraph 4.13 ¹ *Replace by*:

- ¹ Pondoland Marine Protected Area extends up to 11 miles from the coast, from Port Saint Johns (31°37'·37S 29°33'·02E) to Mzamba River (31°06'·52S 30°10'·43E). Anchoring is prohibited for periods exceeding twenty four hours without authorisation.

- ² Protea Banks Marine Protected Area (30°54'·60S 30°31'·20E) extends up to 23 miles SE of Port Shepstone; slowing, stopping or anchoring of unauthorised vessels is prohibited.

Trafalgar Marine Protected Area lies inshore of Protea Banks Marine Protected Area at its SW corner. For further information see 1.53.

South Africa Department of Forestry, Fisheries and the
Environment [NP3-No 50-Wk 50/22]

**South Africa – East coast – Port Shepstone to
Durban – Aliwal Shoal – Marine nature reserve**

131

Paragraph 4.23 ¹ *Replace by*:

- ¹ Aliwal Shoal (30°15'·59S 30°49'·50E) (4.28) is a Marine Protected Area (MPA) in which anchoring is prohibited. For further information, see 1.53.

South Africa Department of Forestry, Fisheries and the
Environment [NP3-No 51-Wk 50/22]

**South Africa – East coast – Durban to
Tugela River – Marine reserve**

139

After Paragraph 4.71 ¹ Insert:

**Marine reserve
4.71a**

- ¹ uThukela Marine Protected Area extends up to 28 miles from the coast from the vicinity of Tongati River (4.74) to Tenedos Shoal (4.84); slowing, stopping or anchoring of unauthorised vessels is prohibited.

For further information, see 1.53.

South Africa Department of Forestry, Fisheries and the
Environment [NP3-No 52-Wk 50/22]

NP3

South Africa – East coast – Tugela River to Richards Bay — Marine reserve

140

After Paragraph 4.80 *1 Insert:*

Marine reserve

4.80a

1 See 4.71a

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 53-Wk 50/22]

South Africa – East coast – Richards Bay to Ponta do Ouro — Marine reserve

145

Paragraph 4.120 *1-2* including heading *Replace by:*

Marine reserve

4.120

1 iSimangaliso Marine Protected Area extends up to 38 miles from the coast from Cape Saint Lucia (28°30'89S 32°23'97E) to the international border (4.122) with Mozambique. The disturbance of whale sharks, fishing and the slowing, stopping or anchoring of unauthorized vessels is prohibited.

2 For further information, see 1.53.

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 54-Wk 50/22]

South Africa – East coast – Cape Vidal to Jesser Point — Marine reserve

147

Paragraph 4.134 *1* including heading *Replace by:*

Marine reserve

4.134

1 See 4.120

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 55-Wk 50/22]

South Africa – East coast – Jesser Point to Ponta do Ouro — Marine protected area

149

Paragraph 4.141 *1 Replace by:*

1 See 4.120.

South Africa Department of Forestry, Fisheries and the Environment [NP3-No 56-Wk 50/22]

Mozambique – Baía de Maputo — Directions; light

153

After Paragraph 5.9 *1 line 5 Insert:*

Lacerda Light (white rectangle on aluminium framework tower, 10 m in height) (25°33'75S 32°50'63E) at Monte Cutfield (5.13).

Correspondence INAHINA; Mozambique Hydrographic Office [NP3-No 31-Wk 22/21]

Mozambique – Baía de Maputo — Directions; light

154

Paragraph 5.11 *3 line 8 Delete*

Correspondence INAHINA; Mozambique Hydrographic Office [NP3-No 32-Wk 22/21]

Mozambique – Baía de Maputo — Directions; light

154

After Paragraph 5.20 *1 line 4 Insert:*

Lacerda Light (25°33'75S 32°50'63E) (5.9).

Correspondence INAHINA, Mozambique Hydrographic Office [NP3-No 33-Wk 22/21]

Mozambique – Baía de Maputo — Directions; light

155

Paragraph 5.22 *5 lines 2-4 Delete*

Correspondence INAHINA; Mozambique Hydrographic Office [NP3-No 34-Wk 22/21]

Mozambique – Maputo — Pilotage

156

Paragraph 5.36 *1 line(s) 2 For 25°55'51S 32°46'95E Read 25°56'42S 32°46'75E*

GB Chart 644/19 [NP3-No 9-Wk 43/19]

Mozambique – Maputo — Pilotage

156

Paragraph 5.36 *1 line(s) 4-5 Replace by:*

For vessels with a draught of 11.5 m or more, and all tankers of any draught, inbound or outbound, pilotage is compulsory in Canal...

Maputo Port Harbour Master [NP3-No 22-Wk 19/20]

Mozambique – Maputo — Berths

158

Paragraph 5.47 *1 Replace by:*

- 1* Main berths are as follows:
 - No 1 (25°58'52S 32°34'01E) for coastal vessels; length 293 m, depth 7 m (2020).
 - No 2 (25°58'44S 32°33'87E) for tugs and pilot boats; length 220 m, depth 7.2 m (2020).
 - No 3 (25°58'36S 32°33'75E) for car carriers, cruise ships and naval vessels; length 263 m, depth 9 m (2020).
- 2*
 - No 4 (25°58'28S 32°33'61E) for general cargo; length 273 m, depth 9 m (2020).
 - No 5 (25°58'20S 32°33'48E) for bulk, project and general cargo; length 230 m, depth 12 m (2020). See 5.31 for vertical clearance at berth.

No 6 (25°58'·12S 32°33'·35E) for molasses and lay-by; length 246 m, depth 16 m (2022).

3 No 7 (25°58'·05S 32°33'·24E) for bulk and general cargo; length 240 m, depth 16 m (2022).

No 8 (25°57'·94S 32°33'·08E) for bulk cargo; length 202 m, depth 12 m (2022).

No 9 (25°57'·83S 32°32'·92E) for bulk cargo; length 436 m, depth 15 m (2022).

No 10 (25°57'·71S 32°32'·75E) for container vessels; length 308 m, depth 12 m (2020).

4 No 11 (25°57'·63S 32°32'·64E) for bulk and general cargo; length 177 m, depth 12 m (2020).

No 12 (25°57'·56S 32°32'·56E) for vegetable oil; length 169 m, depth 12 m (2020).

Caution. Alongside depths are subject to change. Contact Maputo Port Authority for the latest information.

Paragraph 5.48 1-2 *Replace by:*

1 There are four cargo-specific berths at Matola (25°58'·00S 32°30'·00E):

Coal Terminal (25°57'·63S 32°30'·26E), quay length 220 m, depth alongside 15·4 m (2020). Vessels up to 125 000 dwt and LOA 275 m with a sailing draught between 14·5 and 15·0 m, depending on tide, can be accommodated.

Tanker Jetty (25°57'·69S 32°30'·09E), length 230 m, depth alongside 12 m (2020).

2 Mozal Jetty (25°57'·81S 32°29'·81E) for aluminium, length 230 m, depth alongside 12·6 m (2020).

Grain Jetty (25°57'·86S 32°29'·67E), length 210 m, depth alongside 11·7 m (2020).

Caution. Latest depth details may be obtained from the Port Authority.

Harbour Master Porto de Maputo

[NP3-No 57-Wk 09/23]

Mozambique – Beira — Limiting conditions; controlling depth

165

Paragraph 5.113 1 line(s) 1-5 *Replace by:*

1 The channel is reported (2019) to be maintained to a depth of 8·0 m. It is generally 135 m in width except in the vicinity of Light Buoy No 9 (19°53'·50S 34°50'·45E), where Canal do Macúti meets Canal Rambler, it is 250 m wide. See caution at 5.124.

Correspondence Mozambique Ports and Railways Authority [NP3-No 1-Wk 16/19]

Mozambique – Beira — Limiting conditions; maximum size of vessel handled

166

Paragraph 5.115 1 line(s) 2 *For* 1 m (3ft) *Read* 1·2 m (4ft)

Correspondence Mozambique Ports and Railways Authority [NP3-No 2-Wk 16/19]

Mozambique – Beira — Anchorages

166

Paragraph 5.118 1 line(s) 1-7 *Replace by:*

1 **Waiting anchorage.** Vessels waiting to enter Beira may anchor, clear of the entrance channel, in the following locations:

At least 2 miles E of Light Buoy P (19°52'·58S 34°56'·98E), about 7 m (23 ft), mud;

At least 3 miles ESE of Light Buoy A (19°53'·79S 34°59'·22E), depth 10 to 13 m (33 to 43 ft), sand and mud;

About 8 miles ESE of Light Buoy A for transfer of dangerous cargoes.

Port of Beira

[NP3-No 5-Wk 41/19]

Mozambique – Beira — Arrival information; pilotage

166

Paragraph 5.119 1 line(s) 1-4 *Replace by:*

1 Pilotage is compulsory and available 24 hours. The pilot boards 6 cables NW of Light Buoy P (19°52'·58S 34°56'·97E). See *ADMIRALTY List of Radio Signals Volume 6(8)*.

Correspondence Mozambique Ports and Railways Authority [NP3-No 3-Wk 16/19]

Mozambique – Beira — Directions; shoals

167

Paragraph 5.125 1 line(s) 3-5 *Replace by:*

SE of an 8·5 m (28 ft) patch (20°04'·68S 35°18'·25E); a 10 m patch lies 1¼ miles NW.

Thence:

SE of an 8·2 m (27 ft) patch (20°00'·69S 35°12'·80E), and:

NE of a 4·2 m (14 ft) patch (20°03'·28S 35°09'·87E), giving it a berth of at least 2½ miles; a patch of similar depths lies close W.

ENCs GB401003 and GB302934

[NP3-No 6-Wk 41/19]

Mozambique – Beira — Directions; approach

167

Paragraph 5.126 1 line(s) 5-8 *Replace by:*

Approaching from NE, vessels should make for a position about 10 miles ESE of Light Buoy A, thence follow a WNW track to the vicinity of Light Buoy A.

Port of Beira

[NP3-No 7-Wk 41/19]

Mozambique – Beira - Canal do Macúti — Directions; caution

167

After Paragraph 5.128 2 line 8 *Insert:*

Caution. Strong currents crossing the channel may be encountered at the bend in the channel leading into Canal Rambler.

Port of Beira

[NP3-No 8-Wk 41/19]

NP3

Mozambique - Quelimane — Pilotage

171

Paragraph 5.162 3 line(s) 3-5 *Replace by:*

...board in position 18°06'·21S 36°59'·85E.

For further details see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Mozambique Chart MZ16402/17

[NP3-No 27-Wk 33/20]

Mozambique - Quelimane — Directions

172

Paragraph 5.164 1-7 *Replace by:*

1 **Caution.** The positions of the buoys are adjusted to meet the frequent changes both at the bar and in the channel to Quelimane.

Track. From the vicinity of the pilot boarding position, the track leads generally NNW, passing:

Between light buoys (lateral), the positions of which are liable to change, marking the bar off the mouth of Rio dos Bons Sinais, thence:

2 Clear of a stranded wreck (18°04'·84S 36°59'·56E), thence:

ENE of Ponta Olinda (18°03'·11S 36°57'·98E), thence:

ENE of the entrance to Canal da Olinda (18°01'·16S 36°57'·20E), an unmarked channel leading round the S extremity of Ilha Lambué and into Canal do Oeste which passes the E side of Ilha dos Cavalos Marinhos, thence:

3 WSW of Ponta Tangalane (18°00'·74S 36°58'·18E). Care is necessary when nearing Ponta Tangalane, as the in-going tidal stream here sets directly towards the banks on the W side of the channel. Thence:

4 ENE of an extensive drying bank of sand (17°59'·90S 36°57'·18E) and mud marking the W side of Canal das Moscas, and which extends E from Ilha dos Cavalos Marinhos (17°59'·84S 36°55'·40E), a low island covered with mangroves.

Thence the track curves through NW to lead WNW, passing:

5 Close SSW of Ilha Mojobo (17°58'·13S 36°54'·62E).

Thence the track continues generally N, passing: W of Ilha Rambe (17°56'·58S 36°54'·14E), thence: E of Ilha do Governador (17°54'·11S 36°53'·82E), low and covered with mangroves.

The track then continues as required to the berth or anchorage off Quelimane.

Mozambique Chart MZ16402/17

[NP3-No 28-Wk 33/20]

Mozambique - Nacala — Directions; Leading lights

183

Paragraph 6.37 1 line 1 *For* 14°25'·16S *Read* 14°25'·00S

Paragraph 6.37 2 line 3 *For* (14°29'·01S 40°40'·95E) *Read* (14°29'·09S 40°40'·96E)

Paragraph 6.37 2 line 5 *For* 3 cables *Read* 1 cable

Paragraph 6.37 2 line 7 *For* 155·5° *Read* 154·4°

Mozambique Chart 16205/19 [NP3-No 19-Wk 02/20]

Mozambique - Pemba — Berth; shoals

188

Paragraph 6.63 1 lines 1-5 *Replace by:*

1 **Alongside.** A T-headed pier (12°58'·06S 40°29'·14E) projects S from the town of Pemba. The berthing face, 182 m in length, has a depth alongside reported (2018) to be 7·5 m. A pontoon jetty lies close E, extending S from the shore. The berthing face is about 120 m long; vessels can berth either side.

Paragraph 6.63 2 lines 4-6 *Replace by:*

...patches surrounding Baixo Mutine (12°56'·43S 40°27'·63E).

Mozambique Chart 16206/2020 [NP3-No 25-Wk 32/20]

Tanzania - Pangani Bay to Tanga — Light

239

Paragraph 9.6 1 line(s) 4 *Replace by:*

...position SE of Niule (9.10) at the entrance...

Tanzania Ports Authority [NP3-No 10-Wk 49/19]

Tanzania - Pangani Bay to Tanga — Directions

240

Paragraph 9.10 6 line(s) 2-6 *Replace by:*

...drying coral reef marked on its NE and E sides by light buoys, and by No 3 Beacon (white, tripod base) (5°04'·03S 39°11'·06E) standing near the NW edge.

Tanzania Ports Authority [NP3-No 11-Wk 49/19]

Tanzania - Tanga — Pilotage

241

Paragraph 9.21 1 line(s) 4 *Replace by:*

...Ulenge Reefs (9.30). Deep draught vessels...

Tanzania Ports Authority [NP3-No 12-Wk 49/19]

Tanzania - Tanga — Directions; leading lights

242

Paragraph 9.29 3-5 *Replace by:*

3 SW of an obstruction (5°03'·41S 39°13'·22E), formed by the remains of a former light beacon, at the SW end of a patch of foul ground and marked on its S side by No 1 Light Buoy (starboard hand), thence:

NE of Niule (5°04'·40S 39°11'·25E) (9.10), marked at its E and NE extremities by light buoys, thence:

4 To a position SW of Fungu Nyama (5°01'·36S 39°13'·44E), an extensive drying coral reef. The track then leads W, passing:

N of Niule (9.10), thence:

Clear of an isolated depth of 12·2 m (5°02'·70S 39°11'·30E), reported (1957).

Thence to the inner pilot boarding position (9.21).

Tanzania Ports Authority [NP3-No 13-Wk 49/19]

Tanzania - Tanga - Tanga Bay — Directions

242

Paragraph 9.30 1-4 *Replace by:*

- 1 For entry to Tanga Bay it is recommended to remain on the N side of the Ras Kazone leading line (9.31a) in order to avoid the shallow depths, which may be less than charted, at its inner end.

From the vicinity of the inner pilot boarding position (9.21), the track leads W, passing:

- 2 S of Ulenge Reefs (5°02'·25S 39°09'·80E), detached and which barely dry; the SE edge is marked by a light buoy. Shoal areas extend up to 2 cables S of the reefs. Thence:
Clear of an isolated depth, reported, of 11·1 m (5°02'·87S 39°09'·72E); a second isolated depth, reported, of 6·5 m lies about 3¼ cables farther S. Thence:

- 3 N of Dixon Bank (5°03'·54S 39°09'·49E), a small coral patch marked by a light buoy, thence:
N of shoal depths (5°03'·40S 39°08'·80E), where the depths are reported (1979) to be unreliable. The shoals are marked on the N side by No 8 Light Buoy. Thence:

- 4 S of Kwawa Reef (5°02'·38S 39°07'·79E), part of which dries and which extends 8 cables S from Ras Chongoleani (5°01'·67S 39°07'·64E), a mangrove covered point; the S extremity of the reef is marked by a light buoy. Thence:

- 5 N of Ras Kazone (5°03'·26S 39°07'·28E), cliff like, covered with vegetation and fronted by a drying reef.

Thence as required for anchorage in Tanga Bay.

Tanzania Ports Authority [NP3-No 14-Wk 49/19]

Tanzania - Tanga - Tanga Bay — Directions; leading lights

242-243

Paragraph 9.31 1-5 *Replace by:*

- 1 **Caution.** The leading lights exhibited from the E extremity of Toten Island (9.14) and throughout the inner harbour are close together and also serve as anchorage leads.

Toten Island Leading Lights:

Front light (white concrete tower) (5°03'·27S 39°06'·63E).

Rear light (similar structure) (75 m from front light).

- 2 From a position in Tanga Bay about 3½ cables SW of Kwawa Reef (9.30), the alignment (235°) of these lights leads SW to a position NNW of Ras Kazone (9.30). A shoal area and drying reef extend NNW of Ras Kazone, marked by a light buoy.

Tanga Inner Harbour Leading Lights:

Front light (white concrete pillar, 8 m in height) (5°03'·73S 39°06'·79E).

Rear light (similar structure, 6 m in height) (67 m from front light).

- 3 The alignment (204°) of these lights leads SSW, passing:

WNW of Ras Kazone, thence:

ESE of a drying reef extending E of the E extremity of Toten Island, marked by a light buoy, thence:

Kissosora Leading Lights:

Front light (white concrete tower, 6 m in height) (5°03'·87S 39°05'·99E).

- 4 Rear light (similar structure) (2½ cables from front light).

The alignment (247°) of these lights leads into the inner harbour, passing:

NNW of Hospital Spit Light (white concrete tower) (5°03'·65S 39°06'·72E), thence:

SSE of Toten Island South Light (white tower) (5°03'·51S 39°06'·49E).

- 5 **Useful marks:**

Tower (5°03'·73S 39°07'·28E).

Post Office tower (5°04'·19S 39°06'·30E).

Tanzania Ports Authority [NP3-No 15-Wk 49/19]

Tanzania - Tanga - Tanga Bay — Directions; leading lights

243

After Paragraph 9.31 5 line 8 *Insert:*

Direct route to moorings east of Ras Kazone 9.31a

- 1 **Caution.** It is reported (1979) that depths W of Dixon Bank are unreliable; depths less than charted may exist.

From a position S of the inner pilot boarding position (9.21), shallow draught vessels may proceed to the moorings as follows:

Ras Kazone Leading Lights:

Front light (white concrete tower, 11 m in height) (5°03'·24S 39°07'·58E).

- 2 Rear light (mast and yard on white concrete tower and gallery, black stripe, 22 m in height) (3 cables from front light), exhibited from the signal station (9.25).

The alignment (266°) of these lights leads towards moorings, passing:

S of Ulenge Reefs (9.30), thence:

Clear of an isolated depth of 6·5 m (5°03'·20S 39°09'·66E), reported, thence:

- 3 N of Dixon Bank (5°03'·54S 39°09'·49E), a small coral patch marked by a light buoy on its N side.

The track then leads through an area of shoal patches, marked on the N side by a light buoy, to the moorings.

Tanzania Ports Authority [NP3-No 16-Wk 49/19]

Tanzania - Tanga - Tanga Bay — Anchorages

243

Paragraph 9.32 1 lines 1-8 including heading *Replace by:*

Anchorages and moorings 9.32

- 1 CBM (oil), 5 cables E of Ras Kazone (9.30).
CBM (LPG), close E of Toten Island South Light (9.31).

Anchorage in Tanga Bay, entered between Ras Kazone and Kwawa Reef, 9 cables NNE, in depths from 11 to 18 m. Maximum draught 16·7 m.

Tanga inner harbour provides sheltered anchorage in depths from 6 to 11 m for vessels up to 183 m in length. Maximum draught 9·4 m.

GB Chart 663; Indian Chart 2693; ENC GB50663A

[NP3-No 17-Wk 49/19]

NP3

Tanzania - Tanga to Moa Bay — Directions; light

243

Paragraph 9.38 1 line(s) 1-2 *Replace by:*

- 1 From a position SE of Niule (5°04'40S 39°11'25E) (9.10) at the entrance to the port of...

Paragraph 9.43 1 line(s) 1-2 *Replace by:*

- 1 From a position SE of Niule (5°04'40S 39°11'25E) (9.10), the track leads NNE, passing:

Tanzania Ports Authority [NP3-No 18-Wk 49/19]

Kenya - Mombasa — Limiting conditions; navigable width; floating bridge

259

After Paragraph 10.14 1 line 4 *Insert:*

Navigable width 10.14a

- 1 **Likoni Floating Bridge** (4°04'40S 39°39'37E) is a pedestrian bridge spanning Kilindini Channel, connecting Mombasa Island on the NE to Likoni on the SW. It comprises two fixed sections made of steel trestles, two floating sections with a centre section made up of pontoons which can be opened to allow safe passage. When open it has a navigable width of 150 m, marked by light beacons (lateral).
- 2 The floating bridge is used by pedestrians during daylight hours only, based on the following schedule. The times below indicate when the navigable channel will remain closed to vessel traffic:

<i>Period</i>	<i>Time (Hours)</i>
Morning Peak Crossing	06:00 - 08:00
Evening Peak Crossing	16:30 - 19:00
Unspecified Crossing	When ship schedules indicate there will be no ship movements for extended periods of time.

For additional information and permission to transit the bridge, contact the port authority.

Kenya Ports Authority [NP3-No 29-Wk 08/21]

Kenya - Mombasa — Arrival information; outer anchorages; prohibited anchorage

259

After Paragraph 10.17 3 line 5 *Insert:*

Anchoring is prohibited in the vicinity of Kipevu Oil Terminal Pipeline (10.34).

GB Chart 666 (2022) [NP3-No 37-Wk 41/22]

Kenya - Mombasa — Directions; floating bridge

262

After Paragraph 10.29 2 line 6 *Insert:*

Through the opening span of Likoni Floating Bridge (10.14a), thence:

Kenya Ports Authority [NP3-No 30-Wk 08/21]

Kenya - Lamu - Manda Bay — Pilotage

272

Paragraph 10.90 1 lines 5-6 *Replace by:*

...and over. See 10.95.

Kenya Port Authority [NP3-No 20-Wk 02/20]

Kenya - Lamu - Manda Bay — Pilotage

274

Paragraph 10.95 4 line 7 *Replace by:*

...advance. Pilots board in approximate position 2°22'53S 41°02'62E.

Paragraph 10.95 6 *Replace by:*

- 6 **Development.** The Kenyan government is developing Manda Bay and has instigated the Lamu Port Southern Sudan-Ethiopia Transport Corridor project (LAPSSSET). The first phase was completed in 2019 with Berth No 1 situated at Shaka la Paye (10.99). Access to the new port facilities follows a buoyed channel and leading lights through Mlango Muhaji (10.96) and Manda Roads, between Manda Island and Pate Island, thence into Manda Bay. Further information should be obtained from the Port Authority.

Kenya Port Authority [NP3-No 21-Wk 02/20]

Kenya - Lamu - Manda Bay — Buoyage

274

After Paragraph 10.95 6 line 8 *Insert:*

- 7 **Caution.** The aids to navigation in this area are reported to be unreliable. They may be missing, unlit or out of position.

Kenyan Ports Authority [NP3-No 58-Wk 12/23]

Somalia - Muqdisho — Anchorage; restricted area

281

Paragraph 11.47 1 *Replace by:*

- 1 Designated anchorages, good holding ground in 15 to 90 m, have been established SW of the harbour approach centred on:

2°00'57N 45°20'08E;

1°59'39N 45°18'09E.

Caution. An area of submarine cables (11.48a) lies between the anchorages.

The anchorages are exposed and during the SW monsoon strong winds and heavy seas make holding difficult and ships have been known to drag.

After Paragraph 11.48 1 line 5 *Insert*:

**Restricted area
11.48a**

1 **Anchoring and fishing are prohibited** within an area of submarine cables centred on 1°59'·78N 45°18'·89E.

French Notice 38/197/21 [NP3-No 36-Wk 46/21]

NP4 South-East Alaska Pilot (2015 Edition)

**Alaska - Sumner Strait - Kuiu Island -
Cape Decision — Directions; light**

146

Paragraph 5.27 1 lines 6–7 *Delete*

After Paragraph 5.28 2 line 9 *Insert*:

Cape Decision Light (7.19).

US Notice 38/50/19 [NP4-No 3-Wk 43/19]

**Alaska - Sumner Strait - Kuiu Island -
Cape Decision — Directions; light**

150

Paragraph 5.50 5 line 5 *For* (7.15) *Read* (7.19)

US Notice 38/50/19 [NP4-No 4-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

168

Paragraph 6.14 2 line 5 *Delete*

US Notice 38/17360/19 [NP4-No 5-Wk 43/19]

Kake - Security Bay — Patch

169

After Paragraph 6.22 6 line 5 *Insert*:

A 1·2 m (4 ft) patch (56°50'·48N 134°20'·33W) lies SSE of this patch.

US Notice 35/17368/17 [NP4-No 2-Wk 41/17]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

172

Paragraph 6.37 1 lines 6–10 *Delete*

Five Finger Light photograph caption *For* (6.37) *Read* (6.70)

US Notice 38/17360/19 [NP4-No 6-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

173

After Paragraph 6.38 4 line 8 *Insert*:

Five Finger Light (6.70).

US Notice 38/17360/19 [NP4-No 7-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

175

Paragraph 6.49 6 line 8 *For* (6.37) *Read* (6.70)

US Notice 38/17360/19 [NP4-No 8-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

177

Paragraph 6.67 1 lines 5–6 *Delete*

US Notice 38/17360/19 [NP4-No 9-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

178

After Paragraph 6.69 4 line 6 *Insert*:

Five Finger Light (6.70).

Paragraph 6.70 2 line(s) 1–2 *Replace by*:

2 WSW of Five Finger Light (white square tower on square base, 18 m in height) (57°16'·22N 133°37'·88W). A reef, covered at HW, extends 1½ cables SW from the light.

Paragraph 6.71 2 line 2 *For* (6.37) *Read* (6.70)

US Notice 38/17360/19 [NP4-No 10-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

182

Paragraph 6.89 5 line 7 *Delete*

US Notice 38/17360/19 [NP4-No 11-Wk 43/19]

**Alaska - Juneau —
Anchorage; submarine pipeline**

186

Paragraph 6.118 1 line 2 *Replace by*:

...Juneau, avoiding a charted submarine pipeline and NE of a cable area, in 22 to 35 m (12 to...

US Notice 52/17315/21 [NP4-No 24-Wk 25/22]

NP4

Alaska - Sumner Strait - Kuiu Island - Cape Decision — Directions; light

197

Paragraph 7.15 2 lines 1–4 *Delete*

Cape Decision Light photograph caption *For* (7.15) *Read* (7.19)

US Notice 38/50/19 [NP4-No 12-Wk 43/19]

Alaska - Sumner Strait - Kuiu Island - Cape Decision — Directions; light

198

After Paragraph 7.17 1 line 11 *Insert*:

Cape Decision Light (7.19).

Paragraph 7.19 1 line 4 *Replace by*:

S of Cape Decision Light (white square tower, 18 m in height) (56°00'·09N 134°08'·16W), at a distance of...

US Notice 38/50/19 [NP4-No 13-Wk 43/19]

Alaska - Sumner Strait - Kuiu Island - Cape Decision — Directions; light

224

Paragraph 8.13 1 lines 3–6 *Delete*

US Notice 38/50/19 [NP4-No 14-Wk 43/19]

Alaska - Cross Sound - Cape Spencer — Light

257

Paragraph 9.40 1 line 4 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 15-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

257

Paragraph 9.43 4 lines 1–5 *Replace by*:

1 Landmarks:

Cape Spencer (9.69).

Horn Mountain (10.14).

US Notice 3/17302/20 [NP4-No 16-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

258

Paragraph 9.45 3 line 2 *Replace by*:

...Spencer Light (white square building, 9 m in height) (58°11'·93N 136°38'·43W).

US Notice 3/17302/20 [NP4-No 17-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

260

Paragraph 9.55 6 line 3 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 18-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Light

261

Paragraph 9.63 1 line 2 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 19-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

262

Paragraph 9.68 1 lines 4–7 *Delete*

Paragraph 9.69 1 line 2 *For* (9.68) *Read* (9.45)

Cape Spencer Light photograph caption *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 20-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

263

Paragraph 9.71 4 line 1 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 21-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

264

Paragraph 9.73 2 line 7 *For* (9.68) *Read* (9.45)

Paragraph 9.76 6 line 2 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 22-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

278

Paragraph 10.13 1 line 2 *For* (9.68) *Read* (58°11'·93N 136°38'·43W) (9.45)

Paragraph 10.17 1 lines 6–7 *Delete*

Paragraph 10.18 1 line 2 *For* (9.68) *Read* (58°11'·93N 136°38'·43W) (9.45)

US Notice 3/17302/20 [NP4-No 23-Wk 08/20]

**Cook Inlet – Approaches to Anchorage —
Directions; V-AIS**

365

After Paragraph 12.212 1 line 3 *Insert*:**V-AIS:**

The channel, in places, is marked by V-AIS.
For information see *The Mariner's Handbook* and
ADMIRALTY List of Radio Signals Volume 2.

US Notice 45/16660/15

[NP4-No 1-Wk 47/15]

NP5 South America Pilot Volume 1 (2021 Edition)**Brazil – Rio Amazonas - Canal Do Norte –
Cabo Norte to Ponta do Céu — Directions**

83

Paragraph 3.49 1-4 *Replace by*:

- 1 From a position ENE of Cabo Norte (1°42'·09N 49°55'·84W) (3.16) the track leads SW to a position in the vicinity of 1°25'·40N 49°22'·22W, thence the track continues SW, passing:
 - SE of an unnamed bank (1°12'·51N 49°33'·89W), with a least depth of about 8 m, thence:
- 2 SE of Banco do Meio Norte (1°07'·53N 49°38'·27W), often fronted by breakers, and with a least depth of about 6 m, marked on its SE side by No 1 Light Buoy (starboard hand), thence:
 - NW of Banco do Meio (1°03'·73N 49°35'·64W), upon which the sea often breaks, and with a least depth of about 4 m, marked on its W side by No 2 Light Buoy (port hand), and:
- 3 Clear of a dangerous wreck (1°01'·78N 49°38'·93W), position approximate, thence:
 - NW of Banco Rio Branco (0°55'·50N 49°42'·17W), often fronted by breakers, and:
 - NW of unnamed banks (0°59'·24N 49°42'·92W and 0°52'·74N 49°47'·61W), lying NW of Banco Rio Branco and marked on NW side by light buoys (port hand), with depths less than 9 m.
- 4 From this position the track continues SW through Canal Grande do Curuá (0°53'·21N 49°51'·59W), passing:
 - SE of Banco do Bailique (0°55'·37N 49°53'·13W), which extends about 7 miles SE from Ilha do Bailique (1°00'·66N 49°58'·19W). Bailique Light (white metal pyramidal tower, 39 m in height) (0°59'·40N 49°56'·83W) is exhibited from the SE side of the island. Thence:

Brazilian Notices 7/1-65/22, 9/1-88/22

[NP5-No 38-Wk 49/22]

**Brazil - Rio Amazonas - Porto de Santana to
Ponta do Jariubá — Directions; obstruction**

87

After Paragraph 3.74 4 line 5 *Insert*:

NW of two areas of obstructions, centred on
positions 0°32'·50S 51°28'·64W and 0°34'·77S
51°31'·02W, thence:

Brazilian Notice 13/149/22

[NP5-No 51-Wk 51/23]

**Brazil – Rio Pará – Porto de Belém —
Arrival information; anchorage**

94

Paragraph 3.131 lines 6-7 *Delete*

ENC BR400304 (10.000)

[NP5-No 9-Wk 01/22]

Brazil – Porto de Belém — Wreck

96

Paragraph 3.144 3 line 4 *Replace by*:

...bulk cargo vessels. A dangerous wreck lies off
the N berth of Section 4.

Brazilian Notice 13/99(P)/21

[NP5-No 5-Wk 42/21]

**Brazil – Rio Pará – Porto de Belém —
Basins and berths; anchorage**

96

Paragraph 3.147 2 lines 1-2 *For* 1°21'·42S 48°29'·23W
Read 1°21'·30S 48°29'·20W

ENC BR400304 (10.000)

[NP5-No 10-Wk 01/22]

**Brazil – Rio Pará – Ponta do Chapéu Virado to
Ilha Mandií — Directions; wreck**

97

Paragraph 3.156 3 lines 7-8 *Delete*

Brazilian Notice 5/1-41/22

[NP5-No 30-Wk 48/22]

**Brazil – Rio Pará – Porto de Vila do Conde —
Directions; wreck**

99

Paragraph 3.165 2 lines 1-2 *Delete*

Brazilian Notice 5/1-41/22

[NP5-No 31-Wk 48/22]

**Brazil - Rio Trombetas - Porto Trombetas —
Speed restrictions; directions**

107

After Paragraph 3.208 1 line 6 *Insert*:

Speed must be reduced to leave no wake in an
area centred on 1°46'·57S 55°52'·15W, fronting Vila
Oriximina (3.211).

NP5

Directions for entering harbour

3.208a

1 **Track.** From its confluence with Rio Amazonas, about 5 miles W of Cidade de Óbidos (3.212), the track follows Rio Trombetas, marked in places by lights, light beacons (lateral) and light buoys (lateral).

In the vicinity of Vila Oriximina and elsewhere along the track, the channel is marked by light buoys (lateral) where the channel narrows due to rocks, obstructions and shoal areas.

2 **Useful marks:**

Rio Trombetas Light No 1 (1°52'·53S 55°38'·14W) (3.204).

Communications tower (1°45'·92S 55°52'·17W), Vila Oriximina.

Communications tower (1°28'·36S 56°22'·88W), Porto Trombetas.

Brazilian Notice 21/I 171/21; ENC BR504417; BR504411
[NP5-No 15-Wk 18/22]

Brazil – Rio Negro – Porto de Manaus — Anchorages

113

Paragraph 3.229 1-2 *Replace by:*

1 The anchorage areas are SW and SE of the city, clear of the mooring buoys, in depths from 14.3 to 34 m, mud and sand. The current in this vicinity averages 2 kn.

Aguada anchorage berth (3°06'·93S 60°05'·23W). Mariners are cautioned that this anchorage lies between the Rio Negro Bridge and a submarine cable.

2 **Anchorage No 1/1** (3°07'·57S 60°03'·42W); general cargo ships waiting to berth.

Anchorage No 1/2 (3°08'·13S 60°04'·06W); general cargo ships waiting to berth.

Anchorage No 2 (3°08'·74S 60°02'·22W); ships in dispute, including quarantine.

3 **Anchorage No 3/1** (3°10'·55S 59°59'·65W); vessels carrying oil products waiting to berth and degassing.

Anchorage No 3/2 (3°09'·54S 59°56'·34W); vessels carrying oil products waiting to berth and degassing.

Brazilian Notice 12/I-138/22 [NP5-No 40-Wk 50/22]

Brazil – North coast – Porto de Mucuripe — Arrival information; pilotage

133

After Paragraph 4.131 6 line 3 Insert:

Pilot boards in position 3°41'·70S 38°29'·90W for vessels with less than 9 m draught.

Brazilian Notice 23/N197/21 [NP5-No 18-Wk 24/22]

Brazil – East coast – Porto de Cabedelo — Limiting conditions; depths

149

Paragraph 5.30 1 lines 1-2 *Replace by:*

1 **Controlling depth.** Least charted depth, in the vicinity of the bar, is about 7 m.

Brazilian Notice 23/E202(P)/21
[NP5-No 19-Wk 24/22]

Brazil – East coast – Ponta de Lucena to Ponta de Pedras — Directions; wrecks

151

After Paragraph 5.49 1 line 5 Insert:

Clear of several dangerous wrecks lying up to 6½ miles offshore between Pedra Seca Light and Cabo Branc (5.48), thence:

Brazilian Notice 12/E-141/22 [NP5-No 41-Wk 50/22]

Brazil - East coast - Pontal de Condeias — Directions; wreck

157

After Paragraph 5.88 1 line 6 Insert:

Clear of a dangerous wreck (8°11'·88S 34°51'·05W), thence:

Brazilian Notice 2/E13/22 [NP5-No 24-Wk 36/22]

Brazil - East Coast - Aracaju - Sergipe Terminal — Anchorage

166

Paragraph 5.130 4 lines 1-3 *Replace by:*

4 **Anchorage.** Designated anchorages are as follows:
No 1 (10°49'·63S 36°51'·16W), LNG supply vessels, depths 17 to 21 m;

No 2 (10°51'·20S 36°51'·25W), emergency escape area, depths 22 to 25 m;

Quarantine (10°53'·50S 36°54'·75W), depths 15 to 22 m.

Other facilities. See 5.127.

Brazilian Notice 3/E21/22 [NP5-No 25-Wk 41/22]

Brazil – Arquipélago dos Abrolhos to Rio Doce — Directions; wreck

194

After Paragraph 6.87 4 line 4 Insert:

SE of a dangerous wreck (18°45'·27S 39°39'·52W), reported (2021), thence:

HYDROLANT 2561/21 [NP5-No 11-Wk 02/22]

Brazil - Porto do Açú — Pilotage

205-206

Paragraph 6.159 1 line(s) 9 *Replace by:*

Terminal T1 (21°50'·34S 40°46'·72W);

Brazilian Notice 12/E90/21 [NP5-No 1-Wk 40/21]

Brazil - Porto do Açú — Pilotage

206

Paragraph 6.159 1 line 11 *For* (21°49'·39S 40°55'·52W)
Read (21°50'·70S 40°54'·50W)

Brazilian Notice 14/103/21 [NP5-No 6-Wk 45/21]

**Brazil – South-east coast – Baía de Guanabara
— Prohibited area**

217

After Paragraph 7.33 1 line 2 *Insert*:

An area surrounding the piers and facilities at Ponta da Armação (7.77), unless specifically authorized.

Brazilian Notice 11/S-120/22 [NP5-No 39-Wk 50/22]

**Brazil - South-east coast - Baía de Guanabara
— Marine nature reserve**

217

After Paragraph 7.36 1 line 1 *Insert*:

Marine nature reserve

7.36a

The Natural Monument Arquipélago das Ilhas Cagarras (23°01'·60S 43°11'·55W) is a federal conservation area which protects the islands of Palmas, Comprida, Cagarra, Redonda, Filhote da Cagarra and Filhote da Redonda, as well as a marine area of 10 m around each island. It is prohibited to approach within 5 cables of these islands. Vessels operating between Ilhas Cagarras (7.38) and Ilha Redonda (7.105) should use the mandatory two-way traffic route described in 7.30.

For further information about restrictions contact the local authorities.

Brazilian Notice 12/S-134/22 [NP5-No 42-Wk 50/22]

**Brazil - Rio de Janeiro —
Anchorage; obstruction**

224

Paragraph 7.59 2 line 4 *Replace by*:

...and refuelling. A foul area is situated in the NE part of the anchorage.

Brazilian Notice 16/S123/21 [NP5-No 8-Wk 50/21]

**Brazil – Baía de Guanabara – Porto de Niterói —
Directions; wreck**

226

Paragraph 7.77 1 lines 8–9 *Replace by*:

Clear of No 1 anchorage area (7.59) to enter the channel into Enseada do Mocanguê, thence:
NNW of a dangerous wreck (22°52'·78S 43°08'·32W), thence:

ENC BR501511 (18.000) [NP5-No 14-Wk 17/22]

**Brazil - Baía de Sepetiba —
Alternative route; depths**

230

After Paragraph 7.106 1 line 4 *Insert*:

An alternative route for vessels of suitable draught leads N from the pilot boarding position to Terminal da Ilha Guaíba and the W entrance to Baía de Sepetiba.

After Paragraph 7.108 1 line 2 *Insert*:

On the alternative route, the area approaching the dredged channel has depths of about 19 m and the buoyed channel is dredged to 14·3 m (2019).

Brazilian Notice 12/S89/21 [NP5-No 3-Wk 40/21]

Brazil - Baía de Sepetiba — Alternative route

231

After Paragraph 7.114 4 line 10 *Insert*:

Alternative route

7.114a

For vessels of suitable draught, an alternative route to Terminal da Ilha Guaíba (7.115) and the W entrance to Baía de Sepetiba leads N from the pilot boarding position (7.109) to a position about 1¼ miles W of Ponta do Sino (23°04'·74S 44°00'·70W), the W—most point of Ilha da Marambaia (7.101).

The track then leads N and NNE through a dredged channel marked by light buoys (lateral) to Terminal da Ilha Guaíba, passing:

E of a rock (23°03'·36S 44°02'·37W), depth 14 m, lying on the W margin of the channel near No 4 Light Buoy (port hand), thence:

E of a dangerous wreck (23°02'·37S 44°02'·30W) close WNW of No 6 Light Buoy (port hand).

Brazilian Notice 12/S89/21 [NP5-No 4-Wk 40/21]

**Brazil – Baía Da Ilha Grande –
Ilha Grande — Directions**

236

Paragraph 7.156 1-4 *Replace by*:

1 Caution. The entrance east of Ilha Grande route should not be confused with the channel marked by light buoys (lateral) lying to the E of it, which leads to main approach to Baía de Sepetiba (7.114).

2 From the pilot boarding position (7.165) the track leads NW, passing:

NE of Ilha das Palmas (23°08'·37S 44°06'·50W), thence:

NE of No 2 Light Buoy (port hand) (23°05'·95S 44°06'·21W), thence:

3 NE of Ilha Pau a Pino (23°05'·94S 44°07'·13W).

The island rises sheer from the water to a height of 22 m, is almost barren, from which a light (white round masonry tower, 2 m in height) is exhibited. A rocky ridge extends 2 cables SW from the islet.

4 The track then leads generally W through a channel marked by light buoys (lateral) to the vicinity of TEBIG Oil Terminal, passing:

NP5

S of a rock (23°03'·87S 44°08'·01W), depth 9·4 m, marked on its SSE side by a light beacon (isolated danger), thence:

N of Ilha do Meio (23°06'·38S 44°08'·40W), thence:
5 N of Ponta da Enseada (23°06'·17S 44°11'·39W), thence:

N of Ilha Japariz (23°05'·16S 44°12'·93W). Pedra do Japariz, a low barren islet lies E of Ilha Japariz and is marked by a light beacon (white square concrete tower, 4 m in height) (23°05'·18S 44°12'·73W) marking the E end of a measured distance (7.112); And:

6 S of a light buoy (W cardinal) (23°03'·85S 44°12'·34W), moored SW of Ponta do Gambelo (23°03'·25S 44°11'·70W), marking the E limits of the turning basin off the berth at TEBIG Oil Terminal, thence:

N of a light buoy (N cardinal) (23°04'·15S 44°12'·99W), marking submerged rocks with depths of 18·4 and 18·7 m.

7 Thence the track leads to a position N of Ponta Maria Albardo (23°04'·54S 44°13'·82W), the N extremity of Ilha de Macacos (23°04'·76S 44°14'·07W), where there is direct approach to the berths at TEBIG oil terminal.

ENC BR401607 (3.003) [NP5-No 13-Wk 15/22]

Brazil – South coast – Baía de Paranaguá — Depths

251

Paragraph 8.57 1-2 *Replace by:*

1 Baía de Paranaguá is accessed through Canal da Galheta (8.64), passing over Banco da Galheta (8.64). The depths and position of the channel at Banco da Galheta bar are subject to change.

2 Canal da Galheta, between the bar and Porto de Paranaguá, has depths of about 11 to 15 m but is subject to silting and at times depths considerably less than those charted may be encountered. For depths to Antonina see 8.86. The local authority (8.69) should be consulted for the latest information.

UKHO [NP5-No 33-Wk 49/22]

Brazil – South coast – Baía de Paranaguá – Canal da Galheta — Directions

252

Paragraph 8.64 1-2 *Replace by:*

1 From the pilot boarding position (8.73), Canal da Galheta, marked by light buoys (lateral), leads NW then W about 16 miles to a position off the berths at Paranaguá, passing:

Across Banco da Galheta (25°36'·11S 48°19'·18W), a horseshoe-shaped bank upon which the sea breaks, thence:

2 Between Ilha da Galheta (25°35'·09S 48°19'·31W), a small islet and Ponta da Galheta (25°34'·57S 48°18'·87W), the S extremity of Ilha do Mel (8.52), thence:

SW of Ponta de Caraguatá from which a light (8.62) is exhibited, thence:
NE of Pontal do Poço (25°32'·70S 48°22'·35W), thence:

UKHO [NP5-No 34-Wk 49/22]

Brazil – South coast – Baía de Paranaguá – Approaches to Porto de Paranaguá — Directions

252

Paragraph 8.65 1 *Replace by:*

1 From the position S of Ilha das Cobras (8.64) the track leads W for about 3½ miles through Canal da Galheta marked by light buoys (lateral), passing:

UKHO [NP5-No 35-Wk 49/22]

Brazil – South coast – Porto de Paranaguá — Arrival information; outer anchorages

253

Paragraph 8.72 1 *Replace by:*

1 For details about the use of anchorages in the approaches to Paranaguá, consult the local port authority. For details of inner anchorages see 8.80.

Brazilian Notice 9/S-86/22 [NP5-No 32-Wk 49/22]

Brazil – South coast – Porto de Paranaguá — Anchorages

253

Paragraph 8.80 1-2 *Replace by:*

1 Vessels awaiting a berth or in special circumstances may anchor within Baía de Paranaguá in uncharted anchorages lying on both sides of the buoyed channel.

2 Anchorages are specified and directed by the port authority.

UKHO [NP5-No 36-Wk 49/22]

Brazil – South coast – Porto de Antonina — Basins and berths

254

Paragraph 8.89 1 *Replace by:*

1 **Porto Barão de Tefé.** Two concrete piers; the largest, privately owned but sometimes used by the port administration, is 200 m long, the other pier is 90 m long with depths of less than 5 m.

Terminal da Ponta do Félix. General cargo, bulk and refrigerated cargoes; quay length 360 m; depth alongside about 9 m.

UKHO [NP5-No 37-Wk 49/22]

**Brazil - Porto de São Francisco do Sul —
Directions; wreck; rock**

256

After Paragraph 8.103 4 line 3 *Insert*:

SW of a dangerous wreck (26°11'·23S 48°28'·89W),
and:
NE of a rock (26°11'·80S 48°29'·44W), depth 7·9 m,
thence:

ENC BR401804 (11.000) [NP5-No 12-Wk 07/22]

**Brazil - East coast -
Porto de São Francisco do Sul —
Directions; buoy**

256

Paragraph 8.103 9 line 4 *For* (special) *Read* (isolated
danger)

ENC BR501804 (6.000) [NP5-No 45-Wk 14/23]

**Brazil - East coast - São Francisco do Sul —
Directions; Restricted area**

257

Paragraph 8.113 2 lines 1-5 *Replace by*:

2 **Restricted areas:**

Anchoring and fishing are prohibited within an area
surrounding a submarine pipeline, marked by V-AIS,
which is laid E from the coast to the SBM.

Vessels must avoid transiting between the coast
and the SBM.

Vessels must not approach within 500 m of the
SBM; V-AIS (cardinal) marks mark the approaches to
the buoy.

ENC BR401804 (13.002) [NP5-No 46-Wk 14/23]

**Brazil - East coast - São Francisco do Sul —
Directions; Restricted area**

258

Paragraph 8.122 1 lines 5-7 *Replace by*:

...(26°13'·03S 48°29'·65W); see also 8.113. Thence

ENC BR401804 (13.002) [NP5-No 47-Wk 14/23]

Brazil - Porto de Itajaí — Directions; track

260

Paragraph 8.128 2 line 2 *For* WNW *Read* WSW

UKHO [NP5-No 16-Wk 22/22]

**Brazil - South-east coast – Porto do Rio Grande
— Arrival information; outer anchorages**

267

Paragraph 8.175 1 *Replace by*:

- 1 Anchorage S, for vessels waiting to berth, is
centred on 32°06'·75S 51°55'·28W, about 9 miles ENE
of the harbour entrance breakwater heads, depth of
13 to 18 m, sand and mud.

Anchorage R, a quarantine anchorage, is centred
on 32°18'·64S 52°05'·95W, about 7½ miles S of the
harbour entrance breakwater heads, depths of 13 to
19 m, sand and mud.

- 2 **Caution.** Charted areas of foul ground lie within
both anchorages and a wreck lies close outside the
NNE limit of the Anchorage S.

Prohibited anchorages. An area limited by a
radius of 3 miles centred on No 1 Light Buoy
(32°12'·10S 52°03'·24W), and the 10 m depth contour.

Within the port area:

Off the Fish Terminal (8.186).

At the N end of Porto Novo (8.186).

Brazilian Notice 12/S-135/22; ENC BR402110 (6.002)
[NP5-No 43-Wk 50/22]

**Brazil – South-east coast – Porto do Rio Grande
— Arrival information; pilotage**

268

Paragraph 8.176 1 line 3 *For* 32°14'·03S 51°58'·07W *Read*
32°14'·52S 51°56'·57W

Brazilian Notice 12/S-135/22 [NP5-No 44-Wk 50/22]

UKHO [NP5-No 16-Wk 22/22]

**Brazil – East coast – Porto do Rio Grande —
Anchorage; submarine cables**

269

Paragraph 8.185 2 line 6 *Replace by*:

...the port authority. Submarine cables are laid in
the S part of Anchorage B.

Brazilian Notice BR 23/S194/21
[NP5-No 20-Wk 24/22]

**Brazil – South coast – Lagoa Dos Patos –
Porto Alegre — Vertical clearance**

270

Paragraph 8.196 1 line 3 *For* 36·6 m *Read* 24 m

ENC BR502133 (1.000) [NP5-No 22-Wk 34/22]

**Brazil – South coast – Lagoa Dos Patos –
Porto Alegre — Limiting conditions;
vertical clearance**

272

Paragraph 8.209 2 lines 1-4 *Replace by*:

- 2 **Vertical clearance.** Getúlio Vargas Bridge (8.196)
spans the river above Porto Alegre.

ENC BR502133 (1.000) [NP5-No 23-Wk 34/22]

NP5

Argentina - Punta del Este to Cabo San Antonio — Directions; wreck

282

After Paragraph 9.45 2 line 4 *Insert*:

NW of a dangerous wreck (36°24'·70S 55°14'·10W),
thence:

Argentinian Notice 9/118/21 [NP5-No 7-Wk 50/21]

Uruguay - Puerto de Montevideo — Arrival information; anchorages

288

Paragraph 9.86 2 lines 1-7 *Delete*

Uruguayan Notice 12/90/21 [NP5-No 17-Wk 22/22]

Río de La Plata - Canal General - Canal Punta Indio — Directions; passing area

294

After Paragraph 9.129 4 *Insert*:

- 5 **Passing area.** A designated passing area is situated within Canal Punta Indio, between Km 194.4 and Km 182.7.

UKHO [NP5-No 21-Wk 25/22]

Argentina - Río de La Plata - Puerto de Buenos Aires — Limiting conditions; vertical clearance

305

Paragraph 9.212 1 line 2 *For* 59 m *Read* 67 m

Argentinian Notice 11/152/22 [NP5-No 49-Wk 47/23]

Uruguay - Río Uruguay Inferior — Vertical clearance; power cable

318

Paragraph 10.68 1 line(s) 4-6 *Replace by*:

At Km 173.5, a power cable spans Brazo de la China and the main channel with a vertical clearance of 43 m.

Uruguayan Notice 5/47/21 [NP5-No 2-Wk 40/21]

Argentina - Río Paraná Inferior - Isla de las Palmas to Puerto San Nicolás — Directions; wreck

329

Paragraph 10.152 2-3 *Replace by*:

- 2 NE of Puerto Obligado (33°35'·69S 59°48'·71W), a former grain-loading port, now disused.
The channel then divides, passing SW or NE of Isla de las Hermanas (33°29'·04S 59°56'·86W) depending on channel conditions, and joining again upstream of the island. The preferred channel is indicated by light buoys (lateral) which are adjusted or changed as required; the local authority should be contacted for the latest information.

Caution. A dangerous wreck (33°29'·46S 59°58'·48W) lies close SW of the SW channel, about 1 mile downstream from Ramallo (33°29'·00S 60°00'·00W).

- 3 The track then passes NE of Puerto Bunge-Ramallo (10.156) and continues to a position where it divides into Paso Cortada Isla Nueva, passing SW of Isla Guaco (33°22'·63S 60°05'·10W), and Paso Abajo San Nicolás, passing NE of the above island. The preferred channel is indicated by light buoys (lateral) which are adjusted or changed as required; the local authority should be contacted for the latest information. The track then continues to lead generally N and NW, passing:

NE of Puerto Ingeniero Buitrango, a terminal downstream of and associated with Puerto San Nicolás (10.157); thence:

SW of Isla Cattaneo (33°20'·60S 60°09'·50W) where the main channel divides; the left-hand branch leads W to Puerto San Nicolás (10.157); the right-hand branch continues N up-river.

ENC AR401420 (2.000) [NP5-No 48-Wk 32/23]

Argentina - Approaches to Bahía Blanca — Outer anchorage

346

Paragraph 11.90 7 lines 4-5 *Replace by*:

...depths from 12 to 14 m. Areas of foul ground lie within, and close N of, the anchorage.

Argentinian Notice 11/154/22 [NP5-No 50-Wk 47/23]

Argentina - Golfo San Jorge - Cabo San Jorge — Restricted area

363

Paragraph 12.47 1 *Replace by*:

- 1 See 12.70.

Argentinian Notice 3/32/22 [NP5-No 26-Wk 45/22]

Argentina - Golfo San Jorge - Cabo San Jorge — Restricted area

365

Paragraph 12.66 1 lines 3-8 *Replace by*:

Restricted areas. See 12.70.

Argentinian Notice 3/32/22 [NP5-No 27-Wk 45/22]

Argentina - Golfo San Jorge - Cabo San Jorge — Arrival information; outer anchorages; restricted area

366

Paragraph 12.70 including heading *Replace by*:

Arrival information

12.70

- 1 **Outer anchorages.** Transshipment areas, for the unloading of tankers, are centred on the following positions:

45°48'·48S 67°19'·20W; radius 7 cables.

45°50'·20S 67°21'·00W; radius 7 cables.

Pilotage is compulsory. Pilot boards 1 to 2 miles E of the SBM.

Restricted area. Anchoring is prohibited within a circular area, 2 miles radius, around a SBM (12.72). Entry is prohibited within 7 cables of the SBM when tanker operations are underway.

Regulations. Instructions, regulations and the signal code to be used when loading oil are obtained from the pumping station.

Argentinian Notice 3/32/22 [NP5-No 28-Wk 45/22]

Argentina – Golfo San Jorge – Caleta Olivia — Arrival information; restricted areas

369

Paragraph 12.97 ² *Replace by:*

- ² **Restricted areas.** Anchoring is prohibited within a circular area, 2 miles radius, around a SBM (12.100). Entry is prohibited within 7 cables of the SBM when tanker operations are underway.

Argentinian Notice 3/34/22 [NP5-No 29-Wk 45/22]

NP6 South America Pilot Volume 2 (2019 Edition)

Falkland Islands — Regulations; ship reporting

4

Paragraph 1.37 ¹ lines 1–4 *Replace by:*

- ¹ **Voluntary Reporting System.** Falkland Islands operate a voluntary ship reporting system (FIREP). See *ADMIRALTY List of Radio Signals Volume 6(7)* for details on procedures and the area covered

Compulsory Reporting System. It is compulsory for all vessels to report entering or leaving Berkeley Sound, Port William or Stanley Harbour; for details see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Falkland Islands Maritime Authority
[NP6-No 24-Wk 12/23]

Falkland Islands — Regulations; pollution

4

After Paragraph 1.37 ¹ *Insert:*

Pollution

1.37a

- ¹ All reports of oil or chemical pollution within Falkland Islands waters are to be directed to the Falkland Islands Maritime Authority, either by VHF radio or telephone, immediately after observation and assessment. See *ADMIRALTY List of Radio Signals Volume 1(2)*.

Corr. Falkland Islands Maritime Authority 08/03/22
[NP6-No 23-Wk 01/23]

Chile — Regulations; port opening hours

5

Paragraph 1.46 ¹ lines 1–6 *Delete*

Paragraph 1.46 ¹ line 7 *Replace by:*

- ¹ **Disease.** Masters are required to report any cases...

Hydrographic and Oceanographic Service of the Chilean Navy
[NP6-No 26-Wk 14/23]

Falkland Islands — Search and rescue

6

Paragraph 1.50 ¹ *Replace by:*

¹ Argentina is responsible for MRCC and SAR services. In the event of a SAR situation, the Falkland Islands Maritime Authority will co-ordinate and co-operate with the various organisations involved. For further details see *ADMIRALTY List of Radio Signals Volume 5*.

Corr. Falkland Islands Maritime Authority 16/08/22
[NP6-No 31-Wk 33/23]

Falkland Islands — Regulations; ship reporting

53

Paragraph 2.4 ¹ lines 6–10 *Replace by:*

Ship Reporting System. See 1.37.

Falkland Islands Maritime Authority
[NP6-No 25-Wk 12/23]

Falkland Islands — Unexploded ordnance and land mines

53

Paragraph 2.8 ¹⁻³ *Replace by:*

¹ Although the Falkland Islands have been declared mine-free, unexploded ordnance remaining from the 1982 conflict might still be found throughout the area. Suspicious objects should not be touched but be reported to the authorities. Minefield maps are available from the Joint Services Explosives Ordnance Disposal (JSEOD), Hill Side Camp, Stanley.

Corr. UKHO [NP6-No 14-Wk 28/21]

Falkland Islands - West Falkland Island - Queen Charlotte Bay — Directions; obstruction

70

Paragraph 2.132 ² line(s) 3–4 *Replace by:*

W of an obstruction (51°54'·79S 60°47'·08W), reported (2021), which lies on a shoal bank.

H102 HMS Forth 7/6/21 [NP6-No 15-Wk 33/21]

NP6

Falkland Islands - East Falkland - Berkley Sound — Directions; wreck

95

Paragraph 2.282 3 lines 1-2 *Replace by:*

- 3 Clear of a wreck (51°33'·68S 57°54'·28W) with a depth of 15·4 m, thence:

British Government Survey [NP6-No 5-Wk 14/20]

Falkland Islands - Stanley — Pilotage

98

Paragraph 2.303 1 *Replace by:*

- 1 Pilotage is mandatory for vessels berthing at FIPASS, but optional otherwise; pilot available on request for other vessels.

Falkland Islands Notice 8/19 [NP6-No 16-Wk 48/21]

Falkland Islands - Stanley — Pilotage

98

Paragraph 2.303 1 including existing Section IV Notice Week 48/21 *Replace by:*

- 1 Pilotage is mandatory for vessels berthing at FIPASS, but optional otherwise; pilot available on request for other vessels.

Pilot boards in position 51°40'·00S 57°47'·00W.

Corr. UKHO [NP6-No 21-Wk 33/22]

Falkland Islands - East Falkland - Stanley to Choiseul Sound - Port Pleasant — Anchorage; foul ground

105

Paragraph 2.340 *Replace by:*

- 1 Small vessels may obtain anchorage in N and S channels clear of an area of foul ground centred on 51°48'·11S 58°14'·21W, or anywhere N of Pleasant Island in depths between 15 and 18 m; soft mud.

Falkland Islands Navigational Warning 01/23 [NP6-No 32-Wk 48/23]

Falkland Islands - East Falkland - Choiseul Sound - Mare Harbour and East Cove — King's Harbour Master

107

Paragraph 2.350 3 line 2 *For Queen's Read King's*

Paragraph 2.352 2 line 6 *For Queen's Read King's*

Paragraph 2.352 4 line 4 *For Queen's Read King's*

UKHO [NP6-No 22-Wk 47/22]

Argentina - Puerto San Julián — Anchorages; wreck

137

Paragraph 3.100 3 line 5 *Replace by:*

...leading line, 3¼ cables NE of Pueblo Light Beacon and a dangerous wreck (49°18'·96S 67°42'·65W) lying on the W side of the inlet.

Argentinian Notice 11/103/20 [NP6-No 10-Wk 01/21]

Argentina - Puerto San Julián — Anchorages; wreck

137

Paragraph 3.100 3 including existing Section IV Week 01/21 *Replace by:*

- 3 Anchorage may be obtained, off the town, ENE of Pueblo Light Beacon (3.97), in depths up to 16 m; good holding, sandy bottom. Attention is drawn to the wreck (49°18'·82S 67°42'·56W) of a barge lying on the leading line, 3¼ cables NE of Pueblo Light Beacon.

Argentinian Notice 3/42/21 [NP6-No 11-Wk 18/21]

Argentina - Puerto Río Gallegos - Canal Norte — Directions; beacons

149

Paragraph 3.167 1-2 *Replace by:*

1 Leading lights:

Rivera Light Beacon (yellow tower, red band, 15 m in height) (51°34'·31S 69°04'·59W).

Viento Light Beacon (black tower, yellow band, 9 m in height) (51°33'·59S 69°08'·63W) (2½ miles from front light).

- 2 **Track.** From a position SE of Cabo Buen Tiempo Light (51°32'·78S 68°57'·07W) on the alignment (285·5°) of these light beacons, the track leads WNW, passing:

SSW of the S side of Banco del Cabo Buen Tiempo (51°34'·00S 68°55'·00W), a drying bank, covered in places with tufa which extends up to 3¼ miles ESE from the coast between Cabo Buen Tiempo and Punta Bustamente, 2¼ miles SSW. Thence:

ENC AR404520 (3.001) [NP6-No 29-Wk 26/23]

Argentina - Puerto Río Gallegos - Canal Sur — Directions; beacons

149

Paragraph 3.169 1 lines 2-5 *Replace by:*

Deseada Beacon (red pile) (51°34'·83S 69°01'·61W), situated on the SE end of Isla Deseada and reported ruined (2022).

Frontón Beacon (grey cairn) (51°33'·84S 69°03'·30W) (1½ miles from front beacon).

ENC AR404520 (3.001) [NP6-No 30-Wk 26/23]

Chile – Islas Diego Ramírez — Habitation; name

172

Paragraph 5.8 3 lines 1–3 *Replace by:*

- 3 Islas Diego Ramírez (56°28'·50S 68°44'·50W) and Islas Idefonso (55°49'·60S 69°22'·30W) are usually inhabited during periods of fair weather.

Chilean Notice 3/38/21 [NP6-No 12-Wk 18/21]

**Chile - South coast - Canal Beagle -
Punta Waller to Punta Navarro —
Directions; shoal**

179

After Paragraph 5.62 1 line 4 *Insert:*

SSW of a shoal (54°57'·49S 66°52'·89W) with a least depth of about 15 m, reported (2019), thence:

After Paragraph 5.63 1 line 4 *Insert:*

S of a shoal (54°57'·49S 66°52'·89W) with a least depth of about 15 m, reported (2019), thence:

UKHO [NP6-No 1-Wk 51/19]

**Chile – Islas Diego Ramírez —
General information; marine nature reserve**

233

Paragraph 5.364 1-5 including heading *Replace by:***Islas Diego Ramírez****General information****5.364**

- 1 **Description.** Islas Diego Ramírez (56°28'·50S 68°44'·50W) consist of two groups of rocky islands lying in the N part of Drake Passage about 57 miles SW of Cabo de Hornos.

The N group consists of Isla Norte (56°27'·2N 68°44'·6W), off which lie numerous islets and rocks. The S group consists of two main islands, Isla Bartolome (56°30'·5N 68°43'·2W) and Isla Gonzalo (56°31'·4N 68°42'·5W) off which lie numerous islets and rocks.

- 2 The islands have been visited periodically by seal hunters, and there is a meteorological station on Isla Gonzalo. Due to their small size, the islands afford no shelter; vessels bound for the islands usually wait in Bahía Nassau (5.159) for favourable weather conditions.

Isla Norte and the islets of the N group are sufficiently high to be visible at a considerable distance.

- 3 **Tidal levels.** Mean maximum range about 1·8 m; mean minimum range about 0·9 m. See *ADMIRALTY Tide Tables Volume 4*.

Marine nature reserve. A marine protected area, named Islas Diego Ramírez y Paso Drake, has been established around Islas Diego Ramírez, extending in an arc of up to 200 miles SE through NW of the island group.

Climate information See climate station Isla Diego Ramírez 1.107.

Chilean Notice 3/38/21 [NP6-No 13-Wk 18/21]

**Chile - Estrecho de Magallanes —
Regulations; anchorage**

261

Paragraph 7.11 6 lines 1–5 *Delete*

Hydrographic and Oceanographic Service of the Chilean Navy [NP6-No 27-Wk 14/23]

**Chile - Estrecho de Magallanes - East entrance
— Navigation; draught; visibility**

263

Paragraph 7.20 1-4 *Replace by:*

- 1 **Tidal streams.** West-bound vessels should aim to arrive off the NE approach to Primera Angostura on the last of the NE-going stream in order to gain the full benefit of the SW-going stream through the narrows which starts to make at 3½ hours after HW Cabo de Hornos. East-bound vessels should aim to arrive off the W end of Segunda Angostura as the E-going stream is starting to make at about 2½ hours before HW Cabo de Hornos.

- 2 The best time for deep draught vessels to cross the shoal area between the SW end of Primera Angostura and Banco Tritón is at, or soon after, local HW; or at the start of the NE-going stream in Primera Angostura. Mariners are advised that tidal streams, significantly stronger than those predicted, have been reported in Primera Angostura. Sub-surface counter-currents have also been reported in Bahía Posesión which might affect the handling of deep-draught vessels.

- 3 **Anchorage.** If necessary vessels may anchor almost anywhere between Punta Dungeness and Paso Ancho except in Primera Angostura, Segunda Angostura, and in prohibited anchoring areas.

Hydrographic and Oceanographic Service of the Chilean Navy [NP6-No 28-Wk 14/23]

**Chile - Puerto Sara —
Outer anchorage; directions**

271

Paragraph 7.74 5 lines 1–3 *Replace by:*

- 5 **Outer anchorage.** Anchorage may be obtained, about 3 miles NE of Cabo Gregorio in depths between 23 and 24 m. The anchorage is marked by sets of lights in line exhibited from the shore; the chart is the best guide.

Paragraph 7.76 1-3 *Replace by:*

- 1 **Approach from south-south-east.** Leading lights:
Front Light A1 (white rectangle daymark with a red stripe on a metal post, 6 m in height) (52°37'·40S 70°11'·82W).

Rear Light A (similar structure 14 m in height) (6 cables from front light).

The alignment (338°) and, at night, the red sector of the above lights marks the approach from SSE.

- 2 **Approach from south-east.** Leading lights:
Front Light B1 (white rectangle daymark with a red stripe on a metal post, 6 m in height) (52°37'·62S 70°12'·11W).

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Rear Light B (similar structure 13 m in height)
(6 cables from front light).

The alignment (310°) and, at night, the green sector of the above lights marks the approach from SE.

3 Oil Terminal Leading Light Beacons:

Front light beacon (white triangle with orange bands on white post with red bands; 11 m in height)
(52°37'·39S 70°11'·83W).

Rear light beacon (white metal framework tower, red bands, 5 m in height) (1 cable from front beacon).

From a position in the pilot and waiting area (7.74) the alignment (334°) of these light beacons leads NNW towards the offshore terminal berth.

4 Useful marks:

Oil storage tanks (52°37'·28S 70°12'·00W).

Radio masts (52°38'·25S 70°12'·60W).

Chilean Notice 9/97/21

[NP6-No 17-Wk 50/21]

Chile - Seno Otway - Canal Fitz Roy — General information; traffic regulations

315

After Paragraph 7.389 1 line 9 *Insert*:

Traffic regulations 7.389a

- 1 Vessels navigating Canal Fitz Roy between Punta Reynard (7.394) and Punta Elías (7.398) should do so during daylight hours only, during slack water or periods of weak current. Maximum allowed wind speed 25 kn, minimum visibility 1 mile. Maximum length of vessel 80 m, draught 6.5 m, minimum UKC 1 m.

Paragraph 7.390 2 lines 1-7 *Replace by*:

- 2 **Overfalls** occur in Angostura Santa Cruz when the tidal streams are at strength. A short high sea and overfalls, which can be dangerous for very small vessels, are experienced in the N entrance when wind and tidal stream are opposed to each other.

Chilean Notice 7/20; SD-3001 C14

[NP6-No 7-Wk 33/20]

Chile - Estrecho de Magallanes - Paso del Mar — Directions; V-AIS

335

Paragraph 7.525 5 line 2 *Replace by*:

...marked by kelp and V-AIS, the SW danger off Isla Tamar;...

Paragraph 7.525 5 line 6 *Replace by*:

...mid-channel, marked by V-AIS; during periods of strong W winds...

Chilean Notice 4/39/20

[NP6-No 6-Wk 20/20]

Chile - Canal Mayne — Traffic regulations

357

Paragraph 8.38 1-2 *Replace by*:

- 1 In Paso Summer (8.41), between Punta Ernesto (52°19'·72S 73°37'·23W) and Islote Hozven Light, 4 miles NNW, no vessel may overtake any other vessel, nor pass another vessel proceeding in the opposite direction. North bound vessels have priority. South bound vessels must wait N of Islote Hozven (52°16'·48S 73°40'·66W) until the N bound vessel has passed. Only vessels with a maximum draught of 7.35 m or a UKC of 0.75 m are authorised to use the passage.

- 2 For further details on reporting and procedures, see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 12/19; Derrotero 3003 X-4-38

[NP6-No 2-Wk 03/20]

Chile - Canal Gray — Traffic regulations

359

Paragraph 8.50 1 *Replace by*:

- 1 In Canal Gray, between Islote Penacho Verde (52°24'·04S 73°41'·42W) and Islote Hozven Light, (52°16'·48S 73°40'·66W), no vessel may overtake any other vessel, nor pass another vessel proceeding in the opposite direction. North bound vessels have priority. South bound vessels must wait for N bound vessels to pass before entering Canal Gray.

- 2 In good visibility, transit may also be authorised during twilight. Use of the passage is authorised for vessels not exceeding 230 m LOA or 12 m draught.

For full details on reporting and procedures see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 12/19; Derrotero 3003 X-4-38

[NP6-No 3-Wk 03/20]

Chile - Canal Santa Maria and Angostura White - Punta Altamirano — Route

365

Paragraph 8.97 1 line(s) 8 *For* 51°53'·4S 73°56'·1W *Read* 8.104

UKHO

[NP6-No 19-Wk 21/22]

Chile - Canal Santa Maria and Angostura White - Angostura White to Paso del Sur — Directions

366

Paragraph 8.104 4 line(s) 2-5 *Replace by*:

SSW of the shoals (5½ cables E) fringing Punta Altamirano (51°53'·50S 72°56'·17W); a beacon (white with red stripe, rectangular topmarks; 3¼ m in height) stands on the E side of the point.

Thence:

UKHO

[NP6-No 20-Wk 21/22]

Chile - Estrecho de Nelson - Canal Smyth — Depths

396

Paragraph 8.341 1 *Replace by*:

- 1 There is a least depth of 31 m (51°44'·31S 74°17'·62W) in the fairway.

Chilean Notice 8/57/20

[NP6-No 8-Wk 39/20]

Chile - Estrecho Nelson - Canal Smyth — Pilotage

396

After Paragraph 8.342 1 line 1 *Insert*:

**Pilotage
8.342a**

- 1 When navigation is temporarily authorised (see 8.243a), pilotage is mandatory.

After Paragraph 8.343 1 line 1 *Insert*:

**Traffic regulations
8.343a**

- 1 Navigation is not normally authorised in the NW part of the canal. The local authority should be contacted for further information.

Chilean Notice 9/(3003) X-6-16a/20

[NP6-No 9-Wk 45/20]

Chile - Canal Picton — Traffic regulations

422

After Paragraph 9.57 *Insert*:

**Traffic regulations
9.57a**

- 1 In Paso Picton (9.63) between Islote Tang (49°26'17S 75°26'65W) and Islote Verde (49°22'26S 75°28'57W) no vessel may overtake any other vessel, nor pass another vessel proceeding in the opposite direction. North bound vessels must wait for S bound vessels to pass before entering Paso Picton.

Only vessels with a maximum draught of 6.0 m or a UKC of 1.0 m are authorised to use the passage. Vessels with a draught close to 6 m should transit at high tide or rising mid-tide. For further details on pilotage, reporting and procedures see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 12/19; Derrotero 3003 IX-2-62

[NP6-No 4-Wk 03/20]

Chile - Golfo de Penas - Canal Fallos — Directions

457-458

Paragraph 9.407 1-4 *Replace by*:

- 1 From the vicinity of 47°45'00S 76°00'00W, W of Cabo Mogotes (47°45'00S 75°22'00W), the track leads ESE, passing:

NNE of a shoal patch (47°52'28S 75°28'17W), with a depth of 9 m.

The track then leads SE, passing:

SW of Rocas Outer Breaks (47°52'10S 75°20'90W), which should not be approached within 1 mile, thence:

SW of Rocas Frank (47°52'58S 75°15'74W), and:

- 2 NE of foul ground extending 3 miles NW from Islotes Bynoe (47°58'74S 75°20'96W). The sea breaks heavily on Rompiente Oeste, a group of above and below-water rocks lying near the NW extremity of the foul ground. Thence:

NE of Rompiente Alberich (47°57'48S 75°18'70W), an isolated dangerous rock over which the sea does not always break, the principal danger in the approach.

- 3 The track then leads S, passing:
W of Islotes Campino (47°57'28S 75°15'88W) from where a light (white GRP tower, red band, 4 m in height) is exhibited. Islotes Campino is situated near the W extent of Islas Junagfrauen, a group of islands, islets and rocks.

- 4 The track then leads to a position ENE of Cabo Bynoe (48°00'00S 75°18'23W), the N extremity of Isla Campana, which forms the W entrance point of the N end of Canal Fallos. Foul ground extends 7½ cables N and NW from the cape.

(Directions for the N part of Canal Fallos are given in reverse at 9.128)

Chilean Notice 11/115/21

[NP6-No 18-Wk 15/22]

NP7 South America Pilot Volume 3 (2022 Edition)

Chile - Golfo Corcovado - Bahía Tictoc — Anchorage

128

After Paragraph 4.38 *Insert*:

**Bahía Tictoc anchorage
4.38a**

- 1 Anchorage (43°36'77S 72°55'37W) for larger vessels is located about 1 mile WSW of Punta Pescadores (43°36'43S 72°53'80W) in 35 m, sand.

UKHO

[NP7-No 9-Wk 26/23]

Chile - Golfo de Arauco - Bahía Coronel — Pilotage

190

Paragraph 6.207 1 lines 5-10 *Delete*

Chilean Notice 11/Chilean Derrotero 3001 VI/22

[NP7-No 20-Wk 48/23]

Chile - Golfo de Arauco - Bahía Coronel — Directions for entering harbour; light beacons

190

Paragraph 6.210 3 *Replace by*:

- 3 **Muelle Puchoco Anchorage Light Beacons:**

Front light (white triangle, point up, red stripe, on white metal pile, red band, 16 m in height) (37°01'92S 73°08'89W).

Rear light (similar structure, 21 m in height) (37°01'90S 73°08'77W) (173 m from front light).

The alignment (076°) of these lights leads to the anchorage position for Muelle Puchoco (6.212).

NP7

- 4 **Muelle Puchoco Approach Light Beacons:**
Front light (white triangle, point up, red stripe, on white metal pile, 12 m in height) (37°01'57S 73°10'44W).
Rear light (similar structure, 15 m in height) (37°01'51S 73°10'45W) (118 m from front light).
The alignment (350°) of these lights leads to Muelle Puchoco (6.212).

Chilean Notice 11/Chilean Derrotero 3001 VI/22; UKHO
[NP7-No 21-Wk 48/23]

Chile - Bahía San Vicente - Puerto San Vicente — Wrecks

192

After Paragraph 6.233 1 line 5 *Insert:*

Wrecks 6.233a

- 1 Numerous wrecks lie in the NE part of the bay.

Chilean Notice 6/48/22 [NP7-No 10-Wk 31/23]

Ecuador - Golfo de Guayaquil - Canal de Jambelí — Anchorage; wreck

329

After Paragraph 11.21 1 line 4 *Insert:*

Attention is drawn to a dangerous wreck (3°05'74S 80°10'79W) lying in the W approach to the anchorage.

Ecuadorian Notice 20 A 23 [NP7-No 8-Wk 26/23]

Ecuador - Golfo de Guayaquil - Puerto Bolívar — Arrival information; outer anchorages

330

After Paragraph 11.39 1 line 3 *Insert:*

A designated anchorage area lies NW of Canal de Santa Rosa Light Buoy (11.45) and is bounded by the following coordinates:

3°10'92S 80°02'90W;
3°10'92S 80°02'50W;
3°11'22S 80°02'50W;
3°11'22S 80°02'90W.

Ecuadorian Notice 18 B 23 [NP7-No 6-Wk 23/23]

Ecuador - Golfo de Guayaquil - Puerto Bolívar — Arrival information; outer anchorages

330

Paragraph 11.39 1 including existing Section IV Notice Week 23/23 *Replace by:*

- 1 A designated anchorage area (3°11'04S 80°02'70W) lies NW of Canal de Santa Rosa Light Buoy (11.45).

ENC EC510811 (5.000) [NP7-No 12-Wk 41/23]

Ecuador - Golfo de Guayaquil - Puerto Bolívar — Harbour; development; fishing vessels

330

After Paragraph 11.41 1 *Insert:*

Development

11.41a

- 1 Construction works are in progress (2023) at the N end of Muelle Marginal (11.47).

Fishing vessels

11.41b

- 1 Fishing vessels may anchor within Boca Jambelí (11.45).

ENC EC510811 (5.000) [NP7-No 13-Wk 41/23]

Ecuador - Golfo de Guayaquil - Puerto Bolívar — Directions for entering harbour

330

Paragraph 11.44 including heading *Replace by:*

Spare

11.44

ENC EC510811 (5.000) [NP7-No 14-Wk 41/23]

Ecuador - Golfo de Guayaquil - Puerto Bolívar — Directions for entering harbour

331

Paragraph 11.45 1-3 including heading *Replace by:*

Entrance channel

11.45

- 1 From a position NW of Punta Jambelí (11.15), the track leads ESE in the white sector of PB Light (red tower, 6 m in height) (3°12'64S 80°00'05W), passing: Close SSW of Canal de Santa Rosa Light Buoy (safe water) (3°11'36S 80°02'45W), thence: Between Nos 1 and 2 Light Buoys (lateral) marking the entrance to Canal Jambelí.
- 2 The track then gradually alters to SSE and leads through the entrance channel, marked by light buoys (lateral), passing: ENE of Punta Jambelí (3°12'64S 80°01'67W) (11.15), thence: Through Boca Jambelí (3°12'52S 80°00'92W).
- 3 Thence from a position between Nos 5 and 6 Light Buoys, the track, marked by the white sector of Iglesia Light (church tower, 32 m in height) (3°16'11S 80°00'16W), leads generally S for about 2½ miles, passing: E of Estero Jambelí (3°14'04S 80°01'43W), and: W of a shoal area whose W-most extent is marked by disused Enfilada SR1 and SR2 Beacons (both white metal and concrete structure, orange daymark, 9 m in height) (3°13'93S 80°00'33W and 3°14'38S 80°00'15W).
The track then continues as required for the berths.

ENC EC510811 (5.000) [NP7-No 15-Wk 41/23]

**Ecuador - Approaches to Guayaquil - Posorja —
Arrival information; restricted area**

340

After Paragraph 11.126 1 Insert:

Restricted area. Unauthorised entry is prohibited within an area (2°43'33S 80°14'57W) extending about 1¼ cables from the shore and encompassing the fishing jetties S of the town centre.

Ecuadorian Notice 11 B 23 [NP7-No 5-Wk 19/23]

**Ecuador - Bahía de Manta - Manta —
Controlling depth**

344

Paragraph 11.168 1 Including heading *Replace by:***Controlling depth
11.168**

1 Depths in the approaches to the berths range between 9 and 13 m. The harbour is subject to silting and the Port Authority should be contacted for the latest information on depths and authorised draughts.

ENC EC510401 (6.000) [NP7-No 17-Wk 44/23]

**Ecuador - North-west coast - Esmeraldas —
Controlling depths**

347

Paragraph 11.207 1 *Replace by:*

1 Maximum authorised draught for entry is 8.5 m (2022), with a tide of at least 3 m. The port of Esmeraldas is subject to silting and local authorities should be contacted for the latest information.

Ecuadorian Notice 47 B 22 [NP7-No 2-Wk 03/23]

**Ecuador - North-west coast - Esmeraldas —
Controlling depths**

347

Paragraph 11.207 including existing Section IV Notice week 03/23 *Replace by:*

1 Maximum authorised draught for entry is 7 m (2023), with a tide of at least 3 m. The port of Esmeraldas is subject to silting and local authorities should be contacted for the latest information.

Ecuadorian Notice 47 A 23 [NP7-No 11-Wk 40/23]

**Ecuador - North-west coast - Esmeraldas —
Port operations**

348

After Paragraph 11.210 1 line 3 Insert:

Wind. Entry is suspended with winds greater than 10 kn. See also 11.209.

Ecuadorian Notice 47 B 22 [NP7-No 3-Wk 03/23]

**Ecuador - North-west coast -
Esmeraldas — Tugs**

348

*After Paragraph 11.212 1 line 2 Insert:***Tugs
11.212a**

1 Use of tugs is compulsory.

Ecuadorian Notice 47 B 22 [NP7-No 4-Wk 03/23]

**Ecuador - North-west coast -
Esmeraldas — Berths**

349

Paragraph 11.220 including heading *Replace by:***Dársena Comercial
11.220**

1 **Muelle Principal** (0°59'48N 79°39'02W) consists of two berths, each 175 m in length; depth alongside about 10 m. A RoRo ramp is situated at its S end.

Muelle de servicios (0°59'45N 79°38'83W) is about 100 m in length; depth alongside about 7 m.

Ecuadorian Chart 100200 (2023) [NP7-No 16-Wk 44/23]

**Colombia – West coast – Buenaventura — Outer
anchorage; wreck; buoy**

357

Paragraph 12.56 2 lines 3-5 *Replace by:*

CP01-H (3°49'35N 77°19'80W), depths from 10 to 17 m. A dangerous wreck (3°49'27N 77°19'61W), marked by a light buoy (isolated danger), lies within the anchorage.

Colombian Chart 154 (2022) [NP7-No 7-Wk 25/23]

**Colombia – West coast – Buenaventura —
Anchorage; wreck**

358

Paragraph 12.68 2 lines 5-6 *Replace by:*

Caution. A dangerous wreck (3°51'86N 77°05'89W) lies within anchorage CP01-C; a number of obstructions are charted within several anchorage areas.

ENC CO500730 (9.002) [NP7-No 1-Wk 49/22]

**Colombia – West coast – Cabo Corrientes —
Directions; light**

359

Paragraph 12.81 1 lines 2-3 *Replace by:*

Cabo Corrientes (5°28'85N 77°32'40W) resembling an island when viewed from S. A light (red and white tower, 18 m in height) is exhibited from the point.

Paragraph 12.81 3 lines 5-6 *Delete*

ENC CO200003 (3.000) [NP7-No 18-Wk 48/23]

NP7

Colombia – West coast – Cabo Corrientes — Directions; light

360

Paragraph 12.91 1 lines 6–7 *Delete*

ENC CO200003 (3.000) [NP7-No 19-Wk 48/23]

NP7A South America Pilot Volume 4 (2022 Edition)

Colombia — National regulations; ballast

6

After Paragraph 1.45 5 line 8 *Insert*:

6 **Ballast.** Ballast water exchange zones have been designated for emergency situations or non-compliance of ballast management. Ballast water and sediments must be managed in the same region as the source and must not be moved between the Pacific and Caribbean regions unless they are retained on board and not discharged while in Colombian waters.

Numerous conditions, prohibitions and control measures apply. The local authorities should be contacted for details regarding the applicable regulations and procedures.

Colombian Notice 287/22 [NP7A-No 7-Wk 39/22]

Colombia — National regulations; ballast

6

After Paragraph 1.68 1 line 7 *Insert*:

Ballast. Ballast water exchange zones have been designated for emergency situations or non-compliance of ballast management. Ballast water and sediments must be managed in the same region as the source and must not be moved between the Pacific and Caribbean regions unless they are retained on board and not discharged while in Colombian waters.

Numerous conditions, prohibitions and control measures apply. The local authorities should be contacted for details regarding the applicable regulations and procedures.

Colombian Notice 288/22 [NP7A-No 6-Wk 39/22]

French Guiana - Fleuve Kourou — Anchorage; obstruction

60

Paragraph 2.48 5 line 6 *Replace by*:

...WNW of Île Royale, clear of an obstruction in the N part of the anchorage.

French Notice 21/257/22 [NP7A-No 13-Wk 30/23]

Suriname - Approaches to Suriname River — Directions; wreck

64

After Paragraph 2.80 1 line 8 *Insert*:

W of a dangerous wreck (6°04'·98N 55°11'·82W), position approximate, and:

Corr. NAVAREA IV 295/22 [NP7A-No 5-Wk 33/22]

Guyana - Waini River — Directions; obstruction; wreck

86

Paragraph 2.234 2 lines 1–7 *Replace by*:

A patch (8°37'·05N 59°46'·15W), with a depth of 4-9 m.

A shoal (8°32'·01N 59°46'·72W), with a depth of 0-6 m; marked on its W side by a light buoy (red and yellow stripes).

An obstruction (8°27'·53N 59°47'·56W), depth unknown.

A dangerous wreck (8°26'·90N 59°48'·42W), reported (2018).

A dangerous wreck (8°26'·63N 59°48'·36W) marked by a light buoy (isolated danger).

GB Chart 1045 Ed.1 (2011); Guyanese Notice 144/22 [NP7A-No 20-Wk 45/23]

Trinidad - Gulf of Paria - Port of Spain — Pilotage

116

Paragraph 4.117 1-2 *Replace by*:

1 Pilotage is compulsory. The pilot boards in the following positions:

Grier Channel — Pilot boarding place B (10°36'·61N 61°36'·90W).

Sea Lots Channel (10°37'·71N 61°31'·99W), 1 cable W of the entrance light beacons.

Pilots will also board outside the compulsory area, including in Bocas del Dragon (4.76).

Trinidadian Notice 03/22 [NP7A-No 11-Wk 20/23]

Venezuela - North coast - Puerto La Guaira — Limiting conditions; controlling depths

168

Paragraph 6.13 1 *Replace by*:

1 A depth greater than 12 m can be maintained, mid-channel, through the harbour entrance.

ENC VE500308 6.000 [NP7A-No 12-Wk 21/23]

Curaçao - South Coast - Fuik Baai — Depths

196

Paragraph 7.78 1 *Replace by*:

1 **Controlling depth.** There are charted depths of about 5 to 6 m in the entrance to Fuik Baai in close vicinity to the leading line.

Chart GB783 Ed1 2022 [NP7A-No 8-Wk 09/23]

**Venezuela - Canal de Maracaibo -
Puerto de Maracaibo — Principal marks; light**

229

After Paragraph 8.130 1 line 2 *Insert*:

Major lights:

Muelle Este Light (post on orange and white tower),
exhibited from silos (see above).

Corr. Venezuelan HO 03/07/2023

[NP7A-No 16-Wk 44/23]

**Venezuela - Canal de Maracaibo -
Puerto de Maracaibo — Directions; light**

230

Paragraph 8.131 2 lines 7-10 *Delete*

ENC VE501301 (3.000)

[NP7A-No 17-Wk 44/23]

**Venezuela - Canal de Maracaibo -
Puerto de Maracaibo — Principal marks; light**

230

After Paragraph 8.143 1 line 2 *Insert*:

Major lights:

Muelle Este Light (8.130), exhibited from silos (see
above).

Corr. Venezuelan HO 03/07/2023

[NP7A-No 18-Wk 44/23]

**Venezuela - Bahía de Maracaibo -
Puerto de Maracaibo — Directions; shoal**

230

After Paragraph 8.144 1 line 10 *Insert*:

Caution. A shoal (10°38'·04N 71°36'·00W), with a
depth of about 5 m, lies in the approach to the port
and close N of a designated anchorage.

Venezuelan Notice 3/23

[NP7A-No 10-Wk 20/23]

**Venezuela - Canal de Maracaibo -
Puerto de Maracaibo — Directions; light**

230

Paragraph 8.144 1 including existing Section IV Notice
Week 20/23 *Replace by*:

1 There are no specific directions for berthing at
Puerto de Maracaibo, the chart being sufficient guide.
The port is approached through Canal de Maracaibo
and entered between B74 Light Buoy (10°38'·31N
71°35'·56W) and B76 Light Buoy, 6½ cables SSW. If
proceeding to an anchorage berth on arrival, the pilot
will indicate the berth, but Masters of vessels should
be prepared to anchor their vessels themselves as the
pilot will normally have disembarked about 5 cables N
of the harbour zone.

Caution. A shoal (10°38'·04N 71°36'·00W), with a
depth of about 5 m, lies in the approach to the port
and close N of a designated anchorage.

ENC VE501301 (3.000)

[NP7A-No 19-Wk 44/23]

**Colombia – Caribbean Sea –
Península de La Guajira — Marine nature reserve**

241

After Paragraph 9.27 2 line 11 *Insert*:

**Marine nature reserve
9.27a**

Sawairu Integrated Seagrass Management District,
an ESSA, lies along the coast between Cabo de La
Vela (9.31) and 2 miles ENE of Manaure (9.37). Entry
into this area is affected by numerous restrictions and
prohibitions. For further details, consult the local
authorities.

Colombian Notice 327/21

[NP7A-No 1-Wk 12/22]

**Colombia - North coast - Ríohacha —
Arrival information; outer anchorages**

242

After Paragraph 9.33 1 line 5 *Insert*:

**Arrival information
9.33a**

Outer anchorages. A designated anchorage
(11°37'·17N 72°56'·04W) has been established about
4 miles N of the harbour. Cargo is handled by lighters.

Caution. Vessels using the anchorages between
December and May will be subjected to a heavy swell
which sets in during this period. Attention is also
drawn to Arrecife de Ríohacha (11°36'·24N
72°55'·90W), which is situated in the S part of the
anchorage.

ENC CO400606 (2.003)

[NP7A-No 14-Wk 40/23]

Colombia - North coast - Ríohacha — Berths

242

Paragraph 9.35 *Replace by*:

**Spare
9.35**

ENC CO400606 (2.003)

[NP7A-No 15-Wk 40/23]

**Colombia – Caribbean Sea – Cabo de La Vela —
Anchorage; marine nature reserve**

242

After Paragraph 9.36 1 line 6 *Insert*:

2 The anchorage lies within the limits of a marine
nature reserve (9.27a). Contact the local authority for
information about possible anchoring restrictions.

Colombian Notice 327/21

[NP7A-No 2-Wk 12/22]

NP7A

Colombia - Bahía de Santa Marta to Río Magdalena - Puerto Zúñiga — Limiting conditions; controlling depths

246

After Paragraph 9.69 *Insert:*

Limiting conditions

9.69a

- 1 Controlling depths for the channel leading to Puerto Nuevo and Puerto Drummond terminals are about 20 m but the local authority should be contacted for the latest information.

ENC CO500246 (2.003) [NP7A-No 21-Wk 48/23]

Colombia - Bahía de Santa Marta to Río Magdalena - Puerto Zúñiga — Outer anchorages

247

Paragraph 9.70 1 lines 6-9 *Replace by:*

Outer anchorages. Designated anchorage CP04-A for Ecopetrol (Pozos Colorados Terminal), Puerto Prodeco and Puerto Drummond has been established 2 miles WNW of Punta Brava (11°06'·99N 74°14'·01W).

Anchorage CP04-B (11°05'·80N 74°25'·30W) is a quarantine anchorage about 10 miles W of the terminals; a submarine cable and marine nature reserve (9.66) lie SSE of this anchorage.

ENC CO400611 (1.005) [NP7A-No 22-Wk 48/23]

Colombia - Bahía de Santa Marta to Río Magdalena - Puerto Zúñiga — Directions for entering harbour

247

Paragraph 9.72 1 *Replace by:*

1 Landmark:

Water tank (11°11'·46N 74°13'·25W).

Track. Puerto Zúñiga is approached from the NW. Puerto Drummond and Puerto Nuevo are accessed by a channel marked by light buoys (lateral) which leads ESE from a light buoy (safe water) in the vicinity of 11°06'·30N 74°19'·42W.

There are no other specific directions for the ports within Puerto Zúñiga, the chart being sufficient guide.

ENC CO500246 (2.003) [NP7A-No 23-Wk 48/23]

Colombia - Caribbean Sea - Puerto Barranquilla — Arrival information; anchorages

248

After Paragraph 9.84 1 line 7 *Insert:*

- 2 Anchorage CP03-E (11°04'·56N 74°56'·00W), depths of around 12 to 15 m. A stranded wreck, position approximate, lies close E of this anchorage area.

Anchorage CP03-F (10°55'·43N 75°04'·74W), depths of around 13 to 17 m.

Colombian Notice 21/22 [NP7A-No 4-Wk 22/22]

Colombia - Bahía de Cartagena - Mamonal — Berths; depth; shoal

259

Paragraph 9.136 3 line(s) 4 *Replace by:*

...8-3 m are handled. A shoal patch, marked by a light buoy (isolated danger), is situated close N of the jetty.

Colombian Notice 20/22 [NP7A-No 3-Wk 22/22]

Panama - North coast - Bahía de Portobelo — Submarine cables

276

Paragraph 10.52 1 line 8 *Replace by:*

...emergency, keeping clear of a submarine cable laid through the middle of the bay from N to S. The port is of little commercial importance.

Submarine Cable Portobelo 09/04/22 [NP7A-No 9-Wk 10/23]

NP8 Pacific Coasts of Central America and United States Pilot (2019 Edition)

France - Pacific Ocean - Île Clipperton — Marine nature reserve

70

After Paragraph 2.16 2 line 16 *Insert:*

Marine nature reserve

2.16a

- 1 Île Clipperton lies within a Marine Protected Area. Anchoring, fishing, diving and landing are prohibited.

French Chart 7750/20 [NP8-No 7-Wk 50/20]

France - Pacific Ocean - Île Clipperton — Anchorage

70-71

Paragraph 2.19 including heading *Replace by:*

Spare

2.19

French Chart 7750/20 [NP8-No 8-Wk 50/20]

Mexico - Isla Socorro - Bahía Vargas Lozano — Directions; light

71

Paragraph 2.27 4 lines 1-7 *Replace by:*

- 4 Bahía Vargas Lozano is entered in the white sector (323°-327°) of a directional light (white concrete post, 2 m in height) (18°43'·66N 110°57'·02W) at the head of the cove, to a position around ¾ cable from Light Buoy No 5 (starboard hand) (18°43'·45N 110°56'·86W). The track then leads through a channel marked by light buoys (lateral) to a jetty which extends SSE from the head of the cove; length 55 m, depth alongside about 1 m.

Mexican Notice 6/98;99;100/21; ENC MX504031 (1.005) [NP8-No 15-Wk 24/21]

**Nicaragua - West coast - Corinto —
Arrival information; anchorage**

113

Paragraph 4.41 *Replace by:*

- 1 Anchorage may be obtained in the vicinity of “C” Light Buoy (12°28′.04N 87°13′.77W) in depths from about 20 to 25 m. This area can be uncomfortable due to the ground swell likely to be experienced and vessels intending to stay for any length of time are advised to enter the port.

UKHO

[NP8-No 43-Wk 51/23]

**Mexico - Pacific coast - Golfo de Tehuantepec -
Salina Cruz — Pilotage and tugs**

139

Paragraph 5.45 *1 Replace by:*

- 1 **Pilotage** is compulsory for vessels over 500 gt. Pilots board in the following positions:
Terminal (16°07′.00N 95°11′.95W).
Port (16°08′.72N 95°11′.27W).
See *ADMIRALTY List of Radio Signals Volume 6(7)* for further details.
Tugs are available and are compulsory for vessels over 2500 gt.

ENC MX562210 (1.003)

[NP8-No 26-Wk 20/22]

Mexico - Salina Cruz — Development

139

Paragraph 5.47 *5 Replace by:*

- 5 **Development.** Works are in progress (2020) on the extension of the Tanker Harbour W breakwater (16°09′.15N 95°12′.79W).

Mexican Notice 2/11/20

[NP8-No 3-Wk 10/20]

**Mexico - Golfo de Tehuantepec - Salina Cruz —
Directions; wreck**

140

After Paragraph 5.50 1 line 5 Insert:

Caution. A dangerous wreck (16°05′.02N 95°13′.01W) lies near the N part of the TSS.

ENC MX462200 (1.001)

[NP8-No 36-Wk 36/23]

**Mexico - West coast - Lázaro Cárdenas —
Directions; leading lights; sector lights**

153

Paragraph 5.138 *1-3 Replace by:*

- 1 From a position 3 miles SSE of the entrance to Lázaro Cárdenas the track leads 2¼ miles NNW through a TSS (5.131).
2 The white sector (302°-304°) of the access channel sector light (blue metal mast, 24 m in height) (17°56′.26N 102°11′.14W), exhibited from the W bank

of Río Balsas, leads through the entrance channel, marked by light buoys (lateral), into Darsena Principal.

Caution. A cross-current may be experienced at the harbour entrance.

- 3 **Darsena Comercial.** The white sector (032°-034°) of Commercial Channel Light (blue metal mast, 24 m in height) (17°57′.81N 102°09′.62W), leads into the NE part of the harbour through a channel marked by light buoys (lateral).

Mexican Notice 8/107;108;109;110/21

[NP8-No 16-Wk 28/21]

**Mexico - West coast -
Puerto de Láguna de Cuyutlán —
Directions; light; beacon**

155

Paragraph 5.149 *2 line(s) 4 For 022.5°-023.5° Read 021.5°-024.5°*Paragraph 5.149 *3 line(s) 1-3 Delete*

Mexican Notice 2/12/21

[NP8-No 11-Wk 14/21]

**Mexico - West coast - Bahía de Santiago —
Anchorage; cable**

156

After Paragraph 5.161 3 line 4 Insert:

Caution. Attention is drawn to a submarine cable extending SW from the shore at Santiago.

GB Chart 1026 Ed.2 (2022)

[NP8-No 37-Wk 36/23]

**Mexico - Golfo de California - La Paz —
Directions; leading lights**

189

Paragraph 6.106 *2 line 5 For 90 m Read 120 m*Paragraph 6.106 *2 line 6 For 148° Read 146.6°*

Mexican Notice 15/163/19

[NP8-No 1-Wk 43/19]

**Mexico - West coast - Islas Coronados -
Coronado del Sur — Directions; light**

235

After Paragraph 7.154 3 line 5 Insert:

Islas Los Coronados (S island) Light (white round concrete tower, 6 m in height) (32°23′.85N 117°14′.53W).

Mexican Notice 16/192/22

[NP8-No 41-Wk 49/23]

**Mexico - Pacific coast - Bahía Descanso —
Directions; wreck**

235

Paragraph 7.155 *2 line 6 Replace by:*

...112 m high. A dangerous wreck (7.169) lies 1¼ miles SSE of the point. Thence:

Mexican Notice 3/59/21

[NP8-No 12-Wk 17/21]

NP8

Mexico - West coast - Islas Coronados - Coronado del Sur — Directions; light

235

Paragraph 7.155 3 lines 11-15 *Replace by:*

...Sur. A light (7.154) is exhibited from the S extremity of Coronado del Sur. Kelp extends 2½ miles SE from this island. Thence:

Mexican Notice 16/192/22 [NP8-No 42-Wk 49/23]

Mexico - Pacific coast - Bahía Descanso — Wreck

237

Paragraph 7.169 1 lines 1-7 *Replace by:*

Description. Bahía Descanso (32°14'00N 116°57'00W) is the wide indentation in the coast formed between Punta Mezquite (32°10'00N 116°54'65W) and Punta Descanso (7.155). Roca Pilón de Azúcar (7.155) lies in the middle of the bay. A dangerous wreck lies 1¼ miles SSE of Punta Descanso.

Local knowledge is required.

Mexican Notice 3/59/21 [NP8-No 13-Wk 17/21]

United States of America – California – Santa Barbara Channel — Traffic regulations; TSS

239

Paragraph 8.4 1 *Replace by:*

A **Traffic Separation Scheme** is established in the approaches to Los Angeles/Long Beach, thence along Santa Barbara Channel. The scheme extends for about 170 miles from the Gulf of Santa Catalina to position 34°28'66N 121°07'15W, W of Point Conception.

IMO COLREG.2/Circ.78 [NP8-No 38-Wk 45/23]

United States of America - California - San Diego Bay — Controlling depth

241

Paragraph 8.16 1 line(s) 6 *For* 14.9 m (49 ft) *Read* 10.6 m (35 ft)

US Notice 6/18773/20 [NP8-No 4-Wk 11/20]

United States of America - California - San Diego Bay — Anchorage

241

Paragraph 8.19 1-3 *Replace by:*

Vessels awaiting a pilot may anchor in convenient depths SE of the entrance channel, but clear of the restricted area. Anchorage in the restricted area, and at certain designated naval anchorage berths, is only allowed with the specific permission of the local naval authorities.

Caution. A mooring buoy and charted underwater obstructions exist in the outer anchorage areas. See also the chart warning about uncharted submarine cables and pipelines.

US Notices 30/18022/19; 30/18740/19

[NP8-No 2-Wk 43/19]

United States of America – West coast – California – San Diego Bay — Directions; dangerous wreck

243

Paragraph 8.29 5 line(s) 2-3 *Replace by:*

W of a dangerous wreck (32°37'98N 117°13'30W), position approximate, reported (2021).

The track then leads to a position in the vicinity of No 4 Light Buoy (starboard hand) (32°38'03N 117°13'32W).

US Notice 35/18740/21 [NP8-No 19-Wk 49/21]

United States of America – California – San Pedro Bay – Long Beach Harbor — Limiting conditions; vertical clearances

257-258

Paragraph 8.104 3-5 *Replace by:*

Commodore Schuyler F. Heim Bridge and Henry Ford Avenue Bridge (33°45'96N 118°14'42W), 25 m apart, span Cerritos Channel on the N side of Terminal Island. The former has a vertical clearance of 15.8 m (52 ft). The latter, a railway bridge, is a double-leafed span with a clearance of 1.8 m (6 ft) when closed and 50.3 m (165 ft) when raised. It is maintained in the open position, except for maintenance and the passage of trains. Clearance gauges are reported to be sited on both sides of these bridges.

The opening signal for the Henry Ford Avenue Bridge is two short blasts followed by one prolonged blast. The acknowledging signal for the bridge is two prolonged blasts followed by one short blast when the bridge will open immediately, and five short blasts when they will not open immediately.

The controller of the bridge can be contacted by VHF radio, see *ADMIRALTY List of Radio Signals Volume 6(5)*.

Queens Way Bridge (33°45'59N 118°11'96W) is a fixed span bridge with a vertical clearance of 13.7 m (45 ft) at its centre, which connects the city of Long Beach with the S piers in the harbour.

US Notice 5/18571/22: US Coast Pilot 7

[NP8-No 27-Wk 30/22]

United States of America – California – San Pedro Bay – Long Beach Harbor — Outer anchorages; wrecks; obstructions

258

After Paragraph 8.108 1 line 5 *Insert:*

Caution. A number of wrecks and obstructions lie within the outer anchorage areas.

ENC US5CA62M (61.000) [NP8-No 21-Wk 08/22]

**United States of America – California –
San Pedro Bay – Long Beach Harbor –
Harbour; general layout**

258

Paragraph 8.112 ⁴ *Replace by:*

- ⁴ Middle Harbor is largely formed by West Basin and Pier T on the W and N respectively, and Piers E and F on the E. Container terminals are situated on the E side of Middle Harbor and in the N part of West Basin, which is bounded N and NE by Terminal Island, and protected on its S side by Naval Base Mole, a restricted area. For remarks on restricted areas see 8.5. For details see Appendix VII. Numerous piers project into West Basin from Naval Base Mole.

ENC US5CA62M (61.000) [NP8-No 22-Wk 08/22]

**United States of America – California –
San Pedro Bay – Long Beach Harbor –
Basins and berths; depths; wreck**

261

Paragraph 8.122 ² *Replace by:*

- ² Berths 212-215; berthing length 579 m; depths alongside 9 to 16 m; coal, potash, and petroleum coke cargoes.
- Pier F:**
Berths 204-211; depths alongside 11 to 14.0 m; steel, plywood, lumber, bulk salt and cement. A wreck, depth 9.7 m, lies close to Berth 207-A.

ENC US5CA62M (61.000); US6LGBCC (4.000)
[NP8-No 23-Wk 08/22]

**United States of America – California –
San Pedro Bay – Long Beach Harbor –
Basins and berths; piers**

261

Paragraph 8.123 ¹ including heading *Replace by:*

**Middle Harbor
8.123**

- ¹ **Pier E:**
Berths 24-26; berthing length 640 m; depths alongside 14 to 17 m; container terminals.

Paragraph 8.123 ² lines 2-4 *Replace by:*

Berth 121; jetty consisting of six dolphins, 170 m in length; depths alongside about 21 to 23 m; crude oil and petroleum products.

ENC US5CA62M (61.000) [NP8-No 24-Wk 08/22]

**United States of America – California –
San Pedro Bay – Long Beach Harbor –
Anchorages; obstructions**

261

After Paragraph 8.126 ³ line 9 *Insert:*

Caution. Numerous charted wrecks and obstructions lie within, and in close proximity to, the designated anchorage areas throughout the harbour.

ENC US6LGBCD (7.002) [NP8-No 29-Wk 43/22]

**United States of America – California –
San Pedro Bay – Los Angeles Harbor –
Basins and berths; depths**

264

Paragraph 8.148 ⁵ *Replace by:*

Pier 300:
Berths 302-305; depth alongside about 15 m; container terminals.

Pier 400:
Berths 401-406; berthing length 2191 m, depth alongside about 15 to 17 m, a shoal patch lies in the vicinity of Berth 406; container terminals.

ENC US5CA62M (61.000) [NP8-No 25-Wk 08/22]

**United States of America – California –
Santa Barbara Channel – TSS**

271

Paragraph 8.199 ¹ line 2 *For* 15 miles SW *Read* 24 miles WSW

IMO COLREG.2/Circ.78 [NP8-No 39-Wk 45/23]

**United States of America – California –
Santa Barbara Channel – Directions; TSS**

272

Paragraph 8.203 ⁶ lines 14-15 *Replace by:*

To a position clear of the W end of the TSS in position 34°29'78N 121°07'03W.

IMO COLREG.2/Circ.78 [NP8-No 40-Wk 45/23]

**United States of America – California –
Morro Bay – Regulated Navigation Area**

286

Paragraph 9.33 ¹ lines 1-6 *Replace by:*

- ¹ **Regulated Navigation Area.** The approach and bar at Morro Bay comprise a regulated navigation area. Restrictions and closures are announced by broadcast notices to mariners.

For more information see 1.77 and Appendix V, §165.1196.

Inland Rules of the Road are in force inside the line joining the breakwater heads; see Appendix VIII.

Local weather. Estero Bay has the reputation of being one of the foggiest areas on the coast of California. This fog is most common in the mornings and evenings.

US Notice 20/18703/21 [NP8-No 17-Wk 29/21]

NP8

United States of America - California - San Francisco Bay - South Part — Anchorage; obstruction

312

Paragraph 10.63 2 line 7 *Replace by:*

...W border of the anchorage. A derelict submarine cable (37°47'58N 122°21'48W), position approximate, has been reported (2021) to foul anchors, close to Anchorage Berth 8N.

US Notice 4/18649/21

[NP8-No 10-Wk 13/21]

United States of America - California - San Francisco — Directions; wreck

313

After Paragraph 10.74 2 line 6 *Insert:*

ENE of a dangerous wreck (37°46'02N 122°22'63W), position approximate, thence:

US Notice 41/18649/20

[NP8-No 6-Wk 49/20]

United States of America - California - Point Reyes to Point Arena — Directions; obstruction; light buoy

334

Paragraph 11.15 1 lines 1-9 *Replace by:*

1 From a position W of Point Reyes, within the TSS (10.17), the passage leads generally NW, passing: SW of Tomales Point (38°14'43N 122°59'70W), the S entrance to Bodega Bay (11.18), thence: NE of Cordell Bank (38°01'16N 123°25'78W) (10.22), thence:

ENC US3CA14M (35.003)

[NP8-No 30-Wk 43/22]

United States of America - California - Point Reyes to Point Arena — Directions; ODAS light buoy

334

After Paragraph 11.15 3 line 8 *Insert:*

SW of an ODAS light buoy (38°14'08N 123°19'02W), thence:

US Notice 20/501/22

[NP8-No 31-Wk 43/22]

United States of America - California - Noyo River — Regulated Navigation Area

339

After Paragraph 11.38 3 line 9 *Insert:*

Regulated Navigation Area. The entrance and bar at Noyo River comprise a regulated navigation area. Restrictions and closures are announced by broadcast notices to mariners.

For more information see 1.77 and Appendix V, \$165.1196.

US Notice 21/18626/21

[NP8-No 18-Wk 30/21]

United States of America - California - Capo Mendocino to Humboldt Bay — Directions; submerged buoys

344

After Paragraph 11.68 3 line 3 *Insert:*

Clear of two partially submerged buoys (40°40'46N 124°28'00W), position approximate, reported (2020), thence:

US Notice 35/501/20

[NP8-No 5-Wk 42/20]

United States of America - California - Capo Mendocino to Humboldt Bay — Directions; buoys

344

Paragraph 11.68 3 including existing Section IV Notice Week 42/20 *Replace by:*

3 Clear of a shoal depth of 18 m (60 ft) (reported 1980) (40°37'39N 124°25'87W), position approximate, thence:

To the vicinity of HB Light Buoy (40°46'40N 124°16'23W) (11.85).

(Directions continue for Humboldt Bay at 11.84 and for the coastal passage at 11.96)

US Notice 47/18007/20

[NP8-No 9-Wk 03/21]

United States of America - California - Humboldt Bay — Depth

345

After Paragraph 11.73 1 line 8 *Insert:*

Humboldt Bay Turning Basin, located at the intersection of Entrance, North Bay and Fields Landing Channels, has a reported dredged depth of 9.3 m (30.5 ft) (2020).

US Notice 11/18622/21

[NP8-No 14-Wk 20/21]

United States of America - Oregon - Umpqua River — Directions; wreck

366

After Paragraph 12.71 4 line 6 *Insert:*

Caution. A dangerous wreck (43°44'98N 124°08'11W) lies on the northern limit of the fairway.

US Notice U1/18584/22

[NP8-No 33-Wk 13/23]

United States of America - West coast - Oregon - Cape Meares to Columbia River - Tillamook Bay — Directions; sector light

373

Paragraph 12.124 1 lines 1-4 *Replace by:*

1 From the vicinity of 45°34'20N 124°00'60W, the track leads between the breakwaters, within the white sector (094°-095°) of Tillamook Bay Entrance Sector Light (framework tower) (45°34'09N 123°56'47W).

US Notice 43/18003/21

[NP8-No 20-Wk 06/22]

**United States of America - Oregon -
Willamette River - Portland — Vertical clearance**

384

Paragraph 13.67 ² line 1 *Replace by*

² Numerous fixed lift and...

Paragraph 13.67 ² lines 6–11 *Replace by:*

Fixed bridges — 19.2 m (63 ft) beneath Tikkum Crossing (45°30'·30N 122°40'·01W).

Bascule bridges (when closed) — 19.5 m (64 ft) beneath Burnside Bascule Bridge (45°31'·38N 122°40'·05W).

Paragraph 13.67 ³ lines 1–5 *Replace by:*

³ Lift bridges — 7.9 m (26 ft) beneath Steel Vertical Bridge (45°31'·65N 122°40'·15W) when down. The clearance when the lower deck is up is 21.6 m (71 ft), and when both decks are up, 49 m (161 ft).

ENC US5OR15M (63.006) [NP8-No 32-Wk 12/23]

**United States of America – West coast -
Columbia River – Vancouver —
Anchorage; obstruction**

387

Paragraph 13.100 ¹ line 5 *Replace by:*

...Lower Channel. An obstruction (45°38'·92N 122°45'·43W) is situated in the S part of the anchorage.

US Notice 8/18526/22 [NP8-No 28-Wk 35/22]

**United States of America - Washington -
Willapa Bay — Directions; obstruction**

395

After Paragraph 14.16 ¹ line 7 *Insert:*

Attention is drawn to an obstruction (submerged dike) (46°43'·45N 124°03'·65W), depth unknown, lying across the channel.

ENC US5WA70M (11.006) [NP8-No 34-Wk 13/23]

**United States of America - Washington -
La Push — Directions; light**

399

Paragraph 14.49 ³ lines 2–4 *Replace by:*

...(starboard hand), the white sector (004°–005°) of Quillayute River Sector Light, (pile structure, 8 m in height) (47°54'·45N 124°38'·68W), leads...

US Notice 31/18480/22 [NP8-No 35-Wk 18/23]

NP9 Antarctic Pilot (2019 Edition)

**Antarctic - Regulations —
Marine Protected Areas**

26

Paragraph 1.82 ¹ *Replace by:*

¹ In addition to the areas described in the preceding paragraphs, the following other protected areas exist. For details see Appendix V:

Antarctic Specially Managed Area (ASMA);
CCAMLR Ecosystem Monitoring Sites (CEMPS);
CCAS Seal Reserves (CSRs);
Marine Protected Areas (MPAs).

² MPAs are areas which provide protection for all or part of the natural resources they contain. Two MPAs have been declared by CCAMLR within the Southern Ocean:

South Orkney Islands Southern Shelf;
Ross Sea region.

Within these areas there are protection and research zones where conservation measures exist and fishing activities are prohibited. See <https://www.ccamlr.org/en/science/marine-protected-areas-mpas> for further details of the areas and their restrictions.

CCAMLR [NP9-No 9-Wk 10/20]

**South Orkney Islands – Signy Island –
Borge Bay — Directions; rock**

222

Paragraph 4.43 ⁵ *Replace by:*

⁵ **South anchorage to Factory Cove.** From the anchorage the track leads WSW between Small Rock (60°42'·12S 45°35'·56W), from which shoal ground extends ½ cable ESE, and Bare Rock (60°42'·27S 45°35'·40W), from which shoal ground extends ½ cable N; noting a rock (60°42'·15S 45°35'·43W), position approximate, reported (2008). Thence as convenient for either anchoring or mooring.

UKHO [NP9-No 16-Wk 21/22]

**South Orkney Islands - Signy Island -
Cummings Cove — Depths**

223

After Paragraph 4.47 ¹ line 7 *Insert:*

Caution. An area (60°42'·85S 45°41'·79W) in which depths less than those charted have been reported (2021), the least depth being 4.6 m, lies in the approaches to Cummings Cove.

UKHO [NP9-No 15-Wk 19/22]

**Antarctic Peninsula - Bransfield Strait –
Deception Island — Directions; depth**

230

After Paragraph 4.80 ⁴ line 6 *Insert:*

SSE of a pinnacle (62°58'·15S 60°26'·38W), position approximate, with a depth of 15.5 m, thence:

Chilean Notice 3/16/19 [NP9-No 2-Wk 28/19]

NP9

Antarctic Peninsula - Bransfield Strait - Deception Island — Directions; depth

230

Paragraph 4.80 4 including existing Section IV Notice Week 28/19 *Replace by:*

- 4 SSE of a shoal (62°05'·50S 56°52'·50W), with a depth of 46 m (25 fm), and a report that less water may be possible in this vicinity, thence: NNW of a pinnacle (63°07'·00S 59°57'·32W), existence doubtful, with a depth of 24 m (13 fm), thence:

UKHO

[NP9-No 17-Wk 46/23]

Antarctica - Deception Island - Port Foster — Volcanic activity

231

After Paragraph 4.81 3 line 6 *Insert:*

Volcanic activity. Due to the possibility of volcanic/seismic activity and the risk of substantial change to land topography and underwater depths, it is recommended that masters of vessels evaluate the justification for entering Port Foster.

Vessels intending to enter Port Foster should pay attention to any bulletins on the current state of activity of the volcano issued from Gabriel de Castilla Station, or by an appropriate spokesperson representing a national Antarctic programme operating in the Antarctic.

Further information and the volcanic alert scheme for eruptions on Deception Island can be found in Appendix VIII.

Paragraph 4.81 4 line 1 *Replace by:*

- 4 **Volcanic history.** The whole island is of volcanic...

Corr. UKHO

[NP9-No 12-Wk 28/21]

South Shetland Islands - Desolation Island - Blythe Harbour — Directions; rock

249

Paragraph 4.138 6 line(s) 3 *Replace by:*

...track leads S, passing:

Clear of a rock awash (62°27'·40S 60°16'·80W), position approximate, reported (2019), thence:

Paragraph 4.138 7 line(s) 3 *Replace by:*

...passing:

E of a rock awash (62°27'·40S 60°16'·80W), position approximate, reported (2019), thence:

Correspondence Hydrolant 3989/19

[NP9-No 6-Wk 05/20]

South Shetland Islands - Desolation Island - Blythe Bay — Directions; rock

249

Paragraph 4.138 7 line(s) 1-9 including existing Section IV Notice Week 05/20 *Replace by:*

- 7 **Directions from east.** From a position W of Eliza Rocks (62°26'·10S 60°13'·30W) the track leads S, passing:

E of a rock awash (62°27'·40S 60°16'·80W, position approximate, reported (2020)), thence:

E of Craggy Island, thence:

E of a rock awash (62°27'·92S 60°16'·07W), existence doubtful.

Thence the track leads SW towards the best anchorage, sounding continuously and keeping a lookout from aloft, passing:

NW of a rock awash (62°28'·13S 60°15'·21W), position approximate, thence:

NW of Indian Rocks (62°29'·25S 60°16'·60W).

Argentine Notice 3/42/20

[NP9-No 10-Wk 15/20]

South Shetland Islands - King George Island - Admiralty Bay - Ezcurra Inlet — Directions; continuity

255

Paragraph 4.159 6 line(s) 9 *Replace by:*

(*Directions continue for Ezcurra Inlet at 4.161,...*)

UKHO

[NP9-No 14-Wk 42/21]

Antarctica - Graham Land - Trinity Peninsula - Hope Bay — Directions

289

Paragraph 5.44 1-4 *Replace by:*

- 1 **Rocas Denticuladas Leading Lights:**

Front light (black triangle apex up, on green column, yellow top, 3 m in height) (63°23'·79S 56°59'·52W), standing upon Jagged Rocks.

Rear light (black triangle apex down, on green column, yellow top, 3 m in height) (1½ cables from front light). The rear mark is difficult to distinguish but the left edge of a hut to the rear of it may be used.

- 2 From a position NE of Sheppard Point (63°22'·50S 56°58'·98W) (5.35), on the passage through Antarctic Sound, the alignment (214°) of the above lights, leads SW, passing:

SE of a shoal (63°22'·72S 56°58'·36W), which lies 3½ cables SE of Sheppard Point, thence:

NW of a shoal (63°23'·59S 56°58'·57W), which lies 1 cable N of Grunden Rock (63°23'·70S 56°58'·50W). A light (red round tower, black bands, 6 m in height) is exhibited from the W part of Grunden Rock. Thence:

- 3 NW of dangerous rocks (63°23'·60S 56°58'·65W).

Thence the track continues to lead SW towards the anchorage.

Useful marks:

Beacon (63°23'·59S 57°00'·01W), standing on a small islet lying close N of Seal Point, the extremity of a small peninsula.

ENC AR507570

[NP9-No 3-Wk 36/19]

**Graham Land - Bransfield Strait -
North of Cape Leguillou — Directions; position**

291

Paragraph 5.54 *3* line(s) 1 *For* (63°14'·50S 60°54'·50W)
Read (63°07'·00S 59°57'·32W)

UKHO [NP9-No 8-Wk 07/20]

ESE of Nelson Rock (67°23'·37S 62°45'·37E), on which stands a beacon (red cylindrical metal structure, 7 m high). A 9 m obstruction (67°03'·07S 62°47'·22E) lies about 8 cables ENE of Nelson Rock.

Paragraph 10.88 *8* line(s) 6 *For* 67°35'·25S 67°52'·00E
Read 67°35'·25S 62°52'·00E

UKHO [NP9-No 5-Wk 48/19]

**Antarctica - Argentine Islands —
Directions; shoal**

344

Paragraph 6.36 *11* lines 1-2 *Replace by:*

11 NNW of a shoal (65°16'·92S 64°22'·96W), with a depth of 5-7 m, reported (2021), thence:

H102 RRS James Clark Ross [NP9-No 11-Wk 10/21]

**Antarctica - Graham Land - Adelaide Island -
Avian Island — Anchorage**

376

After Paragraph 6.163 *1* *Insert:*

2 Anchorage may be obtained in depths of 42 m (23 fm) over a rocky bottom, E of Avian Island, in position 67°46'·60S 68°51'·80W. The anchorage is suitable in winds up to 15 kn from the W and NW.

Chilean Notice 6/50/19 [NP9-No 1-Wk 28/19]

**Australian Antarctic Territory -
Mac. Robertson Land - Mawson — Approach**

455

Paragraph 10.84 *1* line(s) 12-17 *Delete*

UKHO [NP9-No 4-Wk 48/19]

**Australian Antarctic Territory -
Mac. Robertson Land - Mawson — Directions**

456

Paragraph 10.88 *3* line(s) 1-14 *Replace by:*

3 **Track.** From the vicinity of 66°47'·00S 63°17'·00E, a natural deep water channel, known as Mawson Corridor, leads SSW, passing:

Between banks with less than 100 m over them, thence:

Clear of an obstruction (67°18'·75S 62°53'·09E) with a depth of 8·0 m, thence:

Close ESE of an obstruction (67°22'·22S 62°50'·13E), position approximate, with a depth of 5·8 m, thence:

ESE of an obstruction (67°22'·64S 62°49'·23E), position approximate, marked by breakers, thence:

**Australian Antarctic Territory -
Mac. Robertson Land - Mawson — Directions**

456

Paragraph 10.88 *3* including existing Section IV Notice Week 48/19 *Replace by:*

3 **Track.** From the vicinity of 66°47'·00S 63°17'·00E, a natural deep water channel, known as Mawson Corridor, leads SSW, passing:

Between banks with less than 100 m over them, thence:

Clear of an obstruction (67°18'·75S 62°53'·09E) with a depth of 8·0 m, thence:

Close ESE of an obstruction (67°22'·22S 62°50'·13E), position approximate, with a depth of 5·8 m, thence:

ESE of an obstruction (67°22'·64S 62°49'·23E), position approximate, marked by breakers, thence:

ESE of Nelson Rock (67°23'·37S 62°45'·37E), on which stands a beacon (red cylindrical metal structure, 7 m high). A 9 m obstruction (67°23'·07S 62°47'·22E) lies about 8 cables ENE of Nelson Rock.

UKHO [NP9-No 7-Wk 05/20]

**Antarctica - Deception Island — Appendix VIII;
volcanic alert scheme for eruptions**

490

After Appendix VII *Insert* new Appendix VIII which is printed at the end of Section IV of this week's notices.

Corr. UKHO [NP9-No 13-Wk 28/21]

NP10 Arctic Pilot Volume 1 (2016 Edition)

**Navigation and Regulations - Russian pilotage
— Icebreaker pilotage**

8

Paragraph 1.36 *1* lines 1-10 *Replace by:*

1 Icebreaker pilotage is available, on request, for the whole of the NSR and is obtained through the Northern Sea Route Administration (NSRA). For further information see *ADMIRALTY List of Radio Signals Volume 6(2)* and www.nsr.ru.

Russian Notice 28/3752/16 [NP10-No 1-Wk 32/16]

NP10

Kara Sea - Ostrov Belyy — Directions; recommended routes

86

Paragraph 2.28 1 lines 4-10 *Replace by:*

...the recommended track 032.1°, as shown on the Russian charts, leads NNE, for about 260 miles, to the vicinity of 73°30'·12N 67°46'·33E, WNW of Mys Rogozina (73°22'·94N 70°01'·15E) (9.93), the NW extremity of Ostrov Belyy.

*(Directions continue for
the recommended track at 2.32)*

Paragraph 2.30 1 lines 4-10 *Replace by:*

...Karskiye Vorota TSS, the recommended track 044·8°, as shown on the Russian charts, leads NE, for about 233 miles, to the vicinity of 73°24'·23N 66°59'·33E, W of Mys Rogozina (73°22'·94N 70°01'·15E) (9.93), the NW extremity of Ostrov Belyy.

*(Directions continue for
the recommended track at 2.32)*

Paragraph 2.32 1 lines 1-10 *Replace by:*

- 1 From the vicinity of 73°24'·23N 66°59'·33E, W of Mys Rogozina (73°22'·94N 70°01'·15E) (9.93), the NW extremity of Ostrov Belyy, the recommended deep water route with a least depth of 16·5 m as shown on the Russian charts, leads to position 73°36'·37N 72°35'·65E ENE of Mys Belyy (73°28'·67N 70°50'·43E), from 1½ miles ESE of which Belyy Severnyy Light (10.20) is exhibited.

Here the recommended track heads S into Obskaya Guba or N for about 14 miles to position 73°50'·00N 72°33'·18E then E towards Dikson.

Russian Notice 45/5782/2018 [NP10-No 13-Wk 48/18]

Russia - Laptev Sea - Ostrov Bol'shoy to Novosibirskiye Ostrova — Directions

95

Paragraph 2.83 1-3 *Replace by:*

- 1 **Ostrov Bol'shoy to Mys Skalistyy.** From a position NE of Ostrov Bol'shoy (77°17'·00N 107°30'·00E), the largest of Ostrova Komsomol'skoy Pravdy (16.15), the route leads generally ESE along the recommended track, for about 426 miles, to the vicinity of 74°46'·35N 135°29'·48E, N of Mys Skalistyy (74°14'·44N 135°26'·40E).
- 2 **Mys Skalistyy to Mys Medvezhiy.** From the vicinity of 74°46'·35N 135°29'·48E, N of Mys Skalistyy, the route leads ESE along the recommended track, for about 63 miles, to the vicinity of 74°22'·00N 139°04'·00E, S of Mys Medvezhiy (74°38'·02N 139°04'·00E), the N entrance point to Proliv Sannikova.
- 3 **Mys Skalistyy to Mys Kigilyakh.** From the vicinity of 74°46'·35N 135°29'·48E, N of Mys Skalistyy (74°14'·44N 135°26'·40E), the route leads SSE along the recommended track for about 106 miles, to the vicinity of 73°17'·00N 138°52'·00E, WSW of Mys Kigilyakh (73°20'·78N 139°51'·95E), where it joins the offshore route from Ostrov Byyaka-Aryta to Proliv Dimitrya Lapteva.

Russian Notice 18/1968/22 [NP10-No 29-Wk 32/23]

Russia - Laptev Sea - Ostrov Bol'shoy to Mys Skalistyy — Directions

95

Paragraph 2.86 1-6 *Replace by:*

- 1 From a position NE of Ostrov Bol'shoy (77°17'·00N 107°33'·00E) (16.21), the largest of Ostrova Komsomol'skoy Pravdy (16.15), the recommended track leads ESE, passing:
NNE of an isolated shoal (77°06'·31N 110°56'·38E), with a depth of 20·5 m, thence:
NNE of an isolated shoal (77°03'·24N 111°39'·11E), with a depth of 20·0 m, thence:
- 2 NNE of an isolated shoal (76°47'·07N 112°57'·44E), with a depth of 17·4 m, lying 11 miles NNE of Ostrova Pëtra (16.15), thence:
Across the 20 m depth contour of Banka Novosibirskaya extending about 90 miles N from the N side of the Semenovskoye Melkovod'ye.
- 3 Thence from a position in the vicinity of 75°30'·00N 128°34'·00E, the recommended deep-water route leads E, passing:
S of a shoal patch (75°34'·29N 131°05'·02E), with a depth of 12·2 m, thence:
N of a shoal (75°13'·42N 132°27'·74E), with a depth of 9·2 m, thence:
S of a shoal (75°34'·68N 132°38'·98E), with a depth of 6·6 m.
- 4 Thence from a position in the vicinity of 75°22'·00N 133°18'·00E, the recommended deep-water route leads SE, passing:
SW of Ostrovok Srtizhyov (75°19'·95N 135°29'·11E) (17.54), connected by an underwater reef to Mys Skalistyy (17.54), the SW extremity of Ostrov Bel'kovskiy.
- 5 Thence the track continues to lead SE to the vicinity of 74°46'·35N 135°29'·48E, N of Mys Skalistyy (74°14'·44N 135°26'·40E), the conspicuous N extremity of Ostrov Stolbovoy (16.183). The headland is formed by a sheer rock cliff, about 129 m high and on its W side is a considerable crevice. Stolbovoy-Severnyy Light Beacon (black and white vertical striped slatted truncated pyramid, 8 m in height) (74°14'·23N 135°26'·74E) stands on the headland.
(Directions continue for passage ESE to Proliv Sannikova at 2.87 and for passage SSE to Proliv Dimitrya Lapteva at 2.88)

Russian Notice 18/1968/22 [NP10-No 30-Wk 32/23]

Russia - Laptev Sea - Mys Skalistyy to Mys Medvezhiy — Directions

95

Paragraph 2.87 1 lines 1-4 *Replace by:*

- 1 From the vicinity of 74°46'·35N 135°29'·48E, N of Mys Skalistyy (74°14'·44N 135°26'·40E) (2.86), the recommended track 112·4°, leads ESE, passing:

Paragraph 2.87 1 lines 7-10 *Replace by:*

Thence the recommended deep-water route continues to lead ESE to the vicinity of 74°22'00N 139°04'00E, S of Mys Medvezhiy (74°38'02N 139°04'00E) (16.205), the N entrance point to Proliv Sannikova.

Russian Notice 18/1968/22 [NP10-No 31-Wk 32/23]

Russia - Laptev Sea - Mys Skalistyy to Mys Kigilyakh — Directions

95

Paragraph 2.88 1 lines 1-4 *Replace by:*

- 1 From the vicinity of 74°46'35N 135°29'48E, N of Mys Skalistyy (see above), the recommended track leads SSE, passing:

Russian Notice 18/1968/22 [NP10-No 32-Wk 32/23]

Russia - Barents Sea - Zemlya Frantsa-Iosifa — Nature reserve

101

Paragraph 3.9 1 line(s) 3-7 *Replace by:*

...and adjacent waters.

Russian Notice 30/2480-11168/20 [NP10-No 22-Wk 35/20]

Russia - Kara Sea - Mys Skuratova to Obskaya Guba — Directions; wellhead

269

After Paragraph 9.93 2 line 9 *Insert:*

WNW of a submerged wellhead (73°06'21N 69°09'76E), thence:

Russian Notice 11/1124/22 [NP10-No 28-Wk 01/23]

Russia - Mys Belyy to Mys Drovyanoy — National park

274

After Paragraph 10.16 1 line 6 *Insert:*

**National park
10.16a**

- 1 Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20 [NP10-No 23-Wk 42/20]

Obskaya Guba - Mys Belyy to Mys Drovyanoy — Directions; anchorages and harbours

275

Paragraph 10.20 1-7 *Replace by:*

- 1 From a position about 24 miles NNE of Mys Belyy (73°28'66N 70°50'52E) (10.45), the recommended track leads SSE, passing:

ENE of Belyy Severnyy Light Beacon (black framework tower with platform, 21 m in height) (73°28'17N 70°55'82E); a stranded wreck lies 2¾ miles farther ESE. Thence:

WSW of an extensive shoal bank (73°30'53N 73°53'47E) with a least depth of 4.0 m.

ENE of Mys Shuberta (73°09'41N 71°40'14E) (9.94), the SE extremity of Ostrov Belyy. Shuberta Light (black tetrahedral truncated pyramid, white band, 13 m in height) stands close N of this point. Thence:

ENE of Mys Khesalya (72°53'33N 71°36'41E) (9.95), the S entrance point to Proliv Malygina (9.94), thence:

WSW of Ostrov Shokal'skogo (73°00'00N 74°26'40E), from which Shokal'skogo Light (black vertical rectangle, red bands, mounted on red and black horizontal striped tetrahedral truncated pyramid, 14 m in height) (73°00'54N 74°07'15E) is exhibited; a bank, with a least charted depth of 1.8 m, extends 6 miles WSW from the W extremity of the island. Thence:

ENE of Mys Poyelovo (10.18). Mys Poyelovo Light (tetrahedral truncated framework pyramid, black upper, 15 m in height) (72°43'99N 72°38'08E) is exhibited from NW of the headland and a remarkable hummock lies on the low sandspit which extends E from it.

- 5 Thence the track continues SSE following a recommended DW route, to a position 7 miles NE of Mys Drovyanoy (72°39'69N 72°57'50E), the E extremity of an island separated from Poluostrov Yamal by a narrow channel with low ground on each side. The island is low, with a few small hummocks up to 4.5 m high and is covered with scanty grass and moss. Mys Drovyanoy Light (tetrahedral truncated framework pyramid, black upper and platform, 23 m in height) (72°39'20N 72°56'63E) is exhibited from SW of the point.

Russian Charts 12312, 13329; POLAR L8048 [NP10-No 2a-Wk 52/16]

Kara Sea - Mys Belyy to Mys Drovyanoy — Directions; recommended route

275

Paragraph 10.20 1-7 including existing Section IV Notice Week 52/16. *Replace by:*

- 1 From a position about 31 miles ENE of Mys Belyy (73°28'66N 70°50'52E) (10.45), the recommended track leads S, passing:

ENE of Belyy Severnyy Light Beacon (black framework tower with platform, 21 m in height) (73°28'17N 70°55'82E); a stranded wreck lies 2¾ miles farther ESE. Thence:

NP10

W of an extensive shoal bank (73°30'·53N 73°53'·47E) with a least depth of 4.0 m.

2 E of Mys Shuberta (73°09'·41N 71°40'·14E) (9.94), the SE extremity of Ostrov Belyy. Shuberta Light (black tetrahedral truncated pyramid, white band, 13 m in height) stands close N of this point. Thence:

ENE of Mys Khesalya (72°53'·33N 71°36'·41E) (9.95), the S entrance point to Proliv Malygina (9.94), thence:

3 WSW of Ostrov Shokal'skogo (73°00'·00N 74°26'·40E), from which Shokal'skogo Light (black vertical rectangle, red bands, mounted on red and black horizontal striped tetrahedral truncated pyramid, 14 m in height) (73°00'·54N 74°07'·15E) is exhibited; a bank, with a least charted depth of 1.8 m, extends 6 miles WSW from the W extremity of the island. Thence:

4 ENE of Mys Poyelovo (10.18). Mys Poyelovo Light (tetrahedral truncated framework pyramid, black upper, 15 m in height) (72°43'·99N 72°38'·08E) is exhibited from NW of the headland and a remarkable hummock lies on the low sandspit which extends E from it.

5 Thence the track continues SSE following a recommended DW route, to a position 7 miles NE of Mys Drovyanyoy (72°39'·69N 72°57'·50E), the E extremity of an island separated from Poluostrov Yamal by a narrow channel with low ground on each side. The island is low, with a few small hummocks up to 4.5 m high and is covered with scanty grass and moss. Mys Drovyanyoy Light (tetrahedral truncated framework pyramid, black upper and platform, 23 m in height) (72°39'·20N 72°56'·63E) is exhibited from SW of the point.

Russian Notice 45/5782/2018; Russian Charts 12312, 13329, POLAR L8048 [NP10-No 14-Wk 48/18]

Obskaya Guba – Mys Belyy to Mys Drovyanyoy — Directions; anchorages and harbours

275

Paragraph 10.22 including heading *Replace by*:

Spare 10.22

Russian Charts 12312, 13329; POLAR L8048 [NP10-No 2b-Wk 52/16]

Mys Drovyanyoy to Mys Shtormovoy — General information; directions

275

Paragraph 10.23 *1 Replace by*:

1 From a position E of Mys Drovyanyoy (72°39'·69N 72°57'·50E), the route leads along the recommended tracks and DW route for about 52 miles, to a position WSW of Mys Shtormovoy (71°45'·45N 73°27'·26E).

Russian Charts 13329, 13330 [NP10-No 3a-Wk 52/16]

Russia – Mys Drovyanyoy to Mys Shtormovoy — National park

275

After Paragraph 10.26 *1 line 4 Insert*:

National park 10.26a

1 Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20 [NP10-No 24-Wk 42/20]

Mys Drovyanyoy to Mys Shtormovoy — General information; directions

276

Paragraph 10.29 *1-10 Replace by*:

1 From a position 7 miles NE of Mys Drovyanyoy (72°39'·69N 72°57'·50E) (10.20), the DW route leads initially SE to a position about 20 miles E of Mys Yuzhnyy (72°32'·98N 72°59'·07E), passing:

NE of South No 1 Light (black tetrahedral truncated framework pyramid, 18 m in height) (72°34'·71N 72°56'·94E), thence:

2 NE of Mys Yuzhnyy the S extremity (72°32'·98N 72°59'·07E) of an island, in the form of a narrow sandspit which dries in places and which extends 7 miles S from Mys Drovyanyoy.

Thence, from a position about 20 miles E of Mys Yuzhnyy, the DW route leads about 30 miles SW to a position 8¾ miles SW of Peschanka Light (72°15'·29N 72°50'·06E), passing:

3 SE of Mys Yuzhnyy, thence:
SE of Mys Tye-sale (72°29'·23N 72°50'·03E), the NE entrance point of Reka Khabey-yaga, thence:
SE of the NE extremity of a bank (72°28'·00N 73°43'·50E), with charted depths of less than 10 m.

4 Between shoal patches with depths less than 10 m, which are part of a bar which extends across the gulf from Mys Drovyanyoy to Mys Shtormovoy.

SE of Drovyanyoy trading post and meteorological station (72°24'·79N 72°45'·91E), reported as standing on the cliff top; the main building is visible from 10 miles seaward. Thence:

5 SE of Reka Yarra-yaga, the mouth of which is marked by Peschanka (Yarra-yaga) Light (black tetrahedral framework tower, 15 m in height) (72°15'·29N 72°50'·06E); a sandbank obstructs the mouth of the river, extending 1½ miles E then 3½ miles N.

Thence the DW route and recommended track lead SSW for about 7 miles, to position 14 miles S of Peschanka Light. The track then leads S, passing:

6 WNW of Mys Shtormovoy (71°45'·45N 73°27'·26E), which rises to three steep and conspicuous sandy hills; from N it appears as a steep bluff with a low spit extending S from it. Shtormovoy Light (black trihedral truncated metal pyramid, 8 m in height) (71°47'·98N 73°30'·81E) is exhibited from a position NNE of the point. Thence:

- 7 WNW of a light buoy (W cardinal) (71°49'·87N 73°10'·65E), moored 2 miles W of the shoalest part of a coastal bank, with a least charted depth of 6·4 m, extending N from Mys Shtormovoy (71°45'·45N 73°27'·26E), which continues to extend N forming the bar across the gulf.

Thence the recommended track continues S, to a position WSW of Mys Shtormovoy.

(Directions continue at 10.32)

Russian Notice 50/6764/16, Russian Charts 13329, 13330
[NP10-No 3b-Wk 52/16]

Mys Shtormovoy to Mys Khonarasalya — Directions

277

Paragraph 10.33 1-6 *Replace by:*

- 1 From a position WSW of Mys Shtormovoy (71°45'·45N 73°27'·26E), the DW route leads SSW, passing:

ESE of the E extremity of a spit (71°44'·88N 72°30'·32E), with an obstruction, with a depth of 2·0 m, marked by a light buoy (E cardinal), thence: ESE of Mys Poludenny (71°42'·03N 72°18'·77E) which is low and conspicuous from S, though from N or E it merges with the coast, thence:

- 2 ESE of a shallow flat which fronts the mouth of Reka Tambey delta (71°33'·05N 71°58'·47E) and extends 2 miles offshore. Reka Tambey, one of the largest rivers in Poluostrov Yamal, has an extensive delta with four branches extending from 3½ to 14 miles SW of Mys Poludenny, between which are low islands composed of swampy tundra. Thence:

WNW of the shoal ground, with a least charted depth of 2·8 m, extending 3 miles WNW of Mys Taran (10.32), marked by buoys (W cardinal), thence:

- 3 ESE of Tambey, the administrative centre for the N part of Poluostrov Yamal, from where a light (black vertical rectangle on tetrahedral metal framework tower with platform, 15 m in height) (71°28'·86N 71°48'·87E) is exhibited. The village has a trading post, the buildings of which are visible from the centre of the gulf.

- 4 Thence the recommended track continues to lead SSW, to a position W of Mys Khonarasalya (10.32), which lies S of the mouth of the broad valley of Reka Ngarkakhorteyakha; Mys Khonara-sale Light (trihedral truncated metal pyramid, 14 m in height) (71°22'·70N 73°02'·43E) is exhibited from a position SSE of the point.

(Directions continue at 10.40)

Russian Notice 50/6764/16, Russian Chart 13330
[NP10-No 4-Wk 52/16]

Kara Sea - Obskaya Guba - Port Sabetta — Development

278

Paragraph 10.43 including heading *Replace by:*

Russian Chart 18331 (datum Pulkovo 1942) (see 1.25)

Port Sabetta

10.43

- 1 **General information.** Port Sabetta (71°16'·74N 72°04'·54E), is situated in the mouth of the Sabettayakha River, on the W side of Obskaya Guba and is the port facility for the Yamal LNG terminals.

Limiting conditions. The least charted depths (2017) in the approach channel is 12·1 m and in the harbour basin is 9·8 m.

Arrival information. The port is operational all year. A tug is available.

- 2 **Harbour.** The port consists of a harbour basin (71°16'·76N 72°05'·20E) with a concrete quayside in the NW part and a concrete pier lying to the SE.

Development. Work is in progress (2017) to dredge the approach channel to a reported depth of 15·1 m. Reclamation work and the construction of the main LNG terminal berths in the vicinity of 71°16'·54N 72°05'·55E are ongoing, with the first LNG shipment scheduled for the end of 2017 and full operational capacity achieved by 2021.

- 3 **Directions for entering harbour.** From a position W of Mys Khonarasalya (71°23'·95N 73°00'·34E) (10.32), the track leads SW following a two-way DW route (226·6°) to the harbour basin.

Basins and berths. Berths 1-4, with charted depths ranging from 7·7 to 10·6 m, are located on the NW quayside.

Berths 5-6 are located on the concrete pier (71°16'·60N 72°04'·91E), with charted depths ranging from 8·4 to 11·6 m. All of the berths are being utilised for the construction of the LNG Terminal.

Russian Chart 18331 [NP10-No 5-Wk 12/17]

Russia - Kara Sea - Obskaya Guba - Port Sabetta — Port development

278

Paragraph 10.43 including heading and existing Section IV Notice Week 12/17 *Replace by:*

Port Sabetta

10.43

- 1 **General information.** Port Sabetta (71°16'·74N 72°04'·54E), is situated in the mouth of the Sabettayakha River, on the W side of Obskaya Guba and is the port facility for the Yamal LNG terminals.

Limiting conditions. The least charted depth in the approach channel is about 14 m. Local authorities should be contacted from the latest information.

Arrival information. The port is operational all year. A tug is available.

- 2 **Harbour.** The port consists of a harbour basin (71°16'·76N 72°05'·20E) with a concrete quayside in the NW part and a concrete pier lying to the SE. The harbour basin is protected from the N by a detached breakwater lying E/W. A second breakwater extends NNE from the shore and the LNG berths lie on its W side.

Development. Works are in progress (2020) for the construction of Area No 2, SE of Sabetta, in the vicinity of 70°58'·54N 73°39'·78E.

NP10

3 **Directions for entering harbour.** From a position W of Mys Khonarasalya (71°23'·95N 73°00'·34E) (10.32), the track leads SW in the DW route passing clear of a light buoy (safe water) (71° 21'·28N 72°20'·07E). The track then continues SW into the entrance channel, marked by light buoys (lateral), between the heads of the breakwaters, from where lights are exhibited, and into the basin.

4 **Basins and berths.** Berth Nos 1–4, with charted depths from about 7·0 to 10·0 m, are located on the NW quayside.

Berth Nos 5–6 are located on the concrete pier (71°16'·62N 72°04'·70E), with charted depths from about 8·0 to 11·5 m.

The LNG Terminal, located on the inner side of the E breakwater, has two berths with charted depths of about 15·0 m.

Russian Notice 6/618 to 620/20

[NP10-No 20-Wk 10/20]

Kara Sea - Obskaya Guba — Directions; DW route; landmarks; depths

278-279

Paragraph 10.45 1-7 line *Replace by:*

1 From a position W of Khaltsyney Light (70°50'·20N 73°56'·23E) (10.40), the DW route leads S, passing (positions relative to Mys Kharse (70°07'·N 73°41'·E)):

E of a shoal patch (43 miles NNW), with a depth of 1·2 m, thence:

E of a shoal patch (22 miles NW), with a depth of 4·4 m, lying on a coastal bank extending 4 miles E of Mys Belyy (70°22'·90N 72°42'·36E), which can be identified by the bright colour of its steep sides.

W of an obstruction area (9¼ miles NNW), with a radius of 1 mile, centred on 70°16'·07N 73°31'·12E.

2 Thence a vessel may either continue S to a position W of Mys Nalivnoy (69°44'·40N 73°31'·93E), passing over a shoal bank with a least depth of about 10 m, or, for vessels with a deeper draught the track leads SSE, passing:

WSW of a shallow bank extending 7 miles N of Mys Kharse, marked on its W side by a buoy (W cardinal) (5 miles NNW), thence:

3 WSW of the W extremity of a spit extending from Mys Kharse, marked by a buoy (W cardinal) (2½ miles WNW). A beacon (black tetrahedral truncated pyramid, white bands and gallery, 16 m in height) stands on the point. Thence:

WSW of Ngabkeyyakhka (7½ miles S).

Thence the track leads S to a position in the vicinity of 69°51'·00N 73°33'·58E. The DW track then leads SW to a position W of Mys Nalivnoy (69°44'·40N 73°31'·93E) the W extremity of a low marshy plain. A shoal spit, marked by a buoy (W cardinal) extends ¾ miles W of the point.

Russian Charts 13332, 13333 [NP10-No 11-Wk 29/17]

Kara Sea - Obskaya Guba — Directions; DW route; wreck; landmarks

279-280

Paragraph 10.52 1 lines 1–6 *Replace by:*

1 From a position W of a shoal spit, marked by a buoy (W cardinal), extending ¾ miles W of Mys Nalivnoy (69°44'·40N 73°31'·93E) (10.45), the DW route leads S, passing (positions relative to Mys Tryokhbugornyy (69°05'·26N 73°52'·48E)):

Paragraph 10.52 3 lines 4–7 *Replace by:*

E of a wreck (69°25'·49N 73°22'·75E), with a least depth of 7·4 m, marked by a buoy (isolated danger), thence:

Paragraph 10.52 4 lines 1–2 *Delete*

Paragraph 10.52 6-7 *Replace by:*

6 The DW route then leads SSE, passing: WSW of a shoal patch (7¼ miles WSW), with a depth of 8·4 m, thence:

WSW of the SW extremity of a shoal spit, with depths less than 8 m, extending 7 miles SW from Mys Tryokhbugornyy, marked a buoy (W cardinal) (5½ miles SW), moored close to its extremity.

7 Thence the recommended track continues to lead SSW, to a position 16¾ miles E of Nurma Light (tetrahedral framework pyramid, black upper, 6 m in height) (68°43'·12N 73°05'·16E), exhibited from the N entrance to Reka Nurma-yaga.

Paragraph 10.53 *Replace by:*

Spare 10.53

Russian Notice 25/3083/17; Russian Charts 13334, 13335
[NP10-No 12-Wk 29/17]

Kara Sea – South Part — Aids to navigation; lights

289

After Paragraph 11.2 1 line 4 *Insert:*

Caution. Many lights and leading lights in this area have been reported destroyed or unreliable. Local authorities should be consulted for the latest information.

UKHO

[NP10-No 6-Wk 04/17]

Russia - Kara Sea - Ostrov Vil'kitskogo - Vil'kitskiy — Directions; light

289

After Paragraph 11.7 1 line 3 *Insert:*

Vil'kitskiy Light (white round tower, black bands, 32 m in height) (73°30'·94N 75°46'·39E).

Russian Notice 49/5679/19 [NP10-No 16-Wk 02/20]

Russia - Kara Sea - Ostrov Vil'kitskogo - Vil'kitskiy — Directions; light

290

Paragraph 11.10 1 lines 8–11 *Replace by:*

...sandy, 6 m high, from where Vil'kitskiy Light (11.7) is exhibited.

Paragraph 11.11 1 line 2 *Replace by:*

...75°46'·39E), the...

Russian Notice 49/5679/19 [NP10-No 17-Wk 02/20]

**Russia - Yeniseyskiy Zaliv and
Gydanskiy Guba — National park**

296

After Paragraph 11.66 1 line 8 Insert:

**National park
11.66a**

1 Gydanskiy National Park has been established. Zones include Ostrov Shokal'skogo (10.11), Poluostrov Yavay (11.72) N of latitude 71°56'·81N, Poluostrov Mamonta (11.84) N of latitude 71°41'·00N and E of longitude 76°22'·93E, Proliv Gydanskiy (11.74), Poluostrov Oleniy (11.84), Ostrova Oleniy (11.81), Ostrov Pestsovyi (11.80), Ostrov Rovny, Ostrova Proklyate (11.86), Proliv Oleniy (11.112) and Yuratskaya Guba (11.84). Restrictions apply and the local authorities should be consulted for further information.

Russian Notice 36/3200/20 [NP10-No 25-Wk 42/20]

**Russia - Kara Sea - Ostrov Vil'kitskogo -
Vil'kitskiy — Directions; light**

297

Paragraph 11.72 2 line 4 *Replace by:*

(11.7) and:

Russian Notice 49/5679/19 [NP10-No 18-Wk 02/20]

Russia - Yeniseyskiy Zaliv — National park

300

After Paragraph 11.99 1 line 6 Insert:

Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20 [NP10-No 26-Wk 42/20]

**Russia - Kara Sea - Ostrov Vil'kitskogo -
Vil'kitskiy — Directions; light**

300

Paragraph 11.101 1 line 2 *Replace by:*

...75°46'·39E) the route...

Paragraph 11.102 1 lines 2-3 *Replace by:*

Vil'kitskiy Light (73°30'·94N 75°46'·39E) (11.7).

Paragraph 11.103 1 line 2 *Replace by:*

...75°46'·39E) (11.7), the...

Russian Notice 49/5679/19 [NP10-No 19-Wk 02/20]

**Reka Yenisey – Mouth of river to Igarka —
General information; navigation; lights**

311

After Paragraph 12.5 3 line 7 Insert:

Caution. Many lights and leading lights in this area have been reported destroyed or unreliable. Local authorities should be consulted for the latest information.

UKHO

[NP10-No 7-Wk 04/17]

**Kara Sea - Reka Yenisey - Mys Krestovskiy to
Dudinka — Pilot boarding positions; anchorages**

319

After Paragraph 12.41 1 line 7 Insert:

**Pilotage
12.41a**

1 Pilot boarding positions for S-bound vessels to Dudinka are as follows:

- 1) Approximately 9 cables WNW of Verkhe-Novoselenskiy Front Leading Light (69°28'·39N 86°05'·12E).
- 2) Approximately 7 cables E of the N point of Ostrov Kabatskiy (69°25'·60N 86°05'·63E).

2 The pilot boarding position for northbound vessels to Dudinka is approximately 1.6 miles NNE of Kabatskiy Front Leading Light (69°19'·69N 86°03'·81E).

Russian Notice 14/1690/16 [NP10-No 8a-Wk 16/16]

**Kara Sea - Reka Yenisey - Mys Krestovskiy to
Dudinka — Pilot boarding positions; anchorages**

322

Paragraph 12.51 1 lines 3-4 *Replace by:*

Tankers and vessels carrying dangerous cargoes, abreast Verkhne-Novoselenskiy Leading Lights (12.45).

After Paragraph 12.51 1 line 4 Insert:

Quarantine area, abreast Nizhne-Dudinskiy Leading Lights (12.45).

Russian Notice 14/1690/16 [NP10-No 8b-Wk 16/16]

**Kara Sea - Reka Yenisey - Dudinka to Igarka —
Pilot boarding position**

322

After Paragraph 12.54 3 line 5 Insert:

**Pilotage
12.55a**

1 For pilotage of N-bound vessels to Dudinka see 12.41a.

Russian Notice 14/1690/16 [NP10-No 9-Wk 16/16]

NP10

Russia - Kara Sea - Pyasinskiy Zaliv — Directions

341-342

Paragraph 13.46 1-15 *Replace by:*

- 1 From a position N of Mys Morzhovo (73°45'·27N 84°52'·56E) (13.21), the track leads E, passing:
 - N of a pebble bank (73°43'·49N 85°05'·50E), with a depth of 4·4 m, lying 1¼ miles NW Mys Grusha, a point in the centre of the head of Bukhta Makarova (13.50), thence:
 - N of Mys Karga (73°45'·26N 85°28'·93E), a feature on the W side of a promontory W of Reka Lovkikh; a rocky bank lies 1¾ miles farther W, with a depth of 4·2 m. Thence:
- 2 N of Mys Zveroboy (73°47'·87N 85°33'·83E), which is rugged, stony and precipitous, 10 m high. A bank, with a depth of 3·6 m extends 8 cables W of the point and Mys Zveroboy Beacon (black and white vertical striped truncated pyramid, slatted black in the upper part with white stripe, 11 m in height) (73°47'·83N 85°33'·85E), an important landmark, stands close S of the point. Thence:
- 3 N of Mys Lagunnyy (73°49'·41N 85°45'·00E), which is precipitous.

Thence the track leads NE, in the approach to the fairway which leads over Reka Pyasina bar, passing:

SE of a bank (73°54'·19N 85°48'·49E), with depths of less than 2 m.

Thence the track leads NNW over the bar, for about 1½ miles, passing:
- 4 WSW of a shoal bank (73°56'·10N 85°57'·00E) with depths of less than 2 m, noting several obstructions lying on its NW side.

Thence the line of bearing (052°) of Ostrov Farvaternyy (74°05'·06N 86°40'·80E), which differs from the other islands in the gulf by its hilly, 15 m high, surface, identified by its dark cliffs making it an important landmark when navigating in the gulf, leads NE, then NNE, passing:
- 5 SE, then ESE of a shoal bank (73°58'·60N 86°01'·00E), with depths of less than 2 m.

Thence the track leads E, then SE off the N extremity (74°00'·00N 86°11'·00E) of Ostrova Begichevskaya Kosa, for about 5 miles, thence:

Between Ostrova Begichevskaya Kosa and Ostrov Rogozinskiy (73°56'·50N 86°42'·00E) for about 6¼ miles, passing:
- 6 SW of a shoal bank (73°57'·00N 86°27'·00E), with depths of less than 2 m, and:

NE of Malaya Chayka fishing and trading station (73°55'·27N 86°26'·64E).

Thence the track continues to lead SE, then generally E to the river entrance, passing:

NNE of two conspicuous buildings (73°53'·77N 86°37'·20E), which comprise Bol'shaya Chayka winter-quarters, standing on Ostrov Chayek, thence:

- 7 SSW of the S extremity of Ostrov Nizhniy (73°54'·76N 86°40'·39E).

N of Mys Vkhodnoy (73°53'·66N 86°46'·66E), precipitous, the S entrance point to Reka Pyasina and on which stands the village of Noril'skiy Rybokombinat.

Russian Notice 40/3614, 3615/20

[NP10-No 27-Wk 48/20]

Russia - Laptev Sea - Reka Lena - Protoka Bykovskaya — Directions; leading lights

441

Paragraph 16.138 1-7 *Replace by:*

- 1 **Peschanyy-Belyy Leading Lights:**
 - Front beacon (white, 10 m in height) (71°59'·96N 129°12'·71E).
 - Rear beacon (black rectangular board on tetrahedral metal prism, 15 m in height) (1 cable from front light).
- 2 From a position E of Mys Mamonta (71°51'·00N 129°21'·00E), on which stands Mamonta Light Beacon (black and white vertical striped rectangular board, 8 m in height) (71°50'·43N 129°21'·03E), the alignment (323·9°) of these lights leads NW through Protoka Srednyaya, marked by light buoys (lateral), the principal channel leading into Protoka Bykovskaya.

Middle Leading Lights:
- 3 Front beacon (black trapezium on truncated pyramid, 19 m in height) (72°00'·86N 129°19'·96E), reported destroyed (2020).

Rear beacon (similar structure) (3 cables from front light).

The alignment (345·7°) of these lights leads NNW, passing:
- 4 ENE of Otmel' Bogatyreva (71°56'·25N 129°23'·57E), with depths of less than 1·8 m in places, which extends about 8 miles SSE from Ostrov Yuyes-Kumakh (72°00'·00N 129°18'·00E) and is marked by No 10 Light Buoy (port hand).

Peschanyy-Krasnyy Leading Lights:

 - Front beacon (orange rectangular board on black metal post, 10 m in height) (71°59'·97N 129°12'·92E).
 - Rear beacon (black rectangular board on tetrahedral metal prism, 15 m in height) (1½ cables from front light).

The alignment (301°) of these lights, standing on Ostrov Yuyes-Kumakh, leads WNW through Protoka Orto-Yuyese.

Ulakhan Leading Lights:

 - Front beacon (black and white horizontal striped rectangular board on tetrahedral metal prism, 15 m in height) (72°03'·28N 129°09'·54E).
 - Rear beacon (similar structure, 18 m in height) (1½ cables from front light).

The alignment (327·6°) of these lights, standing on the NE coast of Ostrov Ulakhan-Tikyan-Aryta (72°03'·30N 129°09'·25E), leads NNW passing:

Between Ostrov Yuyes-Kumakh and Ostrov Orto-Yuyes-Aryta (16.137) to a position about 1¼ miles from the front light.

7 **Chyorny Leading Lights:**

Front beacon (black rectangular board on tetrahedral truncated pyramid, 6 m in height) (71°59'·93N 129°00'·30E).

Rear beacon (similar structure, 10 m in height) (1 cable from front light).

- 8 The alignment (242·7°) of these lights, standing on the E coast of Ostrov Khara-Ary, leads WSW, to a position NNW of Mys Bykov (72°00'·46N 129°05'·99E), a high and conspicuous headland on which stands a monument, from where the track leads either through Protoka Ispolatova into Protoka Bykovskaya, or to the anchorage in Zaliv Neyelova (16.139).

Russian Notice 21/2110/20 [NP10-No 21-Wk 24/20]

Russia - East Siberian Sea - Mys Medvezhiy to Mys Khvoynova — Directions

459

Paragraph 17.33 1 *Replace by:*

- 1 From the vicinity of 74°22'N 139°04'E, S of Mys Medvezhiy (74°38'N 139°06'E) (16.205), the recommended deep-water route leads ENE through Proliv Sannikova, along the SE side of Ostrov Kotel'nyy, shelving and bordered by a wide beach of sand and pebbles, intersected by a number of rivers, passing:

Paragraph 17.33 4-5 *Replace by:*

- 4 SSE of Ostrovok Posadnyy (74°48'N 139°56'E), being part of a spit, about 5 miles long, bounding the S side of Bukhta Malygintsev (17.38). The W end of the spit, Mys Fomenko, form the E entrance point for both Bukhta Malygintsev and Bukhta Yakova Smirnit'skogo (17.38). Posadnyy-Yuzhnyy Beacon (black tetrahedral truncated slatted pyramid, 14 m in height, radar reflector) (74°47'·64N 139°55'·63E) stands on the islet.
- 5 Thence the recommended deep-water route continues to lead ENE to the vicinity of 74°33'·87N 140°59'·18E, N of the N extremity of the shoals, with depths less than 10 m, extending 10 miles N from Mys Khvoynova (74°16'N 140°53'E), the fairly low but precipitous promontory at the NE extremity of Ostrov Malyy Lyakhovskiy.

Russian Notice 18/1969/22 [NP10-No 33-Wk 32/23]

Russia - East Siberian Sea - Mys Khvoynova to Mys Pestovyy — Directions

459

Paragraph 17.34 1 lines 1-5 *Replace by:*

- 1 From a position in the vicinity of 74°33'·87N 140°59'·18E, the recommended deep-water route leads E, passing:

Paragraph 17.34 6 *Replace by:*

- 6 Thence the recommended deep-water route continues to lead E to a position in the vicinity of 74°17'·80N 146°39'·45E, S of Mys Utës Derevyannykh Gor (75°01'N 147°05'E), the termination of Gora Derevyannykh which extend ENE inland. The point is 40 m high and precipitous and when approaching Ostrov Novaya Sibir' from S appears as two or three summits which stand out against the background of the flat coast. Utës Derevyannykh Gor Beacon (black tetrahedral pyramid, topmark board in the shape of a trapezium, 8 m in height) (75°00'·85N 147°06'·41E) stands on the point. Thence the recommended deep-water route leads SE, passing:

Paragraph 17.34 9 lines 1-5 *Replace by:*

- 9 Thence the recommended deep-water route continues to lead SE to a position in the vicinity of 73°32'N 150°30'E, SW of the shoals extending 40 miles SE of Mys Pestovyy (74°52'N 150°38'), the E extremity of Ostrov Novaya Sibir'.

Russian Notice 18/1969/22 [NP10-No 34-Wk 32/23]

Russia - East Siberian Sea - Blagoveshchenskiy Proliv — Directions

460

Paragraph 17.36 1 lines 1-5 *Replace by:*

- 1 From the vicinity of 74°22'N 145°30'E, on the recommended deep-water route, through Proliv Sannikova, the track leads N to the vicinity of 74°40'N 145°30'E. Thence the recommended track 007°, leads N, passing:

Russian Notice 18/1969/22 [NP10-No 35-Wk 32/23]

Russia - East Siberian Sea - Proliv Sannikova to Medvezh'i Ostrova — Directions

468

Paragraph 17.80 1 lines 1-9 *Replace by:*

- 1 From the vicinity of 73°32'N 150°30'E, SW of the shoals extending 40 miles SE of Mys Pestovyy (74°52'N 150°38'E), at the E entrance to Proliv Sannikova, the route leads SE along the recommended deep-water route for about 102 miles, to a position NNE of Zaliv Indigirskiy (71°25'·00N 153°00'·00E) (17.84). Thence the route continues SE, along the recommended route, for about 171 miles, to a position in the vicinity of 70°51'·87N 162°29'·54E, N of Ostrov Chetyrëkhstolbovoy (70°39'·00N 162°25'·00E), the E-most of Medvezh'i Ostrova. Mariners should note that if ice conditions to the N of Medvezh'i Ostrova are bad, an alternative route exists through Proliv Melekhova (17.96).

Russian Notice 18/1969/22 [NP10-No 36-Wk 32/23]

Reka Kolyma – Protoka Kamennaya — Depths; directions

473

Paragraph 17.104 2 lines 1-2 *Replace by:*

- 2 **Protoka Kamennaya Bar.** There is a least depth of 3·9 m over the bar, but the fairway across it is subject to periodic changes due to alluviation.

Russian Notice 02/28/16 and Russian Sailing Directions Volume 1119 [NP10-No 10a-Wk 07/16]

NP10

Reka Kolyma – Protoka Kamennaya — Depths; directions

474

Paragraph 17.112 3-8 *Replace by:*

- 3 From the vicinity of 69°54'N 162°23'E, on the alignment (181.5°) of the above light beacons, in the approaches to Protoka Kamennaya, the alignment (181.5°) of the above light beacons, leads S through the outer anchorage and pilot station to a position E of No 3 Light Buoy (starboard hand) (69°41'13N 162°21'82E).
- 4 Thence the track alters to starboard and from position 69°41'08N 162°21'75E, close SSW of No 3 Light Buoy, follows a recommended course of 215.5° to position 69°39'21N 162°17'92E, NE of No 4 Light Buoy (port hand) (69°39'17N 162°18'06E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4.1 and 3.4 m respectively.
- 5 The track then alters slightly to starboard and, from the position NE of No 4 Light Buoy, follows a recommended course of 224.9° to position 69°38'78N 162°16'70E, SE of No 5 Light Buoy (starboard hand) (69°38'87N 162°16'40E). There are minimum depths at a distance of 0.6 cables to port and starboard of the course line of 4.7 and 3.6 m respectively.
- 6 Thence the track leads WSW from the position SE of No 5 Light Buoy on a recommended course of 260.9° to position 69°38'70N 162°15'20E, 2 cables ESE of No 1 Buoy (starboard hand) (69°38'80N 162°14'68E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4.6 and 3.7 m respectively.
- 7 The track then leads WNW from the position ESE of No 1 Light Buoy on a recommended course of 287.5° across the Protoka Kamennaya Bar, proceeding at slow speed, to position 69°39'10N 162°11'63E, NNE of No 6A Light Buoy (port hand) (69°39'03N 162°11'57E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4.0 and 3.6 m respectively.
- 8 Thence the track alters to port and follows a recommended course of 256.9° to position 69°38'99N 162°10'33E, SW of No 5B Light Buoy (starboard hand) (69°39'07N 162°10'60E), and at the beginning of the Sukharnyy leading line. There are minimum depths at a distance of 1 cable to port and 0.8 cables to starboard of the course line of 2.3 and 4.5 m respectively. For further information on depths and levels over the bar see 17.104 and 17.105.

Paragraph 17.112 10 lines 1-4 *Replace by:*

- 10 Thence from a position SW of No 5 B Light Buoy (69°39'07N 162°10'60E) (starboard hand) the alignment (238.5°) of the above light beacons leads WSW, to a position...

After Paragraph 17.112 11 line 6 Insert:

12 Useful marks:

Stolbovoy Leading Light Beacons (black rectangular boards with white triangles, point up, mounted on tetrahedral truncated pyramids, 11 m in height, radar reflector) (69°37'71N 162°14'48E).

- 13 Ambarchik Leading Light Beacons (black and white vertical striped rectangular board mounted on tetrahedral truncated pyramid, 10 m in height, radar reflector) (69°38'32N 162°22'07E).

Russian Notice 02/28/16 and Russian Sailing Directions Volume 1119 [NP10-No 10b-Wk 07/16]

East Siberian Sea - Chaunskaya Guba — Directions; aids to navigation

479

After Paragraph 17.146 2 line 6 Insert:

Caution. Numerous light beacons and leading lights have been reported extinguished (2019).

Russian Notice 14/1624/19 [NP10-No 15-Wk 16/19]

NP11 Arctic Pilot Volume 2 (2018 Edition)

Iceland - South-west coast - Heimaey - Vestmannaeyjar - Klettsvík — Prohibited area

91

After Paragraph 2.62 1 line 10 Insert:

Prohibited area. Entry is prohibited to the inner part of Klettsvík (63°27'00N 20°15'20W).

Icelandic Notice 3/27/20 [NP11-No 13-Wk 46/20]

Iceland - South coast - Þorlákshöfn — Submarine cable

94

After Paragraph 2.80 1 line 3 Insert:

Caution. Care must be taken to avoid a submarine cable laid through the middle of Hafnarvík.

Corr. Kingfisher Bulletin 28/04/22 [NP11-No 30-Wk 11/23]

Iceland - South coast - Þorlákshöfn — Harbour; development; obstructions

94

After Paragraph 2.81 1 line 7 Insert:

- 2 **Development.** Harbour construction works are in progress (2022) in an area surrounding and extending up to 1½ cables NE from the S breakwater head.

Caution. Submerged obstructions lie within the charted caution area extending NE from the S breakwater head.

Paragraph 2.82 1 line 6 *Replace by:*

...the harbour entrance. See caution at 2.81.

Icelandic Notice 6/33/22 [NP11-No 35-Wk 43/23]

Iceland - South coast - Þorlákshöfn — Directions; leading lights

94

After Paragraph 2.82 2 line 6 Insert:

Thence the track leads WSW, in the white sector (241.8°-243.8°) of Þorlákshöfn Light (mast, 13 m in height) (63°51'48N 21°22'34W), between the breakwaters and into the harbour.

Icelandic Notice 1/7/20 [NP11-No 11-Wk 17/20]

**Iceland – Reykjavík —
Limiting conditions; controlling depths**

115

Paragraph 3.80 2 *Replace by:*

- 2 **Viðeyjarsund.** The least charted depth, as far as Sundabakki (64°09'·00N 21°51'·50W), is 10 m off the entrance to the basin. The channel to Vogabakki (64°08'·40N 21°50'·26W) has a least charted depth of 7·5 m on the leading line.

Caution. There are shallower depths close SW of the leading line in the vicinity of the works in progress between Sundabakki and Vogabakki.

ENC IS500362 [NP11-No 4-Wk 25/19]

**Iceland – Reykjavík – Geldinganes – Perney —
Submarine pipeline**

117

After Paragraph 3.83 4 line 10 Insert:

...**Caution.** A submarine pipeline is laid in the NE part of Perneyjarsund.

ENC IS400036 (12.001) [NP11-No 14-Wk 26/21]

Iceland - Reykjavík — Directions; light

118

Paragraph 3.88 6 lines 1-5 *Delete*

Icelandic Notice 2/6/19 [NP11-No 5-Wk 28/19]

Iceland - Reykjavík — Directions; light

119

Paragraph 3.89 3 lines 7-9 *Replace by:*

...about 1¼ miles, within a white sector (151°-156°) of Sæbraut Light (yellow house, 4 m in height) (64°08'·85N 21°54'·33W), through Engeyjarsund, passing:

Paragraph 3.89 4 line 7 *For Navigation School Read Sæbraut*

Paragraph 3.89 6 lines 1-5 *Replace by:*

- 6 Thence the track continues to lead SSE to a position 2¾ cables NNE of Eyjargarður (64°09'·58N 21°55'·89W), a mole, from which a light (pole on column, 5 m in height) is exhibited, from where the track leads S, for about 6¾ cables, within a white sector...

Icelandic Notices 2/5/19; 2/6/19 [NP11-No 6-Wk 28/19]

Iceland - Reykjavík — Directions; light

120

Paragraph 3.90 2 line 3 *For the above lights Read these lights*

After Paragraph 3.90 2 line 5 Insert:

NE of the NW point of Engey (3.89), from where Engey Light (64°10'·50N 21°55'·47W) (3.89) is exhibited, thence:

Paragraph 3.90 3 lines 6-11 *Replace by:*

...of 10·0 m and less, thence:

Icelandic Notices 2/5/19; 2/6/19 [NP11-No 7-Wk 28/19]

Iceland - Reykjavík — Directions; light

120

Paragraph 3.90 1-2 including existing Section IV Notice Week 28/19 *Replace by:*

- 1 From the vicinity of pilot station A, close S of No 7 Light Buoy (64°11'·64N 21°57'·51W) (3.15), the white sector (134·5°-135·5°) of Gufuneshöfði Light (64°08'·55N 21°49'·44W), leads SE, for about 3½ miles, into and through Viðeyjarsund (64°09'·75N 21°52'·24W), passing:

Icelandic Notice 3/26; 27/21 [NP11-No 23-Wk 07/22]

Iceland - Reykjavík — Directions; lights

121

Paragraph 3.91 *Replace by:*

- 1 **Track.** From a position NE of the NE end of Kleppsbakki (64°09'·05N 21°50'·92W) (3.95), the white sector (134·5°-135·5°) of Gufuneshöfði Light continues to lead SE, for about 3¾ cables, to a position about 4¼ cables from Gufuneshöfði Light (64°08'·55N 21°49'·44W) (3.90), from where the track turns S into Kleppsvík.

- 2 **Elliðavogur Directional Light.** From a position off the SE corner of Sundahöfn (64°08'·77N 21°50'·33W), the white sector (178°-179°) of Elliðavogur Light (framework tower, 16 m in height) (64°07'·99N 21°50'·09W) leads S through Kleppsvík, for about 5 cables, to the berths at Vogabakki (64°08'·40N 21°50'·26W) (3.95).

- 3 **Ártúnshöfði Leading Lights:**

Front light (triangle point up on framework tower) (64°07'·91N 21°49'·57W).

Rear light (similar structure, point down) (90 m from front light).

From a position off the SE corner of Sundahöfn (64°08'·77N 21°50'·33W), the alignment (164°) of the above lights leads SSE through Kleppsvíkf, for about 7 cables, in a confined channel, to the berth at Ártúnshöfði.

Icelandic Notices 2/13-14/22 [NP11-No 25-Wk 30/22]

Iceland - Reykjavík — Directions; light

125

Paragraph 3.106 2 lines 4-5 *Delete*

Icelandic Notice 2/6/19 [NP11-No 8-Wk 28/19]

NP11

Iceland - Akranes — Directions; lights

126-127

Paragraph 3.113 2-7 *Replace by:*

2 **Krossvík Leading Beacons:**

Front beacon (triangle, point up, on yellow tower, 7 m in height) (64°18'·94N 22°03'·24W).

Rear beacon (triangle, point down, on framework tower) (146 m NE from front beacon).

From the pilot position close to No 11 Light Buoy (64°17'·58N 22°07'·49W), the alignment (049·5°) of the above beacons leads NE, for about 1¼ miles, passing:

3 SE of Bræðrapartsboði (64°18'·12N 22°06'·42W), a shoal, thence:

NW of Þjótur (64°17'·66N 22°05'·04W), a rocky shoal with two rocks awash, thence:

SE of Suðurfloðs (64°18'·27N 22°06'·14W).

At night the track leads along the line of bearing 049°·5 of a directional light exhibited from the front beacon.

4 Thence the track leads NNW, and at night along the line of bearing 345° of a second directional light (mast, 28 m in height) (64°19'·21N 22°04'·72W), to a position E of the harbour entrance.

Caution. The bearing (345°) of the second directional light passes close to the E extension of the jetty from where a light (post, 4 m in height) (64°18'·78N 22°04'·56W) is exhibited.

5 **Useful mark:**

Light (post, 4 m in height) (64°18'·85N 22°04'·73W) exhibited from the pierhead of a jetty extending SE from a cement factory.

Icelandic Notices 5/22; 23/18 [NP11-No 2-Wk 45/18]

Iceland – Approaches to Reykjavík – Inner Kollafjörður — Submarine pipeline

127

After Paragraph 3.116 4 line 6 *Insert:*

Caution. A submarine pipeline is laid across the entrance to the inner part of Kollafjörður, about 7½ cables W of Helgusker.

ENC IS400036 (12.001) [NP11-No 15-Wk 26/21]

Iceland - Breiðafjörður - Stykkishólmur — Directions; light sectors

138-139

Paragraph 4.35 1 line 4 *For* (157°-160°)
Read (158·4°-160·4°)

Paragraph 4.35 7 line 4 *For* (107°-110°)
Read (106·2°-109·5°)

Icelandic Chart 424/20 [NP11-No 10-Wk 14/20]

Iceland - Breiðafjörður - Stykkishólmur — Directions; depth

139

Paragraph 4.35 8 line(s) 7 *For* 6·3 m *Read* 5·1 m

Icelandic Notice 5/27a/19 [NP11-No 9-Wk 51/19]

Iceland - Breiðafjörður - Rif — Depths

139

Paragraph 4.40 2 lines 1-4 *Replace by:*

2 **Controlling depth.** The entrance channel and the harbour are liable to change due to movement of sand and depths less than charted may exist. Contact the Port Authority for the latest information.

Icelandic Chart 421 (2022) [NP11-No 33-Wk 20/23]

Iceland - Patreksfjörður — Anchorage; pilotage

144

Paragraph 4.68 2 lines 5-10 *Replace by:*

Outer anchorages lie ¾ cables SW and SE of the harbour entrance, in depths of 47 and 30 m respectively.

Pilotage is available, boarding in position 65°37'·20N 24°05'·30W, about 2½ miles NW of the harbour entrance; for details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Icelandic Notice 6/38/22 [NP11-No 36-Wk 43/23]

Iceland - Arnarfjörður - Bíldudalur — Anchorage

145

Paragraph 4.75 3 lines 4-7 *Replace by:*

Anchorage may be obtained ¾ cables ENE of the jetty, in depths of about 24 m. Squalls come down from the mountains and N winds raise a considerable sea at the anchorage.

Caution. Care must be taken to avoid anchoring on two pipelines near the entrance of the cove.

Icelandic Notice 9/48/22 [NP11-No 34-Wk 43/23]

Iceland - Ísafjarðardjúp — Marine farm

150

After Paragraph 4.105 6 line 5 *Insert:*

SW of a marine farm (66°04'·22N 22°36'·03W), thence:

Icelandic Notice 2/19/21 [NP11-No 16-Wk 41/21]

Iceland - North-west coast - Skutulsfjörður - Ísafjörður — Directions; lights

151

Paragraph 4.110 7 lines 2-6 *Replace by:*

Front light (mast) (66°04'·19N 23°08'·90W).

Rear light (mast) (68 m from front light).

The alignment (325°) of these lights leads NW into the inner harbour, and thence as required for berthing.

Icelandic Notice 3/25/20 [NP11-No 12-Wk 46/20]

Iceland - Hornafjörður — Depths

159

After Paragraph 5.18 1 line 5 *Insert*:

Depths

5.18a

- 1 Depths of about 6 m are charted in the approaches to Hornafjörður but are subject to frequent change and a lesser draught restriction may be applicable due to the effects of swell. Contact the port authority for the latest information.

Icelandic Chart 810 (2021) [NP11-No 17-Wk 44/21]

Iceland - Hornafjörður — Directions;
leading lights; depth

160

Paragraph 5.25 2 line 10 *For 272° Read 270°*Paragraph 5.26 2 line 7 *For 272° Read 270°*Paragraph 5.27 1-2 *Replace by*:

- 1 From a position not less than 2 miles SE of Stokksnes Light (64°14'39N 14°57'84W) (5.14), the track in a white sector (274°-286°) of Hvanney Light leads W, passing:
- 2 N of Borgeyarboði (64°12'92N 15°07'02W), and:
N of a shoal area (64°13'37N 15°07'13W), with depths of about 9 to 10 m, thence:
S of a shoal area (64°13'83N 15°08'48W) with depths of about 4-5 m, but subject to frequent change, thence:
N of Eystra Hvanneyjarsker (64°13'07N 15°09'45W) (5.26).
- 3 Thence as required to attain the alignment (270°) of the Suðurfjörutangi Leading Lights (5.32), noting Þinganessker (5.26).

Icelandic Chart 810 (2021) [NP11-No 18-Wk 44/21]

Iceland - Hornafjörður - Höfn — Depth; pilotage

160

Paragraph 5.29 1 lines 1-4 *Replace by*:

- 1 **Controlling depth.** The minimum depth in the entrance channel is 5.4 m, though a lesser draught restriction may be applicable. Sandbanks are continually shifting, contact the port authority for the latest information. See also 5.20.

Paragraph 5.30 1 lines 6-8 *Replace by*:

- 2 **Pilotage** is compulsory for vessels over 300 gt and all foreign vessels. Dependent on the approach made to the port, pilots board in the following positions:
South-south-west (64°12'64N 15°12'45W);
South-south-east (64°12'83N 15°08'46W);
East (64°13'44N 15°06'94W).
For further details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Icelandic Chart 810 (2021) [NP11-No 19-Wk 44/21]

Iceland - Hornafjörður - Höfn —
Directions; leading lights; light sector

161

Paragraph 5.32 2 line 1 *For 272° Read 270°*Paragraph 5.32 2 line 9 *For 271.5°-272.5°
Read 269.5°-270.5°*

Icelandic Chart 810 (2021) [NP11-No 20-Wk 44/21]

Iceland - East coast - Eskifjörður —
Anchorage; submarine pipelines

177

Paragraph 5.119 1 *Replace by*:

- 1 **Anchorage berths**, close to the town may be obtained in a depth of 32 m, clay covered with soft mud, clear of submarine pipelines extending SE from the NW end of the fjord, off the two principal jetties, on the line of bearing about 135° of the summit of Skrúður (64°54'00N 13°37'35W) (5.90) seen over, and just within, the extremity of Mjóeyri.

Icelandic Chart 715 (2022) [NP11-No 26-Wk 40/22]

Iceland - Eyjafjörður —
Directions; dangerous rock

200

Paragraph 6.87 2 line 6 *Replace by*:

...offshore, thence:
W of Þyrsklingur (66°07'44N 18°19'87W), a rock awash on the coastal bank, 2 cables offshore.

Icelandic Notice 6/34/22 [NP11-No 37-Wk 43/23]

Iceland - Hrísey - Syðstibær — Anchorage

204

Paragraph 6.99 3 line(s) 1-6 *Delete*

Icelandic Notice 1/6/22 [NP11-No 24-Wk 25/22]

Svalbard - Spitsbergen -
Adventfjorden — Anchorage

247

After Paragraph 9.74 4 line 5 *Insert*:

Prohibited anchorage. Anchorage is prohibited in an area bounded by the following points:

78°14'75N 15°33'32E.

78°15'51N 15°38'32E.

78°17'14N 15°30'70E.

78°14'97N 15°30'96E.

Norwegian Notice 11/58939/18 [NP11-No 1-Wk 34/18]

NP11

Svalbard - Storfjorden approaches - Sørkappland — Directions; shoal

291

Paragraph 11.59 3 lines 2-7 *Replace by:*

ESE of a rocky shoal area (76°39'·60N 17°13'·24E), with a least depth of about 8 m, fronting Bettybukta, a slight indentation with low land at its head. Dumskolten, on the N side of Bettybukta, is a mountain 624 m high, consisting of black schist and entirely without vegetation. Thence:

Norwegian Notice 19/65707/21

[NP11-No 21-Wk 04/22]

Norway - Svalbard - Edgeøya - Kvalpynten — Directions; rock

291

Paragraph 11.60 7 line 2 *Replace by:*

...W of a rock awash (77°25'·88N 20°48'·50E), which lies 1 mile SW of Kvalpynten (77°26'·50N 20°51'·40E), the E...

Norwegian Chart 505 (2022) [NP11-No 28-Wk 09/23]

Svalbard - Storfjorden - Kvalvågen — Rocks

292

After Paragraph 11.64 2 line 5 *Insert:*

Caution. Numerous underwater rocks exist at the entrance to Kvalvågen and within the bay.

Norwegian Notice 19/65705/21

[NP11-No 22-Wk 04/22]

Norway - Svalbard - Edgeøya - Kvalpynten — Rock

294

Paragraph 11.73 1 lines 1-2 *Replace by:*

1 From a position W of a rock awash (77°25'·88N 20°48'·50E), which lies 1 mile SW of Kvalpynten (77°26'·50N 20°51'·40E) (11.60), the track leads N, passing:

Norwegian Chart 505 (2022) [NP11-No 29-Wk 09/23]

Greenland - East coast - Paatusoq — Directions; rocks

304

Paragraph 12.37 6 lines 1-4 *Replace by:*

6 ESE of an area of numerous rocks (60°44'·75N 42°42'·20W), reported (2016), position approximate, which cover and uncover, lying in the middle of the entrance to Paatusoq (Pátussoq) (12.45). Qasinngortoq...

Danish Chart 2100 (2022) [NP11-No 31-Wk 18/23]

Greenland - East coast - Paatusoq — Rocks

305

Paragraph 12.45 1 lines 4-5 *Replace by:*

...entrance to the fjord, 3½ miles NNE of the Kuutseq islands, there are numerous rocks (12.37).

Danish Chart 2100 (2022) [NP11-No 32-Wk 18/23]

Greenland - Kong Christian IX Land - Kap Gustav Holm — Directions; shoal

322

Paragraph 12.176 4 line 5 *Replace by:*

...Karra, thence:

Clear of a shoal (66°35'·08N 33°58'·66W), reported (2018), with a depth of 10 m.

Danish Notice 45/871/18 [NP11-No 3-Wk 49/18]

Greenland - Young Sund - Daneborg — Measuring equipment; submarine cable

347

After Paragraph 13.137 1 line 4 *Insert:*

Caution. A submarine cable extends W from the shore about 5 cables to measuring equipment in position 74°18'·67N 20°15'·50W.

Danish Notice 12/207/22 [NP11-No 27-Wk 51/22]

NP12 Arctic Pilot Volume 3 (2018 Edition)

Canada — Regulations

9-10

Paragraph 1.62 including heading *Replace by:*

Protection of the environment

1.62

Conservation of Marine Mammals and aquatic species. The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act (SARA)*. *The Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.

2 Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.

Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.

3 *Ballast water Control and Management Regulations* as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.

4 **National Wildlife Areas** (NWAs) are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.

5 **Marine Protection Areas** (MPAs) have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

6 **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also www.parkscanada.gc.ca.

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see www.notmar.gc.ca.

Canadian Eastern Notice 3/306/19

[NP12-No 2-Wk 17/19]

Canada — Regulations

10

Paragraph 1.63 including heading *Replace by:*

**Spare
1.63**

Canadian Eastern Notice 3/306/19

[NP12-No 3-Wk 17/19]

Canada — Government

18

Paragraph 1.105 1 line 2 *For Queen Read King*

UKHO

[NP12-No 22-Wk 47/22]

**Greenland - West coast - Narsaq Kujalleq —
Arrival information; submarine cables**

110

Paragraph 2.24 1 *Replace by:*

1 Submarine cables, which may not be charted, exist in the channels leading from Ikerasassuaq (Prins Christian Sund) (*Arctic Pilot Volume 2*) E approaches to Narsarmijit and its approaches. Trawling is prohibited in these channels and anchoring is only permitted in charted anchorages.

Submarine cables also extend from the shore about 5 cables NW and NNW respectively from Narsaq Kujalleq Church.

Danish Chart 1128 (2022)

[NP12-No 27-Wk 31/23]

**Greenland - South coast - Narsaq Kujalleq to
Tasermiut Fjord — Directions**

113

Paragraph 2.45 5 lines 1-8 *Replace by:*

5 Thence the track leads generally NW in mid-channel passing:

Clear of a rock awash (60°02'·09N 44°54'·49W).

Danish Chart 1128 (2021)

[NP12-No 18-Wk 32/22]

**Greenland - South coast - Tasermiut Fjord and
approaches - Nanortalik — Directions;
leading lights**

115

Paragraph 2.60 2 *Replace by:*

2 **Uigordleq Leading Lights:**

Front light (yellow pedestal, red band, 2 m in height.
Vis 4° either side of the alignment, 24 hours)
(60°07'·78N 45°13'·77W).

Rear light (yellow pedestal, red band, 2 m in height.
Vis 4° either side of the alignment, 24 hours)
(100 m from front light).

Paragraph 2.60 3 lines 1-5 *Replace by:*

3 **Nûgârssuk Leading Lights:**

Front light (red framework tower, topmark red
triangle, point up) (60°08'·25N 45°13'·87W).

Rear light (red framework tower, topmark red
triangle, point down) (1 cable from front light).

Paragraph 2.60 5 lines 3-4 *For* 60°08'·43N 45°14'·68W
Read 60°08'·35N 45°14'·46W

Danish Chart 1128 (2021)

[NP12-No 19-Wk 32/22]

**Greenland - South coast - Tasermiut Fjord to
Lichtenau Fjord — Directions; rock**

116

Paragraph 2.77 1 lines 6-7 *Replace by:*

WSW of a rock (60°06'·90N 45°22'·40W), which
covers and uncovers, thence:

ENC DK4AQESE (2.001)

[NP12-No 26-Wk 18/23]

**Greenland - South coast - Alluitsup Paa —
Directions; shoal**

117

Paragraph 2.78 10-11 *Replace by:*

10 Thence the track leads NW directly to Alluitsup Paa, passing SW of the SW extremity of Qeqertaarsuit (60°27'·22N 45°29'·57W), a shoal area on which stands a group of above-water rocks and islets.

11 Alternatively, a track may be taken N round Tugtutuarssuk (60°26'·45N 45°23'·22W), between that island and Únartoq, 5 cables NE, thence the track leads directly W toward Alluitsup Paa, passing:

Clear of a shoal patch (60°27'·92N 45°27'·83W), with
a least depth of 10.5 m, thence:

N of the N extremity of Qeqertaarsuit, thence:

S of Akuliaruseq (60°28'·46N 45°30'·38W) (2.110).

UKHO

[NP12-No 24-Wk 50/22]

NP12

Greenland - South coast - Alluitsup Paa — Directions; light sector

120

Paragraph 2.100 ¹ line 11 *For* 191°–262° *Read* 190°–062°

Danish Notice 29/343/21 [NP12-No 16-Wk 44/21]

Greenland - South coast - Qaqortoq — Arrival information; outer anchorages

127

Paragraph 2.152 ² lines 1–4 *Replace by*:

- ² **Outer anchorages.** Good anchorage, suitable for vessels of any size, may be obtained in a bay 1½ miles NNE of Qaqortoq in position 60°44'·50N 46°00'·76W, on a sandy bottom. Numerous rocks lie within 1½ cables of the shore.

Danish Chart 1115 2000 (updated 2022)
[NP12-No 25-Wk 50/22]

Greenland - Narsaq - Nuugaarsuk — Limiting conditions; vertical clearance

131

Paragraph 2.176 ² lines 1–4 *Replace by*:

- ² **Vertical clearance.** Overhead cables, vertical clearance 60 m, marked by red lights, have been established spanning Narluneq between Nuugaarsuk (60°53'·61N 46°01'·50W) and the opposite shore on Alannorsuaq.

Danish Chart 1116 (2021) [NP12-No 17-Wk 15/22]

Greenland - Narluneq - Avartmiut - Ikerasatsiaq — Directions; wreck

136

Paragraph 2.206 ¹⁵ line(s) 13 *Replace by*:

...(60°43'·35N 46°42'·69W). A second stranded wreck (60°43'·26N 46°42'·50W) lies between the rocks. Vessels using Ikerasatsiaq...

Danish Notice 5/58(T)/20 [NP12-No 6-Wk 10/20]

Greenland - Narluneq - Avatarmiut - Ikerasatsiaq — Directions; wreck

136

Paragraph 2.206 ¹⁵ line 13 including existing Section IV Notice Week 10/20 *Replace by*:

...(60°43'·26N 46°42'·50W). Vessels using Ikerasatsiaq...

Danish Geodata Agency [NP12-No 7-Wk 18/20]

Greenland - Narluneq - Avatarmiut - Ikerasatsiaq — Directions; wreck

136

Paragraph 2.206 ¹⁵ including existing Section IV Notices Weeks 10/20 and 18/20 *Replace by*:

- ¹⁵ **Ikerasatsiaq (Nordlysets Løb).** An alternative track to Qingartuup Ikerasaa is provided by Ikerasatsiaq (Nordlysets Løb) (60°43'·23N 46°42'·26W), a channel which separates Qingartuup Nunaa and Avatarmiut. The channel is marked at its SE end by No 210 Beacon (topmark red triangle, point up) standing on Qingartuup nunâ and, at the NW end, by No 211 Beacon (topmark red can). It has the disadvantages that it could be blocked by a single iceberg and that the tidal stream sets strongly. In the NW entrance to the channel stand two above-water rocks. Vessels using Ikerasatsiaq are advised to keep to the N side at the SE end and the S side at the NW end.

Danish Notice 47/814;815/20 [NP12-No 14-Wk 03/21]

Greenland - Kap Desolation - Kitsissut — Regulations

137

Paragraph 2.214 ¹ *Replace by*:

- ¹ The islands of Kitsissut (Ydre Kitsissut) (60°45'·00N 48°25'·55W) (2.217) are situated within a designated marine reserve area. Landing or approaching within 500 m from the coast is prohibited between 1st May and 31st August.
- ² Maximum speed must not exceed 10 kn between 1st July and 30th September.

Danish Notice 4/38/20 [NP12-No 5-Wk 10/20]

Greenland - West coast - Nuuk - Quinngorput — Directions; leading lights

167

Paragraph 2.409 ¹⁻² including heading *Replace by*:

**Spare
2.409**

Danish Notice D1 44/768/20 [NP12-No 13-Wk 01/21]

Greenland - West coast - Sarfartoq - Kangerlussuaq — Berth

181

After Paragraph 3.53 ¹ line 10 *Insert*:

Berth. A quay (66°33'·53N 52°03'·80W) consisting of a permanently moored barge has been established on the W side of Kangerlussuaq, 1 mile N of Sarfartoq. The berth is 90 m in length and has a depth alongside of 25 m.

Danish Notice 38/749/18 [NP12-No 1-Wk 42/18]

**Greenland - West coast - Qeqertarsuaq Tunua -
Avsigsut — Depths**

201

Paragraph 4.39 ¹ line 6-7 *Replace by:*

...rocky shoal, with an unknown least depth, about 1½ miles N of Avsigsut. The islands...

Danish Notice 9/125/22 [NP12-No 23-Wk 47/22]

**Greenland - West coast - Nivâp Pâ —
Shoals; obstructions**

204

Paragraph 4.65 ² lines 1-9 *Replace by:*

- ² From Nûk a chain of islands, islets and rocks extends 4½ miles E along the N side of Nivâp Pâ (68°39'·79N 52°04'·37W), a wide unsurveyed bay which separates it from Puagiarssuk (68°39'·00N 51°54'·00W), a headland 6½ miles SE. Numerous shoals and obstructions lie within Nivâp Pâ and waters extending NE from Puagiarssuk and Ikamiut (4.68). Puagiarssuk is the NE extremity of Ivnârssuit peninsula (68°36'·57N 52°06'·31W), an irregular peninsula of the mainland, to which it is connected by a series of necks of land so narrow that it may almost be considered to be a group of islands.

Danish Chart 1512/20 [NP12-No 15-Wk 04/21]

**Greenland - West coast - Qasigiannqut to
Ilulissat - Ilimanaq — Depth**

207

Paragraph 4.92 ² line 12 *Replace by:*

...deep water, and a depth of 12 m in position 69°06'·59N 51°08'·47W.

Danish Notice 6/79; 80/22 [NP12-No 21-Wk 41/22]

**Greenland - West coast - Karrats Fjord —
Rock; shoals**

226

Paragraph 5.49 ³ lines 8-11 *Replace by:*

...WSW. Two shoals with charted depths of 3·2 m and 6·9 m lie respectively 2 miles SSW, and about 2¾ miles SSE, of the S-most islets of the Schades øer (71°23'·00N 53°52'·00W).

Danish Notices 30/291/22 & 11/96/23 [NP12-No 28-Wk 51/23]

**Greenland - West coast - West side of
Bylot Sund - Saunders Ø — Prohibited area**

243

After Paragraph 5.171 ⁴ line 4 *Insert:***Prohibited area
5.171a**

- ¹ Entry is prohibited (seasonally) into bird sanctuaries situated on the W side of Saunders Ø (76°34'·16N 69°44'·00W) (5.171).

Danish Notice 4/55/22 [NP12-No 20-Wk 35/22]

**Canada - Northwest Territories -
Tuktoyaktuk — Directions; lights**

438

Paragraph 13.65 ¹ line(s) 1-8 *Delete*Paragraph 13.65 ² line(s) 1 *Replace by:*

- ² From a position in the vicinity of TC Light Buoy (safe water) (69°31'·38N 133°08'·32W), the line of bearing (144·6°) of Tuktoyaktuk Island Light (tripod framework tower, red trapezoidal daymark with white stripe, 12 m in height) (69°27'·35N 132°59'·98W) leads, for...

Canadian Eastern Notice 7/6431/19 [NP12-No 4-Wk 36/19]

**Canada - North coast - Amundsen Gulf —
Marine Protected Areas**

448

After Paragraph 4.7 *Insert:***Marine Protected Area
4.7a**

- ¹ The Anguniaqvia niqiyuam Marine Protected Areas consists of two areas, located in Darley Bay (14.33) and Amundsen Gulf. For further details see 1.62.

Canadian Notice 6/606/20; Canadian ANM/20 [NP12-No 9-Wk 32/20]

**Canada - North coast - Amundsen Gulf —
Marine Protected Areas**

448

Replace existing Section IV Notice Week 32/20 with the following:

After Paragraph 14.7 *Insert:***Marine Protected Area
14.7a**

- ¹ The Anguniaqvia niqiyuam Marine Protected Areas consists of two areas, located in Darley Bay (14.33) and Amundsen Gulf. For further details see 1.62.

Canadian Notice 6/606/20; Canadian ANM/20 [NP12-No 10-Wk 39/20]

NP12

Canada - North coast - Coronation Gulf - Edinburgh Channel — Depths

463

Paragraph 14.147 1 line(s) 1-4 *Replace by:*

- 1 **Edinburgh Channel** which separates Murray Island from Edinburgh Island, 1¼ miles NNE, is deep and easily navigable, but vessels should remain more than 5 cables from the SW end of Edinburgh Island to avoid isolated depths of less than 6 m. The cliffs on both sides of the channel are radar conspicuous.

Canadian Eastern Notice 3/7778/20

[NP12-No 8-Wk 19/20]

Canada - Rasmusen Basin - King William Island - Gjoa Haven - Lund Islet — Shoal

489

Paragraph 15.91 2 lines 7-9 *Replace by:*

Lund Islet (68°35'·82N 95°49'·84W) lies close off Betzold Point, in shoal water which may extend up to 1 mile W, where breakers have been reported. A shoal with depth of 1·8 m lies close S of the islet and a 7·2 m shoal sounding lies about 1 mile S.

Canadian Western Notice 09/002.19/20

[NP12-No 11-Wk 50/20]

Canada - Rasmusen Basin - Shepherd Bay - Minna Island — Depths

491

Paragraph 15.103 2 *Replace by:*

- 2 Shoal water, with depths of 5·8 m (19 ft) or less, extends about 3 miles N from Minna Island with other shoal depths of 8·8 m (29 ft) or less extending up to 6 miles N. The shoals appear to border the E shore of the bay as far as Wilkins Point, situated 11 miles within Acland Point. A low, rocky islet lies in a shoal area, 7½ miles N of Acland Point, with a 7·3 m (24 ft) shoal patch about 1½ miles NNE of the islet.

Shoal water with depths of about 15 m (49 ft) or less extends up to 6 miles SW, 4 miles SE and 6½ miles E from Dryden Point. A shoal patch with a depth of 9·8 m (32 ft) lies 4 miles S of Dryden Point.

Canadian Western Notice 09/002.17/20

[NP12-No 12-Wk 50/20]

NP13 Australia Pilot Volume 1 (2020 Edition)

Australia - Navigational dangers and hazards — Piracy and armed robbery

2

After Paragraph 1.14 3 line 8 *Insert:*

Piracy and armed robbery

General information

1.14a

- 1 Attacks within the area covered by this volume are not as common as those seen farther N in Indonesian waters. However, vessels are advised to continue to remain vigilant, especially when transiting the Timor and Arafura seas.

Recommended practices

1.14b

- 1 Recommended practices, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6112, Q6113 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

- 2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Reporting

1.14c

- 1 **International Maritime Bureau (IMB)**. Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website (www.icc-ccs.org).

- 2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:

IMB Piracy Reporting Centre.

Tel: +60 3 2031 0014

E-mail: imbsecurity@icc-ccs.org

- For further information, see *ADMIRALTY List of Radio Signals Volume 1* and *The Mariner's Handbook*.

- 3 **Information Fusion Centre**. The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.

The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia and surrounding waters for the purpose of enhancing security and maintaining the freedom of navigation for vessels.

- 4 Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:

Website: www.ifc.org.sg

Tel: +65 6594 5728 / +64 9626 8965

Email: information_fusion_centre@defence.gov.sg

5 For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

UKHO [NP13-No 24-Wk 18/22]

Australia - Radio facilities — Jamming, spoofing and cyber-attacks

5

After Paragraph 1.40 1 line 6 *Insert*:

Jamming, spoofing and cyber-attacks

International Fusion Centre

1.40a

1 Merchant vessels operating in the VCR area (see 1.14c) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)* and chart *Q6113*.

UKHO [NP13-No 25-Wk 18/22]

Queensland - Gulf of Carpentaria - Port of Skardon River — Anchorages; buoys

91

Paragraph 2.24 2 lines 11-12 *Replace by*:

Berth IA (11°45'73S 141°53'98E) with depths of around 12 m.

Several mooring buoys (lit) are moored in the approaches to Skardon River and in the vicinity of the anchorages.

Australian Notice 12/437/22 [NP13-No 33a-Wk 05/23]

Queensland - Gulf of Carpentaria - Port of Skardon River — Anchorages

91

Paragraph 2.24 2 including existing Section IV Week Notice 05/23 *Replace by*:

2 **Anchorage** may be obtained offshore at designated waiting and working anchorage berths.

Waiting anchorage:

Standby Anchorage (11°44'05S 141°51'78E) in depths of about 15 m with a 600 m swinging radius.

Working anchorages:

Berth OA (11°44'46S 141°43'23E) in depths of about 20 m with a 900 m swinging radius.

Berth OA1 (11°44'89S 141°51'37E) in depths of about 16 m with a 600 m swinging radius.

Berth OA2 (11°45'46S 141°50'99E) in depths of about 16 m with a 600 m swinging radius.

Berth IA (11°45'20S 141°54'00E) in depths of about 13 m with a 600 m swinging radius.

Several mooring buoys (lit) are moored in the approaches to Skardon River and in the vicinity of the anchorages.

Australian Notice 18/743/23; ENC AU412141 (15.002)
[NP13-No 75-Wk 38/23]

Queensland - Gulf of Carpentaria - Albatross Bay and Port of Weipa — Depths

91

Paragraph 2.29 1 lines 1-4 *Replace by*:

1 From seaward, South Channel has a maintained depth of 12.2 m through to Urquhart Point (2.46). The Approach Channel, passing S of Cora Bank (2.41), has a maintained depth of 7.3 m. The Departure Channel, passing N of Cora Bank, has a maintained depth of 11.7 m.

Australian Notice 15/556/22 [NP13-No 33b-Wk 06/23]

Queensland - Gulf of Carpentaria - Albatross Bay — Arrival information; outer anchorages

92

Paragraph 2.36 *Replace by*:

1 Anchorage may be obtained within Albatross Bay, in depths of 13 to 16 m; mud and shells, good holding. There are designated anchorage berths for vessels awaiting a pilot. Shallow-draught vessels may obtain anchorage, sheltered from NW winds, E of Hatchman Point (12°34'93S 141°37'55E).

Restricted area. See 2.39.

Australian Chart 4 (2023) [NP13-No 64-Wk 30/23]

Queensland - Gulf of Carpentaria - Albatross Bay — Arrival information; traffic regulations

92

After Paragraph 2.39 1 line 3 *Insert*:

Restricted area. Anchoring is restricted within an area that surrounds the entrance to South Channel (2.46).

Australian Chart 4 (2023) [NP13-No 65-Wk 30/23]

Queensland - Gulf of Carpentaria - Approaches to Karumba — Directions; lights

97

Paragraph 2.84 3-6 *Replace by*:

3 The alignment (119.1°) of these lights leads ESE through the entrance channel, marked by light beacons (lateral), to a position between No 7 Light Beacon (17°26'42S 140°44'70E) and No 8 Light Beacon, close NNW. The track then follows the maintained channel, passing between buoys (special) and the Outer Banks, to a position between No 11 Light Beacon (17°26'71S 140°45'51E) and No 12 Light Beacon, close N.

4 The track then continues within the white sector (264.1°-264.6°), astern, of Elbow Bank Reach Directional Light (17°26'75S 140°44'81E), which leads E between light beacons (lateral) to a position in the maintained channel W of No 16 Light Beacon (S cardinal) (17°26'57S 140°46'75E). Thence the track continues generally ESE through the channel marked by light beacons (lateral), passing:

NP13

5 Between Alligator Point, the S entrance point of Norman River, and Karumba Point (9 cables E) its N entrance point.
The track then continues as required.

6 Useful marks:

Microwave tower (17°29'·18S 140°50'·28E).
Water tower (17°29'·87S 140°50'·32E).

Australian Notice 10/426/21 [NP13-No 17-Wk 30/21]

Northern Territory - Gulf of Carpentaria - Bing Bong — Anchorages

108

Paragraph 2.161 including heading *Replace by:*

Basins and berths

2.161

1 Anchorages and moorings.

BB1 Anchorage (15°26'·50S 136°30'·80E), in a depth of about 12 m; good holding;
BB2 Anchorage (15°23'·30S 136°32'·00E), in a depth of about 14 m; good holding;
WD1 Anchorage (15°26'·95S 136°32'·70E);
WD2 Anchorage (15°22'·80S 136°33'·10E);
WD3 Anchorage (15°20'·30S 136°34'·30E);
2 NR1 Anchorage (15°25'·51S 136°30'·96E), DM1 and DM2 mooring buoys (lit) lie close SW;
NR2 Anchorage (15°21'·38S 136°33'·35E), DM3 mooring buoy (lit) lies close S;
NR3 Anchorage (15°21'·56S 136°36'·51E).

Mooring buoys (lit) CM1 to CM3 are located in a small craft anchorage centred on 15°32'·60S 136°25'·20E.

Australian Notice 25/1029/20 [NP13-No 13-Wk 07/21]

Northern Territory - Gulf of Carpentaria - Bing Bong — Anchorages

108

Paragraph 2.161 1 including heading and existing Section IV Notice Week 07/21 *Replace by:*

Basins and berths

2.161

1 Anchorages and moorings.

BB1 Anchorage (15°26'·50S 136°30'·80E), in a depth of about 12 m; good holding;
BB2 Anchorage (15°23'·30S 136°32'·00E), in a depth of about 14 m; good holding;
NR0 Anchorage (15°28'·27S 136°30'·10E);
2 NR1 Anchorage (15°25'·51S 136°30'·96E), DM1 and DM2 mooring buoys (lit) lie close SW;
NR2 Anchorage (15°21'·38S 136°33'·35E), DM3 mooring buoy (lit) lies close S;
NR3 Anchorage (15°21'·56S 136°36'·51E).

Mooring buoys (lit) CM1 to CM3 are located in a small craft anchorage centred on 15°32'·60S 136°25'·20E.

Australian Notice 20/835/21 [NP13-No 22-Wk 44/21]

Northern Territory - Gulf of Carpentaria - Melville Bay — Directions; rock

112

After Paragraph 2.201 5 line 3 Insert:

N of a dangerous rock (12°10'·34S 136°41'·75E), which lies within an unsurveyed area, thence:

Australian Notice 18/686/22 [NP13-No 36-Wk 06/23]

Northern Territory - Van Diemen Gulf - Cape Don to Clarence Strait — Directions; shoal

136

After Paragraph 3.97 8 line 4 Insert:

SE of a shoal patch (11°54'·26S 131°19'·64E), with a depth of 17·7 m, thence:

Australian Notice 13/522/23 [NP13-No 66-Wk 30/23]

Northern Territory - Clarence Strait - Melville Island — Directions; shoal

136

Paragraph 3.99 5 line(s) 8-9 *Replace by:*

...taken for Howard Channel (3.119). A SSW track can be taken for the North Channel (3.122), passing ESE of the coastal bank, which extends 10 miles ESE from Muranapi Point (11°52'·80S 131°02'·92E) (3.112).

Australian Notice 5/180/23 [NP13-No 48-Wk 12/23]

Northern Territory - Clarence Strait - Melville Island — Directions; shoal

136

Paragraph 3.99 2-5 including existing Section IV Notice Week 12/23 *Replace by:*

2 Between Hinkler Patches and the 10 m depth contour of Napier Bay (11°31'·33S 131°29'·00E).

The track then leads S, passing:
W of Ommaney Shoals (11°34'·10S 131°32'·46E) (3.97), and:

E of Baxendell Reef (11°34'·27S 131°29'·17E), fringed by shoals extending up to 1½ miles SE, thence:

3 E of Cape Keith (11°36'·29S 131°28'·29E) fringed with mangroves, distant 2¼ miles.

The track then leads SW, passing:
NW of a shoal (11°37'·38S 131°31'·50E) with a depth of 7·7 m, thence:

NW of Renard Shoals (11°38'·60S 131°30'·66E) (3.97), thence:

NW of a shoal patch (11°40'·52S 131°27'·70E) with a depth of 8·3 m, thence:

4 SE of a shoal extending 3¼ miles SW from the vicinity of 11°40'·61S 131°24'·34E, with a least depth of 7·8 m, thence:

NW of Beagle Shoals (11°47'·63S 131°21'·94E) always marked by discolouration and, except at slack water, by overfalls, and in bad weather by breakers, thence:

5 SE of Nihill Patch (11°46'·42S 131°16'·91E), lying 1¼ miles S of Conder Point (11°44'·25S 131°16'·78E) (3.96), and:

NW of Hunt Patch (11°49'·21S 131°18'·58E).

When Ant Cliff (11°47'38S 131°10'89E) (3.94) bears 293°, distant 5½ miles, a S track can then be taken for Howard Channel (3.119). A SSW track can be taken for the North Channel (3.122), passing ESE of the coastal bank, which extends 10 miles ESE from Muranapi Point (11°52'80S 131°02'92E) (3.112).

Australian Notice 17/695/23; ENC AU412131 (7.001)
[NP13-No 71-Wk 37/23]

**Northern Territory - Clarence Strait -
Melville Island — Directions**

137

Paragraph 3.100 1-2 *Replace by:*

- 1 **Caution.** Dangerous steep seas are raised when the tide sets against the wind in the vicinity of Soldier Point, and between Ommaney and Renard Shoals.

Australian Notice 17/695/23 [NP13-No 72-Wk 37/23]

**Western Australia - North-west coast -
Timor Sea — Terminal**

145

After Paragraph 4.22 1 line 9 Insert:

Ichthys LNG Terminal

General information

4.22a

- 1 **Position and function.** Ichthys LNG Terminal (13°57'00S 123°18'40E) is situated about 120 miles off the NW coast of Australia, and 10 miles S of Prelude FLNG Terminal (4.21). The terminal comprises a production platform (13°56'34S 123°17'87E) and the FPSO *Ichthys Venturer* (13°57'91S 123°18'89E).

Operator. Inpex, Level 22, 100 St Georges Tce, Perth, WA 6000.

Arrival information

4.22b

- 1 **Prohibited area.** The terminal is surrounded by a Cautionary Area; unauthorised entry within 500 m of offshore structures is prohibited.

Pilotage is compulsory within 3 miles of the FPSO. Pilots normally embark at least 3 miles astern of the FPSO.

Regulations concerning entry. For regulations and procedures contact the terminal operator.

Australian Notice 14/555/23; ENC AU314123 (8.000)
[NP13-No 68-Wk 35/23]

**Northern Territory - Timor Sea -
Cape Van Diemen - Parry Shoal —
Directions; shoal depth**

146

After Paragraph 4.30 2 line 4 Insert:

NW of a 13.6 m patch (11°05'28S 129°45'00E),
thence:

Australian Chart 309 (2022) [NP13-No 39-Wk 09/23]

**Northern Territories - Timor Sea -
Cape Fourcroy — Directions; shoal Depths**

147

After Paragraph 4.36 1 line 4 Insert:

SW of a 12.8 m patch (11°40'97S 129°40'16E),
thence:

Paragraph 4.36 1 line 5 *For 15.6 Read 14.4*

Australian Chart 309 (2022) [NP13-No 40-Wk 09/23]

**Northern Territories - Timor Sea - Flat Top Bank
— Directions; shoal Depth**

147

After Paragraph 4.38 1 line 8 Insert:

S of a 15.5 m shoal patch (12°16'43S 129°29'28E),
thence:

Australian Chart 309 (2022) [NP13-No 41-Wk 09/23]

**Northern Territories - Timor Sea -
Cape Van Diemen to Cape Fourcroy —
Directions; shoal depth**

149

After Paragraph 4.54 3 line 4 Insert:

E of a 14.9 m shoal patch (11°19'34S 129°47'47E),
thence:

Australian Chart 309 (2022) [NP13-No 42-Wk 09/23]

**Northern Territories - Beagle Gulf -
Charles Point — Directions; Shoal Depth**

151

After Paragraph 4.74 1 line 3 Insert:

N of Charles Point Patches (4.93), thence:

Australian Chart 309 (2022) [NP13-No 43-Wk 09/23]

**Western Australia - Cambridge Gulf - Wyndham
— Directions; light buoy**

166

Paragraph 4.156 3 line(s) 1-5 *Replace by:*

- 3 A shoal (15°27'26S 128°05'80E) extends up to 5 cables from the shore, the N part of which lies mid-channel abreast Wyndham Wharf (4.161).

Australian Notice 14/588/21 [NP13-No 18-Wk 40/21]

**Western Australia - North coast -
Holothuria Banks — Directions; dangerous
wreck**

169

After Paragraph 4.187 2 line 7 Insert:

NNE of a dangerous wreck (13°46'30S
125°53'60E), thence:

Australian Notice 7/261/23 [NP13-No 50-Wk 18/23]

NP13

Western Australia - Bonaparte Archipelago - Degerando Island — Directions; shoal

177

Paragraph 4.253 6 lines 4-5 *Replace by:*

...the island. Wildcat Reefs and a shoal (15°15'28S 124°05'03E), with a least depth of 5.9 m, lie up to 8½ miles NW from the island and are...

Australian Chart 730 (2023) [NP13-No 57-Wk 28/23]

Western Australia - York Sound - Approach west of Bigge Island — Directions; depth

179

Paragraph 4.260 5 line(s) 5 *Replace by:*

An 11.2 m shoal lies 5¾ cables S. Thence:

ENC AU415125 (8.002) [NP13-No 23-Wk 12/22]

Western Australia - York Sound - Port Nelson — Depth

180

Paragraph 4.266 5 lines 1-8 *Replace by:*

5 **Depths.** The least known depth mid-channel is 6.3 m.

Australian Chart 730 (2023) [NP13-No 58-Wk 28/23]

Western Australia - Bonaparte Archipelago - Brunswick Bay — Directions; shoal

180

After Paragraph 4.270 3 line 3 *Insert:*

Clear of a shoal patch (15°12'97S 124°34'64E), with a depth of 11.1 m, thence:

Australian Chart 730 (2023) [NP13-No 59-Wk 28/23]

Western Australia - Bonaparte Archipelago - Brunswick Bay — Dangers; shoals

181

Paragraph 4.273 2 lines 3-11 *Replace by:*

Dangers. In the NW channel a shoal (15°20'34S 124°10'46E), with a depth of 7.9 m, lies off the W extremity of Degerando Island and a least depth of 11.1 m is charted in the fairway 2½ miles N of the same point. In the SE channel a foul area extends up to 1 mile SE, and E, from Champagne Islands; drying patches and other dangers, whose positions can best be seen from the chart, extend about 8½ miles SE from Degerando Island across the S entrance to the strait. Numerous shoal patches, with a least depth of 5.9 m, lie within the SE channel.

Australian Chart 730 (2023) [NP13-No 60-Wk 28/23]

Western Australia - Brunswick Bay - Prince Regent River — Dangers; rocks

181

Paragraph 4.275 2 lines 3-10 *Replace by:*

Dangers. Numerous underwater rocks lie in the E entrance channel of the river.

Australian Chart 730 (2023) [NP13-No 61-Wk 28/23]

Western Australia - Bonaparte Archipelago - Hanover Bay — Anchorage; shoals

181

Paragraph 4.277 3 lines 4-9 *Replace by:*

Anchorage. Good anchorage is afforded in the vicinity of 15°16'11S 124°45'88E, in depths from 15 to 20 m, with a bottom of sticky grey mud. Anchorage within the bay is protected to the E, S and W by the mainland.

Caution. Numerous shoal patches, with a least depth of 4.9 m, lie within the bay.

Australian Chart 730 (2023) [NP13-No 62-Wk 28/23]

Western Australia - Brunswick Bay - Port George IV — Anchorage

182

Paragraph 4.279 4 lines 1-4 *Replace by:*

4 **Anchorage** can be obtained within the port, clear of numerous pearl culture farms.

Paragraph 4.279 4 line 7 *For anchorages Read anchorage*

Australian Chart 730 (2023) [NP13-No 63-Wk 28/23]

Western Australia - Offshore banks - Rowley Shoals — ESSA

186

After Paragraph 5.10 1 line 4 *Insert:*

Marine protected area. Rowley Shoals lie within an ESSA. See 1.83.

Paragraph 5.12 1 lines 5-6 *Replace by:*

Australian Chart 325/21 [NP13-No 15-Wk 24/21]

Western Australia - Browse Island to Scott Reef — Directions; obstruction

186

Paragraph 5.15 1 lines 1-4 *Replace by:*

1 **Track.** From the vicinity of 14°14'00S 123°29'00E, about 8 miles SSW of Browse Island, the route leads W, for about 95 miles, passing:

Clear of an obstruction (14°14'13S 123°09'73E), depth 15 m.

Thence to a position about 15 miles S of Scott Reef (14°06'80S 121°50'88E) (5.6).

Australian Chart 4603 (2022) [NP13-No 44-Wk 09/23]

**Western Australia - Buccaneer Archipelago -
Rosella Shoal to King Island —
Directions; ODAS Buoy**

188

Paragraph 5.32 1-2 *Replace by:*

- 1 From the vicinity of 15°38'·00S 123°54'·00E, between Rosella and Lorikeet Shoals, the track leads generally SW, passing:
NW of Denman Shoal (15°43'·00S 123°55'·54E), thence:
Clear of an ODAS buoy (15°40'·73S 123°49'·22E), thence:
SE of Mavis Reef (15°30'·80S 123°36'·00E) on which there is a sand cay which dries 6·6 m, thence:
- 2 NW of Conway Island (15°50'·95S 123°40'·37E) the N-most Macleay Island, thence:
NW of King Island (15°52'·30S 123°38'·18E), on the SW extremity of an extensive drying reef, to a position 2½ miles WNW of the same island.

ENC AU416123 (4.007) [NP13-No 10-Wk 53/20]

**Western Australia – Collier Bay –
Prior Point — Directions; shoals**

191

After Paragraph 5.54 1 line 5 *Insert:*

W of a shoal patch (15°47'·27S 124°22'·71E), with a least depth of 3·4 m; a detached shoal patch, with a depth of 4·1 m, lies 4½ cables NNW. Thence:

Australian Chart 732 (2022) [NP13-No 29-Wk 50/22]

**Western Australia – North approach to
Collier Bay — Directions**

191

Paragraph 5.54 2-3 *Replace by:*

- 2 E of a shoal spit with a depth of 3·8 m (15°49'·41S 124°19'·52E) extending N from Montgomery Reef (5.52), thence:
E of Ngalanguru Island (15°54'·50S 124°20'·62E), the largest High Clifty Island, and:
W of Lizard Island (15°55'·81S 124°25'·28E) noting the foul area which extends up to 6 miles NNW from the island, thence:
- 3 Between Raft Point (16°04'·05S 124°26'·85E) and Mulgudna Island (16°03'·17S 124°18'·40E), noting the 4·1 m patch 1 mile E.
Caution. Most of the E side of the channel is unsurveyed and encumbered by numerous dangers. See also 5.52.

Australian Chart 732 (2022) [NP13-No 30-Wk 50/22]

**Western Australia - King Sound -
Swan Point — Wreck**

199

Paragraph 5.113 1 lines 1-2 *Replace by:*

- 1 **Historic wreck** of the vessel *Karrakatta* lies 1 mile N of Swan Point. See 1.82.

Australian Notice 23/981(P)/23 [NP13-No 76-Wk 51/23]

**Western Australia - King Sound -
Channel south of Alarm Shoal —
Directions; wreck**

202

Paragraph 5.132 3 lines 6-10 *Replace by:*

...122°57'·80E) of Alarm Shoal, thence:
NNW of an historic wreck (16°20'·47S 123°02'·49E) (5.113).

Alternative leading mark for the E end of this channel:

Line of bearing 050° of SE Twin Island (16°17'·58S 123°05'·51E).

Australian Notice 23/981(P)/23 [NP13-No 77-Wk 51/23]

**Western Australia - North-west coast -
Cape Leveque to Lacepede Islands -
Lacepede Channel — Directions; shoals**

208

Paragraph 5.185 3 lines 1-3 *Replace by:*

- 3 NW of Tangier Shoals (17°03'·84S 122°13'·28E) (5.191) noting the patches, with depths of less than 10 m, extending up to 4 miles N of the shoals, closer to the track, and:

Australian Notice 1/9/23 [NP13-No 37-Wk 07/23]

**Western Australia - Roebuck Bay - Broome —
Controlling depths**

210

Paragraph 5.203 *Replace by:*

- 1 **North approach.** Depths generally more than 10 m.
West approach. Maximum draught of 7·5 m.
Entrance channel. The main jetty leading lights (5.218) lead across a bar with depths of 10 to 13 m. For the alternative approach (5.218) the controlling depth is 4·4 m.
- 2 **Caution.** Numerous isolated depths of less than 10 m lie outside the charted 10 m depth contour for distances of up to 20 miles off the coast and sandwaves may further effect depths in the approaches.

ENC AU5050P0 (12.000) [NP13-No 19-Wk 41/21]

NP13

Western Australia - Roebuck Bay - Broome — Anchorages

211

Paragraph 5.207 2-4 *Replace by:*

2 **Cable Beach Anchorage.** Berths 1CB-3CB lie about 1½ miles WNW of Cable Beach (17°55'·95S 122°12'·64E) and about ¾ miles N of Gantheaume Point (5.216), in depths of 10 to 15 m, sand.

Entrance Point Anchorage. Berths E1-E4 lie 1½ miles SW of Entrance Point in 4·2 to 8·4 m, SW of Roebuck Deep. They are designated for use by rig tenders and seismic survey vessels.

3 **Roebuck Anchorage.** Berths RB1-RB9 lie S of Middle Ground between ¼ miles SE, and ¾ miles ESE, of Entrance Point, in 8·5 to 36·0 m. They are designated for use by rig tenders and seismic survey vessels.

Australian Notice 14/587/21 [NP13-No 20-Wk 41/21]

Western Australia - Broome — Pilotage

212

Paragraph 5.209 1 lines 4-6 *Replace by:*

Boarding positions:

Northern pilot boarding station (17°51'·40S 122°10'·00E), for vessels with a draught greater than 7·5 m.

Outer (western) pilot boarding station (17°58'·02S 122°05'·40E), for vessels with a draught less than 7·5 m.

Australian Notice 16/587/20 [NP13-No 5-Wk 39/20]

Western Australia - Roebuck Bay - Broome — Directions

212

Paragraph 5.216 *Replace by:*

1 Depending on draught (5.203), the harbour may be approached from either the N or the W, thence through Roebuck Deep and entered between the reef extending SE of Entrance Point (18°00'·49S 122°12'·55E) (5.201) and an area of shoal water about ½ cables ESE of Entrance Point. See caution at 5.203.

2 **North approach.** From the vicinity of 17°57'·00S 121°53'·00E, the track initially leads generally ENE, clear of charted shoals; see caution at 5.203. Passing:

Clear of a shoal (17°55'·20S 121°56'·41E) with a depth of around 9 m, thence:

Clear of Buoy No 2 (special, seasonal) (17°53'·07S 122°01'·89E), thence:

3 NNW of the Outer Anchorage (5.207), thence: NNW of the N extremity of a narrow shoal that extends ½ miles N of Declaration Rock (17°55'·07S 122°08'·65E), which has a depth of about 4·1 m.

The track then leads E to the northern pilot boarding station (17°51'·40S 122°10'·00E) (5.209). The track then leads generally S, passing:

4 E of Declaration Rock, noting the numerous areas of shoal water in the vicinity, and: Clear of the Cable Beach Anchorages (5.207), thence:

Clear of a shoal patch (17°56'·13S 122°09'·42E) with a depth of about 8 m, thence:

5 W of a shoal (17°57'·09S 122°10'·68E) with a depth about 7 m, thence:

E of an area of shoal patches (17°57'·41S 122°08'·64E) with depths of around 8 m, and:

Clear of an area of shoal patch (17°57'·37S 122°09'·70E) with a least depth of 7·3 m, and:

6 W of Whale Rock (17°57'·58S 122°10'·68E), a drying rock.

W of Swirl Rock (17°58'·07S 122°10'·23E), thence:

Thence to a position W of Gantheaume Point (17°58'·45S 122°10'·65E); numerous rocky patches, some of which dry, and a shoal area extend up to 7 cables from the point.

7 **West approach.** From the vicinity of 17°57'·00S 121°53'·00E, the line of bearing 094·5° of Gantheaume Point Light (17°58'·45S 122°10'·65E) leads to a position about 2 miles W of the light, passing:

S of the Outer Anchorage (5.207), thence:

8 N of Disaster Rock (18°03'·91S 122°05'·08E), a drying rock and associated obstructions lying the W side of Pearl Shoals (5.200), thence:

S of Declaration Rock (17°55'·07S 122°08'·65E), noting the 3·7 m patch 4 cables SSW of it which lies closer to the track, and:

N of North Rock (17°59'·49S 122°08'·49E).

Caution. Depths of less than 8 m lie close N and S of the line of the W approach.

Paragraph 5.217 1 *Replace by:*

1 From a position W of Gantheaume Point Light, the route leads SE through Roebuck Deep, the fairway of which is discernible by its blue water, passing:

Paragraph 5.217 3 lines 5-6 *Replace by:*

SW of Riddell Point (18°00'·00S 122°11'·83E) fronted by a foul area. Vessels should pass not less than 6 cables from the point. Thence:

ENC AU5050P0 (12.000); KPA Port and Terminal Handbook V6.0 [NP13-No 21-Wk 41/21]

Western Australia - Roebuck Bay - Broome — Directions; shoal; depth

214

Paragraph 5.218 2 lines 1-4 *Replace by:*

2 ESE of an isolated 9·9 m shoal (18°00'·76S 122°12'·68E), thence:

WNW of a shoal patch (18°00'·61S 122°12'·93E), with a least depth of 4·4 m, marked by a light buoy (preferred channel to port); care should be taken not to be set E of the leading line. Thence:

Australian Notice 24/989/20; UKHO

[NP13-No 12-Wk 05/21]

**Western Australia - Rankin Bank to
Northwest Cape — Directions; restricted area**

226

Paragraph 6.10 1 line(s) 11 *Replace by:*

...thence:
Clear of a restricted area (20°08'·88S 115°02'·45E),
containing JULA01 wellhead, thence:

Australian Notice 24/1017/21 [NP13-No 26-Wk 20/22]

**Western Australia - Dampier Archipelago -
Stag Marine Terminal — Terminal**

227

Paragraph 6.20 1-2 *Replace by:*

1 **Position and function.** Stag Marine Terminal (20°16'·31S 116°16'·57E) consists of a mooring superbuoy and a lighted production platform, 1 mile S. Vessels between 25 000 and 150 000 dwt can be accommodated at the facility. A cautionary area surrounds the facility.

2 **Terminal operator.** Jadestone Energy (Australia) Pty Ltd, 1 William Street, Perth, Western Australia, 6000.

Website. www.jadestone-energy.com

Australian Notice 21/857/20; UKHO
[NP13-No 9-Wk 51/20]

**Western Australia - Dampier -
King Bay Supply Base — Directions; lights**

239

Paragraph 6.116 2 *Replace by:*

2 From a position within Parker Point Approach Channel (6.112), about 1 mile W of Phillip Point (20°37'·50S 116°44'·75E), the alignment (095°) of these lights leads E through a channel, marked by light beacons (lateral), to a position S of No 4 Light Beacon (port hand) (20°37'·69S 116°44'·56E). The track then leads generally NE to the berths.

Australian Notice 17/697/23 [NP13-No 73-Wk 37/23]

**Western Australia - Dampier - Toll Dampier
Supply Base — Directions; lights**

239

Paragraph 6.117 1 lines 6-10 *Replace by:*

From a position within Parker Point Approach Channel (6.112), about 5 cables NNE of Parker Point (20°38'·35S 116°43'·30E), the alignment (090°) of the above leading marks leads E through the approach channel, marked by light buoys (lateral), to the supply base.

Australian Notice 17/697/23 [NP13-No 74-Wk 37/23]

**Western Australia - North-west coast -
Varanus Island — Directions; shoals;
light beacon**

248

Paragraph 6.178 4 lines 3-4 *Replace by:*

E of Varanus Island (20°39'·00S 115°34'·60E), noting Abutilan Island close S. Shoals and obstructions lie up to 1½ miles E of the islands, including a foul area (20°39'·93S 115°35'·82E) marked by a light beacon (N cardinal). Thence:

Australian Notice 8/310/23 [NP13-No 51-Wk 21/23]

**Western Australia - Onslow - Beadon Creek —
Directions; controlling depth; berths**

255

Paragraph 6.236 1-3 *Replace by:*

1 **Description.** A breakwater projects about 2 cables NNE from the coast about 1½ miles SE of Beadon Point (6.220), the W entrance point of Beadon Bay, and marks the entrance to Beadon Creek.

Controlling depth. The entrance channel has a maintained depth of 5·4 m as far as the Onslow Marine Supply Base (OMSB) (21°38'·78S 115°07'·86E), farther upriver the depths reduce.

2 Depths in dredged areas, although generally maintained, may be less than charted. For the latest information, consult the Harbour Master.

Directions. Leading lights:

Front light (white beacon, red stripes) (21°38'·51S 115°08'·14E).

Rear light (2½ cables from front light).

3 From a position about 1½ miles NNW of the head of the breakwater (21°38'·29S 115°07'·97E) the alignment (159°) of these lights leads SSE through a maintained channel marked by light beacons and leading lights, to a position close NE of the breakwater.

Thence the track leads SSW in the white sector (201·6°-202·6°) of Beadon Creek Directional Light (21°38'·71S 115°07'·83E) into the harbour basin.

4 **Berths.** The largest berth is OMSB, with a length of around 200 m and a depth of 7·1 m.

Port services: limited repair facilities and a sheerlegs crane for lifting small craft from the water; fuel by road tanker; fresh water, limited supply; provisions, limited supply.

Australian Notice 25/1032/20 [NP13-No 14-Wk 07/21]

Western Australia - North West Cape — ATBA

258

After Paragraph 6.263 1 line 6 *Insert:*

**Area to be avoided
6.263a**

1 An area to be avoided (ATBA), adopted by the IMO, extends between 3 and 12 miles from the HW line between North West Cape (6.280) and 22°50'·00S 113°47'·42E. Vessels of more than 150 gt and all vessels engaged in towing operations should avoid entering the area.

UKHO [NP13-No 53-Wk 28/23]

NP13

Western Australia - Exmouth Gulf - North West Cape — Area to be avoided

260

After Paragraph 6.275 1 line 4 *Insert*:

Area to be avoided 6.275a

1 See 6.263a

UKHO [NP13-No 54-Wk 28/23]

Western Australia - North West Cape to Geopraphe Channel — Area to be avoided

266

After Paragraph 7.11 2 line 6 *Insert*:

Area to be avoided 7.11a

1 See 6.263a

UKHO [NP13-No 55-Wk 28/23]

Western Australia - North West Cape — Directions; ODAS

266

After Paragraph 7.15 2 line 5 *Insert*:

NW of a submerged ODAS (21°50'·98S 113°54'·40E), depth 10 m, thence:

ENC AU322113 (9.000) [NP13-No 56-Wk 28/23]

Western Australia - Shark Bay - Gascoyne Road and Carnarvon — Anchorage; foul ground

272

Paragraph 7.62 2 *Replace by*:

2 **Anchorage.** The best anchorage is off the N entrance to Gascoyne River on the line of bearing 076° of Babbage Island Light (24°52'·56S 113°37'·87E), distant 1¼ miles, in about 6 m, sand, clear of an area of foul ground marked by a light buoy (special) (24°52'·87S 113°37'·00E). This area is frequented by HSC, see 7.60.

Australian Notice 13/523/23 [NP13-No 67-Wk 30/23]

Western Australia - Houtman Abrolhos - Middle Channel — Directions; depths

277

Paragraph 7.107 1 lines 5-9 *Replace by*:

Depths. Middle Channel has general depths from 30 to 60 m in the fairway. Broken ground, on which a sounding of 19·3 m was obtained, lies 4 miles ESE of Evening Reef.

Australian Chart AU332 Ed.3 (2020) [NP13-No 6-Wk 41/20]

Western Australia - West coast - Geraldton to Swan River - Leeman — Lights

283

Paragraph 7.157 1 lines 5-6 *Delete*

Paragraph 7.168 2 lines 2-3 *Delete*

Australian Notice 15/560/22 [NP13-No 34-Wk 06/23]

Western Australia - West coast - Geraldton to Swan River - Leeman — Lights

285

Paragraph 7.181 1 lines 2-3 *Replace by*:

Front light (orange beacon) (29°56'·54S 114°58'·70E).

Rear light (similar structure) (3 cables from front light).

Australian Notice 15/560/22 [NP13-No 35-Wk 06/23]

Western Australia - Fremantle and approaches - Owen Anchorage — Directions; anchorage

298

After Paragraph 8.55 1 line 3 *Insert*:

Clear of Owen Emergency Anchorage (8.58), thence:

After Paragraph 8.56 1 line 3 *Insert*:

Clear of Owen Emergency Anchorage (8.58), thence:

Australian Notice 15/604/23 [NP13-No 69-Wk 35/23]

Western Australia - Fremantle and approaches - Owen Anchorage — Anchorage

298

After Paragraph 8.58 3 *Insert*:

Owen Emergency Anchorage (32°06'·46S 115°42'·39E), designated OEA, has a 300 m swinging radius and lies E of Success Channel (8.27).

Australian Notice 15/604/23 [NP13-No 70-Wk 35/23]

Western Australia - Fremantle - Cockburn Sound — Submarine cable

300

After Paragraph 8.66 1 line 36 *Insert*:

Caution. A submarine cable is laid through the SW extremity of ORA4 anchorage and the W part of ORA5 anchorage.

Australian Chart 754 (2023) [NP13-No 38-Wk 07/23]

**Western Australia – West coast – Cape Bouvard
— Directions; light**

305

Paragraph 8.103 *1* line 4 *Delete*Paragraph 8.104 *3* lines 1–8 *Replace by:*

- 3* W of Cape Bouvard (32°40'·93S 115°36'·42E), from where White Hill Light (32°41'·20S 115°36'·84E) is exhibited, noting the shoals, with depths of less than 10 m, which extend N from a position 3 miles NNW of Cape Bouvard to Five Fathom Bank. Bouvard Reefs extend S up to 22 miles S from Cape Bouvard, and up to 3 miles offshore. The sea only breaks on these reefs during a heavy swell. Thence:

Australian Notice 3/105/22 [NP13-No 28-Wk 37/22] *1*

**Western Australia – South-west coast -
Approaches to Bunbury — Pilotage**

308

Paragraph 8.123 *1* line(s) 3 *Replace by:*

Pilot boards in the following positions:

Plt A 33°15'·85S 115°37'·41E.

Plt B 33°15'·00S 115°36'·50E.

Australian Notice 20/801/20 [NP13-No 8-Wk 49/20]

**Western Australia – South coast - Flinders Bay
— Anchorage; submarine cable**

316

Paragraph 9.14 *1* lines 1–7 *Replace by:*

- 1* Anchorage can be obtained in the NW part of the bay from May to October, clear of a submarine cable, and having regard to the numerous shoal patches within the bay.

An historic wreck (1.82), *Mayflower*, lies within a protected area 8 cables NNE of Barrack Point (34°20'·80S 115°10'·10E).

ENC AU335115 (6.001) [NP13-No 27-Wk 36/22] *5*

**Western Australia – South Australia -
Salisbury Island to Cape Catastrophe —
Marine nature reserve**

337

After Paragraph 10.3 *1* *Insert:***Marine nature reserve****10.3a**

- 1* ESSAs have been established in the area covered by this chapter. For more information see 1.83 and the *Mariner's Handbook for Australian Waters AHP20*.

Australian Chart 4709 (2022) [NP13-No 45-Wk 09/23]

**South Australia – Eucla Roads to Cape Adieu —
Restricted area; marine nature reserve**

339

After Paragraph 10.21 *2* line 8 *Insert:***Traffic regulations****10.21a**

- 1* **Restricted area**, into which entry is seasonally prohibited, is established between Eucla Roads (10.19) and a point 3¼ miles ESE of Twin Rocks (10.22). This restricted area forms part of an ESSA (see 10.3a).

After Paragraph 10.25 *1* *Insert:***Traffic regulations****10.25a****Restricted area.** See 10.21a.Paragraph 10.26 *1* including heading *Replace by:***Marine nature reserve****10.26**See 10.3a *1*

Australian Chart 4709 (2022) [NP13-No 46-Wk 09/23]

**South Australia – Kangaroo Island – South coast
– Cape du Couedic to Cape Gantheaume —
Topography; relative direction**

382

Paragraph 12.14 *1* line 5 *For S Read SSE*

UKHO [NP13-No 31-Wk 02/23]

**South Australia – Kangaroo Island – South coast
– Cape du Couedic to Cape Gantheaume —
Directions; depths**

382

Paragraph 12.16 *5-6* *Replace by:*

- 5* S of South East Snare (36°04'·25S 137°14'·18E), a dangerous pinnacle rock over which the sea breaks occasionally. In bad weather it breaks heavily. A 5·8 m shoal, reported (2022), lies 1½ miles E. Thence:

Clear of North Rocks, Young Rocks and South-west Rock (12.14), thence:

- 6* S of Quin Rock (36°05'·18S 137°24'·62E), a small rock and over which the sea seldom breaks. A 9·1 m shoal, reported (1961), and a 11·3 m shoal, reported (2022), lie 2¼ and 4½ miles SSE respectively. Thence:

S of Cape Gantheaume (36°04'·27S 137°27'·71E), steep to on its W side and sloping on its E side. A reef, with several rocks above water and the outer one awash extends 5 cables SW from the cape. There are breakers 1 cable W of the outer rock.

Australian Notice 7/267/22 [NP13-No 32-Wk 02/23]

NP13

South Australia - Kangaroo Island - South coast — Directions; shoal depth

383

After Paragraph 12.26 2 line 2 *Insert*:

Clear of an 18.3 m shoal (36°10'·91S 137°46'·31E), reported, thence:

Australian Chart 4709 (2022) [NP13-No 47-Wk 09/23]

South Australia - Kangaroo Island - South coast — Directions; shoal patch

383

Paragraph 12.26 2 including existing Section IV Notice Week 09/23 *Replace by*:

- 2 SSE of Cape Linois (36°01'·06S 137°35'·15E), a bold cliff headland, thence:
Clear of an 18.3 m shoal (36°10'·91S 137°46'·31E), reported (1961), thence:
Clear of a 9.1 m shoal patch (36°05'·28S 138°01'·52E), existence doubtful, reported (1961), thence:
Clear of a 11.1 m shoal patch (36°03'·17S 138°03'·52E), thence:
SSE of Cape Hart (35°54'·11S 138°02'·48E), a low rocky point, steep-to; a reef, on which the sea breaks heavily extends 2 cables SW from Cape Hart.

Australian Notice 6/232/23 [NP13-No 49-Wk 15/23]

South Australia - Port Adelaide — Directions; pilotage

391

Paragraph 12.92 3 lines 1-4 *Replace by*:

- 3 The track continues to lead NE for about 26 miles to a position in the vicinity of the pilot boarding station (12.115) for Port Adelaide.

ENC AU5137X8 [NP13-No 1-Wk 35/20]

South Australia - Port Adelaide — Directions; pilotage

392

Paragraph 12.97 4 lines 5-7 *Replace by*:

The track then leads to a position in the vicinity of the pilot boarding station (12.115) for Port Adelaide.

ENC AU5137X8 [NP13-No 2-Wk 35/20]

South Australia - Gulf of Saint Vincent - Port Stanvac - Curlew Point — Prohibited area

393

After Paragraph 12.103 2 line 5 *Insert*:

A 500 m prohibited area, centred on 35°05'·79S 138°26'·35E, lies at the end of a submarine pipeline.

Australian Notice 19/749/20 [NP13-No 7-Wk 46/20]

South Australia - Port Adelaide — Anchorage; pilotage

394

Paragraph 12.114 1 lines 3-4 *Replace by*:

There is also an anchorage in about 18 m of water, centred on 34°48'·24S 138°19'·60E.

Paragraph 12.115 1 lines 1-4 *Replace by*:

1 **Pilotage** is compulsory for vessels over 35 m LOA unless exempt. Pilots board in position 34°49'·00S 138°20'·00E. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU5137X8

[NP13-No 3-Wk 35/20]

South Australia - Port Adelaide — Anchorages

394

Paragraph 12.114 1 including existing Section IV Notice Week 35/20 *Replace by*:

- 1 Designated anchorages are as follows:

PA 1 (34°46'·59S 138°16'·92E);
PA 2 (34°46'·61S 138°18'·13E);
PA 3 (34°46'·64S 138°19'·34E);
PA 4 (34°47'·59S 138°16'·87E);
PA 5 (34°47'·62S 138°18'·10E);
PA 6 (34°47'·64S 138°19'·31E).

Corr. Australian Hydrographic Office 26/11/20

[NP13-No 11-Wk 04/21]

South Australia - Port Adelaide — Anchorage

394

Paragraph 12.114 1-3 including existing Section IV Notice Week 04/21 *Replace by*:

- 1 Vessels waiting to enter harbour may anchor in the designated anchor berth, Nr PA (34°48'·23S 138°19'·60E), in depths of about 18 m, sand.
2 Semaphore Anchorage is an open roadstead off the W side of Lefevre Peninsula between Wonga Shoal (34°49'·70S 138°26'·85E) and the harbour entrance. The holding ground is good, hard sand and weed. Largs Bay is situated in the S part of this anchorage and is protected in some measure from SW to S by Wonga Shoal. A good scope of cable should be used, and it is preferable to lie to a single anchor. In the event of dragging the second anchor should be let go since veering more cable is of little use owing to the weed on the seabed.
3 The best anchorage for small vessels is in Largs Bay around ¾ to 1½ miles NNW of the head of Semaphore Jetty (34°50'·22S 138°28'·46E), in 6 to 7 m.

Australian Chart 130/21

[NP13-No 16-Wk 24/21]

**South Australia - Port Adelaide —
Directions; pilotage**

395

Paragraph 12.122 1 lines 1-4 *Replace by:*

- 1 From the pilot boarding position (12.115), the track leads NNE to the start of the entrance channel close SSW of Entrance Light Beacon (34°46'·82S 138°22'·53E).

ENC AU5137X8 [NP13-No 4-Wk 35/20]

**South Australia - Newland Head to Cape Jaffa -
Murray River — Directions**

405

Paragraph 13.11 1-3 *Replace by:*

- 1 From a position SE of Newland Head (35°38'·44S 138°31'·31E), the track leads SSE, passing:
WSW of the entrance to Murray River (35°33'·53S 138°52'·99E), thence:
WSW of North Rock (36°55'·58S 139°35'·99E) over which the sea breaks at times, thence:
2 WSW of Margaret Brock Reef (36°57'·16S 139°35'·74E), an extensive danger over which the sea often breaks. In bad weather surf extends up to a distance of 5 miles outside the reef breaking with such violence as to jeopardise small, deeply laden vessels. A light (white GRP hut on white pile with platform, 13 m in height) is exhibited from a drying rock near the centre of the reef. An historic wreck, *Margaret Brock*, lies on this reef close N of the light within a protected area. See 1.82 and *Mariner's Handbook for Australian Waters AHP 20*. Thence:
3 WSW of South Breaker (36°59'·88S 139°35'·59E).

Cape Jaffa (36°57'·52S 139°40'·41E) (13.24), a low sandy point, lies about 5 miles inshore of South Breaker and Margaret Brock Reef. Kings Camp, a group of isolated dwellings, stands 5 cables E of the NW extremity of the cape.

UKHO [NP13-No 52-Wk 28/23]

NP14 Australia Pilot Volume 2 (2019 Edition)

**Tasmania - King Island - East side —
Vessel traffic services**

71

After Paragraph 2.45 1 line 8 *Insert:*

Vessel traffic services

2.45a

- 1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU441144 (6.004) [NP14-No 44-Wk 37/23]

**Tasmania - King Island - Grassy Harbour —
Arrival information; vessel traffic services**

72

Paragraph 2.52 1 *Replace by:*

- 1 **Vessel traffic service.** See 2.45a.
Pilotage. Compulsory for vessels over 35 m LOA.
Prohibited anchorage. Anchoring is prohibited in an area between Main Breakwater and Inner Breakwater.

ENC AU441144 (6.004) [NP14-No 45-Wk 37/23]

**Tasmania - Furneaux Group - West side -
Cape Frankland to Cape Sir John —
Directions; shoals**

76

Paragraph 2.67 5 lines 4-7 *Replace by:*

SW of Boxen Island (40°22'·75S 147°53'·80E); Double Rock and Boxen Island lie on the same shoal bank which is fringed with rocks. Shoals lie up to 1¼ miles S of the island. Thence:

Australian Notice 7/269/22 [NP14-No 17-Wk 02/23]

**Tasmania - Furneaux Group - Flinders Island -
West side - Cape Frankland to Chalky Island —
Directions; rock**

76

Paragraph 2.68 1 lines 4-6 *Replace by:*

Between a dangerous rock, which lies 5 cables E of Frankland Rock (39°52'·41S 147°39'·13E), (2.66), and Cape Frankland, thence:

Australian Chart 800 (2023) [NP14-No 38-Wk 21/23]

**Tasmania - Cape Barren Island - Gull Island —
Directions; rock**

79

Paragraph 2.84 3 lines 1-3 *Replace by:*

- 3 SE of an isolated rock (40°26'·99S 148°31'·87E), with a depth of 10·6 m, thence:

Australian Notice 7/268/23 [NP14-No 31-Wk 18/23]

**Tasmania - Furneaux Group - Franklin Sound —
Vessel traffic services**

82

After Paragraph 2.105 1 line 3 *Insert:*

Vessel traffic services

2.105a

- 1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU441148 (12.000) [NP14-No 46-Wk 37/23]

NP14

Tasmania - Furneaux Group - Flinders Island - Lady Barron — General information; vessel traffic services

84

After Paragraph 2.116 2 line 6 *Insert*:

Vessel traffic service. See 2.105a.

ENC AU441148 (12.000) [NP14-No 47-Wk 37/23]

Australia - Victoria - Cape Otway to Point Grey - Apollo Bay — Directions

101-102

Paragraph 3.73 3-8 *Replace by*:

- 3 SE of Henty Reef (38°47'20S 143°41'91E), a steep-to reef over which the sea breaks heavily in moderate conditions. The reef is covered by the red sector (354°-015°) of Apollo Bay front light (3.78). Thence: SE of Cape Patton (38°41'47S 143°50'39E) which has a bold and dark appearance. It is wooded except on its grass covered W side.
- 4 The track then continues NE, passing: SE of Addis Bay (38°40'98S 143°51'05E). Mount Meuron (38°40'50S 143°50'76E), rises close within the head of Addis Bay. Thence: SE of Point Hawdon (38°40'33S 143°51'99E), thence: SE of Point Sturt (38°38'51S 143°53'63E), thence:
- 5 To a position SE of Point Grey (38°32'89S 143°59'30E). Point Grey is low and grassy; a drying reef extends 1½ cables E from the point. Fishers Creek (38°33'32S 143°58'68E) enters the sea where there is a break in the coastal reef.
- 6 **Useful marks:**
Mount Saint George (38°33'68S 143°58'07E), a conical grassy hill.

(Directions continue for the coastal route at 3.84)

Australian Notice 16/829/19 [NP14-No 3-Wk 38/19]

Australia - Victoria - Cape Otway to Point Grey - Apollo Bay — Directions

102-103

Paragraph 3.78 1-2 *Replace by*:

- 1 **Approach from east.** An approach clear of any danger is best made from the E to the anchorage (3.76).
Approach from south. An approach to Apollo Bay can also be made from the S passing W of Henty Reef.
- 2 **Apollo Bay Leading lights:**
Front light (white framework beacon, 4 m in height) (38°43'56S 143°42'38E).
Rear light (white triangle, point down, on tower, 5 m in height) (5½ cables from front light).
From a position 2½ miles S of Point Bunbury the approach leads NNE on the alignment (017°5°) of these lights and in the white sector (016°-019°) of the front leading light, passing:

Paragraph 3.78 5 *Replace by*:

- 5 **Entry leading lights:**
Front light (orange rectangle on beacon) (38°45'63S 143°40'63E).
Rear light (similar structure) (33 m from front light).
From a position N of the E breakwater head (3.77), the alignment (187°5°) of these lights leads into the harbour.

Australian Notice 16/829/19 [NP14-No 4-Wk 38/19]

Victoria - Port Phillip — Directions; wreck

104

Paragraph 3.85 9 line 11 *Replace by*:

...extends up to 5 cables offshore. A dangerous wreck (38°17'99S 144°32'60E) lies in the S approaches to the bight.

Australian Chart 487 (2023) [NP14-No 27-Wk 12/23]

Victoria - Port Phillip — Pilotage; precautionary area

107

After Paragraph 4.4 1 line 4 *Insert*:

The pilot boarding position is surrounded by a precautionary area, 1½ miles in radius. Vessels should not approach or enter the area unless permitted by Ports Victoria VTS (Lonsdale Sector) (4.9).

Australian Notice 7/267/23 [NP14-No 32-Wk 18/23]

Victoria - Port Phillip - Approach and entry — General information; vessel traffic service

107

Paragraph 4.9 1 line 1 *Replace by*:

- 1 Ports Victoria VTS (Lonsdale Sector) located at Point Lonsdale Signal...

Paragraph 4.9 2 line 3 *Replace by*:

...communications with Ports Victoria VTS (Lonsdale Sector).

Australian Notice 7/267/23 [NP14-No 33-Wk 18/23]

Victoria - Port Phillip - Geelong — Arrival information; vessel traffic service

121

Paragraph 4.84 1 line 5 *Replace by*:

...Ports Victoria VTS (Lonsdale Sector) (4.9) and on clearing the South or...

Paragraph 4.84 2 lines 3-4 *Replace by*:

...established with Ports Victoria VTS (Lonsdale Sector), or if proceeding to Melbourne with Ports Victoria VTS (Melbourne Sector) (4.133).

Australian Notice 7/267/23 [NP14-No 34-Wk 18/23]

Australia - Victoria - Geelong - Corio Bay — Depths

125

Paragraph 4.101 *1* line(s) 7 For 10.5 m Read 9 m

Paragraph 4.101 *1* line(s) 8 For 12.3 m Read 11 m

Australian Notice 9/366/21 [NP14-No 9-Wk 27/21]

Australia - Victoria - Port Melbourne Channel — Controlling depth

129

Paragraph 4.129 *1* line(s) 6 For 15.5 m Read 10.9 m (2021) *2*

Australian Notice 9/367/21 [NP14-No 10-Wk 27/21]

Victoria - Port Phillip - Melbourne — Vertical clearances; vessel traffic service

130

Paragraph 4.131 *1* lines 5-6 Replace by:

...required to check with Ports Victoria VTS (Melbourne Sector) to ascertain that tidal conditions allow for safe transit.

Australian Notice 7/267/23 [NP14-No 35-Wk 18/23]

Victoria - Port Phillip - Melbourne — Arrival information; vessel traffic service

130-131

Paragraph 4.133 *1* Replace by:

1 Ports Victoria VTS (Melbourne Sector), located at the Shipping Management Centre (37°49'40S 144°54'50E), monitors and controls vessel traffic movement north of latitude 38°05'00S. No vessel, except for craft under 50 m in length not engaged in towing or licensed to carry passengers, should enter the port or proceed from her berth or anchorage without permission from Ports Victoria VTS (Melbourne Sector).

Australian Notice 7/267/23 [NP14-No 36-Wk 18/23]

Victoria - Port Phillip - Melbourne — Arrival information; vessel traffic service

131

Paragraph 4.139 *2* lines 1-2 Replace by:

2 **Air draught** for arriving vessels is to be reported to Ports Victoria VTS (Melbourne Sector) 30 minutes prior to arrival at Fawkner...

Paragraph 4.140 *3* line 2 Replace by:

...bridge visibility is restricted, Ports Victoria VTS (Melbourne Sector) must be...

Australian Notice 7/267/23 [NP14-No 37-Wk 18/23]

Victoria - Port Phillip - Cape Schanck — Directions; wreck

141

After Paragraph 5.10 *1* line 7 Insert:

Clear of a historic wreck (38°29'20S 144°45'22E), which is surrounded by a protected zone (see 1.76), thence:

Australian Chart 487 (2023) [NP14-No 28-Wk 12/23]

Victoria - Western Port - Phillip Island — Directions; lights

142

Paragraph 5.11 *2* Replace by:

SSW of Seal Rocks (38°31'55S 145°05'98E) and Point Grant (5.27), the W extremity of Phillip Island. The red sector (045°-067°) of Point Grant Light (5.27) covers Seal Rocks. Black Rock (38°31'69S 145°05'94E) with a seal rookery on it, and a reef, over which the sea breaks heavily during SW gales, extends 2¾ cables SW. Attention is drawn to Flinders Bank (38°33'41S 145°04'76E). Thence:

Paragraph 5.11 *5* lines 1-5 Replace by:

Useful marks:

Framework observation tower (38°31'59S 145°05'96E) on the summit of the largest of Seal Rocks.

Australian Notice 7/268/22 [NP14-No 14-Wk 02/23]

Victoria - Western Port - Approaches — Directions; light

145

Paragraph 5.26 *3* Replace by:

3 **From west by night.** Having rounded Cape Schanck keep Point Grant Light (5.27) bearing less than 090° until on the line of bearing 057° of McHaffie Point Light, in the white sector (053°-061°) of that light, which leads to a position close SE of Fairway Light Buoy.

Australian Notice 7/268/22 [NP14-No 15-Wk 02/23]

Victoria - Western Port - Western Channel — Directions; light

145

Paragraph 5.27 *1* lines 6-7 Replace by:

NW of Point Grant (38°31'10S 145°07'01E), a craggy headland, from which a light is exhibited, thence:

Australian Notice 7/268/22 [NP14-No 16-Wk 02/23]

Victoria - Ninety Mile Beach — Directions; wreck

174

After Paragraph 6.89 *1* line 3 Insert:

Clear of a historic wreck (38°33'15S 147°12'45E), which is surrounded by a protected zone (see 1.76), thence:

Australian Chart 487 (2023) [NP14-No 29-Wk 12/23]

NP14

Victoria - South coast - Lakes Entrance - Bullock Island — Prohibited anchorage

176

After Paragraph 6.105 2 line(s) 4 *Insert*:

Anchoring is also prohibited in an area best seen on the chart covering the harbour entrance and the S and W sides of Bullock Island.

Australian Chart 182 [NP14-No 1-Wk 25/19]

Tasmania - North coast - Stanley Harbour — Arrival information; vessel traffic service

188

Paragraph 7.29 1 lines 1-5 *Replace by*:

1 **Vessel traffic service** is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Anchorage. Vessels may anchor in the roads in a depth of 11 m, sand and clay. Strong E winds cause a heavy sea to set into the roadstead when shelter should be taken in the lee of Breakwater Pier, in a depth of about 6 m, about 1 cable WSW of this pier.

ENC AU441145 (4.007) [NP14-No 50-Wk 37/23]

Tasmania - North coast - Port Latta — Arrival information; vessel traffic service

189

Paragraph 7.34 1 *Replace by*:

1 **Vessel traffic service** is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Pilotage is compulsory for vessels over 35 m LOA unless exempted. The pilot boards 2 miles NE of the jetty head and remains on board throughout the stay of the vessel. A radio listening watch is kept during normal working hours and when a vessel is expected.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU441145 (4.007) [NP14-No 51-Wk 37/23]

Tasmania - North coast - Burnie — Vessel traffic service

190

After Paragraph 7.40 1 *Insert*:

Vessel traffic services 7.40a

1 See 7.51

ENC AU441145 (4.007) [NP14-No 52-Wk 37/23]

Tasmania - North coast - Burnie — Arrival information; vessel traffic service

192

Paragraph 7.51 including heading *Replace by*:

Vessel traffic service

7.51

1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Notice of ETA required

7.51a

1 Notice of ETA at the pilot boarding station should be advised to Burnie Harbour 24 hours in advance. For vessels carrying explosives 48 hours notice of ETA must be given.

Australian Chart 163 (2023) [NP14-No 53-Wk 37/23]

Tasmania - North coast - Burnie — Arrival information; pilotage

193

Paragraph 7.52 1 lines 7-10 *Replace by*:

Temporary anchorage may be obtained on the alignment of the main approach leads (7.59), 2 miles from the E end of Island Breakwater; see 7.53.

Paragraph 7.54 1 lines 7-8 *Replace by*:

...pilot must not enter the port limits without a pilot on board.

Australian Chart 163 (2023) [NP14-No 54-Wk 37/23]

Tasmania - North coast - Burnie to Devonport — Vessel traffic service

195

After Paragraph 7.65 1 *Insert*:

Vessel traffic services

7.65a

1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU442146 (9.001) [NP14-No 55-Wk 37/23]

Tasmania - North coast - Round Hill Point to Devonport — Directions; depth

195

Paragraph 7.68 2 line 7 *For* 12.9 m *Read* 11.8 m

Australian Notice 19/806/23 [NP14-No 71-Wk 41/23]

Tasmania - North coast - Devonport — Arrival information; vessel traffic service

196-197

Paragraph 7.77 including heading *Replace by*:

Vessel traffic service

7.77

1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Outer anchorage**7.77a**

- 1 Good anchorage may be obtained in position 41°06'·50S 146°23'·50E, 5 cables N of the pilot boarding place (41°07'·02S 146°23'·55E), in a depth of 27 m.

Anchoring is prohibited within 50 m of a submarine sewer laid across the harbour entrance channel close N of Police Point (41°10'·50S 146°21'·95E).

- 2 Anchoring is also prohibited in a precautionary area centred on position 41°08'·68S 146°22'·09E and designated as a Channel Escape Area in which large vessels are liable to make bold alterations of course and/or speed.

ENC AU442146 (9.001) [NP14-No 56-Wk 37/23]

Tasmania – Devonport — Directions; shoal patch**199**

After Paragraph 7.86 2 line 9 *Insert*:

ESE of a shoal patch (41°09'·40S 146°22'·30E), with a depth of 7·7 m, thence:

Australian Notice 6/235/23 [NP14-No 30-Wk 15/23]

Tasmania – Devonport — Berths; depths**199-200**

Paragraph 7.87 1 line(s) 1-6 *Replace by*:

- 1 Berths:
No 1 East (41°10'·80S 146°21'·95E): passenger and RoRo freight ferry; length 115 m; dredged depth alongside 6·9 m (2019); RoRo ramp at N end; maximum size of vessel; 195 m LOA, beam 37 m.

Paragraph 7.87 1 line(s) 7-11 *Replace by*:

No 2 East (41°10'·91S 146°21'·99E): RoRo freight vessels, container and general cargo; length 180 m; dredged depth alongside 9·3 m (2019); RoRo ramp at N end; maximum size of vessel, 195 m LOA, beam 31·7 m.

Paragraph 7.87 2 *Replace by*:

- 2 No 3 East (41°10'·99S 146°22'·00E): containers, general and dry bulk; length 118 m; dredged depth alongside 8·2 m (2019); RoRo ramp at S end with dredged depth alongside 6·3 m (2019); maximum size of vessel, 200 m LOA, beam 31·7 m.

Australian Notice 8/387/19 [NP14-No 2a-Wk 31/19]

Tasmania – Devonport — Berths; depths**200**

Paragraph 7.88 1-2 *Replace by*:

- 1 Berths:
No 1 West (41°10'·96S 146°21'·79E): bulk cement; length 87 m; dredged depth alongside 8·5 m (2019); maximum size of vessel, 190 m LOA, beam 31 m.

No 3 West (41°11'·12S 146°21'·77E): general cargo and bulk tallow; length 167 m; depth alongside from 6·8 to 7·4 m; maximum size of vessel, 180 m LOA, beam 37 m.

- 2 No 4 West (41°11'·20S 146°21'·81E): oil products, bulk wheat, refrigerated, container, general cargo, livestock, bulk tallow and RoRo, length 198 m; dredged depth alongside 7·7 m (2019); maximum size of vessel, 205 m LOA, beam 31 m.

No 5 West (41°11'·30S 146°21'·89E): LPG; a T-shaped jetty supported on steel piles and connected by catwalks; length 40 m across the head; depth alongside 5·5 m; maximum size of vessel, 110 m LOA, beam 20 m.

Australian Notice 8/387/19 [NP14-No 2b-Wk 31/19]

Tasmania – North coast – Devonport to Port Dalrymple — Vessel traffic service**200**

After Paragraph 7.93 1 *Insert*:

**Vessel traffic services
7.93a**

1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU442146 (9.001) [NP14-No 57-Wk 37/23]

Tasmania – North coast – Port Dalrymple — Vessel traffic service**202**

After Paragraph 7.105 1 *Insert*:

**Vessel traffic services
7.105a**

- 1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU442146 (9.001) [NP14-No 58-Wk 37/23]

Tasmania – North coast – River Tamar – Long Reach — Directions; marine farm**205**

Paragraph 7.118 2 line 3 *Replace by*:

...146°54'·96E), thence:

Close NE of a marine farm (41°09'·87S 146°54'·86E).

Australian Notice 1/28/20 [NP14-No 5-Wk 07/20]

Tasmania – North coast – Port Dalrymple — Arrival information; vessel traffic service**206**

After Paragraph 7.129 1 *Insert*:

**Vessel traffic services
7.129a**

- 1 See 7.105a

ENC AU442146 (9.001) [NP14-No 59-Wk 37/23]

NP14

Tasmania - North coast - Launceston — Vessel traffic service

210

After Paragraph 7.151 2 line 5 *Insert*:

Vessel traffic service. See 7.105a.

ENC AU5BEL01 (3.007) [NP14-No 60-Wk 37/23]

Tasmania - North coast - Port Dalrymple to Cape Portland — Vessel traffic service

211

After Paragraph 7.158 1 *Insert*:

Vessel traffic services 7.158a

- 1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU442146 (9.001) [NP14-No 61-Wk 37/23]

Tasmania - North coast - Port Dalrymple to Cape Portland — Directions; shoals

212

Paragraph 7.163 3 line 4 *For* 2½ *Read* 4½

Paragraph 7.163 5-6 *Replace by*:

- 5 NNW of Noland Bay (40°58'52S 147°09'86E) which lies between a W entrance point, close NNW of Fannys Bay (40°59'88S 147°07'19E), and Flat Rocks Reef (40°56'72S 147°14'26E). Pipers River (41°01'06S 147°09'45E) enters the sea on the W side of Pipers Head (41°00'44S 147°09'74E) at the head of the bay. The town of Weymouth (41°01'03S 147°08'53E) stands on the W entrance point of the river. Thence:
- 6 NNW of Flat Rocks Reef (40°56'72S 147°14'26E), which dries. A bank, with depths of less than 10 m, extends 2 miles N of Flat Rocks Reef. Thence:
To a position NNW of West Sandy Point (40°56'59S 147°16'87E); the point is formed by low sandhills fronted by dangerous rocks. A narrow bank, with depths of less than 10 m, extends 1½ miles N of the point; a dangerous rock lies 8 cables N of the point.

Paragraph 7.164 1 line 7 *Replace by*:

...grass. A detached shoal, with depths of less than 10 m, lies about 9 cables ENE of the island. And:

Australian Chart 798 (2023) [NP14-No 39-Wk 21/23]

Tasmania - North-west coast - Cape Grim to Bluff Hill Point — Directions, shoal

220

Paragraph 8.9 4 lines 6-10 *Replace by*:

Clear of Porpoise Shoal (40°56'10S 144°26'80E), on which the sea breaks occasionally; deep soundings have been obtained between the shoal and the coast. An 8 m shoal patch lies 1¼ miles SW of Porpoise Shoal. Porpoise Shoal has not been examined. And:

ENC AU441144 (6.004) [NP14-No 26-Wk 09/23]

Tasmania - West coast - Macquarie Harbour — Arrival information; vessel traffic services

221

Paragraph 8.20 including heading *Replace by*:

Vessel traffic services 8.20

- 1 Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Notice of ETA required 8.20a

- 1 Vessels bound for Strahan should advise Hobart Port Control of their estimated time of arrival at Macquarie Harbour bar 24 hours in advance, confirming or amending the time 12 hours in advance.

ENC AU443145 (4.002) [NP14-No 48-Wk 37/23]

Tasmania - West coast - Macquarie Harbour - Kelly Channel — Directions; beacons

223

Paragraph 8.31 2-3 *Replace by*:

- 2 From the position E of No 1 Light Beacon (8.30) the route leads ESE, passing SSW of No 2 Light Beacon, through the W part of Kelly Channel for 1 mile. Thence the channel, marked by light beacons (lateral) and beacons, leads E and NE to a position close SE of No 10 Light Beacon (lateral) (42°13'89S 145°18'57E).

Australian Notice 13/485/22 [NP14-No 20-Wk 05/23]

Tasmania - West coast - Macquarie Harbour - Strahan — Arrival information; vessel traffic services

224

After Paragraph 8.35 1 line 2 *Insert*:

Vessel traffic service. See 8.20.

ENC AU443145 (4.002) [NP14-No 49-Wk 37/23]

**Tasmania - South coast - D'Entrecasteaux
Channel and Huon River —
Vessel traffic services**

240

After Paragraph 9.21 ² Insert:

Vessel traffic services

9.21a

- ¹ Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU444147 (12.015) [NP14-No 62-Wk 37/23]

**Tasmania - South coast -
Port Esperance — Anchorage**

246

Paragraph 9.43 ⁵ lines 3-6 *Replace by:*

...depth of about 25 m.

Australian Chart AU173 (2021) [NP14-No 13-Wk 44/21]

**Tasmania - South coast - Hobart and
main approaches — Vessel traffic services**

250

After Paragraph 9.67 ³ Insert:

Vessel traffic services

9.67a

- ¹ Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU444147 (12.015) [NP14-No 63-Wk 37/23]

**Tasmania - South coast - Hobart —
Arrival information; vessel traffic service**

256

Paragraph 9.94 including heading *Replace by:*

Vessel traffic service

9.94

- ¹ See 9.67a.

ENC AU443147 (12.002) [NP14-No 64-Wk 37/23]

**Tasmania - South coast - Hobart —
Directions; landmarks**

259

Paragraph 9.105 ² lines 6-7 *Replace by:*

Port control tower (white, mushroom shaped, 34 m in height) (42°52'·91S 147°20'·29E) on the N side of Sullivan's Cove.

ENC AU443147 (12.002) [NP14-No 65-Wk 37/23]

**Tasmania - South coast - Frederick Henry Bay
— Vessel traffic services**

264

After Paragraph 9.128 ¹ Insert:

Vessel traffic services

9.128a

- ¹ See 9.67a.

ENC AU443147 (12.002) [NP14-No 66-Wk 37/23]

**Tasmania - South coast - Storm Bay —
Directions; marine farm**

264

After Paragraph 9.131 ¹ line 8 *Insert:*

Clear of an extensive marine farm (43°06'·43S 147°32'·95E), thence:

Australian Notice 1/29/20 [NP14-No 6-Wk 07/20]

**Tasmania - South coast - Norfolk Bay —
Vessel traffic services**

266

After Paragraph 9.137 ² Insert:

Vessel traffic services

9.137a

- ¹ See 9.67a.

ENC AU433147 (12.002) [NP14-No 67-Wk 37/23]

**Tasmania - East coast - Mistaken Cape to
Cape Tourville — Vessel traffic service**

275

After Paragraph 10.22 ² Insert:

Vessel traffic service

10.22a

- ¹ Vessel traffic service is in operation for the control of shipping. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU443148 (6.016) [NP14-No 68-Wk 37/23]

**Tasmania - East coast - Maria Island —
Directions; ODAS**

275

Paragraph 10.25 ¹ lines 6-7 *Replace by:*

Clear of a submerged ODAS (42°35'·79S 148°14'·01E), depth 20 m, marked by a light buoy (special) 3¾ cables SE, thence:

Australian Notice 5/200/20 [NP14-No 7-Wk 16/20]

**New South Wales - Baronda Head to
Montague Island - Baronda Head —
Traffic regulations; prohibited area**

289

After Paragraph 11.42 ² line 8 *Insert:*

Traffic regulations

11.42a

- ¹ **Prohibited area.** An area into which entry is prohibited surrounds a historic wreck (36°39'·24S 150°05'·20E). See also 1.76.

UKHO [NP14-No 21-Wk 06/23]

NP14

New South Wales - Baronda Head to Three Brothers Rocks — Directions; shoal; prohibited area

289

Paragraph 11.44 1 *Replace by:*

- 1 From a position E of Baronda Head (36°41'00S 149°59'90E) the track leads N, passing:
E of a detached shoal (36°40'11S 150°01'06E), depth 8.7 m, thence:
Clear of a prohibited area (11.42a), thence:
E of Bithry Inlet (36°37'70S 150°01'30E), thence:

Paragraph 11.44 4 lines 1-6 *Replace by:*

- 4 E of Goalen Head (36°33'20S 150°04'00E) which is green, smooth and sloping, with rocky sides; a 12.1 m shoal lies 7 cables SSE of the point. Erungona Creek (36°32'50S 150°03'35E) lies 1 mile NW from which a low sandy beach curves 1 mile N to Thubbul Inlet (36°31'55S 150°03'50E). Thence:

Australian Notice 15/551/22; UKHO

[NP14-No 22-Wk 06/23]

New South Wales - Montague Island — Directions; shoals

290

Paragraph 11.46 4 *Replace by:*

- 4 W of Montague Island (36°15'11S 150°13'60E) (11.42), from where a light (11.43) is exhibited; shoals extend up to 1 mile W of the island. Overfalls lie W of the N end of the island. Thence:

Australian Notice 15/551/22

[NP14-No 23-Wk 06/23]

New South Wales - Montague Island to Torogy Point — Directions; ODAS

291

After Paragraph 11.52 1 line 7 *Insert:*

E of a submerged ODAS (36°11'50S 150°14'00E), depth 15 m, thence:

Australian Chart 807 (2023)

[NP14-No 40-Wk 36/23]

New South Wales - Batemans Bay — Limiting conditions; depth; bridge

294

Paragraph 11.67 *Replace by:*

- 1 **Controlling depth.** The depths over the bar at the entrance to Clyde River are subject to frequent change. In 2007 the least depth over the bar was reported to be 0.5 m. It is sounded regularly and the latest information is available from NSW Maritime. There is a least depth of about 3.5 m between the bar and Batemans Bay Bridge, 1½ miles NW.

- 2 From Batemans Bay Bridge, 1½ miles within the river entrance, there is a least depth of 3.7 m to Junction Wharf (May's Wharf) (11.73), about 2 miles W of the bridge. Thence there is a least depth of 2.7 m to Nelligen (35°38'88S 150°08'32E), about 3 miles farther N. Above Nelligen the river is navigable by small craft for 12 miles.

- 3 **Vertical clearances.**

Batemans Bay Bridge (35°42'13S 150°10'71E), a fixed road bridge with four spans and a vertical clearance of 11.6 m.

Nelligen Road Bridge. At Nelligen (35°38'88S 150°08'32E) a road bridge spans the river with a vertical clearance of 3.7 m.

Overhead cables. A short distance upstream of Batemans Bay Bridge, overhead cables with a vertical clearance of 15 m, span the river.

Horizontal clearance. The navigable width of Nelligen Road Bridge is 15 m.

- 4 **Tidal levels.** Mean maximum range about 1.1 m; mean minimum range about 0.7 m. See information in *Australian National Tide Tables* and *ADMIRALTY Tide Tables Volume 4*.

ENC AU436150 (10.000)

[NP14-No 41-Wk 36/23]

New South Wales - Batemans Bay — Anchorages; prohibited anchorage

294

Paragraph 11.68 4 lines 1-4 *Delete*

ENC AU436150 (10.000)

[NP14-No 42-Wk 36/23]

New South Wales - Batemans Bay — Harbour; bridge

294

Paragraph 11.69 2 lines 2-3 *For* Clyde River Bridge *Read* Batemans Bay Bridge

UKHO

[NP14-No 43-Wk 36/23]

New South Wales - Batemans Bay passing south-west of Tollgate Islands — Directions; light sector

295

Paragraph 11.70 2 line(s) 2 *For* 323.7°-327.2° *Read* 326.5°-330.5°

Australian Notice 13/548/21

[NP14-No 11-Wk 38/21]

New South Wales - Batemans Bay passing north-east of Tollgate Islands — Directions; light sector

295

Paragraph 11.71 1 line(s) 3 *For* 300.3°-304.8° *Read* 299°-303°

Australian Notice 13/548/21

[NP14-No 12-Wk 38/21]

**New South Wales - Batemans Bay to Jervis Bay
- Warden Head — Directions; major light**

297

Paragraph 11.81 *3* Replace by:

3 Major lights:

Warden Head Light (white metal tower and lantern, 12 m in height) (35°21'·93S 150°29'·46E).

Point Perpendicular Light (white GRP hut on white metal framework tower, 19 m in height) (35°05'·65S 150°48'·25E); the light tower stands 30 m S of a disused light tower (round and white).

Australian Notice 18/738/23 [NP14-No 69-Wk 38/23]

**New South Wales - Batemans Bay to Jervis Bay
- Brush Island to Ulladulla —
Directions; major light**

298

Paragraph 11.83 *5* Replace by:

- 5** To a position ESE of Warden Head (35°21'·93S 150°29'·46E), from where a light (11.81) is exhibited. When seen from abreast Brush Island this headland is the N-most low point in view, and when closer to may be recognised by a cutting through the trees and by the lighthouse. From the NE the headland is difficult to identify, being low and resembling points near it.

(Directions for Ulladulla are given at 11.87)

Australian Notice 18/738/23 [NP14-No 70-Wk 38/23]

**New South Wales - Port Kembla —
Arrival information; outer anchorages**

312

Paragraph 12.30 *1* including heading Replace by:

**Outer anchorages
12.30**

- 1** There are eleven designated anchorages, each with a swinging radius of 1389 m, in the following positions:

PKA1 (34°15'·81S 151°02'·60E);

PKA2 (34°17'·58S 151°01'·21E);

PKA3 (34°19'·33S 150°59'·88E);

PKA4 (34°20'·65S 151°01'·82E);

PKA5 (34°22'·75S 151°02'·06E);

PKA6 (34°23'·27S 150°59'·77E);

PKA7 (34°24'·81S 151°01'·22E);

PKA8 (34°25'·08S 150°58'·65E);

PKA9 (34°26'·64S 151°00'·20E);

PKA10 (34°27'·71S 151°02'·32E);

PKA11 (34°28'·62S 151°00'·19E).

Caution. A spoil ground is situated close S of PKA11 anchorage and an area (12.31), in which anchoring is prohibited, passes close NW of PKA6 anchorage.

Paragraph 12.30 *3* Delete

Australian Notice 16/595/22 [NP14-No 24-Wk 06/23]

New South Wales - Port Kembla — Directions

313

Paragraph 12.41 *1-2* Replace by:

1 Leading lights:

Front direction light (orange triangle, point up, on white cylindrical metal pylon with platform) (34°28'·45S 150°54'·26E); the light, with a narrow white sector (212·3°–213·5°), is exhibited throughout the day.

Rear light (orange triangular topmark, point down) (3½ cables from front light).

- 2** From a position about 4½ miles E of Brickyard Point (34°18'·05S 150°56'·50E) (12.60) the alignment (213°) of these lights leads SSW, within the narrow white sector of the direction light, and clear of the designated anchorage areas (12.30), passing:

ESE of Bulli Point (34°19'·84S 150°55'·75E) (12.60), thence:

ESE of Bellambi Reef (34°22'·36S 150°56'·20E) (12.17), thence:

Australian Notice 16/595/22 [NP14-No 25-Wk 06/23]

**New South Wales - Sydney -
Botany Bay — Anchorage**

322

After Paragraph 12.91 *3* Insert:

Anchorages and moorings

12.91a

- 1** YBA (33°59'·32S 151°13'·39E), an anchorage with a 250 m radius and with depths from about 15 to 16 m. A submarine pipeline (12.79) and a submarine cable are laid close N and S, respectively, of the anchorage.

Australian Notice 12/435/22 [NP14-No 18-Wk 05/23]

**New South Wales - Sydney -
Sydney Harbour — Anchorages**

327

Paragraph 12.125 *1* lines 4-12 Replace by:

BA 1 (33°50'·81S 151°15'·65E); 300 m radius, depths from about 15 to 31 m.

BA 2 (33°50'·72S 151°15'·57E); 450 m radius, depths from about 14 to 31 m.

TA (33°50'·66S 151°15'·93E); 250 m radius, depths from about 12 to 20 m.

WBA (33°50'·67S 151°16'·47E); 310 m radius, depths from about 11 to 22 m.

PP (33°51'·65S 151°14'·83E); 350 m radius, depths from about 11 to 21 m.

AB (33°51'·12S 151°14'·23E); 500 m radius, depths from about 11 to 20 m.

Australian Notice 12/435/22 [NP14-No 19-Wk 05/23]

NP14

New South Wales - Sydney Harbour - Goat Island — Directions; light sector

337

Paragraph 12.148 4 line(s) 6–12 *Replace by:*

The bridge red lights indicate its centre and point of greatest clearance. At night, the white sector (280.3°–281.7°) of Goat Island Directional Light (33°51'06S 151°11'93E), exhibited from the NE end of the island, leads under the bridge in deeper water.

Paragraph 12.148 5 line(s) 1–3 *Delete*

Australian Notice 21/846/20 [NP14-No 8-Wk 51/20]

NP15 Australia Pilot Volume 3 (2022 Edition)

Australia - New South Wales - Newcastle — Limiting conditions; under-keel clearance

104

Paragraph 3.74 *Replace by:*

- 1 A minimum clearance of 10% of draught is required when underway. Oil tankers and grain loading vessels, while at berth, must maintain a minimum UKC of 0.5 m. All other vessels, while at berth, must maintain a minimum UKC of 0.3 m. In addition, a dynamic swell and under-keel clearance system is used by the pilots for the assessment of deep-draught vessel departures.

Harbour Master Directions Newcastle 2022 [NP15-No 25-Wk 21/23]

Australia - New South Wales - Newcastle — Arrival information; outer anchorages

106

After Paragraph 3.82 1 line 4 *Insert:*

Vessels must remain at a distance greater than 3 miles from the shore, even when swinging at anchor.

Harbour Master Directions Newcastle 2022 [NP15-No 26-Wk 21/23]

Australia - New South Wales - Newcastle — Arrival information; regulations concerning entry

107

After Paragraph 3.86 3 line 2 *Insert:*

The maximum length for vessels entering Newcastle is 300 m and the maximum beam width is 50 m.

Harbour Master Directions Newcastle 2022 [NP15-No 27-Wk 21/23]

Australia - New South Wales - Newcastle — Directions; approach

108

Paragraph 3.94 1-3 *Replace by:*

- 1 From a position within the precautionary area (32°58'26S 151°52'02E), the recommended route leads generally NW to a position E of the harbour entrance, passing:
SW of a rock patch (32°53'97S 151°50'79E) with a 17.1 m depth and two 16 m rock patches at 32°53'81S 151°50'94E and 32°53'37S 151°50'99E, marked by a light buoy (isolated danger) (32°53'83S 151°50'99E), thence:
NE of Big Ben Rock (32°55'13S 151°48'24E) on which seas break heavily in bad weather and a drying rock ledge (32°55'22S 151°48'11E).

Alternatively, for approaches from pilot boarding position Charlie (32°56'00S 151°52'65E) (3.83), the recommended route leads WNW to a position E of the harbour entrance.

- 3 Course can then be adjusted to make either of the approach leading lines below.

North Breakwater Approach Leading Lights:

Front light Northern Breakwater Head Light (orange triangle on black wooden framework tower) (32°54'79S 151°47'92E).

Australian Notice 22/921/23; ENC AU5NTL01 (5.003) [NP15-No 57-Wk 48/23]

Australia - New South Wales - Newcastle to Sugarloaf Point — Directions; depth

113

After Paragraph 3.116 7 line 3 *Insert:*

SE of a shoal patch (32°33'34S 152°26'19E), with a depth of 25.8 m, thence:

ENC AU240150 (7.000) [NP15-No 23-Wk 14/23]

Australia - New South Wales - Port Stephens — Directions; leading marks

115

Paragraph 3.130 1 lines 5–10 *Replace by:*

Leading marks. The alignment (267.5°) of Middle Ground Light Beacon (S cardinal) (32°42'21S 152°09'45E) with Middle Channel Light Beacon (S cardinal) (32°42'28S 152°07'56E) leads W, in a least depth of 6.5 m, to a position 5 cables E of the front beacon, passing:

Australian Chart 209 (2023) [NP15-No 35-Wk 27/23]

Australia - New South Wales - Port Stephens — Directions for entering harbour ; historic wreck

116

Paragraph 3.130 8 lines 3–4 *Replace by:*

Clear of a historic wreck (32°43'18S 152°05'45E), see 1.93, and:

Australian Chart 209 (2023) [NP15-No 36-Wk 27/23]

**Australia - New South Wales -
Port Stephens — Directions**

115-116

Paragraph 3.130 including existing Section IV Notices
Week 27/23 *Replace by:*

1 **Harbour.** From a position in the entrance close SW of Yacaaba Head (32°41'·87S 152°12'·06E) the track leads W then SW to Nelson Bay, thence farther W to the inner anchorages.

Leading marks. The alignment (266·5°) of Middle Ground Light Beacon (S cardinal) (32°42'·21S 152°09'·45E) with Middle Channel Light Beacon (S cardinal) (32°42'·30S 152°07'·56E) leads W, in a least depth of 6·5 m, to a position 5 cables E of the front beacon, passing:

2 N of Entrance Shoal (32°42'·29S 152°11'·32E) (3.129), thence:
S of a shoal (32°41'·65S 152°10'·74E), with a least depth of 1·5 m; depths less than 5 m extend 1 cable farther S.

The track then leads WSW passing:

NNW of Nelson Head (32°42'·58S 152°09'·66E), a steep-to, round, wooded hillock; a lighthouse (conspicuous, disused) stands on the summit.
Thence:

3 SSE of Middle Ground (32°42'·40S 152°08'·59E), with drying patches which shift. The bank, marked on its S side by light buoys and light beacons, is part of an extensive flat occupying much of the N side of the port. The SE edge of the bank is steep-to. Thence:

NNW of Fly Point (32°42'·87S 152°09'·07E).

4 **Leading light beacons:**

Front light beacon (vertical rectangle on beacon) (32°42'·91S 152°09'·08E).

Rear light beacon (similar structure) (32°42'·91S 152°09'·12E); buildings stand in the vicinity.

5 The alignment (094°), astern, of the above light beacons leads W through South Channel (32°42'·79S 152°06'·94E), passing:

N of West Point (32°43'·07S 152°08'·35E), the rocky W entrance point of Nelson Bay; shallow water extends about 1 cable offshore for 1¼ miles W from the point. Thence:

6 N of Red Patch Rocks (32°42'·99S 152°08'·01E) with a least depth of 2·6 m, marked by a light buoy (isolated danger). And:

S of Manton Bank (32°42'·51S 152°06'·81E); a light beacon (starboard hand) marks the S edge of the bank.

7 From a position N of Sandy Point (32°42'·98S 152°06'·77E), the track continues WNW passing:

N of Corlette Point (32°43'·09S 152°06'·12E) and clear of the shallow bank extending 2½ cables N from the marina entrance situated on the N side of the point.

8 Track may then be directed to an anchorage, or as otherwise required, passing:

Clear of a historic wreck (32°43'·18S 152°05'·45E), see 1.93, and:

Clear of West Bank (32°42'·37S 152°05'·73E); a light beacon (starboard hand) marks the S edge of the bank.

Australian Chart 209 (2023) [NP15-No 58-Wk 48/23]

**Australia - New South Wales - Port Stephens -
Salamander Bay — Anchorage; historic wreck**

116

Paragraph 3.133 *3* line 4 *For* dangerous *Read* historic

Australian Chart 209 (2023) [NP15-No 37-Wk 27/23]

**Australia - East coast - Clarence River and
Yamba — Directions; leading lights**

127

Paragraph 3.194 *6* *Replace by:*

6 **Middle Channel Leading Lights:**

Front light (yellow beacon) (29°25'·52S 153°21'·06E), standing on the half-tide "Middle" training wall.

Rear light (triangle, point down, on beacon) (29°25'·73S 153°21'·17E) (2¼ cables from front light) standing at the NW end of Hickey Island.

The alignment (155·5°), astern, of these beacons leads toward Iluka Channel and is slightly offset SW from the centre line of Middle Channel.

Australian Chart 222 (2023); ENC AU5YBA01 (4.002)

[NP15-No 24-Wk 16/23]

**Australia - Queensland - Evans Head to
Point Danger — Directions; shoal depths**

129

Paragraph 3.207 *2* *Replace by:*

2 E of Hastings Point (28°21'·79S 153°34'·80E), identifiable by Coast Hill, standing 8 cables W of the point. A 1·5 m high rock (28°21'·56S 153°35'·00E) lies on a ledge with depths of less than 5·0 m. Thence:

E of Cudgen Headland (28°15'·51S 153°35'·19E) from which a shoal, with a least depth of 1·1 m, extends 9 cables NE; a 14·3 m patch (28°14'·53S 153°36'·39E) is the outermost danger. Thence:

Australian Chart 813 (2023); ENC AU429153 (7.005)

[NP15-No 38-Wk 27/23]

**Australia - New South Wales - Evans Head -
Tweed River — Wreck**

131

Paragraph 3.223 *2* line 11 *Replace by:*

...can only be crossed in a smooth sea. A dangerous wreck (28°10'·13S 153°33'·90E) lies ESE of Point Danger (3.207), in the approaches to the river.

Australian Chart 814 (2022) [NP15-No 21-Wk 08/23]

**Australia - Queensland - Approaches to
Moreton Bay - Spitfire Channel —
Directions; lights**

139

Paragraph 4.19 *1* lines 6-8 *Replace by:*

Spitfire Channel Leading Lights:

Front light (triangle, point up, on beacon) (27°00'·72S 153°10'·32E).

Rear light (triangle, point down, on beacon) (27°00'·54S 153°09'·79E).

NP15

The alignment (290°), astern, of these lights and the line of bearing, 110° ahead, of M2 Light Beacon (port hand) (27°03'·48S 153°18'·80E), leads ESE for 2¾ miles through Spitfire Channel, passing:

ENC AU428153 (32.003) [NP15-No 19-Wk 08/23]

Australia - Queensland - Brisbane - North East Channel — Directions; buoy

141

Paragraph 4.25 2 line 7 For 26°57'·61S 153°20'·31E Read 26°56'·95S 153°20'·08E

After Paragraph 4.25 2 line 11 Insert:

E of East Bank, thence:

Paragraph 4.25 3 line 2 For NE Read E

Australian Notice 17/649/22 [NP15-No 11-Wk 06/23]

Australia - Queensland - Mooloolaba Harbour — Anchorage

142

After Paragraph 4.38 4 line 11 Insert:

Anchorage can be found N of Point Cartwright, centred on 26°40'·00S 153°08'·30E.

ENC AU427153 (18.001) [NP15-No 20-Wk 08/23]

Australia - Queensland - Moreton Bay - Tangalooma Road — Anchorage

143

Paragraph 4.39 5 Replace by:

- 5 **Anchorage.** Two designated anchorages are situated E and W of East Channel (4.21) as follows:
- Tangalooma West (27°10'·20S 153°20'·30E), with a radius of 500 m;
 - Tangalooma East (27°10'·17S 153°21'·26E), with a radius of 350 m.

Other anchorage, which is limited to use by small craft because of lack of swinging room, may be obtained in the road in charted depths of 5 to 10 m. Tidal streams are strong and there have been numerous instances of vessels dragging in bad weather. Although some protection is afforded by Sholl Bank and the artificial reef, the anchorage is dangerous in strong W winds. In SE gales however, it is the best anchorage on the W coast of Moreton Island.

Australian Chart 236 (2022) [NP15-No 17-Wk 08/23]

Australia - Queensland - Brisbane — Prohibited anchorage

145

Paragraph 4.51 4 line 1 For **Restricted area** Read **Restricted areas**

After Paragraph 4.51 4 line 5 Insert:

Anchorage is prohibited in the Brisbane River in an area extending from Sir Leo Hielscher Bridges (4.46) to a position about 1 cable W of the Brisbane Cruise Terminal (4.73).

Australian Chart 237 (2022) [NP15-No 22-Wk 09/23]

Australia - Queensland - Brisbane — Directions; lights

147

Paragraph 4.59 3 line 2 Replace by:

...beacons in the blue isophase sector (024·5°-039·5°) of the...

Australian Chart 236 (2022) [NP15-No 18-Wk 08/23]

Australia - Queensland - Brisbane — Directions for entering harbour; lights; berths

148

Paragraph 4.61 1-4 Replace by:

- 1 **Lytton Rocks Reach South Leading Lights:**
Front light: No 5F Light Beacon (red square on red pile) (27°24'·74S 153°08'·87E).
Rear light: No 5R Light Beacon (black pile) (1 cable from front light).
- 2 **Lytton Rocks Reach North Leading Lights:**
Front light: No 2F Light Beacon (red square and white rectangular daymark with black stripe on pile beacon) (27°23'·58S 153°09'·32E), standing close E of Pelican Banks Reach.
Rear light: No 2R Light Beacon (similar structure) (1½ miles from front light), standing on West Banks.
- 3 The alignment (199·5°) of Lytton Rocks Reach south lights (also displayed by day) and the reciprocal alignment (019·5°), astern, of the north lights lead through the channel, passing:
ESE of a light beacon (E cardinal; buoyant beacon) (27°23'·79S 153°09'·20E), marking the W side of the channel; a second similar light beacon is moored 4½ cables SSW of the first; a light buoy (starboard hand) marks a rocky patch between.
Thence:
WNW of a light beacon (port hand) (27°23'·98S 153°09'·28E), marking the N side of the W entrance to Boat Passage; tug berths and the Port Authority's operations base are situated on the S side of the passage. Thence:
WNW of a light beacon (port hand; pile) marking Clara Rock (27°24'·16S 153°09'·14E), thence:
WNW of Ampol Lytton Products Wharf (27°24'·39S 153°09'·08E) (4.72).
- 4 Paragraph 4.62 Replace by:
 - 1 **Quarantine Flats Reach Leading Lights:**
Front light: No 7F Light Beacon (white triangle point up; red border) (27°25'·60S 153°08'·12E).
Rear light: No 7R Light Beacon (similar structure, point down) (1½ cables from front light).

From the position 8 cables NE of the front light the alignment (217.5°) of these lights (also displayed by day) leads from the inner end of Quarantine Flats Reach into Lytton Reach passing:

SE of a light beacon (27°25'10S 153°08'49E) (starboard hand), marking the extremity of the bank lying between Wagners Berth and the BP Products Wharf.

2 Lytton Reach Leading Lights:

Front light: No 6F Light Beacon (red square on red beacon) (27°25'22S 153°08'51E).

Rear light: No 6R Light Beacon (black pile) (120 m from front light).

3 The alignment (066.5°), astern, of the above lights (also displayed by day) leads through Lytton Reach, passing NNW of the entrance to Aquarium Passage (27°25'80S 153°07'76E) which is marked by a light beacon (starboard hand). There are numerous pile moorings and some slipways in the passage, which is used by small craft.

4 Pinkenba Reach Leading Lights:

Front light: No 8F Light Beacon (white triangle point up; red border) (27°25'99S 153°06'95E).

Rear light: No 8R Light Beacon (similar structure, point down) (140 m from front light).

The alignment (236.5°) of the above lights (also displayed by day) leads through Pinkenba Reach passing SSE of Sims Berth and NNW of Incitec South Wharf.

5 Eagle Farm Flats Reach Directional Light:

No 11 Light Beacon (white triangle point up; red border) (27°26'66S 153°06'51E)

The line of bearing 216.5° of the above directional light beacon leads through Eagle Farm Flats Reach, passing NW of a light beacon (port hand; red buoyant beacon) (27°25'90S 153°07'19E), marking the NE entrance point of the channel and SE of Department of Transport Wharves.

ENC AU5BNE01 (10.000) [NP15-No 59-Wk 49/23]

**Australia - Queensland - K'gari —
Maritime radio station; toponym**

154

Paragraph 5.10 *1* line 1 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 43-Wk 35/23]

**Australia - Queensland - Noosa Head to
Sandy Cape - K'gari — Topography; toponym**

156

Paragraph 5.20 *2* *Replace by:*

2 From Noosa Head to Sandy Cape (24°42'26S 153°15'22E), the coast of the mainland and then of K'gari (25°15'00S 153°10'00E), an island, is formed by a long and almost unbroken beach backed by sand hills generally devoid of vegetation; many of these sand hills are over 180 m high but few are readily identifiable.

Australian Notice 14/549/23 [NP15-No 44-Wk 35/23]

**Australia - Queensland - K'gari —
Directions; toponym**

158

Paragraph 5.29 *1* line 5 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 45-Wk 35/23]

**Australia - Queensland - K'gari —
Anchorage; toponym**

158

Paragraph 5.33 *1* including heading *Replace by:*

**K'gari, north-east coast
5.33**

1 Description. The NE coast of K'gari, between Waddy Point (24°57'89S 153°21'13E) (5.26) and Sandy Cape (24°42'26S 153°15'22E) (5.26), is formed by a long sandy beach.

Anchorage in offshore winds may be obtained as required off this stretch of coast, except as indicated below.

Prohibited anchorage. An historic wreck (1.93), *Chang Chow* (24°48'85S 153°16'20E) lies within a protected area.

Australian Notice 14/549/23 [NP15-No 46-Wk 35/23]

**Australia - Queensland -
Wide Bay Harbour — Toponym**

158

Paragraph 5.34 *1* line 4 *For Fraser Island Read K'gari*

Paragraph 5.34 *2* line 5 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 47-Wk 35/23]

**Australia - Queensland - Hervey Bay —
Topography; toponym**

163

Paragraph 5.65 *1* line 2 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 48-Wk 35/23]

**Australia - Queensland - Maryborough —
Topography; toponym**

164

Paragraph 5.78 *2* line 2 *For Fraser Island Read K'gari*

Paragraph 5.78 *2* line 16 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 49-Wk 35/23]

**Australia - Queensland - Maryborough —
Directions; toponym**

165

Paragraph 5.82 *3* line 10 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 50-Wk 35/23]

NP15

Australia - Queensland - Maryborough — Directions; toponym

166

Paragraph 5.83 *2* line 12 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 51-Wk 35/23]

Australia - Queensland - Maryborough — Directions; toponym

166

Paragraph 5.84 *1* line 2 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 52-Wk 35/23]

Australia - Queensland - Maryborough — Anchorage; toponym

167

Paragraph 5.91 *5* line 2 *For Fraser Island Read K'gari*

Australian Notice 14/549/23 [NP15-No 53-Wk 35/23]

Australia - Queensland - Rockhampton — Directions; wreck

187

After Paragraph 5.187 2 line 7 *Insert:*

NW of a wreck (23°32'·35S 150°55'·98E), thence:

Australian Notice 25/1048/21 [NP15-No 1-Wk 22/22]

Australia - Queensland - Broad Sound Channel — Directions; depths

204

After Paragraph 6.74 6 line 6 *Insert:*

SSW of a shoal (21°57'·93S 150°03'·18E), with a depth of 8·8 m, thence:

Paragraph 6.74 *9* line 6 *Replace by:*

...on the same shoal. A 7·6 m patch lies 9 cables E of Channel Island. Thence:

Australian Notice 8/305/23 [NP15-No 28-Wk 21/23]

Australia - Queensland - Broad Sound Channel — Directions; banks

204

Paragraph 6.74 *6* including existing Section IV Notice Week 21/23 *Replace by:*

6 Either side of Two Round Rocks and of Low Island (22°02'·75S 150°05'·90E); shoal banks extend up to 1 mile from the Two Round Rocks and Low Island. A historic wreck with a depth of 5·1 m lies 3 miles SW of Low Island. Thence:

SSW of a shoal (21°57'·93S 150°03'·18E), with a depth of 8·8 m, thence:

Australian Notice 13/520/23 [NP15-No 39-Wk 30/23]

Australia - Queensland - Broad Sound — Directions; shoals

204

Paragraph 6.74 *7* line 2 *For Shoal Read Shoals*

ENC AU422149 (22.002) [NP15-No 40-Wk 30/23]

Australia - Queensland - Broad Sound — Directions; shoal

204

After Paragraph 6.74 8 line 9 *Insert:*

Clear of a shoal patch (21°56'·86S 149°55'·36E), with a depth of 9·7 m, thence:

Australian Notice 13/520/23 [NP15-No 41-Wk 30/23]

Australia - Queensland - Broad Sound — Directions; shoals

204

Paragraph 6.74 *9* including existing Section IV Notice Week 21/23 *Replace by:*

NNE of Channel Island (21°58'·29S 149°53'·73E), with overfalls off its W side and the N-most danger on Park Shoal, an extensive foul area lying off the NE end of Wild Duck Island. Falcon Island lies 1 mile SW of Channel Islet on the same shoal. A 7·6 m patch lies 9 cables E of Channel Island. Thence:

SSW of the W extremity (21°55'·50S 149°53'·80E) of Boomerang Shoals, thence:

ENC AU422149 (22.002) [NP15-No 42-Wk 30/23]

Australia - Queensland - Hay Point — Arrival information; pilotage

213

Paragraph 6.156 *1* *Replace by:*

1 Pilotage is compulsory and available 24 hours a day. The pilot will normally board by helicopter in the most convenient of two boarding places. A pilot vessel may alternatively be used. The pilot boards in the following areas:

Bravo (21°13'·30S 149°21'·2E); radius 5 cables.

Charlie (21°17'·35S 149°22'·50E); radius 5 cables.

Pilot boarding places are advised by Hay Point VTS; see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Australian Notice 1/5/23; ENC AU5250P0 (5.003)

[NP15-No 13-Wk 07/23]

Australia - Queensland - Hay Point — Directions

214

Paragraph 6.163 *1* lines 1-12 *Replace by:*

1 **Caution.** See 6.155.

Entry. From a position 13¼ miles ENE of Hay Point Light (21°17'·21S 149°16'·63E) track may be directed as required to the assigned anchorage or pilot boarding place.

Australian Chart 249 (2023) [NP15-No 29-Wk 21/23]

Australia - Queensland - Hay Point — Directions

214

After Paragraph 6.163 *2 Insert:*

Directions for leaving harbour

Departure channels

6.163a

- 1 From a position close off the berths the track initially leads SSE for 1 mile, thence ENE for about 6 miles through the dredged departure channel (6.149), which is marked by light beacons (lateral). Thence the Channel Departure Track leads 063° to a position 13¼ miles ENE of Hay Point Light (6.162).
- 2 Alternatively, from a position E of the berths, in the vicinity of 21°15'·32N 149°15'·32E, the Paddock Departure Track leads 073° to a position 13¼ miles ENE of Hay Point Light.

Australian Chart 249 (2023) [NP15-No 30-Wk 21/23]

Australia - Queensland - Mackay Harbour — Directions; leading lights

216

Paragraph 6.183 *1 Replace by:*

- 1 **Outer Harbour Leading Light Beacons:**
Front beacon (21°06'·14S 149°13'·81E).
Rear beacon (21°06'·09S 149°13'·46E) (3¼ cables from front beacon).
From a position about 7 miles ENE of Flat Top Island Lighthouse (21°09'·69S 149°14'·79E) (6.182) the alignment (277·5°) of the above light beacons leads W to a position off the harbour entrance, passing:

Australian Chart 249 (2023) [NP15-No 31-Wk 21/23]

Australia - Queensland - Mackay Harbour — Directions; leading lights

217

Paragraph 6.184 *2 lines 1-3 Replace by:*

- 2 Thence Outer Harbour Leading Light Beacons (6.183) may be brought into line and the directions at 6.183 followed.

Australian Chart 249 (2023) [NP15-No 32-Wk 21/23]

Australia - Queensland - Mackay — Directions; lights

217

Paragraph 6.185 *1-3 Replace by:*

- 1 From a position NE of Slade Rock (21°05'·21S 149°14'·31E), the track leads SSW towards the harbour entrance and thence into Mackay Marina (6.179), passing:

ESE of Slade Rock (21°05'·21S 149°14'·31E), marked by a light buoy (isolated danger) close NE, thence;

- 2 WNW of Slade Island (21°05'·83S 149°14'·65E) (6.182), thence:

Across a spit (21°05'·89S 149°14'·26E) with a depth of 4·2 m at its outer end, the W-most danger extending from Slade Island.

- 3 **Leading lights:**

Front light (21°06'·77S 149°13'·69E).

Rear light (21°06'·80S 149°13'·68E).

Thence the alignment (209·5°) of the above lights leads through the harbour entrance.

Australian Notice 23/926/22 [NP15-No 12-Wk 06/23]

Australia - Queensland - Whitsunday Passage — Directions; buoy

227

Paragraph 7.50 *6 line 9 For (E cardinal) Read (W cardinal)*

Australian Notice 16/645/23 [NP15-No 54-Wk 36/23]

Australia - Queensland - Whitsunday Group - Kennedy Sound — Directions; shoal

231

After Paragraph 7.82 *2 line 10 Insert:*

WSW of a shoal patch (20°29'·83S 149°01'·10E), with a depth of 15 m, thence:

Australian Notice 25/1046/21 [NP15-No 2-Wk 22/22]

Australia - Queensland - Whitsunday Passage - Dent Passage — Directions; shoal

233

Paragraph 7.87 *1 lines 4-6 Replace by:*

E of a light beacon (starboard hand) (20°22'·56S 148°56'·48E), marking the W side of the entrance. A shoal with a depth of 3·1 m extends about 1 cable E from the light beacon. And:

Australian Notice 17/693/23. [NP15-No 55-Wk 37/23]

Australia - Queensland - Whitsunday Group - Kennedy Sound — Directions; shoal

236

After Paragraph 7.98 *1 line 5 Insert:*

S of a shoal patch (20°29'·83S 149°01'·10E), with a depth of 15 m, thence:

Australian Notice 25/1046/21 [NP15-No 3-Wk 22/22]

NP15

Australia - Queensland - Whitsunday Passage - Shute Bay — Wrecks

239

Paragraph 7.110 *3* lines 1-7 *Replace by:*

- 3* **Anchorage**, with restricted swinging room and for vessels of suitable size and draught only, may be obtained in the channel, within an area (20°17'90S 148°47'30E) SSE of the wharf at Shutehaven and W of Repair Island. Several wrecks lie in the N part of the anchorage.

Australian Notice 11/416/22 [NP15-No 10-Wk 04/23]

Australia - Queensland - Whitsunday Passage - Molle Islands — Light beacons; buoys

244

Paragraph 7.135 *1* *Replace by:*

- 1* Unsafe Passage lies between Mid Molle Island (20°14'94S 148°49'83E) (7.84) and North Molle Island 2 cables N (7.84). There is a tidal race through the passage on both streams and it should not be used other than by boats. The passage is marked by light buoys (lateral).

Australian Notice 18/742/23 [NP15-No 56-Wk 38/23]

Australia - Cleveland Bay - Townsville — Limiting conditions; UKC

261

Paragraph 8.83 *3* lines 1-6 *Replace by:*

- 3* **Under-keel clearances.** The following minimum UKCs apply:
Sea Channel and Platypus Channel - 1.3 m.
Outer Harbour swing basin - 1.3 m.
Inner Harbour swing basin - 0.6 m.
Ross Creek Channel - 0.6 m.
Ross River - 0.4 m.

Corr. Port of Townsville (22/02/22)
[NP15-No 7-Wk 42/22]

Australia - Cleveland Bay - Townsville — Arrival information; pilotage

262

Paragraph 8.89 *1* lines 1-10 *Replace by:*

- 1* Pilotage is compulsory for all vessels of 50 m LOA or more, except exempted vessels, and is available 24 hours. Pilots board in the following positions:
A (19°06'00S 146°54'15E); all vessels.
TT (19°13'35S 146°51'93E); tug and tow combinations.
See *ADMIRALTY List of Radio Signals Volume 6(4)*.

Corr. Port of Townsville (22/02/22)
[NP15-No 8-Wk 42/22]

Australia - Queensland - East coast - Townsville — Harbour; development

263

After Paragraph 8.92 *1* *Insert:*

Development 8.92a

- 1* Works are in progress (2022) to widen the port approach channel in order to accommodate vessels of up to 300 m. Beacons marking the channel may be substituted with V-AIS during the works period. An associated reclamation area is situated to the E of the port. Works are expected to be completed in 2024.

Australian Notices 9/345-346/2022
[NP15-No 9-Wk 04/23]

Papua New Guinea - South coast - Port Moresby — Directions; light

360

Paragraph 12.114 *1* *Replace by:*

- 1* From the position S of Paga Point (9°29'13S 147°08'73E) the track leads NNW in the white sector (334.5°-337.5°) of a directional light (tower) (9°25'58S 147°06'68E) exhibited from Motukea Island, passing:

Australian Notice 1/13/22 [NP15-No 5-Wk 25/22]

Papua New Guinea - South coast - Port Moresby — Directions; shoal; stranded wreck

361

Paragraph 12.114 *7* lines 6-7 *Replace by:*

- WSW of an isolated shoal (9°25'90S 147°06'94E) marked by a light buoy (W cardinal), and:

After Paragraph 12.114 *8* line 8 *Insert:*

- 9* **Useful mark:**
Stranded wreck of SS *Macdhui* (9°27'00S 147°08'24E), lying on its side on the edge of the coastal reef 8 cables WNW of Elevala Peninsula (9°27'40S 147°09'00E). The wreck may be obscured if there is a vessel on the SE oil berth, but is otherwise easily identified.

Australian Notice 1/13/22 [NP15-No 6-Wk 25/22]

Australia - Torres Strait - Prince of Wales Channel — Depths

390

Paragraph 13.71 *1* lines 1-5 *Replace by:*

- 1* **Least charted depths.** Within the two-way route of Prince of Wales Channel the least charted depth is 8.1 m, at the N edge of Herald Patches (13.75). Charted depths between 11 and 12 m are shown in numerous places within the two-way route.

Australian Chart 293 (2022) [NP15-No 15-Wk 07/23]

Australia - Torres Strait - Prince of Wales Channel — Depths

391

Paragraph 13.74 *s* line 11 *For* 9 m *Read* 8 m

Paragraph 13.74 *s* line 13 *For* 8.4 m *Read* 8 m

Australian Chart 293 (2022) [NP15-No 16-Wk 07/23]

Australia - Torres Strait - Prince of Wales Channel - Booby Island — Directions

394

Paragraph 13.83 *i* line 1 *Replace by:*

1 **South route.** From the position about...

ENC AU411141 (24.000) [NP15-No 60-Wk 49/23]

Australia - Torres Strait - Prince of Wales Channel - Booby Island — Directions

394-395

Paragraph 13.84 *i-4* *Replace by:*

1 **West route.** For vessels W-bound through Arafura Sea the track passes:

S of Proudfoot Shoal (10°31'·60S 141°28'·14E), marked by a light buoy (S cardinal). Thence:

S of Carpentaria Shoal (10°44'·49S 141°03'·36E), marked by Carpentaria Light Buoy (isolated danger), on which a landfall should be made when approaching Torres Strait from W. Thence:

2 N of a shoal (depth 18.3 m) (10°50'·62S 140°49'·59E), pebbles and black shell, over which the depth has been obtained from an early or incomplete survey. This shoal, and a patch of 29.2 m (10°42'·00S 140°51'·00E), and another of 33 m (reported 1990), 4½ miles farther W, indicate the presence of irregular depths in an area which has been only inadequately surveyed.

3 **West-south-west route.** For vessels bound WSW through the N area of Gulf of Carpentaria the track passes:

SSE of an 11.3 m patch (10°42'·20S 141°36'·90E) (see above), thence:

SSE of Carpentaria Shoal (10°44'·49S 141°03'·36E) (see above), thence:

SSE of a shoal (depth 18.3 m) (10°50'·62S 140°49'·59E) (see above).

(Directions W and S from Booby Island continue in Australia Pilot Volume 1)

ENC AU411141 (24.000) [NP15-No 61-Wk 49/23]

Australia - Queensland - Thursday Island — Arrival information; outer anchorages

396

Paragraph 13.98 *i* lines 4-7 *Replace by:*

...(10°34'·92S 142°10'·34E). A designated anchorage area, with a swinging radius of 225 m, in depths from about 8 to 10 m, out of the strength of the tidal stream and sheltered from South-east Trade Winds, is situated 8 cables W of Black Rock. The anchorage...

Australian Notice 09/345/23 [NP15-No 33-Wk 25/23]

Australia - Queensland - Thursday Island — Arrival information; outer anchorages

397

Paragraph 13.98 *s* lines 1-8 *Replace by:*

3 **Brisbane Rock west anchorage.** Anchorage during strong SE winds may be obtained in a designated anchorage, with a swinging radius of 250 m and in a depth of about 7 m, situated 8½ cables WNW of Heath Point (13.110). Tidal streams in this position are strong and the berth is close to the N edge of the shallow bank in the entrance to Friday Passage. A designated anchorage for passenger vessels up to 185 m LOA lies 9 cables WNW of Heath Point.

Australian Notice 09/345/23 [NP15-No 34-Wk 25/23]

Australia - Torres Strait - Thursday Island — Prohibited anchorage

397

Paragraph 13.99 *i* lines 1-3 *Replace by:*

1 **Prohibited anchorage.** Anchoring is prohibited in the approaches to Main Jetty (10°35'·20S 142°13'·30E) and Horn Island Jetty (13.119).

Australian Chart 299 (2022) [NP15-No 14-Wk 07/23]

Australia - Torres Strait - Ellis Channel — Directions; buoys

399

Paragraph 13.113 *2-4* *Replace by:*

2 SE of the bank and ridge (10°34'·15S 142°14'·70E) forming the NW side of the channel (13.112), thence:

NW of a light buoy (special) (10°35'·06S 142°14'·54E), marking the outer end of a coral spit, with depths less than 5 m, which extends NE from the N-most of Madge Reefs (13.111).

3 Thence the track continues SW, through a channel marked by light buoys (lateral), passing between Wilkie Bank (13.112) and Madge Reefs. Course may then be directed as required for berthing.

Australian Notice 25/1051/21 [NP15-No 4-Wk 22/22]

Australia - Torres Strait - Endeavour Strait — Depths

402

Paragraph 13.127 *i* lines 5-6 *For* 5.7 and 7.2 m *Read* 5.5 and 8.3 m

ENC AU411141 (24.000) [NP15-No 62-Wk 49/23]

NP15

Australia - Torres Strait - Endeavour Strait - Entry west of Great Woody Island — Directions; shoal

403

Paragraph 13.133 5 lines 4-5 *Replace by:*

The line of bearing 112°, astern, of Red Wallis Islet then leads WNW across the bar, passing NNE of a shoal (10°48'·86S 141°53'·05E) with a depth of 4.9 m.

ENC AU411141 (24.000) [NP15-No 63-Wk 49/23]

NP18 Baltic Pilot Volume 1 (2022 Edition)

Sweden - Approaches to Göteborg - Hatteberget to Trubaduren — Directions; light

82

Paragraph 3.23 3 lines 5-7 *Delete*

Swedish Chart 92 (2023) [NP18-No 34-Wk 34/23]

Sweden - Approaches to Göteborg - Källö Fjord — Directions; light

83

Paragraph 3.26 2 lines 5-6 *Delete*

Swedish Chart 92 (2023) [NP18-No 35-Wk 34/23]

Sweden - Northern approaches to Göteborg - Main channel — Directions; light

88

Paragraph 3.63 2 lines 2-3 *Delete*

Swedish Chart 92 (2023) [NP18-No 36-Wk 34/23]

Sweden - Northern approaches to Göteborg - Inshore channel — Directions; light

92

Paragraph 3.90 2 lines 2-3 *Delete*

Swedish Chart 92 (2023) [NP18-No 37-Wk 34/23]

Sweden - Western approaches to Göteborg - Main channel — Directions; light

94

Paragraph 3.108 2 lines 5-6 *Delete*

Swedish Chart 92 (2023) [NP18-No 38-Wk 34/23]

Sweden - Western approaches to Göteborg - South channel — Directions; light

96

Paragraph 3.112 2 lines 4-5 *Delete*

Swedish Chart 92 (2023) [NP18-No 39-Wk 34/23]

Sweden - Kattegat - Approaches to Göteborg — Prohibited anchorage

99

After Paragraph 3.121 1 line 5 *Insert:*

Within an area centred on 57°33'·58N 11°36'·27E,
between Anchorage Area A and Area B (3.119).

Swedish Notice 917/16870/22

[NP18-No 12-Wk 04/23]

Sweden - Southern approaches to Göteborg - Inner channel — Directions; light

99

Paragraph 3.134 2 lines 2-3 *Delete*

Paragraph 3.134 3 lines 2-3 *Delete*

Swedish Chart 92 (2023) [NP18-No 40-Wk 34/23]

Sweden - Kattegat - Approaches to Göteborg - Channel south of Donsö — General information; draught

101

Paragraph 3.141 1 *Replace by:*

- 1 A channel, with a maximum authorised draught of 6.0 m, leads E from Böttöleden (3.99) close N of Donsö Svartskär (57°35'·16N 11°43'·34E), through Måvholmshuset (57°35'·22N 11°44'·20E). A channel, with a maximum authorised draught of 7.0 m, then leads ESE, passing between Donsö and Vrångö to join the S inner channel to Göteborg (3.136) in position 57°35'·50N 11°49'·00E.

Swedish Notice 915/16846/22

[NP18-No 10-Wk 02/23]

Sweden - Kattegat - Approaches to Göteborg - Channel south of Donsö — Directions

102

Paragraph 3.142 1-4 *Replace by:*

Landmarks:

Stora rös (57°36'·53N 11°47'·08E) (3.47).

Stora Känsö Tower (57°37'·72N 11°44'·93E) (3.108).

Track. From the vicinity of 57°35'·30N 11°42'·40E, about 5 cables WNW of Donsö Svartskär Light (3.109), the recommended track leads E, passing:

N of the above light, thence:

S of shoal patch (57°35'·35N 11°43'·69E).

- 2 From a position about 2½ cables NE of the Donsö Svartskär Light the recommended route then divides and leads E in the white sector (085.6°-089.2°) of Kårholmeskär Light (white pedestal) (57°35'·32N 11°46'·11E), or alternatively leads generally E through Mavholmshuset, passing:

N or S of an area of shoals (57°35'·23N 11°44'·62E), marked N by a buoy (N cardinal), and S by a buoy (port hand), thence:

- 3 S of Amneskären (57°35'·41N 11°44'·84E), an islet encompassed by shoals. A shoal patch (57°35'·33N 11°44'·28E) is situated about 2 cables WSW of the islet. Thence:

N of Måvholmen (57°35'·05N 11°45'·06E), an islet, where the recommended tracks merge. An area of rocks and shoals extends about 2 cables NE of Måvholmen.

4 S of a 1·7 m patch (57°35'·37N 11°45'·58E), marked by a buoy (port hand), extending 1½ cables SW of Sjumansholmen, an islet, thence:

N of a 2·6 m patch (57°35'·22N 11°45'·81E), marked by a buoy (starboard hand).

The recommended track then continues E in the white sector (085·6°-089·2°) of Kårholmeskär Light, passing:

Swedish Notice 914/16818/22

[NP18-No 11-Wk 02/23]

**Sweden – Kattegat – Göteborgs Hamn —
Traffic regulations; speed restrictions**

109

Paragraph 3.190 2 lines 4-7 *Replace by:*

Between Nya Älvsborgs Fästning (3.198) and Lindholmshamnen (57°42'·37N 11°56'·56E): 8 kn.

Above Lindholmshamnen: 5 kn.

Swedish Notice 900/16538/22

[NP18-No 6-Wk 44/22]

**Sweden - Kattegat - Göteborgs Hamn —
Bridge signals**

109

After Paragraph 3.195 1 line 4 *Insert:*

The signals (table 3.195) are shown from the bridge.

<i>Signal</i>	<i>Meaning</i>
FR	Bridge cannot be opened.
Iso R 4s	Bridge shall not be passed.
Iso W 4s	Requesting vessel is observed.
FW	Bridge about to be opened.
Iso G 4s	Bridge open, proceed.
Iso G 4s +	Pass without bridge opening.
Iso R 4s	

Swedish Notice 929/16991/22

[NP18-No 13-Wk 05/23]

**Denmark - Sjælland - Isefjord - Lammefjord —
Directions; wreck**

148

Paragraph 4.183 2 lines 4-7 *Replace by:*

SSE of a dangerous wreck (55°48'·33N 11°43'·15E), lying about 1 cable SE of Kongsøre Næbbe, where the bank is steep-to. The track for the anchorage off Sidinge Fjord leads generally WNW. Thence:

Danish Notice 15-16/176/22

[NP18-No 14-Wk 11/23]

**Denmark – Roskilde Fjord – Ølsted Hage —
Directions; beacon**

156

Paragraph 4.242 3 *Replace by:*

3 The track then continues S, through the narrow channel, to a position 1 cable S of E extremity of Dyrnæs Mole (55°54'·07N 12°01'·75E).

Paragraph 4.243 1 lines 1-3 *Replace by:*

1 From a position about 1 cable S of E extremity of Dyrnæs Mole (4.242), the track leads S for about 1¼ miles, passing:

Danish Notice 10/129/22

[NP18-No 8-Wk 47/22]

**Denmark - Kattegat - Stensnæs Flak to Hals -
Rimmen — Directions; reef; buoy**

162

Paragraph 5.35 3 lines 1-6 *Replace by:*

3 ESE of Rimmen (57°10'·05N 10°28'·89E), a large sand shoal stretching 5 miles SSW. An artificial reef (57°11'·41N 10°30'·44E), depths less than 2 m, lies on the N part of the shoal. Thence:

Danish Notice 20/376/22; ENC DK4KATGN (57.001)

[NP18-No 31-Wk 30/23]

Sweden – The Sound – Höganäs — Berths

193

Paragraph 6.29 7 lines 1-6 *Replace by:*

7 **Alongside berths.** The west quay is 370 m in total length; the loading pier (165 m in length) on the N part of the quay has a dredged depth of 7·2 m (2021). Maximum vessel length is 130 m for the N part of the quay and 100 m for the S part of the quay.

Swedish Notice 908/16712/22

[NP18-No 9-Wk 48/22]

**Denmark - The Sound - Lous Flak to
Middelgrunds Fort — Directions**

199

Paragraph 6.64 1-5 *Replace by:*

1 From a position about 6 miles NNE of Middelgrunds Fort (55°43'·24N 12°39'·95E) (6.97) in the vicinity of Lous Flak Light Buoy (safe water) (6.62), the track leads SSW for about 3¼ miles in the white sector (207°-212°) of København Nord Light (55°43'·50N 12°37'·92E), passing:

2 ESE of Taarbæk Rev (55°47'·00N 12°38'·30E), a sand flat with rocky patches extending 2¼ miles offshore from Taarbæk (55°47'·25N 12°35'·80E), marked by a light buoy (E cardinal), and:

WNW of a light buoy (special) (55°46'·37N 12°41'·13E), moored near the N limit of Københavns Red (6.91).

The track then continues to a position about 2½ miles N of Middelgrunds Fort.

NP18

3 Useful marks:

Pinhättan Light (55°45'·25N 12°51'·93E) (6.125).
Television mast (aero light) (55°44'·09N 12°29'·51E),
at Gladsakse.
Eremitagen (55°47'·70N 12°34'·31E), a large
building standing in Jægersborg deer park.
Flakfort (55°42'·22N 12°43'·84E).

*(Directions continue at 6.97 for København
via Kronløbet; at 6.105 for Nordhaven
via Skudeløbet; and at 6.171 for
Hollænderdybet and Drogden)*

ENC DK4SUNDT (122.007); Danish Notice 17/191/22
[NP18-No 19-Wk 13/23]

Sweden - The Sound - Landskrona — Controlling depths

200

Paragraph 6.66 1 lines 1–7 *Replace by:*

- 1 **Controlling depths.** There are least charted depths
of 10·6 m in the main channel and 2·6 m in
Gräsännan. The Port Authority should be consulted
for the latest information on depths and authorised
draughts.

UKHO [NP18-No 26-Wk 14/23]

Denmark - København — Outer anchorages

203

After Paragraph 6.89 2 line 10 Insert:

Care should be taken not to anchor near the
numerous submarine cables and pipelines within the
port.

Danish Chart 134 (2022) [NP18-No 20-Wk 13/23]

Denmark – København – Traffic regulations — Prohibited area

203

After Paragraph 6.91 4 line 1 Insert:

A prohibited area, marked by light buoys (special),
has been established to protect the development
E of Refshaleøen (see 6.94). A temporary channel
has been established through the prohibited area
for larger ships to use the port facilities at
Prøvesten (6.113). The channel can only be used
by vessels with a draft of more than 8·8 m and with
a pilot on board. When navigating through the
channel it is mandatory to use a tug.

Danish Notices 4/43; 44; 46; 47; 48/22
[NP18-No 2-Wk 35/22]

Denmark - København — Traffic regulations; prohibited areas

203

Paragraph 6.91 4 including existing Section IV Notice
Week 35/22 *Replace by:*

4 Prohibited areas:

A prohibited area, marked by light buoys (special),
has been established to protect the development
E of Refshaleøen (see 6.94). Larger vessels
intending to use the port facilities at Prøvesten
(6.113) must follow the route via Hollænderdybet
(6.161) and the S part of Kongedybet (6.102).

Opposite Christiansholm (55°40'·75N 12°35'·92E).
The area is marked by buoys (special).

In Kronløbsbassinet (6.110), within an area marked
by buoys (special).

In Færgehavn Nord (6.110), within an area marked
by buoys (special).

A prohibited area, centred on 55°39'·67N
12°34'·08E, marked by buoys (special), is
situated in the vicinity of Bryggebroen (6.86).

Danish Notice 17/191/22 [NP18-No 17-Wk 13/23]

Denmark – København – Harbour — Development

204

After Paragraph 6.94 1 line 2 Insert:

Works are in progress (2022) to construct
Lynetteholm, an artificial peninsula, which will extend
E from Refshaleøen (55°41'·61N 12°37'·07E) (6.93)
into Kongedybet (6.102). The area is protected by a
prohibited area (see 6.91)

Danish Notices 4/43; 44; 46; 47; 48/22
[NP18-No 3-Wk 35/22]

Denmark - København - Middelgrunds Fort to Knippelsbro — Directions

205

Paragraph 6.98 1-6 *Replace by:*

1 From a position about 2¾ miles N of Middelgrunds
Fort (55°43'·24N 12°39'·95E), the track leads S about
1½ miles in the white sector (184°–193°) of
Middelgrunds Fort W Light to a position about 1 mile
N of the fort.

- 2 The track then leads SW in the white sector
(221°–224°) of Trekroner Light (6.97) for about
1¼ mile, passing:

SE of Anchorage No 3 (6.89), thence:

SE of a 9·5 m shoal (55°43'·76N 12°38'·84E), and:

NW of of Middelgrund (6.102), and:

NW of a shoal patch (55°42'·96N 12°38'·56E) close
W of Middelgrund (6.102), with a depth of 9 m.

- 3 **Kronløbet Directional Lights.** Two lights (lattice
beacons, 146 m apart) (55°42'·31N 12°36'·01E and
55°42'·25N 12°35'·92E) are displayed from Frihavnen
(6.110), between Nordbassinet and Mellembassinet.
The white sectors of these lights are visible together
in a lane 60 m width on a line of bearing (242·8°)
leading through the centre of Kronløbet. To the N of
the track the N light displays a green sector, while S
of the track a red sector is displayed from the S light.

The track leads from Renden, the N part of Kongedybet (6.102) which lies between Stubben reclamation work and N end of Middelgrund, and thence into Kronløbet, least width 150 m, passing:

4 SE of Oceankaj (55°42'·95N 12°37'·54E), situated on reclaimed land extending SE from the S end of Stubben, a large bank extending 1 miles NNE, thence:

NW of Middelpult (55°42'·55N 12°37'·83E), a rocky shoal in mid-channel at the S end of Renden, marked by a light buoy (N cardinal) near its NE extremity.

Danish Chart 134 (2022) [NP18-No 21-Wk 13/23]

Denmark – København – Kongedybet — Prohibited area

206

After Paragraph 6.102 1 line 9 *Insert*:

Prohibited area. A prohibited area, surrounding an area under development, extends across Kongedybet, E from Refshaleøen (55°41'·61N 12°37'·07E) (6.93). See 6.91 and 6.94.

Danish Notices 4/43; 44; 46; 47; 48/22 [NP18-No 4-Wk 35/22]

Denmark – København – Kongedybet — Directions

206

Paragraph 6.102 1-3 including existing Section IV Notice Week 35/22 *Replace by*:

1 **Description.** Kongedybet (55°41'·20N 12°38'·60E) is the channel between the coastal bank off the NE coast of Amager on its W side and on its E side is Middelgrund, a large bank upon which stands a wind farm and lying between Hollænderdybet (6.161) and Kongedybet, which extends about 3 miles S of Middelgrunds Fort.

2 Kongedybet is divided into two distinct parts by extensive reclamation works within a prohibited area which extends E from Refshaleøen (55°41'·61N 12°37'·07E) (6.93).

The N portion of Kongedybet contains a sea-plane landing area in Middelpult (55°42'·55N 12°37'·83E) (6.98) and, from its junction with Kronløbet, provides access S to Lynetteløbet (6.104).

3 The S portion of Kongedybet and the berths at Østhavnen (6.113) are accessed from Svælget, close SSE of Middelgrund. This portion of Kongedybet is approached from N through Hollænderdybet, or from S and the Baltic Sea through Drogden (6.161).

Controlling depth in the fairway is 11 m.

4 From April to November, yacht racing buoys (special) are laid close W of Middelgrund.

Prohibited area, surrounding an area under development, extends across Kongedybet, E from Refshaleøen (55°41'·61N 12°37'·07E) (6.93). See 6.91 and 6.94.

5 **Directions.** The track for the S part of Kongedybet begins at the S end of Hollænderdybet (6.161), from a position in Svælget, about 1½ miles N of Nordre Røse Light (55°38'·16N 12°41'·20E) (6.171). The track rounds the SSE extremity of Middelgrund, marked by a light buoy (S cardinal); a light buoy (special) is moored close NE.

Caution. Mariners should note that the directions lead from SE to NW but the direction of buoyage is from NW to SE due to works in progress in the centre of Kongedybet.

Danish Chart 134 (2022); Danish Notice 17/191/22; ENC DK4SUNDT (122.0007); ENC DK5KOE BH (111.005) [NP18-No 22-Wk 13/23]

Denmark – København – Kongedybet — Directions

206

Paragraph 6.103 1-3 *Replace by*:

1 **Leading beacons:**

Front beacon (red circular tower, white cross, surmounted by rectangular topmark, red and white stripes) (55°42'·14N 12°36'·87E), on SE side of Trekroner Fort (6.97).

Rear beacon (similar structure) (1 cable from front beacon), on NW side of Trekroner Fort.

2 The alignment (317·8°) of these beacons, or at night the white sector (316·5°–320°) of Trekroner Light (6.97), leads NW into Kongedybet and the berths at Østhavnen (6.113), passing:

NE of of Svalerumpen (55°39'·67N 12°39'·88E), marked by a buoy (starboard hand), whence the track leads into Svælget, the junction of Kongedybet with Hollænderdybet (6.161), thence:

3 NE of Sundby Hage (55°40'·15N 12°39'·56E), the N end of a ridge of sand and cobbles, marked by a buoy (starboard hand), thence: SW of of Middelgrund (6.102), marked by a buoy (port hand).

Useful marks:

Group of 20 wind turbines (red lights) (55°41'·54N 12°40'·25E), in a line extending nearly two miles N/S, standing on the E part of Middelgrund.

Danish Chart 134 (2022); ENC DK4SUNDT (122.007); Danish Notice 17/191/22 [NP18-No 23-Wk 13/23]

Denmark – København – Skudeløbet — Directions

206

Paragraph 6.105 2 *Replace by*:

2 **Directions** (*continued from 6.64*). From a position about 2½ miles N of Middelgrunds Fort (6.97), the track leads SSW in the white sector (207°–212°) of København Nord Light (55°43'·50N 12°37'·92E) through the W part of Renden, passing:

ESE of No 2 Anchorage (55°45'·29N 12°39'·02E), and:

WNW of No 3 Anchorage (55°44'·39N 12°39'·46E).

Alternatively, the alignment (203°) of Nyholm sheerlegs crane (55°41'·28N 12°36'·36E) (6.97) with Frelsers Church (55°40'·36N 12°35'·64E) leads E of Taarbæk Rev (6.64) in a minimum depth of 8·6 m to a position about 1 mile NNE of København Nord Light.

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The track then leads W for about 1 mile into Skudeløbet, to a position about 1 mile NNW of København Nord Light, passing:

S of No 2 Anchorage, thence,
N of a shoal patch (55°44'·35N 12°37'·90E), depth 5·3 m, marked by a buoy (N cardinal).

Kalkbrænderihavnen Leading Lights:

Front light (red hut, white band) (55°43'·18N 12°35'·74E), on a short arm projecting NNW from the SW entrance point to Færgehavn Nord.

Rear light (mast) (5¼ cables from front light), standing on the quay at the head of the channel.

Danish Chart 134 (2022); ENC DK4SUNDT (122.007)
[NP18-No 24-Wk 13/23]

Denmark - København - Hollænderdybet — Directions

217

Paragraph 6.172 including heading *Replace by:*

Middelgrunds Fort to Svælget 6.172

1 From a position about 2½ miles N of Middelgrunds Fort (55°43'·24N 12°39'·95E) (6.97), the track leads S into Hollænderdybet in the white sector (176·5°-181°) of Nordre Røse Light (55°38'·16N 12°41'·20E) (6.171), passing:

Clear of a light buoy (safe water) (55°44'·32N 12°41'·02E) and shoal patch with depth of about 9·5 m, thence:

2 E of Middelgrunds Fort (6.97).

The track then continues S, marked by light buoys (lateral), passing:

E of of Middelgrund (6.102), within which obstructions exist and navigation is to be avoided, thence:

3 W of Saltholm Flak, a large flat extending about 3 miles NNW of Saltholm (6.162), thence:

W of Ryggen (55°41'·55N 12°41'·65E), a shoal marked by a light buoy (port hand).

The track then leads into Svælget (6.102) about 1¼ miles N of Nordre Røse Light.

4 **Useful marks:**

A line of 20 wind turbines (55°41'·54N 12°40'·25E), standing on the E part of Middelgrund (6.102).

(Directions continue at 6.102 for Kongedybet)

Svælget to Drogden Light 6.172a

1 From a position in Svælget (6.102) about 1¼ miles N of Nordre Røse Light (55°38'·16N 12°41'·20E) (6.171), the track leads SSE in the white sector (346°-350°) of Middelgrunds Fort East Light (6.171), astern, for about 1½ miles, passing:

2 WSW of the SW extremity of Smågrundene (55°39'·84N 12°42'·60E), marked by a light buoy (port hand), thence:

To the vicinity of a light buoy (safe water) (55°38'·59N 12°41'·58E), marking the N end of the Drogden channel.

ENC DK4SUNDT (122.007); Danish Notice 17/190/22
[NP18-No 25-Wk 13/23]

Denmark - København - Prøvesten — Directions; useful marks

217

Paragraph 6.174 3 lines 5-6 *Delete*

Danish Notice 17/191/22; Danish Chart 134 (2022)
[NP18-No 18-Wk 13/23]

Sweden - Baltic Sea - Trelleborg — Limiting conditions; controlling depths

227

Paragraph 6.237 1 line 5 *Replace by:*

Inner harbour - 7·5 m.

ENC SE5EHXLG (29.000) [NP18-No 7-Wk 45/22]

Denmark - Kattegat - Horsens — Basins and berths

251

Paragraph 7.132 1 line(s) 3-6 *Replace by:*

Berth No 5, length 120 m, depth 6·3 m.

Berth Nos 9 to 11, depth 6·3 m.

Berth No 15, T-shaped oil jetty, maximum length 150 m, depth 6·3 m.

Caution. A bathing facility (55°51'·52N 9°51'·73E) is situated close W of berth No 9.

Danish Notice 18/336/22; ENC DK5HORSN (12.000)
[NP18-No 29-Wk 29/23]

Denmark - Kattegat - Endelave Havn and approaches — Marine reserve

252

Paragraph 7.136 2 line(s) 4-6 *Replace by:*

Prohibited area. Entry is prohibited into a marine reserve surrounding Møllegrund (55°46'·45N 10°13'·73E).

Danish Notice 18/328/22 [NP18-No 30-Wk 29/23]

Denmark - Storebælt - Kalundborg Fjord — Anchorage; obstruction

268

Paragraph 8.36 1 lines 1-2 *Replace by:*

1 Vessels can anchor anywhere in Kalundborg Fjord, clear of charted obstructions, as the holding ground is good. Winds from W and NW...

Danish Notice 20/212/2022 [NP18-No 32-Wk 31/23]

Denmark - Smålandsfarvandet - Agersø Sund — Directions; buoy

334

Paragraph 11.36 6-8 *Replace by:*

6 **Egholm Leading Lights:**

Front light (white mast, red band, 5 m in height) (55°14'·54N 11°10'·92E).

Rear light (white framework tower, red band, 14 m in height) (520 m from front light).

The alignment (321°) of these lights astern leads SE from a position about 1½ miles SE of the front light for about ¾ miles, passing:

- 7 SW of shoal ground (55°13'·30N 11°13'·55E) at the SW extremity of Tærskelen, marked by a buoy (port hand) off Stignæs Ferry Harbour (11.49), thence:
NE of a 3·5 m shoal (55°11'·70N 11°14'·15E) at the NE extremity of Østerhoved Flak, marked by two buoys (starboard hand), thence:
- 8 NE of the E extremity of Helleholms Flak (11.11), marked by a buoy (E cardinal).
Thence the track leads S for about 3 miles to the vicinity of Kirkegrund (55°06'·60N 11°22'·50E) (11.18).

Useful marks:

Korsør Church (55°19'·82N 11°08'·16E) (8.30).
Water and lookout tower (55°19'·55N 11°08'·94E).

Danish Notice 24/455/22 [NP18-No 33-Wk 32/23]

**Denmark - Sjælland - Omø Tofte —
Directions; rocks**

341

After Paragraph 11.77 1 line 5 *Insert:*

Caution. Rocks (55°07'·54N 11°09'·85E), with a depth of about 2 m, have been reported (2022) on the S side of the channel.

Danish Notice 15-16/180/22 [NP18-No 15-Wk 11/23]

**Denmark – Falster – Storstrøm – Orehoved Havn
— Controlling depths**

350

Paragraph 11.142 2 lines 1-2 *Replace by:*

- 2 **Controlling depths.** The approach channel is dredged to 6·5 m (2023). Contact local authorities for the latest depth information.

ENC DK5OREHD (4.001) [NP18-No 42-Wk 48/23]

**Denmark – Falster - Storstrøm –
Orehoved Havn — Obstruction**

350

Paragraph 11.142 3 line 6 *Replace by:*

...NE side of the molehead. An obstruction, depth 5·9 m, lies in the E part of the turning basin.

ENC DK5OREHD (4.001) [NP18-No 43-Wk 48/23]

**Denmark – Gulstav to Gedser – Fehmarn Belt —
Restricted area; explosives**

358

After Paragraph 12.9 2 line 13 *Insert:*

54°34'·46N 11°18'·91E.

Danish Notice 5/58/22 [NP18-No 5-Wk 37/22]

Germany - Flensburg — Restricted area

387

After Paragraph 12.204 1 line 4 *Insert:*

**Restricted area
12.204a**

- 1 An area, with a 1 cable radius in which anchoring and fishing are prohibited, is centred on 54°49'·56N 9°27'·44E.

German Notice 33/26/22 [NP18-No 28-Wk 17/23]

**Germany - Lübecker Bucht -
Travemünde — Traffic signals**

398

After Paragraph 13.71 1 line 9 *Insert:*

**Traffic signals
13.71a**

- 1 The following signals are exhibited from the signal station (53°57'·64N 10°53'·00E).

	<i>Signal</i>	<i>Meaning</i>
2	Day: Two black balls over one black cone point down. Night: Two F red lights over one F green light.	Extraordinary restriction to navigation.
3	Day: One black ball over two black cones points together; or flag, red and white horizontal stripes. Night: Three F vertical lights. Top light red. Middle light green. Bottom light white.	Entrance prohibited.

German Chart DE51 (2022) [NP18-No 16-Wk 12/23]

**Germany – Lübecker Bucht – Approaches to
Travemünde — Directions; wreck**

398

Paragraph 13.74 1 line 7 *Replace by:*

...buoy (E cardinal), and NW of a dangerous wreck (53°59'·47N 10°56'·47E).

German Chart 36 (2022) [NP18-No 1-Wk 35/22]

Germany - Rostock — Port services

407

Paragraph 13.159 2 lines 5-7 *Replace by:*

...channels from the main fairway, keeping clear of a former shipyard construction site (54°05'·94N 12°06'·41E). There is an extension of the shipyard on the N bank in Gehlsdorf, about 5 cables N.

German Notice 33/1672/22 [NP18-No 41-Wk 42/23]

NP18

Germany - Kubitzer Bodden - Approaches to Stralsund — Leading lights

415

After Paragraph 13.228 3 line 4 *Insert*:

Stralsund Leading Lights:

Front light (grey metal framework tower on dolphin) (54°18'79N 13°06'52E).

Rear light (grey metal framework tower) (54°18'40N 13°06'51E) (4 cables from front light).

Paragraph 13.228 4 lines 1-9 *Replace by*:

- 4 From a position about 1 mile NW of Bessiner Haken Front Leading Light, the alignment (180·9°) of these lights leads S into Stralsunder Fahrwasser, also known as Strelasund, the channel separating Rügen (13.241) from the mainland.

German Notice 23/1579/22 [NP18-No 27-Wk 14/23]

NP19 Baltic Pilot Volume 2 (2022 Edition)

Poland - Baltic Sea -North of Rozewie — Offshore platforms; safety zones

92

Paragraph 2.8 1 *Replace by*:

- 1 Baltic Beta Oil Production Platform (55°28'90N 18°10'96E) stands on Oilfield B-3, about 39 miles N of Rozewie. A lighted SBM, CALM PB-2, is moored about 1½ miles S of the platform, and Platform PG-1 stands 1¼ miles SSW. Entry is prohibited within safety zones, radius 500 m, surrounding the platforms and SBM.

Polish Notice 37/447/22 [NP19-No 62-Wk 26/23]

Denmark – Bornholm – West coast – Rønne — Harbour; development

98

Paragraph 2.42 2 *Replace by*:

- 2 A basin (55°05'38N 14°41'36E) containing the multi-purpose terminal is located close S of the main harbour. It is protected by a breakwater which extends SW then NW from the shore.

Development. Works are in progress (2022), within a prohibited area marked by light buoys (special), to extend the breakwater protecting the multi-purpose terminal farther NW.

- 3 Works are also in progress (2022), within a prohibited area marked by buoys (special), centred on 55°05'47N 14°41'36E.

Danish Notice 12/151/22 [NP19-No 28-Wk 02/23]

Denmark – Bornholm – West coast – Teglkås — Harbour; depth

100

Paragraph 2.56 1 line 3 *For* 2.5 m *Read* 1.7 m

Danish Notice 28/535/22 [NP19-No 82-Wk 50/23]

Denmark - Bornholm - South-west coast — Hazards; scientific equipment

103

After Paragraph 2.84 1 line 6 *Insert*:

Hazards

2.84a

- 1 Scientific measuring equipment is deployed in the vicinity of Rønne Banke (2.27), marked by numerous light buoys (special).

Danish Notice 47/947/21 [NP19-No 4-Wk 19/22]

Sweden - Baltic Sea - Gotland - Klintehamn — Pilotage

109

Paragraph 2.126 2 lines 6-8 *Replace by*:

Pilotage. Pilots are ordered through East Coast Pilot Ordering Centre at Södertälje. Pilots board in position 57°21'80N 18°07'00E. For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Swedish Chart 71 (2022) [NP19-No 61-Wk 25/23]

Sweden - Gotland - Kappelshamnsviken - Kappelshamn — Berths; depth

114

Paragraph 2.154 3 line 4 *For* 6.5 m *Read* 5.3 m

Swedish Chart 731 (2022) [NP19-No 67-Wk 28/23]

Sweden – Gotland – East coast – Ronehamn — Directions; wreck

116

After Paragraph 2.170 2 line 6 *Insert*:

E of a dangerous wreck (57°04'90N 18°27'60E), marked by a buoy (E cardinal), thence:

ENC SE300011 (40.000) [NP19-No 27-Wk 52/22]

Sweden - Baltic Sea - Ystad — Limiting conditions; controlling depths

127

Paragraph 3.21 1 line(s) 1-2 *Replace by*:

- 1 **Controlling depth.** The approach channel is dredged (2017) to 7.7 m. The outer harbour is dredged (2020) to 9.5 m; the inner harbour to 7.4 m.

UKHO [NP19-No 10-Wk 44/22]

Sweden - Baltic Sea - Ystad — Harbour; layout; development

127

Paragraph 3.23 1-2 *Replace by*:

- 1 **General layout.** The harbour comprises two main areas. The outer harbour is formed by a detached, curved breakwater on the W, and a breakwater with curved head and extensive reclaimed areas on the S and E sides.

The entrance width between the heads of the outer breakwaters is about 145 m. Both breakwaters have secondary heads within the entrance. The channel through the outer harbour to the inner harbour entrance is marked by buoys and light buoys (lateral).

The inner harbour is formed by two inner breakwaters with an entrance width of about 175 m between the heads.

- 2 Two concrete caissons lie close N of the E breakwater, 3 cables E of its inner head.

A small boat harbour for fishing vessels and yachts lies close W of the inner harbour W breakwater.

Development. Reclamation works continue (2022), in the S and E part of the outer harbour.

UKHO [NP19-No 11-Wk 44/22]

**Sweden - Baltic Sea - Ystad —
Directions for entering harbour**

127

Paragraph 3.24 2-3 *Replace by:*

- 2 The alignment (035°) of these lights leads through a channel, marked by light buoys (lateral) to the outer harbour, passing between the heads of the outer breakwaters, from where lights are exhibited; thence between the inner breakwaters into the inner harbour.

- 3 **Useful marks:**

Silos on W quay (55°25'·46N 13°49'·31E).
Church (55°25'·76N 13°49'·15E).
Water tower (55°26'·55N 13°48'·19E).
Aero light mast (55°26'·49N 13°57'·85E).
Radio mast (55°26'·62N 13°50'·31E) (3.19).

UKHO [NP19-No 12-Wk 44/22]

**Sweden - Baltic Sea - Ystad —
Basins and berths**

127-128

Paragraph 3.25 1 lines 1-8 *Replace by:*

- 1 **Outer harbour.** There are two RoRo berths, each with a length of 250 m. Depths alongside have been dredged (2020) to between 9·0 m and 10·0 m.

Inner Harbour, west basin. The principal berth is W Quay; length 235 m. There are four other berths with a total length of 768 m. Depths alongside have been dredged to between 7·4 m and 10·0 m.

Inner harbour, east basin. There are two RoRo berths with a total length of 380 m and a further quay with a length of 450 m; all berths have a dredged depth of between 7·4 m and 10·0 m alongside.

UKHO [NP19-No 13-Wk 44/22]

**Sweden - Karlshamn and approaches —
Anchorage; wreck**

140

Paragraph 3.130 1 line 4 *Replace by:*

Anchorage A (56°06'·80N 14°51'·30E); a wreck (56°07'·06N 14°51'·22E) lies in the N part of the anchorage.

Swedish Chart 742 (2022) [NP19-No 71-Wk 36/23]

**Sweden - Kalmarsund - Oskarshamn —
Caution; depths**

175

After Paragraph 4.120 2 line 3 *Insert:*

Caution. Depths in Oskarshamn and its approaches are liable to change. Contact the Port Authority for the latest information on depths and authorised draughts.

Swedish Notice 942/17310(T)/22 [NP19-No 52-Wk 14/23]

**Sweden - Arkö to Landsort - Oxelösund —
Anchorage; wreck**

202

Paragraph 5.157 1 lines 1-3 *Replace by:*

- 1 A deep-water unrestricted anchorage area is centred on 58°35'·95N 17°45'·80E, about 9 miles SSW of Landsort Lighthouse (58°44'·38N 17°51'·94E). A wreck (58°35'·05N 17°47'·61E) is situated within the anchorage area.

ENC SE4EIC1Z (29.000); Swedish chart 617 (2021) [NP19-No 1-Wk 11/22]

**Sweden - Arkö to Landsort -
Oxelösund — Anchorage; wreck**

206

Paragraph 5.148 1 *Replace by:*

- 1 A deep-water unrestricted anchorage area is centred on 58°35'·95N 17°45'·80E, about 9 miles SSW of Landsort Lighthouse (58°44'·38N 17°51'·94E). A wreck (58°35'·05N 17°47'·61E) is situated within the anchorage area.

ENC SE4EIC1Z (29.000); Swedish Chart 617 (2021) [NP19-No 2-Wk 14/22]

**Sweden - Hävringe -
Sea to Vinterklasen — Directions**

208

Paragraph 5.157 1 including existing Section IV Week 11/22 *Replace by:*

- 1 **Approaches.** For vessels approaching from S, by day, Hargberget (58°43'·35N 17°27'·85E) (5.257), ahead bearing 355° clears E of Gustaf Dalén Lighthouse (58°35'·65N 17°28'·05E) (5.146). By night, pass E of the lighthouse and thence keep in the white sector (261°-288°), ahead, of Norra Kränkan Light (58°36'·93N 17°23'·17E) (5.158), which leads to the vicinity of the pilot boarding position.

UKHO [NP19-No 3-Wk 14/22]

NP19

Sweden - Baltic Sea - Arkö to Oxelösund — Anchorage

212

Paragraph 5.178 2 line 3 *Replace by:*

...smaller areas. A foul area (58°36'·15N 17°34'·12E), comprising an anchor with 9 shackles of cable, lies close E of the centre of Anchorage Area B4.

Swedish Notice 921/16962/22

[NP19-No 42-Wk 09/23]

Sweden – Baltic Sea – Norrköping — Limiting conditions; controlling depths

214

Paragraph 5.186 including heading *Replace by:*

Controlling depths 5.186

1 The controlling depths and permitted draughts in the channels to the various sections of the harbour are as follows:

Entrance channel — dredged to 14·9 m (2021).
Channel to Bråvikenshamn — swept to 8·9 m;
Bråvikenshamn basin - swept to 8·8 m (2008).

2 Channel to Pampushamnen — 14·2 m (2020), except 14·1 m close SW of Nr 20 light buoy (starboard hand); approaches to Berth 3 RoRo berth - dredged to 12·5 m.

Channel to inner harbour Lindökanalen — swept to 8·9 m (2021) and has a maximum permitted draught of 7·8 m.

Islet Blixholmen to Ståthögahamnen — swept to 8·0 m.

Cementkajen basin — dredged to 7·0 m (2021).

Swedish Notices 917/16880/22, 918/16882/22

[NP19-No 30-Wk 04/23]

Sweden – East coast – Norrköping — Limiting conditions; vertical clearance

214

After Paragraph 5.186 2 line 4 *Insert:*

Vertical clearance 5.186a

1 A bridge (58°35'·69N 16°12'·11E), under construction (2022), spans the Motala River (5.195) at Norrköping (5.184). Unauthorised entry is prohibited into an area, marked by light buoys special, which surrounds the bridge.

Swedish Notices 903/16436, 16614/22

[NP19-No 14-Wk 45/22]

Sweden – Baltic Sea – Norrköping — Limiting conditions; under-keel clearance; vertical clearance

214

Paragraph 5.186a existing Section IV Notice Week 45/22 including heading *Replace by:*

Under-keel clearance 5.186a

1 The port authority or terminal operator should be contacted for the appropriate under-keel clearance requirements for intended fairways, terminals and berths. See also www.sjofartsverket.se for specific limitations.

Vertical clearance 5.186b

1 A bridge (58°35'·69N 16°12'·11E), under construction (2022), spans the Motala River (5.195) at Norrköping (5.184). Unauthorised entry is prohibited into an area, marked by light buoys special, which surrounds the bridge.

UKHO

[NP19-No 31-Wk 04/23]

Sweden – Baltic Sea – Norrköping — Directions for entering harbour; depths

216

Paragraph 5.201 1 line 9 *For* 14·7 m (2011) *Read* 14·9 m (2021)

Paragraph 5.201 3 line 5 *For* 8·2 m *Read* 8·9 m

Swedish Notice 917/16880/22 [NP19-No 32-Wk 04/23]

Sweden – Baltic Sea – Norrköping — Basins and berths

217

Paragraph 5.204 1 *Replace by:*

1 Pampushamnen (58°37'·31N 16°14'·95E) has an oil terminal at Berth 1, which has a length of 70 m with breasting dolphins and has a dredged depth of 12·0 m alongside. A RoRo berth, 80 m in length, lies close N of Berth 1 and has a dredged depth of 9·1 m. The multi-purpose terminal has a quay with total length of 450 m with a dredged depth of 14·2 m (2020); the NW end of the quay is a RoRo berth, 160 m in length, with a dredged depth of 10·0 m (2018); buoys (special) lie in the vicinity of development (5.196).

Paragraph 5.205 1-2 *Replace by:*

1 Berths 57–45 on Öhmanskajen have a length of 600 m with a depth alongside dredged to 8·4 m (2021). Two fixed RoRo berths lie at the NE end of this quay, the northern most having a dredged depth of 7·1 m (2021). The remainder of this section which includes Edstrandskajen and the river area SW of Blixholmen (58°36'·18N 16°12'·99E) has a total of 3030 m of berthing space with depths alongside of 5·0 to 9·0 m.

- 2 The section on the SW side of Händelö which includes Gästgivarehagen, Cementkajen, Ramshällskajen and Ståthögahamnen contains a total of 450 m of berthing space with depths alongside of 7.0 to 8.4 m. A fixed RoRo berth with a ramp width of 8 m and a depth of 8.4 m lies at the N end of Berth 38, Gästgivarehagen. Berth 38 has a heavy lift crane, capacity 350 ton, with a depth alongside of 8.4 m.

Swedish Notice 917/16880/22 [NP19-No 33-Wk 04/23]

**Sweden - East coast - Nyköping —
Outer anchorages**

220

Paragraph 5.239 1-2 *Replace by:*

- 1 In the approaches, anchorage may be obtained in the S central part of Örsbaken, in the vicinity of position 58°41'70N 17°11'70E, in depths of about 22 m, clay. See also 5.178 for large vessel anchorage.

Swedish Notice 929/17005/22

[NP19-No 36-Wk 05/23]

**Sweden - East coast - Nyköping —
Traffic regulations**

220

After Paragraph 5.240 *Insert:*

**Traffic regulations
5.240a**

- 1 **Restricted area.** Anchoring is prohibited in Strandstugeviken (58°43'00N 17°06'30E), extending N along the shoreline to Linudden (58°44'35N 17°05'05E), SW to the N part of Aspafjärden (58°42'09N 17°06'34E) and Stjärnholmsviken (58°41'64N 17°04'15E), and SE to Drottningsskär (58°42'30N 17°08'49E).
- 2 **Speed** is limited to 5 kn in Aspafjärden and Stjärnholmsviken, and to 7 kn in the approaches to Nyköping.

Swedish Notice 929/17005/22

[NP19-No 37-Wk 05/23]

Sweden - East coast - Södertälje — Directions

239

Paragraph 6.86 1 lines 3-4 *Replace by:*

...channel leads 2½ miles NNW to a position about 8 cables E of Högholmen (59°16'15N 17°32'67E). Thence the track to the W...

ENC SE4DIE9Y (84.001); Swedish Notice 929/17089/22

[NP19-No 38-Wk 05/23]

**Sweden - East coast - Södertälje —
Directions; lights; beacons**

240

Paragraph 6.92 *Replace by:*

- 1 From a position about 2 cables S of Linasundet No 5 Light (59°13'76N 17°36'57E), the track, marked by lights, beacons, buoys and light buoys, leads NNW, passing:
- WSW of a buoy (starboard hand) (59°13'77N 17°36'41E), marking the W limit of the 6 m depth contour, thence:
- 2 ENE of a beacon (white, floodlit) (59°13'78N 17°36'23E), standing on the SE side of Kiholmen, thence:
- WSW of Tegeltorp Light (lantern on white pedestal) (59°13'91N 17°36'35E), exhibited from the E side of the fairway, 1 cable ENE of Kiholmen. An overhead power cable with a vertical clearance of 40.5 m spans the channel immediately NNW of this light.
- 3 The track then leads to a position N of Kiholmen, then continues NNW in the white sector (335°-336.5°), ahead, of Branten Light (59°15'22N 17°35'07E), exhibited from a pumping station standing on Branten, passing:
- WSW of a beacon (floodlit) (59°14'90N 17°35'42E), on the W side of a peninsula on the E side of the fairway, thence:
- 4 WSW of a beacon (59°15'05N 17°35'42E), marking a rock awash, thence:
- The track then leads NNW passing:
- ENE of a shoal (59°15'15N 17°35'13E) with a depth of 7.9 m, marked by a light buoy (port hand), and:
- 5 WSW of a shoal patch (59°15'21N 17°35'44E) with a depth of 5.4 m, thence:
- ENE of Branten Light (59°15'22N 17°35'07E); Störviksholme, a wooded islet, lies 1 cable W, thence:
- WSW of Falkenberggrundet (59°15'35N 17°35'64E), a rock awash.
- 6 The track then leads NNW in the white sector (163°-167°), astern, of Branten Light, to a position about 8 cables E of Högholmen (59°16'15N 17°32'67E), an islet close S of Slandön (59°16'60N 17°32'08E), passing:
- ENE of a buoy (special) (59°15'67N 17°33'76E), marking the seaward end of an outfall pipeline extending NE from the shore, thence:
- 7 W of a beacon (floodlit) (59°16'11N 17°34'76E), exhibited from a point on the E side of the fairway. The main channel to the central and W part of Mälaren branches WNW from a position about 1¼ miles NNW of this point.
- 8 Thence the track leads NE for about 1½ miles to a position about 2½ cables NW of Långhällsudde Light (white lantern) (59°17'05N 17°36'40E), passing NW of a buoy (starboard hand) (59°16'36N 17°34'85E), marking the NW side of a rocky shoal with a depth of 5.2 m.
- (Directions continue for the channel from Södra Björkfjärden W through Mälaren at 6.133)

ENC SE4DIE9Y (84.001); Swedish Notice 929/17089/22

[NP19-No 39-Wk 05/23]

NP19

Sweden - East coast - Björkfjärden — Lights

240

Paragraph 6.93 1 line 3 *For NE Read NW*

Paragraph 6.93 2 line 6 *For NE Read NW*

ENC SE4DIE9Y (84.001) [NP19-No 40-Wk 05/23]

Sweden - East coast - Mälaren - Näsfjärden — Prohibited anchorage

243

Paragraph 6.109 1 line(s) 1-4 *Replace by:*

- 1 **Prohibited anchorage.** Anchoring is prohibited within 50 m of pipelines laid across the channel between 59°20'·93N 17°49'·71E and 59°21'·41N 17°50'·20E.

Anchoring is prohibited in an area surrounding Skäftinge Lövholmen (59°25'·05N 17°45'·48E).

Swedish Notice 923/16862/22 [NP19-No 73-Wk 41/23]

Sweden - East side of Mälaren - Stockholm to Bålsta - Stäket — Bridge

245

Paragraph 6.126 1 *Replace by:*

- 1 A channel, marked by buoys (lateral), leads 4 miles NNE from Älghornsudd (59°24'·60N 17°44'·30E) at the NW end of Lövstafjärden (6.104), to reach Stäket (59°28'·25N 17°47'·54E), a small vessel harbour in the NE part of Mälaren. Road and rail bridges cross the channel at Stäket.

There are two swing bridges at the S end of the channel, the S-most of which is under construction (2023); a road and a rail bridge span the N end. The rail bridge has a vertical clearance of 15.2 m.

Thence the channel leads farther N to the university town of Uppsala (59°49'·00N 17°37'·50E), where there is a small harbour.

ENC SE6HIFDZ (23.001) [NP19-No 74-Wk 47/23]

Sweden - East coast - Mälaren - Björkfjärden — Directions; lights

246

Paragraph 6.134 1-3 *Replace by:*

- 1 From a position about 8 cables E of Högholmen (59°16'·15N 17°32'·67E) (6.92), the recommended track, marked by lights and buoys (lateral and cardinal), leads NNW in the white sector (163°-167°), astern, of Branten Light (59°15'·22N 17°35'·07E) (6.92), passing:

ENE of Midsommargrund (59°17'·90N 17°33'·30E), marked by a light buoy (E cardinal), and:

- 2 WSW of the S limit of Björkö Lera (59°18'·41N 17°34'·49E). The continuation NW of the channel from Stockholm joins the main channel from Södertälje W of Björkö Lera in the white sector (134°-136°), astern, of Långhällsudd Light (59°17'·05N 17°36'·40E) (6.92).

- 3 The track then leads NW, passing: NE of Björköklack (59°18'·55N 17°32'·65E), marked by a light buoy (port hand), thence: NE of Gåsholm Light (white rectangle on white mast, red band) (59°19'·28N 17°31'·68E), exhibited from the NE side of the islet. In winter an ice-bridge is periodically established across the channel between Kurön and Adelsön in a position about 6 cables NW of this light. Thence:

ENC SE4DIE9Y (84.001); Swedish Notice 929/17089/22 [NP19-No 41-Wk 05/23]

Sweden - Mälaren - Hjulstafjärden — Directions; light sector

247

Paragraph 6.139 3 line 4 *For 262° Read 263.5°*

Swedish Notice 942/17257/22 [NP19-No 53-Wk 14/23]

Sweden - Mälaren - Hjulstafjärden — Directions; light sector

248

Paragraph 6.140 2 line 5 *For 168° Read 164°*

Paragraph 6.140 2 line 8 *For (358.5°-004.5°) Read (359.5°-006°)*

Swedish Notice 942/17200-17213/22 [NP19-No 54-Wk 14/23]

Sweden - Mälaren - Agneudde to Fagerön — Directions; light sector

248

Paragraph 6.142 3 line 8 *For (102°-110°) Read (103°-112°)*

Swedish Notice 942/17260/22 [NP19-No 55-Wk 14/23]

Sweden - Mälaren - Fagerön to Stora Sandskär — Directions; light sector

248

Paragraph 6.143 4 line 9 *For (287°-290°) Read (288°-289.5°)*

Swedish Notice 942/17253/22 [NP19-No 56-Wk 14/23]

Sweden - Mälaren - Fagerön to Stora Sandskär — Directions; light sector

249

Paragraph 6.144 3 line 7 *For 129° Read 127.5°*

Swedish Notice 942/17261/22 [NP19-No 57-Wk 14/23]

Sweden - Mälaren - Strängnäs — Anchorage

249

Paragraph 6.150 *1* lines 1-6 *Replace by:*

- 1* Anchorage for vessels waiting to berth at Gåsskärs kajen is located in Norrfjärden at 59°28'·60N 16°54'·20E, about 7 cables ESE of Hästskär Light (6.142).

Swedish Chart 113 (2022) [NP19-No 43-Wk 09/23]

**Sweden - Mälaren - Västeråsfjärden -
Västra hamnen — Depths**

252

Paragraph 6.175 *1-2* *Replace by:*

- 1* Västra hamnen (59°35'·50N 16°31'·52E) is a multi-purpose harbour, with breasting dolphins and conveyor system at the NE end. The total length of berthing space is 963 m, with depths alongside of 6·7 to 8 m; depths in the channel and turning basin have been swept to 8·0 m (2021).

Swedish Notice 921/16961/22 [NP19-No 44-Wk 09/23]

**Sweden - Mälaren - Västeråsfjärden -
Östra hamnen — Berths**

252

Paragraph 6.177 *2* lines 1-3 *Replace by:*

- 2* The main commercial area of the basin lies N of the bridge (6.161) at Lillåuddsbron. A 150 m long grain quay lies at the N end of the basin. The maximum permitted draught for vessels less than 95 m is 6·8 m, for vessels 95 to 120 m the maximum permitted draught is 6·0 m. Vessels longer than 120 m are not permitted to enter the basin.

Swedish Chart 113 (2022) [NP19-No 45-Wk 09/23]

**Sweden - Mälaren - Stora Sandskär to
Kvicksund — Directions; rock; shoals**

253

Paragraph 6.186 *2* lines 5-7 *Replace by:*

NW of a rock (59°30'·17N 16°34'·75E), close N of Högholmsgrund Light Buoy (port hand) (59°30'·09N 16°34'·73E) which marks the E side of the channel, NW of Högholmsskär.

Paragraph 6.186 *4* lines 1-8 *Replace by:*

- 4* The alignment (028°), astern, of these lights leads about 1¾ miles SSW through Blacken to a position 7 cables N of Lilla Blackhäll, a small islet about 2½ miles SSW of Högholm Light, passing:
ESE of a 4·8 m patch, marked by a buoy (starboard hand), 3½ cables SSW of Högholm Light, thence:

WNW of a shoal with a depth of 2 m extending from Rundskär, an islet about 8 cables S of Högholm Light, thence:

ESE of a shoal (59°29'·25N 16°33'·00E with a depth of 7·7 m).

Swedish Chart 113 (2022) [NP19-No 46-Wk 09/23]

**Sweden - Mälaren - Stora Sandskär to
Kvicksund — Directions; buoys**

253

Paragraph 6.187 *1* *Replace by:*

- 1* Thence the track leads 6½ miles WSW to Kvicksund (59°27'·16N 16°19'·16E), passing:
Either side of a 7·5 m patch (59°28'·00N 16°30'·41E), thence:
SSE of Fläskåsen (59°28'·17N 16°28'·46E), thence:

Swedish Notice 941/17206/22 [NP19-No 51-Wk 13/23]

**Sweden - Mälaren - Kvicksund to Köping —
Directions; light sector**

254

Paragraph 6.189 *2* line 2 *For* 305° *Read* 306°

Swedish Notice 942/17293/22 [NP19-No 58-Wk 14/23]

**Sweden - Mälaren - Köping —
Limiting conditions; controlling depth**

255

Paragraph 6.194 *1* *Replace by:*

- 1* The controlling depth in the swept entrance channel to the outer harbour is 8·0 m.

GB Chart 800 Ed.5 (2023) [NP19-No 83-Wk 50/23]

**Sweden - East coast - Måsknuv to Mysingeholm
— Directions; light sector**

265

Paragraph 7.37 *1* line 3 *For* (003·6°-038°) *Read* (007·0°-038·5°)

Swedish chart 6163 (2022); ENC SE5EIEAO (28.000) [NP19-No 49-Wk 12/23]

**Sweden - East coast - Herrhamraleden —
Directions; light sector**

266

Paragraph 7.41 *3* line 2 *Replace by:*

...(58°45'·97N 17°50'·95E), (348°-354·5°).

Swedish Notice 945/17067/23 [NP19-No 60-Wk 23/23]

NP19

Sweden – Stockholms Skärgård – East approach to Herrhamraleden — Directions; buoy

266

Paragraph 7.44 *3* line 6 *For* (port hand) *Read* (S cardinal)

Swedish Notice 918/16891/22

[NP19-No 29-Wk 04/23]

Sweden - East coast - Nynäshamn — Directions; light sector

268

Paragraph 7.62 *5* line 5 *For* (297°-306.9°) *Read* (295.5°-306.5°)

Paragraph 7.64 *2* line 3 *For* (297°-306.9°) *Read* (295.5°-306.5°)

Swedish Chart 6162 (2022)

[NP19-No 72-Wk 39/23]

Sweden - East coast - Mysingeholm to Dalarö — Directions; light

271

Paragraph 7.99 *2* lines 1-11 *Replace by:*

2 Riksdalerskäret Light (white hut, red roof; floodlit) (59°07'·24N 18°25'·58E) (052·2°-055·4°), ahead.

Paragraph 7.99 *3* line 2 *For* (179·9°-187·2°) *Read* (179·5°-187·3°)

Swedish chart 6163 (2022); ENC SE5E1EA1 (37.000)

[NP19-No 50-Wk 12/23]

Sweden - Stockholm - Stora Essingen — Bridge; vertical clearance

289

Paragraph 7.188 *11* line 9 *For* 17·8 *Read* 17·5

Swedish Notice 890/16465/21

[NP19-No 6-Wk 24/22]

Sweden - Stockholm - Stora Essingen — Directions; bridge

292

Paragraph 7.207 *2* line(s) 7-10 *Replace by:*

Under Essingebroen (59°19'·42N 17°59'·94E) (7.188), thence:

Swedish Notice 890/16465/21

[NP19-No 7-Wk 24/22]

Sweden - East coast - Kapellskär to Växlet — Direction; buoyage; route 302-303

Paragraph 7.275 *5-7* *Replace by:*

5 The fairway then divides into two routes, which pass either NW or SE of Ålandets Grund Light (red tower, white band, 6 m in height, floodlit) (59°40'·93N 18°58'·99E). The route that passes NW of the light, marked by light buoys (lateral), leads generally SW, passing:

6 SE of Ålandskobb Light (green lantern, white band, floodlit) (59°41'·18N 18°59'·09E), exhibited from a rock on the N side of the fairway. A 7·5 m patch, marked by a buoy (starboard hand), lies 2 cables ENE. Thence: NW of Ålandets Grund Light. By night, the white sector (042°-049·5°), astern, of Ålandskobb Light and the white sector (229°-233°), ahead, of Furusund Light leads through the section of the fairway W of Ålandets Grund Light.

7 The route that passes to the SE of Ålandets Grund Light leads generally SW, passing:

SE of a 9 m patch (59°40'·98N 18°59'·58E), marked by a buoy (E cardinal), thence:

NW of Tjärstören (59°40'·62N 18°59'·03E), a low wooded islet; the N extremity of the bank surrounding the island is marked by a buoy (port hand). Thence:

SE of a 7·6 m shoal patch (59°40'·74N 18°58'·64E), marked by a buoy (E cardinal).

8 The two routes then merge about 5 cables SW of Ålandets Grund Light, then continue SW, passing:

SE of a 3·5 m patch (59°40'·73N 18°57'·81E), marked by a buoy (starboard hand), thence:

NW of a rocky shoal area (59°40'·28N 18°57'·81E), marked by buoys (port hand and S cardinal), marking the adjacent channel leading NW from Blidösund (59°37'·10N 18°52'·82E) (7.246), thence:

9 NW of a 2·7 m patch (59°39'·97N 18°57'·03E), marked by a buoy (port hand).

Thence the track leads to a position close SE of Furusund Light.

Useful marks:

Kapellskär Beacon (59°43'·12N 19°04'·69E) (7.260).

Tower (59°42'·00N 19°03'·37E), standing on Marö.

Swedish Chart 611 (2022)

[NP19-No 47-Wk 09/23]

Poland - Świnoujście — Anchorage 331

Paragraph 8.175 *1* lines 4-7 *Replace by:*

1A (53°57'·87N 14°14'·80E), maximum draught 7 m. A dangerous wreck (53°56'·94N 14°14'·42E) lies within the anchorage area;

ENC PL3A0000 (8.003)

[NP19-No 48-Wk 12/23]

Poland - Zatoka Pomorska – Approaches to Świnoujście — Anchorage; foul ground 331

Paragraph 8.175 *2* lines 6-7 *Replace by:*

Area 3 (54°17'·84N 14°06'·86E), maximum draught 12·8m. A foul patch (54°18'·17N 14°04'·79E) lies within the anchorage area.

Polish Notice 51-52/556/21

[NP19-No 5-Wk 22/22]

Poland - Świnoujście — Port services; repairs**335**Paragraph 8.193 *Replace by:*

- 1 Minor repairs only.

Polish Chart 19 (2022) [NP19-No 68-Wk 30/23]

Poland - Świnoujście to Port Szczecin — General information; description**335**Paragraph 8.197 *1* lines 1–3 *Replace by:*

- 1 The fairway leads generally SSE from Świnoujście to Szczecin, a distance of about 37 miles.

Polish Chart 48 (2023) [NP19-No 76-Wk 49/23]

Poland - Świnoujście to Port Szczecin — Depths**335**Paragraph 8.199 *1* *Replace by:*

- 1 Depths within the Świnoujście-Szczecin fairway are about 12 m as far as the turning basin at Parnica (8.245). Local authorities should be contacted for the latest information on depths and authorised draughts.

Polish Charts 47 (2022); 18 (2023); 48 (2023) [NP19-No 77-Wk 49/23]

Poland - Port of Police — Position and function**339**Paragraph 8.220 *1* lines 1–2 *For* 53°33'·15N 14°36'·08E *Read* 53°33'·90N 14°35'·35EParagraph 8.220 *2* lines 1–2 *Delete*

Polish Chart 48 (2023) [NP19-No 78-Wk 49/23]

Poland - Port of Police — Directions**339***After* Paragraph 8.221 *1* *Insert:***Directions for entering harbour 8.221a**

- 1 Sea Port is approached from the vicinity of a turning area, 825 m in length and 350 m wide, which lies in the main fairway at the S end of Szeroki Nurt (8.209). The track leads NW, then NNW, through a channel which runs between the island of Długi Ostrów and the mainland.

Port Mijanka is accessed from the main fairway; the chart is the best guide.

Polish Chart 48 (2023) [NP19-No 79-Wk 49/23]

Poland - Port of Police — Berths**339***After* Paragraph 8.222 *2* line 4 *Insert:*

A tanker berth (53°34'·01N 14°35'·27E) lies NNW of the sea port. It is 280 m in length including dolphins, with depths alongside of about 12 m.

Polish Chart 48 (2023) [NP19-No 80-Wk 49/23]

Poland - Port of Police - Ina — Anchorage; obstruction**340**Paragraph 8.231 *1* lines 1–5 *Replace by:*

Anchorage may be obtained E of the fairway by vessels up to 4·9 m draught and 100 m LOA within an area (53°31'·44N 14°38'·30E) marked by buoys (special).

Caution. Attention is drawn to an obstruction (53°31'·45N 14°38'·36E) about 1 cable S of Ina S Front Light (8.211).

Polish Notice 23-24/283/22; ENC PL5SKOLW (3.010) [NP19-No 69-Wk 32/23]

Poland - Szczecin — Limiting conditions; controlling depths**340**Paragraph 8.235 *1* *Replace by:*

- 1 See 8.199.

Polish Chart 48 (2023) [NP19-No 81-Wk 49/23]

Poland - Port Darłowo and approaches — Limiting conditions; controlling depth**345**Paragraph 8.273 *1* line 2 *For* 5 m *Read* 3 m

ENC PL5DARLO (6.003) [NP19-No 85-Wk 52/23]

Poland - Gulf of Gdańsk - Rzeka Wisła Delta — General information; area covered**352**Paragraph 9.8 *2* line 4 *Replace by:*

Rzeka Wisła Delta including Nowy Świat (9.107).

Polish Notice 37/445/22 [NP19-No 63-Wk 26/23]

Poland - Gulf of Gdańsk - West side - Approaches to Gdynia and Gdańsk from west — Directions; dangerous wreck; V-AIS**353**Paragraph 9.17 *2* lines 1–3 *Replace by:*

- 2 Clear of a dangerous wreck (54°56'·02N 18°31'·71E) at the centre of a prohibited area with a radius of 500 m, marked by V-AIS (isolated danger), thence:

ENC PL3J3030 (23.010) [NP19-No 59-Wk 21/23]

NP19

Poland - Gulf of Gdańsk - Rzeka Wisła Delta - —General information; description

363

Paragraph 9.107 including headings *Replace by:*

RZĘKA WISŁA DELTA INCLUDING NOWY ŚWIAT

General information

Description

9.107

¹ Between Nowy Port (54°24'00N 18°40'00E) and Mikoszewo (54°20'00N 18°58'00E) (9.113), about 12 miles ESE, is the wide delta of the Rzeka Wisła, intersected by numerous canals and dykes and marked in places by windmills. In some parts the level of the ground is a little below sea-level, but about 5 cables inland from the coast the land rises to a height of about 20 m and is densely wooded.

East of Mikoszewo, the Mierzeja Wiślana Canal (9.113a) passes into Zalew Wiślany (9.173) at Nowy Świat (9.113a).

Polish Notice 37/445/22

[NP19-No 64-Wk 26/23]

Poland - Gulf of Gdańsk - Przekop Wisły — Directions

364

Paragraph 9.112 ¹ lines 4–8 *Replace by:*

On passing the light buoy, a vessel should set course towards the entrance of the river, and thence pass between the heads of the W and E groynes; a lattice tower stands on the head of the E groyne.

Polish Notice 25/PL SD 502/22

[NP19-No 70-Wk 32/23]

Poland - Rzeka Wisła Delta - Nowy Świat — Harbour

364

After Paragraph 9.113 *Insert:*

Nowy Świat

General information

9.113a

¹ **Description.** The Port of Nowy Świat (54°21'95N 19°18'72E), an artificial harbour at the N entrance to the Mierzeja Wiślana Canal (54°21'41N 19°18'72E), offers the only shelter between Przekop Wisły and Polish/Russian border (9.8). Two breakwaters protect an outer harbour and the canal, 8 cables in length, which leads S through a lock to give access to Zalew Wiślany (9.173).

The Mierzeja Wiślana Canal provides access from the Gulf of Gdańsk to the waterways within Zalew Wiślany.

Limiting conditions

9.113b

¹ **Controlling depths.** The approach and outer harbour have least reported depths of 5 m (2022). For depths within Zalew Wiślany, see 9.175.

Locks. The lock canal can accept vessels with a draught up to 4.5 m, length up to 100 m and beam up to 20 m.

Vertical clearance. Two swing bridges cross the canal, with vertical clearances of 4.6 m when closed.

Arrival information

9.113c

¹ **Port Operations.** The lock and bridges are opened to permit passage in each direction twice daily during daylight only, controlled by traffic signals; passage is reported to take about 1 hour. Vessels intending to use the canal must notify the Harbour Master at least two hours in advance. For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Pilotage. See 9.178.

² **Restricted area.** The approaches to Nowy Świat pass close SSW of a restricted area, S1-a, which is periodically closed for navigation and fishing.

Directions

9.113d

¹ From a position SW of ZS Light Buoy (special) (54°26'59N 18°57'69E) (9.18), the track leads ESE clear of hazards for 12½ miles to the vicinity of NS Light Buoy (safe water) (54°22'42N 19°16'61E). Thence the track continues for 1 mile within the white sector (106°–108°), ahead, of Nowy Świat N Entrance Light (white column with gallery, 9 m in height) (54°22'04N 19°18'76E) situated on the E breakwater, passing:

² NNE of NS1 Light Buoy (starboard hand) (54°22'22N 19°17'41E).

Thence the track passes between the heads of the breakwaters marked by light beacons (lateral).

Caution. Due to submerged rocks placed to protect the breakwaters, generally marked by light buoys (special), mariners are advised to pass these at a safe distance.

³ **Useful mark:**

Lookout tower (54°21'50N 19°16'45E) (36 m in height), 1¼ miles WSW of the harbour entrance.

Polish Notice 37/445+454/22 and ENC PL5NSWIA 1.004
[NP19-No 65-Wk 26/23]

Poland - Gulf of Gdansk - Zalew Wiślany — Restricted area

369

Paragraph 9.157 ¹ including heading *Replace by:*

Restricted area

9.157

¹ The following vessels can be permitted to navigate temporarily in area S-9 (54°26'76N 19°43'00E) adjacent to the international boundary (9.158) within Zalew Wiślany:

Fishing vessels showing fish quota permits issued for Zalew Wiślany when the vessels intend to be solely engaged in fishing;
Vessels engaged in international shipping when the vessels solely intend to traverse the area.

Polish Notice 6/43/22

[NP19-No 9-Wk 37/22]

**Poland - Zalew Wiślany - Nowy Świat —
General information; canal; development**

370

Paragraph 9.173 *1* Replace by:

- 1* Zalew Wiślany (54°21'40N 19°29'80E) is the Polish SW part of the coastal lagoon adjoining Kaliningradskiy Zaliv (9.152). That part of the sandspit which bounds it to the W is known as Mierzeja Wiślana (54°28'00N 19°40'00E) (9.10), where a canal leads to Nowy Świat (9.113a) on the Gulf of Gdańsk.

There is an inland waterway connection between Zalew Wiślany and Gdańsk via Rzeka Szkarpawa (54°16'07N 19°14'22E), Przekop Wisły and Martwa Wisły.

- 2* **Development.** Works are in progress (2022) within a restricted area centred upon (54°19'30N 19°22.30E), where dredging is underway to create a fairway. Marked by light buoys (lateral) and with depths of about 5.0 m, it will connect the S entrance of the Mierzeja Wiślana Canal (9.113a) with the approach channel to Elbląg (9.183). A prohibited area encloses an artificial island (54°20'00N 19°22'90E) under construction with spoil.

Polish Notice 37/445/22

[NP19-No 66-Wk 26/23]

**Lithuania – Baltic Sea – Mys Taran to Klaipėda —
Restricted areas; prohibited area**

375

After Paragraph 10.7 *2* line 4 *Insert*:**Restricted areas****10.7a**

- 1* Historic wrecks are protected from unauthorised exploration and interference, including anchoring, fishing and diving, within restricted areas of 150 to 500 m in radius and which lie in the following positions:

55°31'76N 20°54'54E;
55°38'45N 20°55'66E;
55°38'78N 21°00'62E;
55°40'81N 20°57'21E;
55°42'98N 21°04'41E;
55°44'91N 21°01'26E.

Prohibited area**10.7b**

- 1* Anchoring, fishing and underwater activity is prohibited within a safety zone extending 100 m on each side of a submarine cable which is laid WNW from the vicinity of 55°37'87N 21°06'39E.

Lithuanian Chart 282001 (2021)

[NP19-No 16-Wk 46/22]

**Lithuania – Baltic Sea – Mys Taran to Klaipėda —
Marine nature reserves**

375

Paragraph 10.8 *1* including heading *Replace by*:**Marine nature reserves****10.8**

- 1* **Environmentally Sensitive Sea Areas** are centred on the following positions:

55°26'11N 20°56'38E;
55°29'33N 20°27'58E;
55°55'65N 20°41'36E.

Marine reserves exist along most of the Lithuanian coast between the Russian border and the vicinity of Būtingė Oil Terminal (10.68).

Local authorities should be contacted for further information.

Lithuanian Charts 282001 (2021); 465010 (2021)

[NP19-No 17-Wk 46/22]

**Lithuania – Baltic Sea –
Mys Taran to Klaipėda — Directions**

376

Paragraph 10.11 *2* lines 1–4 *Replace by*:

- 2* **Track.** From a position N of Mys Taran (54°57'57N 19°58'80E), the track leads N for about 30 miles, passing W of a lighted oil production platform, 28 miles SSW of Klaipėda, to the vicinity of 55°33'84N 20°08'76E. Thence the track leads ENE for 25 miles, along a recommended route, to the approaches to Klaipėda.

Lithuanian Chart 282001 (2021)

[NP19-No 18-Wk 46/22]

**Lithuania – Baltic Sea – Klaipėda —
Limiting conditions; controlling depths**

377

Paragraph 10.18 *1* *Replace by*:

- 1* The approach fairway and Jūrų Kanalas fairway vary in depth, particularly during the floods in the spring and also after a continuance of N and NW gales. The navigation channel, minimum width 150 m, is liable to shoaling and dredging is frequently carried out to maintain depths. The approach fairway and navigation channel to the vicinity of Commercial Port Quay (10.39) has a maintained depth of 15.0 m. The continuation to the LNG terminal and Malkū Janka (10.40) has a maintained depth of 14.5 m.

Lithuanian Chart 660710 (2022)

[NP19-No 23-Wk 46/22]

**Lithuania – Baltic Sea – Klaipėda —
Traffic regulations; restricted areas**

377

Paragraph 10.27 *3* *Replace by*:

- 3* **Restricted areas.** A number of berth areas, including the LNG terminal (10.41), lie within restricted areas in which unauthorised traffic is prohibited, unless authorised by VTS. For further information contact the local authorities.

NP19

A security zone extending 5 miles W of the harbour is established to ensure the security of LNG vessels.

Historic wrecks lying within restricted areas exist in the port approaches. See 10.7a.

Lithuanian Charts 282001 (2021); 660710 (2021)
[NP19-No 19-Wk 46/22]

Lithuania – Baltic Sea – Klaipėda — Directions for entering harbour

378

Paragraph 10.35 1-2 including heading *Replace by*:

Approaches 10.35

- 1 It is reported that the harbour entrance moles can be readily identified on the radar display from a distance of about 10 to 12 miles; and also that some of the leading lights standing on the E side of Jūrų Kanalas are obscured by cranes.

Caution. When entering, due allowance should be made for the current (10.33), which according to circumstances, sets N or S with considerable strength across the line of approach.

- 2 **Track.** From seaward, the harbour is approached following recommended routes from W and WSW to a position between the outer anchorages (10.25), about 8 miles W of the harbour entrance. The track then leads E about 3¾ miles where it is joined by a recommended route from the NW. The track then continues E to the pilot boarding area (10.26).

Lithuanian Chart 282001 (2021)
[NP19-No 20-Wk 46/22]

Lithuania – Baltic Sea – Klaipėda — Basins and berths; Jūrų Kanalas

380

Paragraph 10.39 1-7 *Replace by*:

- 1 **Berths No 1 to 3** (55°43'58N 21°05'73E), are the oil terminal berths with depths alongside of around 13 to 14 m. An unnamed berth (2022) lies close W of Berth No 1 with depth alongside about 15 m, and from which a submerged training wall, marked by light beacons (special), extends 60 m W.

Berths No 4 to 18 lie on Commercial Port Quay (55°43'01N 21°06'79E) and the N part of Winter Harbour. Depths range from about 7 to 15 m. These berths are equipped to handle general and bulk cargo.

- 2 **Berths No 19 to 26** (55°42'50N 21°07'28E), comprise the SW part of Winter Harbour and Ship Repair Yard Basin. A 9 m wide floating pier extends SW from the root of the S pier. Ship Repair Yard Basin has numerous metal obstructions on the quays which make approach difficult. Depth in Ship Repair Yard Basin is about 5 m.

- 3 **River Danė** (55°42'37N 21°07'41E) flows through the city and enters Jūrų Kanalas about 2 miles SE of the main harbour entrance. It is navigable from its mouth to the road bridge, 2½ cables upstream, and has depths of less than 5 m. The width of the fairway is 32 to 35 m. There are quays on both sides of the river with depths from 2.5 to 4.0 m alongside.

- 4 **Berths No 28 to 33** (55°42'24N 21°07'38E), are occupied by a cruise and Naval vessel terminal. Depth alongside is about 9 m.

Berths No 34 to 45, in the N part of the basin, constitute the small boat harbour.

Berths No 59 to 65 (55°42'05N 21°07'61E), are used for shipbuilding. A slip and two floating docks, with lengths of about 65 m, are situated within the basin.

- 5 **Berths No 66A to 72** (55°41'62N 21°08'03E), consist of river alongside berths, with depths from about 12 to 14 m, and two piers:

The N-most pier projects WSW from the bank and contains Berths 66A, depth about 14 m alongside, and 67A depth about 13 m.

The S-most pier projects W from the bank and contains Berths 71 and 72. It is 220 m in length and 16 m wide, with depths alongside of about 12 m, and a maximum draught of 11.5 m.

- 6 These berths specialize in handling bulk cement and fertiliser.

Berths No 80 to 106 (55°40'69N 21°08'56E), provide about 2800 m of berthing space for containers and general cargo. The largest are berths 101 to 106, with depths alongside of 14.5 to 14.8 m. Berths 105 and 106 are for frozen cargo.

Berths 80A and 81A are RoRo berths, projecting NW into the channel, with depths alongside of about 12 m.

- 7 **Berths No 107 to 122** (55°39'76N 21°08'97E) are for general cargo and fishing vessels. The quay is 600 m long, with depths alongside of about 4 to 11 m.

Lithuanian Chart 660710 (2022)
[NP19-No 24-Wk 46/22]

Lithuania – Baltic Sea – Klaipėda — Basins and berths

380

Paragraph 10.39 including existing Section IV Notice Week 46/22 *Replace by*:

- 1 **Berths No 1 to 3** (55°43'58N 21°05'73E), are the oil terminal berths with depths alongside of around 13 to 14 m. An unnamed berth (2022) lies close W of Berth No 1 with depths alongside from about 12 to 17 m. A submerged training wall, marked by light beacons (special), extends 60 m W.

Berths No 4 to 18 lie on Commercial Port Quay (55°43'01N 21°06'79E) and the N part of Winter Harbour. Depths range from about 7 to 15 m. These berths are equipped to handle general and bulk cargo.

- 2 **Berths No 19 to 26** (55°42'50N 21°07'28E), comprise the SW part of Winter Harbour and Ship Repair Yard Basin. A 9 m wide floating pier extends SW from the root of the S pier. Ship Repair Yard Basin has numerous metal obstructions on the quays which make approach difficult. Depth in Ship Repair Yard Basin is about 5 m.

3 **River Danė** (55°42'37N 21°07'41E) flows through the city and enters Jūrų Kanalas about 2 miles SE of the main harbour entrance. It is navigable from its mouth to the road bridge, 2½ cables upstream, and has depths of less than 5 m. The width of the fairway is 32 to 35 m. There are quays on both sides of the river with depths from 2.5 to 4.0 m alongside.

4 **Berths No 28 to 33** (55°42'24N 21°07'38E), are occupied by a cruise and Naval vessel terminal. Depth alongside is about 9 m.

Berths No 34 to 45, in the N part of the basin, constitute the small boat harbour.

Berths No 59 to 65 (55°42'05N 21°07'61E), are used for shipbuilding. A slip and two floating docks, with lengths of about 65 m, are situated within the basin.

5 **Berths No 66A to 72** (55°41'62N 21°08'03E), consist of river alongside berths, with depths from about 12 to 14 m, and two piers:

The N-most pier projects WSW from the bank and contains Berths 66A, depth about 14 m alongside, and 67A depth about 13 m.

The S-most pier projects W from the bank and contains Berths 71 and 72. It is 220 m in length and 16 m wide, with depths alongside of about 12 m, and a maximum draught of 11.5 m.

6 These berths specialize in handling bulk cement and fertiliser.

Berths No 80 to 106 (55°40'69N 21°08'56E), provide about 2800 m of berthing space for containers and general cargo. The largest are berths 101 to 106, with depths alongside of 14.5 to 14.8 m. Berths 105 and 106 are for frozen cargo.

Berths 80A and 81A are RoRo berths, projecting NW into the channel, with depths alongside of about 12 m.

7 **Berths No 107 to 122** (55°39'76N 21°08'97E) are for general cargo and fishing vessels. The quay is 600 m long, with depths alongside of about 4 to 11 m.

ENC LT660710 (27.001) [NP19-No 84-Wk 51/23]

Lithuania – Baltic Sea – Klaipėda — Basins and berths; Malkū Janka

380

Paragraph 10.40 1-3 Replace by:

1 **Berths No 123 to 126** (55°39'58N 21°09'31E) are part of a naval base.

Berths No 127 to 128 (55°39'50N 21°09'33E) handle general cargo, with depths alongside of about 10 to 14 m.

Berths No 129 to 139 (55°39'23N 21°09'60E) are part of a ship repair facility, comprising five piers projecting from the shore, and several floating docks.

2 **Klasco Ferry Terminal** (55°39'73N 21°08'64E), is a finger pier about 250 m long with Berth Nos 146 and 147 equipped with RoRo ramps which can also handle railway wagons. Depths alongside are about 8.5 to 10 m. The terminal serves the Baltic routes.

3 **Klasco Container Terminal** (55°38'83N 21°09'46E), with Berths Nos 143 and 143a, has depths from 10 to 14.5 m.

Berths No 149 to 151 (55°39'52N 21°08'65E) are situated on the W side of Klasco Ferry Terminal, depths about 7 m; two berths have RoRo ramps. Overhead power cables (10.19) cross the harbour close S of Berth No 151.

Lithuanian Chart 660710 (2022) [NP19-No 25-Wk 46/22]

Lithuania – Baltic Sea – Klaipėda — Basins and berths; LNG Terminal

380

Paragraph 10.41 1 line 6 For 13.0 m Read 13.4 m

Port of Klaipėda [NP19-No 26-Wk 46/22]

Lithuania – Baltic Sea – Klaipėda to Liepāja — Restricted areas

382

After Paragraph 10.64 1 line 2 Insert:

Restricted areas 10.64a

1 Historic wrecks are protected from unauthorised exploration and interference, including anchoring, fishing and diving, within restricted areas of 150 to 500 m in radius and which lie in the following positions:

55°51'08N 20°34'87E;
55°52'77N 20°57'62E.

For restricted areas related to Būtingė Oil Terminal, see 10.71.

Lithuanian Chart 282001 (2021) [NP19-No 21-Wk 46/22]

Lithuania – Baltic Sea – Šventoji — Anchorage

383

Paragraph 10.73 2 Replace by:

2 **Anchorage.** A designated anchorage area for Šventoji Harbour exists within an area centred on 56°00'50N 21°01'01E, in depths of 10 to 18 m.

Berths. Vessels with a draught of 1.5 m can lie alongside the N mole in the outer harbour. The entrance to the inner harbour is shallow but within it on the S bank of the river are two dredged basins which are both liable to silting. The W basin has depths of 2.0 to 2.4 m.

ENC LT562520 (9.000) [NP19-No 22-Wk 46/22]

Latvia - South-west coast - Liepāja — Arrival information; pilotage

384

Paragraph 10.83 Replace by:

1 Pilotage is compulsory when entering, leaving or moving within the harbour, for the following:
Vessels of more than 60 m LOA;
Vessels of more than 700 gt;

NP19

Tankers and vessels carrying hazardous cargo regardless of their size;
Vessels making compass swings.

- 2 Inward bound vessels should advise the Harbour Master and agent of their ETA 48 and 24 hours in advance and request a pilot through the VTS.

Pilot boarding positions are as follows:

A (56°30'·40N 20°49'·80E);

B (56°34'·80N 20°56'·00E);

C (56°32'·40N 20°58'·60E).

- 3 In bad weather the pilot boarding position may be changed by mutual agreement with the Harbour Master and the Pilot.

See *ADMIRALTY List of Radio Signals Volume 6(2)* for details.

Latvian Notice 7/137,138,169/22

[NP19-No 75-Wk 48/23]

Latvia – Gulf of Rīga – Rīga — Anchorage; obstruction

396-397

Paragraph 11.40 1 lines 1-5 *Replace by:*

- 1 A designated anchorage is established, SW of the recommended track as described at 11.26, centred 6 miles NW of Daugavgrīvas Light (57°03'·57N 24°01'·30E), with least depth 27 m, sand and mud. A rock is situated close to the NW boundary, and an obstruction is situated in the S part of the anchorage.

Latvian Notice 2/17/22

[NP19-No 8-Wk 37/22]

Estonia - Gulf of Rīga - North-east of Ruhnu Saar — Directions; wreck

404

After Paragraph 11.96 2 line 2 *Insert:*

Clear of a dangerous wreck (57°57'·28N 23°23'·32E), thence:

Estonian Notice 4/56/22

[NP19-No 34-Wk 04/23]

Estonia - Gulf of Rīga - South-east of Allirahu — Directions; wreck

405

After Paragraph 11.105 3 line 4 *Insert:*

Clear of a dangerous wreck (58°03'·07N 23°05'·69E), thence:

Estonian Notice 4/56/22

[NP19-No 35-Wk 04/23]

Estonia – Gulf of Rīga – South coast of Saaremaa – Suur Katel — Directions; dangers

406

Paragraph 11.108 4-5 *Replace by:*

- 4 WNW of Kirjurahu madal (58°04'·60N 22°30'·19E), a shoal with a least depth of 2.9 m, thence:

ESE of Merise madal (58°06'·01N 22°17'·82E), a shoal with a least depth of 1.5 m, and:

WNW of the shoal ground extending about 1½ miles SSW of Vahase saar (58°08'·53N 22°28'·25E).

- 5 Thence the track leads to the pilot boarding position.

Caution. Numerous dangerous wrecks and rocks are situated in the vicinity of this track.

ENC EE4C3619 (2.007)

[NP19-No 15-Wk 45/22]

Estonia - Gulf of Rīga - South coast of Saaremaa - Roomassaare — Directions; depth

407

Paragraph 11.111 6 line 3 *Replace by:*

...a least depth of about 5 m, into the harbour:

Estonian Notice 7/102/22

[NP19-No 86-Wk 52/23]

NP20 Baltic Pilot Volume 3 (2022 Edition)

Finland — Finnish charts; design draught

13

After Paragraph 1.37 1 *Insert:*

- 2 **Finnish charts.** Generally, swept/least depths are shown on charts for fairways and recommended routes in the main approach channels. For such channels, only the design draught is given in the geographic chapters of this volume.

For the latest information on depths and UKC see *Sailing Directions for Finnish waters* at www.traficom.fi/en/services/sailing-directions-finnish-waters.

Sailing Directions for Finnish waters Part 1

[NP20-No 40-Wk 45/23]

Estonia - Gulf of Finland — Regulations; prohibited anchorage; historic wrecks

95

Paragraph 3.4 1 lines 1-3 *Replace by:*

- 1 Anchoring and trawling are prohibited within 5 cables of submarine pipelines and cables, or a pipeline or cable area, within Estonian waters. See also 1.70.

Historic wrecks lie within the waters covered by this chapter. See 1.90.

GB Chart 2241 Ed.13 (2021)

[NP20-No 36-Wk 34/23]

Estonia - Tallinn and approaches — Traffic regulations; restricted areas; historic wrecks

102

Paragraph 3.40 2 lines 5-9 *Replace by:*

Restricted areas. Anchoring is prohibited in an area centred on 59°31'·00N 24°32'·05E.

Anchoring and fishing are prohibited in an area centred on 59°34'·58N 24°35'·20E.

See also 3.4.

Historic wrecks. See 1.90.

ENC EE3D0705 (3.024); GB Chart 2227 Ed.10 (2019)
[NP20-No 37-Wk 34/23]

**Finland - Gulf of Finland -
Approaches to Hanko — Anchorage**

146

After Paragraph 4.40 *1* line 4 *Insert*:

U2 (59°35'·15N 22°37'·42E), a cargo transshipment area, has been established N of the W-bound lane of the Off Hankoniemi Peninsula (Hanko) TSS (4.2).

Finnish Notice 11/87/22 [NP20-No 22-Wk 12/23]

**Finland - Gulf of Finland -
Approaches to Inkoo — Anchorage**

158

Paragraph 4.125 *1* line 3 *Replace by*:

...24°09'·50E with depths from 20 to 40 m. The anchorage is also designated as T6, a cargo transshipment area.

Finnish Notice 11/87/22 [NP20-No 23-Wk 12/23]

**Finland - Gulf of Finland -
Approaches to Helsinki — Anchorage**

170

Paragraph 4.187 *1* lines 1-3 *Replace by*:

- 1* Anchorage D (59°58'·30N 24°55'·10E), a waiting anchorage close W of the 11 m approach channel, is established in depths from 21 to 47 m. The anchorage is also designated as T5, a cargo transshipment area.

Finnish Notice 11/87/22 [NP20-No 24-Wk 12/23]

**Finland - Approaches to Porvoo -
Svartbäckfjärden — Anchorage**

184

Paragraph 4.270 *1* line 4 *Replace by*:

...anchorage. The anchorage is also designated as T4, a cargo transshipment area.

Finnish Notice 11/87/22 [NP20-No 25-Wk 12/23]

**Finland - Gulf of Finland - Approaches to
Porvoo — Anchorage**

185

Paragraph 4.272 *1* line 1 *For A Read* T3

Finnish Notice 11/87/22 [NP20-No 26-Wk 12/23]

**Finland - Gulf of Finland - Retonpaasi —
Directions; side channels**

199

Paragraph 5.68 *4* *Replace by*:

- 4* From a position 4 cables SE of Lelleri, a channel, marked by buoys (cardinal) and with a design draught of 2·5 m, leads 6 cables ENE to a position NW of Hietakari (60°23'·84N 27°00'·23E), on the alignment (059°) of leading beacons standing on the NW point of Kirkonmaa.

Finnish Notice 11/69/23 [NP20-No 41-Wk 45/23]

**Finland - Gulf of Finland - Kotka and
approaches — Anchorages**

200

Paragraph 5.72 *1* lines 1-4 including heading *Replace by*:

**Anchorages
5.72**

- 1* **Anchorage H**, a waiting anchorage for Mussalo, Kotka and Hamina, in depths from 20 to 31 m is established centred on position 60°08'·89N 26°27'·09E. The seabed is of sand and moraine deposits.

T2 (60°22'·86N 26°50'·51E), a cargo transshipment area, has a swept depth of 18·4 m; a recommended anchorage (60°23'·12N 26°51'·17E), unrestricted, is situated within area.

Finnish Notice 7/54/22; ENC FI4EIJUZ
[NP20-No 2-Wk 43/22]

**Finland - Gulf of Finland -
Approaches to Kotka — Anchorage**

200

After Paragraph 5.72 *1* line 4 *Insert*:

U1 (60°08'·80N 26°29'·50E), a cargo transshipment area, with charted depths from 19 to 46 m.

Finnish Notice 11/87/22 [NP20-No 27-Wk 12/23]

**Finland - Gulf of Finland -
Approaches to Kotka — Anchorages**

200

Paragraph 5.72 *1* including heading and existing Section IV Notice Weeks 43/22 and 12/23 *Replace by*:

**Anchorages
5.72**

- 1* **Anchorage H**, a waiting anchorage for Mussalo, Kotka and Hamina, in depths from 20 to 31 m is established centred on position 60°08'·89N 26°27'·09E. The seabed is of sand and moraine deposits.

U1 (60°08'·80N 26°29'·50E), a cargo transshipment area, with charted depths from 19 to 46 m.

- 2* **T2** (60°22'·86N 26°50'·51E), a cargo transshipment area, has a swept depth of 18·4 m; a recommended anchorage (60°23'·12N 26°51'·17E), unrestricted, is situated within the area.

Finnish Notice 11/87/2022 [NP20-No 31-Wk 13/23]

NP20

Finland - Gulf of Finland - Kotka and approaches — Arrival information; outer anchorages

201

Paragraph 5.85 ¹ line 1 *Replace by:*

¹ See 5.72.

Finnish Notice 7/54/22; ENC FI4EIJUZ

[NP20-No 3-Wk 43/22]

Finland - Approaches to Hamina - Uolionseikä — Anchorage

208

Paragraph 5.141 ¹ line 6 *Replace by:*

...Uolio, with depths of about 14 to 16 m; the anchorage is also designated as T1, a cargo transhipment area.

Finnish Notice 11/87/22

[NP20-No 28-Wk 12/23]

Russia - Approaches to Vyborg — Anchorage

217

Paragraph 5.195 ⁴ lines 4-7 *Delete*

Russian Notice 14/1460/22

[NP20-No 18-Wk 12/23]

Finland - South-west coast - Approaches to Uto — Anchorage

241

After Paragraph 6.105 *Insert:*

Anchorage and harbours

Cargo Transhipment Area

6.105a

¹ **General information.** A cargo transhipment area T7 (59°32'·24N 21°20'·20E) is situated S of the approaches to Uto.

Finnish Notice 11/95/22

[NP20-No 29-Wk 12/23]

Finland - Ålands hav - Rödhamnsfjärden — Draught

249

Paragraph 6.154 ¹ line 7 *For* 9·0 m *Read* 8·2 m

Finnish Notice 10/84/22

[NP20-No 1-Wk 43/22]

Finland - Ålands Hav - Rödhamnsfjärden — Draught

249

Paragraph 6.154 ² lines 1-5 *Replace by:*

² **Approach to Ledskär from north-west.** From the S approaches to Maarianhamina, the route, authorised for a draught of 8·0 m, leads either direct to the pilot boarding area, or ESE, on a route authorised for a draught of 8·2 m, through the dangers at the N entrance to the inlet, thence E to Ledskär.

ENC FI59S160 (4.017)

[NP20-No 20-Wk 12/23]

Finland - Ålands Hav - Rödhamnsfjärden — Directions; draught

250

Paragraph 6.162 ¹ line 3 *For* 8·2 m *Read* 8·0 m

ENC FI59S160 (4.017)

[NP20-No 21-Wk 12/23]

Finland - Åland Islands - Eckerö - Berghamn — Authorised draught

272

Paragraph 6.308 ⁶ line 3 *For* 4·9 m *Read* 4·5 m

Finnish Notice 15/131/22

[NP20-No 16-Wk 11/23]

Finland - Åland Islands - Signilskär and Enskär — Directions; authorised draught

272

Paragraph 6.309 ² lines 1-4 *Replace by:*

² **Directions.** From a position W of Kappalgrynnorna (60°12'·07N 19°19'·14E), a fairway authorised for a draught of 4·5 m, leads ENE to a position N of Kappalgrynnorna; a beacon (white pile with orange band, 3 m in height) stands at the NW extremity of the islet.

Finnish Notice 15/131/22

[NP20-No 17-Wk 11/23]

Finland - Gulf of Bothnia - Approaches to Kokkola — Anchorage

325

After Paragraph 8.28 *Insert:*

Outer anchorages

8.28a

¹ U3 (64°12'·80N 22°49'·55E), a cargo transhipment area, is situated N of the approaches to Kokkola.

Finnish Notice 11/94/22

[NP20-No 30-Wk 12/23]

Finland - Gulf of Bothnia - Raahe and Approaches — Limiting conditions; controlling depths

329

Paragraph 8.65 ¹ lines 3-4 *Replace by:*

...channel (8.76), is authorised for a maximum draught of 8·0 m.

Finnish SD 2.3.3 (2022)

[NP20-No 32-Wk 20/23]

Finland - Gulf of Bothnia - Oulu — Depths

336

After Paragraph 8.110 ¹ line 1 *Insert:*

Controlling depths

8.110a

¹ Depths in the Port of Oulu, due to siltation, may at times be less than charted. The port authorities or pilot should be contacted for the latest information on fairway depths and authorised draughts.

Finnish Notice 9/72(T)/22

[NP20-No 19-Wk 12/23]

**Sweden - Öregrunds Skärgård - Jössans Inlopp
— Directions; lights**

351-352

Paragraph 9.35 6-7 *Replace by:*

- 6 SSW of Vässaröklubbarna (60°14'·61N 18°43'·15E), a group of small islets to the SE of the main island of Vässarön (60°15'·30N 18°41'·80E), keeping in the white sector (102°–107·5°), astern, of Skogsskär Light, thence:

NNE of a shoal (60°14'·26N 18°42'·62E), with a depth of 9 m, marked by a buoy (port hand), lying N of Tärnsören (9.38), thence:

- 7 NNE of Vässarögrund (60°14'·31N 18°41'·70E) on which stands Vässarögrund Light (white pedestal with a red band), keeping in the white sector (293°–295°), ahead, of Tolvöregundet Auxiliary Light (white beacon, red band, 6 m in height, floodlit) (60°15'·46N 18°37'·65E), standing close E of Tolvöregundet Light, and the white sector (111·5°–115·5°), astern, of Jössan Light.

The track then leads to a position SW of the island of Vässarön at the junction of the channels from Svartklubbens Inlopp, Singöfjärden to the S and from Öregrund to the NW.

Swedish Chart 536 (2022) [NP20-No 10-Wk 05/23]

**Sweden - Öregrunds Skärgård - Vässarön to
Singöfjärden — Directions; lights; depths**

355

Paragraph 9.57 1 lines 1–4 *Replace by:*

- 1 From a position SW of Vässarön, the recommended route leads SSE for about 2 miles in the white sector (166°–167°), ahead, of Halvvägen Light (white hut, red roof) (60°12'·05N 18°41'·72E), standing on an islet 6 cables W of Singö, and the white sector (344·5°–348·5°), astern, of Enholmen Light (white beacon, floodlit) (60°15'·04N 18°40'·24E), standing on the S point of Enholmen (9.39), passing:

Paragraph 9.58 1-8 *Replace by:*

- 1 After passing Björken Shoal (9.57) and when about 4 cables NNW of Halvvägen Light (60°12'·05N 18°41'·72E) the recommended route leads SSW, keeping within the white sector (205°–209°), ahead, of Slätö Light (white hut) (60°11'·03N 18°40'·10E) on the SE coast of Slätön, and the white sector (026°–028°), astern, of Ellaströmmen Light (Själgrundet Light) (beacon, floodlit) (60°13'·11N 18°42'·27E) standing on the SW part of Sjalgr, passing:

- 2 Between the shoal (60°12'·30N 18°41'·74E), with a least depth of 0·8 m, marked on the NW side by a light buoy (port hand), and the bank on the E side of Lambskär (60°12'·51N 18°40'·55E) marked by a buoy (starboard hand), thence:

- 3 WNW of Halvvägen Light (60°12'·05N 18°41'·72E) (9.57), thence:

ESE of a shoal (60°12'·07N 18°40'·97E), with a depth of 7·7 m marked by a buoy (port hand), on the SE extremity of the foul ground S of Lambskär, thence:

- 4 Close ESE of a shoal (60°11'·74N 18°40'·61E), with a depth of 8·8 m, marked by a buoy (starboard hand), thence:

Between Levantgrund (60°11'·55N 18°40'·85E), a shoal marked by a light buoy (port hand), and a large shoal (60°11'·64N 18°40'·46E), least depth 2·6 m, marked on its SE side by Snäcken Light Buoy (starboard hand).

- 5 The recommended route then leads SSE within the white sector (339·0°–343·5°), astern, of Lambskärshällan Light (white beacon, floodlit) (60°12'·11N 18°40'·15E), standing on an islet S of Lambskär, passing:

ENE of a dangerous rock (60°11'·45N 18°40'·51E), with a depth of 9·8 m, marked by a buoy (starboard hand), thence:

- 6 WSW of an above water rock (60°11'·32N 18°41'·05E) marked by a buoy (port hand), lying off the W side of Ramsan (60°11'·22N 18°41'·80E), a small island, thence:

ENE of a rock awash (60°10'·81N 18°40'·63E) marked by a light buoy (starboard hand), lying on the bank extending SE off the island of Slätön (60°11'·30N 18°39'·07E).

- 7 The recommended route then leads S, passing: W of Lågbådarna (60°10'·36N 18°41'·84E), an area of shoal water, thence:

E of a shoal (60°10'·32N 18°40'·67E), with a depth of 2·9 m, marked by a buoy (starboard hand) on the SE side of Vingskär (60°10'·50N 18°40'·30E), a small islet, thence:

- 8 W of a shoal (60°10'·02N 18°41'·33E), with a depth of 8·0 m, marked by a light buoy (port hand).

The recommended track then leads WSW, into the NW part of Singöfjärden, to a position about 6 cables SE of Ö Gyltan (60°10'·31N 18°39'·41E), an islet; a bank and isolated shoal patches with a least depth of 1·7 m extend about 3¾ cables ESE, marked by a light buoy (starboard hand).

Swedish Chart 536 (2022) [NP20-No 11-Wk 05/23]

**Sweden - Öregrunds Skärgård - Singöfjärden to
Galtfjärden — Directions; lights; depths**

355

Paragraph 9.59 1-7 *Replace by:*

- 1 From a position about 6 cables SE of Ö Gyltan (60°10'·31N 18°39'·41E), the white sector (253°–255°), ahead, of Norrgårdshällan Light (white tower, floodlit) (60°09'·30N 18°35'·32E), standing on an islet 1 cable E of Norrgårdsskäret, and the white sector (076°–077°), astern, of Klippudden Light (white tower, floodlit) (60°10'·24N 18°42'·77E), standing on the coastal bank close W of Singö, leads into Galtfjärden along the recommended channel, passing:

NP20

- 2 SSE of Västra Gyltan (60°09'·90N 18°38'·30E), the S—most islet of several rocks and islets SE of Medholmen (9.55) and marked on its SE side by a light buoy (starboard hand), thence:

N of a buoy (port hand) (60°09'·59N 18°38'·19E) marking the N side of the shoals extending NNW from Brukssk (60°09'·23N 18°38'·45E), a small island, thence:

- 3 Between Grisarna Light Buoy (starboard hand) (60°09'·64N 18°37'·43E) marking the E end of the foul ground to the E of Galten (60°09'·80N 18°35'·60E), a small islet, and Grisarna ost Light Buoy (port hand) (60°09'·59N 18°37'·62E) marking the NW side of the shoals extending from Brukssk, thence:

SSE of the shoal water S and E of Galten to a position about 7¼ cables W of Bruksskäret Light (white beacon, floodlit) (60°09'·44N 18°38'·37E) standing on the N edge of Brukssk island.

- 4 The recommended route then leads W in the white sector (093·5°–098°), astern, of Bruksskäret Light and the white sector (271°–273°), ahead, of Kälsholmen Norra Light (white hut, red roof, floodlit) (60°09'·62N 18°32'·05E) standing on the NW part of Kälsholmen, passing:

- 5 N of a shoal patch (60°09'·47N 18°36'·40E), with depth of 9·8 m and marked by a light buoy (port hand), thence:

N of Norrgårdsskäret (60°09'·34N 18°34'·91E) and an islet W, thence:

Between Galtgrynnan (60°09'·65N 18°33'·91E), a shoal patch with depth of 12·7 m, and a light buoy (port hand) (60°09'·57N 18°33'·63E), marking the N end of a bank, thence:

- 6 S of Själgrynnorna (60°09'·88N 18°33'·25E), an area of islets and foul ground, marked by light buoys (starboard hand).

Thence the track leads to a position 5 cables E of Kälsholmen Norra Light.

- 7 **Useful marks:**

Hensviksudd Light (white lantern) (60°08'·67N 18°37'·98E) SSW of Nybostorskäret.

(Directions continue for Hargshamn at 9.65 and for Hallstavik at 9.80)

Swedish Chart 536 (2022) [NP20-No 12-Wk 05/23]

Sweden - Öregrunds Skärgård - Hargshamn — Directions; lights

356

Paragraph 9.65 1-3 Replace by:

- 1 From a position 5 cables E of Kälsholmen Norra Light (60°09'·62N 18°32'·05E) (9.59) the route, marked by light buoys (lateral), leads generally W keeping within the white sector (275·5°–278°), ahead, of Långskäret Light (white tower, floodlit) (60°09'·75N 18°30'·94E), standing on the NE part of Långöskär, and the white sector (098°–099°), astern, of Galtfjärden Light (white beacon) (60°09'·51N 18°34'·33E), passing:

N of the islet of Kälsholmen (60°09'·56N 18°32'·13E).

- 2 From a position about 1 cable S of the SE point of Granön (60°10'·07N 18°31'·00E), the route then leads WNW, keeping within the white sector (301°–301·5°), ahead, of Glöten Light (beacon, floodlit) (60°10'·45N 18°28'·94E), standing on an islet close S of Glöten, and the white sector (118°–119·5°), astern, of Kälsholmen Södra Light (60°09'·54N 18°32'·06E). The route passes between Långöskär and Granön.

- 3 The track then leads to a position SE of Glöten Island, in the approaches to the berths.

Swedish Chart 536 (2022) [NP20-No 13-Wk 05/23]

Sweden - Öregrunds Skärgård - Galtfjärden — Anchorage

356

Paragraph 9.69 1 lines 4–6 Replace by:

Anchorage may also be obtained, clear of the recommended route, E of Kälsholmen (60°09'·62N 18°32'·05E), in depths of 10 to 12 m, clay.

Swedish Chart 536 (2022) [NP20-No 14-Wk 05/23]

Sweden - Öregrunds Skärgård - Hallstavik — Directions; lights

357

Paragraph 9.81 1-5 Replace by:

- 1 The recommended route from Galtfjärden leads generally SSW then SSE for about 4½ miles into Edeboviken.

From a position 5 cables E of Kälsholmen Norra Light (60°09'·62N 18°32'·05E) (9.59) the route leads SSW within the white sector (201°–212°), ahead, of Ormöundet N Light (white hut, green band, floodlit) (60°08'·97N 18°32'·26E) to a position about 1½ cables W of the NW end of Ormön Island (60°08'·87N 18°32'·90E), passing:

- 2 Between a shoal (60°09'·36N 18°32'·81E), with a depth of 7·5 m, marked by a light buoy (port hand), and a buoy (starboard hand) marking the SE side of the bank extending from Kälsholmen Island.

- 3 The track then leads S within the white sector (312·5°–316°), ahead, of Ormöundet S Light (white hut, green band, floodlit) (60°08'·55N 18°32'·63E) to a position W of Ormön Light (white hut, red band, floodlit) (60°08'·73N 18°32'·65E), passing:

Between Ormöundet N Light and a light buoy (port hand) marking the NW side of Ormön Island (60°08'·87N 18°32'·90E).

- 4 The track then leads SSE in the centre of the charted channel to a position SW of Ormöundhällan Light (white pedestal, red band, floodlit) (60°08'·46N 18°32'·86E), which marks the W side of a group of small islets SE of Ormön Island, passing:
ENE of Ormöundet S Light.

The track then leads SE in the centre of the charted channel, marked by buoys (lateral), passing: SW of the numerous islets and foul ground lying between Ormön Island and Kälsö (60°08'·54N 18°34'·55E), thence:

SW of Simpören (60°08'·16N 18°33'·70E), an islet, and the adjacent coastal bank.

- 5 The track then leads to a position NE of Guldhölmén Light (white pedestal) (60°07'·74N 18°34'·07E) and within the white sector (157°–170°) of Strömsviken Rear Light (9.82).

Useful marks:

Beacon (rectangular top mark) (60°09'·11N 18°32'·88E) on the N side of Ormön Island.

Paragraph 9.82 1-4 *Replace by:*

- 1 From a position NE of Guldhölmén Light (60°07'·74N 18°34'·07E) (9.81), the track leads S to a position about ¾ cables S of Strömsviken Rear Light, passing:

W of Strömsviken Rear Light; a bank with depths less than 6 m and isolated submerged rocks lie up to 6 cables N and 4 cables S respectively.

- 2 The track then leads SSE within the white sector (163·5°–166·5°), ahead, of Vändvik Light (white lantern) (60°05'·71N 18°35'·07E), passing:

WSW of Strömsviken Front Light; a buoy marks the edge of the coastal bank close W of the light. Thence:

ENE of a buoy (starboard hand) (60°05'·98N 18°34'·87E), marking the E side of a rock lying on the coast bank.

- 3 **Strömsviken Leading Lights:**

Front light (white triangle point upwards on white pedestal, 6 m in height) (60°06'·47N 18°34'·81E).

Rear light (white triangle point downwards on grey framework tower, 12 m in height) (7 cables from front light).

- 4 From a position about ¾ cables S of Strömsviken Front Light, the alignment (354·9°), astern, of these lights leads for about 2 miles to the harbour entrance, passing:

E of a buoy (starboard hand) (60°05'·98N 18°34'·87E) marking the E side of a rock, thence:

W of Vändvik Light (white lantern) (60°05'·71N 18°35'·07E), thence:

- 5 W of a buoy (port hand) (60°05'·55N 18°35'·06E), 1½ cables S of Vändvik Light, marking a rock, thence:

E of an underwater rock (60°04'·94N 18°35'·06E), with a depth of 6·6 m, marked by a light buoy (starboard hand). On the W side of the channel are several rocks awash; within 1 mile of Hallstavik, several dolphins, light buoys and buoys line the edge of the channel.

- 6 **Hallstavik Leading Lights:**

Front light (white triangle point upwards on mast) (60°03'·26N 18°35'·35E).

Rear light (white triangle point downwards on mast) (2½ cables from front light).

The alignment (175·7°) of these lights leads through the entrance into the harbour basin.

Swedish Chart 536 (2022)

[NP20-No 15-Wk 05/23]

Sweden – Skelleftehamn and Approaches – Gåsören to Kallholmsfjärden — Directions; leading lights; buoys

451

Paragraph 11.47 1-5 *Replace by:*

- 1 **Main channel.** Deep-draught vessels proceeding from the pilot station off Gåsören to the berths within Kallholmsfjärden enter between Gåsören and Rönnskär passing W of a detached shoal and small above-water rock lying 3 cables E of Rönnskär.

From a position 1 mile SSE of Gåsören Light (64°39'·80N 21°19'·01E), the track leads NW within the white sector (303·3°–310·2°) of Kopparudden Light (11.46), ahead, for 5 cables.

- 2 **Skellefte-Oljehamn Leading Lights:**

Front light (white triangle point up on framework tower) (64°40'·87N 21°16'·22E).

Middle light (white triangle, point down, on mast, 15 m in height) (150 m from front light).

Rear light (white triangle, point down, on mast, 12 m in height) (1½ cables from front light).

- 3 **Djävulsviken Clearing Lights:**

Front light (pile) (64°40'·63N 21°17'·10E).

Rear light (pile) (1½ cables from front light).

Once W of the alignment (330°) of Skellefte-Oljehamn Leading Lights, the track leads NNW, remaining E of the alignment (348°) of Djävulsviken Clearing Lights, passing:

WSW of a shoal (64°39'·49N 21°18'·37E), with a depth of 7·3 m, marked by buoys (starboard hand and E cardinal), thence:

- 4 ENE of Kopparudden Light, and:

WSW of a detached shoal and small above-water rock (64°39'·92N 21°17'·83E), marked by light buoys (lateral), thence:

ENE of shoal water extending E from Rönnskär (11.73), marked by light buoys (port hand).

- 5 From a position E of Rönnskär, at the convergence of the leading and clearing lights, the alignment (330°) of Skellefte-Oljehamn Leading Lights leads to a position N of Midjan, passing:

WSW of S Näsgrundet (64°40'·36N 21°17'·29E), the S end of a low peninsula surrounded by rocks awash and marked on the W by a light buoy (starboard hand), thence:

- 6 ENE of Midjan (64°40'·35N 21°16'·70E), a rock lying in the middle of the entrance to Kallholmsfjärden, marked by light buoys (cardinal and port hand).

- 7 **Alternative channel W of Gåsören.** Vessels may enter Kallholmsfjärden by passing E of the detached shoal and above-water rock lying 2½ cables E of Rönnskär. The limits of the channel are marked by the transits 333·8° and 339·7° of Tjuvkistan Lights (white triangles, red borders; common rear light elevation 11 m; two front lights elevations each 8 m; rear and front 170 m apart) (64°40'·82N 21°17'·40E).

- 8 From a position 1 mile SSE of Gåsören Light (64°39'·80N 21°19'·01E) the track leads NNW passing: WSW of Stensgrundet (64°39'·15N 21°19'·55E) (11.45), thence:

ENE of a shoal (64°39'·49N 21°18'·37E) with a depth of 7·3 m, marked by buoys (starboard hand and E cardinal), thence:

NP20

- 9 When the detached shoal and above-water rock is abeam the track leads generally NW to join the main channel (above), between S Näsgrundet and Midjan.

Swedish Notice 911/16698, 16709/22

[NP20-No 7-Wk 51/22]

Sweden - Skelleftehamn and Approaches - Skelleftehamn Norra — Directions; light

451

Paragraph 11.48 1-3 *Replace by:*

- 1 **Track.** From a position N of Midjan (11.47) in Kallholmsfjärden, the recommended track leads WNW for about 5 cables.

Skelleftehamn Norra Leading Lights:

Front light (white triangle, point up, on column)
(64°41'·17N 21°15'·13E).

- 2 Rear light (white triangle, point down, on column)
(57 m from front light).

When abreast of Skellefte-Oljehamn front light (11.47), the alignment (321·5°) of these lights leads to the quay.

ENC SE5DJ2QC (33.004)

[NP20-No 8-Wk 51/22]

Sweden – Skelleftehamn and Approaches – Skelleftehamnskajen — Directions; lights

451

Paragraph 11.49 1-2 *Replace by:*

- 1 From a position N of Midjan (11.47) in Kallholmsfjärden the recommended track leads WNW into a channel marked by light buoys (lateral).

Kallholmen Leading Lights:

Front light (pile) (64°40'·83N 21°14'·49E).

Rear light (pile) (81 m from front light).

The alignment (270°) of these lights leads W to the berths at Kallholmen, passing N of a shoal patch, depth 4·9 m, marked by a buoy (port hand).

Swedish Notice 911/16709/22; ENC SE5DJ2QC (33.004)

[NP20-No 9-Wk 51/22]

Sweden – Gulf of Bothnia – Kågehamn — Anchorage; light

453

Paragraph 11.68 1 lines 1-2 *Replace by:*

- 1 **Outer anchorage.** Vessels may anchor 2 cables N of Bergskäret (64°48'·57N 21°06'·98E) (11.69).

Swedish Notice 906/16649/22

[NP20-No 4-Wk 48/22]

Sweden – Gulf of Bothnia – Kågehamn — Directions; beacon

454

Paragraph 11.69 1 *Replace by:*

- 1 **Approach from east-south-east.** From a position about 4 miles ENE of Kågnåshällan Beacon (64°44'·96N 21°18'·17E) the track leads WNW, keeping the beacon (64°48'·57N 21°06'·98E) on Bergskäret, a wooded islet, ahead bearing 286·5°, whilst passing:

NNE of Fördärvet (64°45'·31N 21°24'·40E), marked by a buoy (E cardinal), thence:

NNE of Avbäran (64°45'·94N 21°21'·66E), a shoal, thence:

SSW of Ersgrundet (64°47'·52N 21°19'·21E) a shoal, thence:

Paragraph 11.69 3-5 *Replace by:*

- 3 NNE of Väckan (64°47'·87N 21°09'·06E), a shoal with a depth of 5·5 m.

Thence adjust course to pass 1¼ cables NE of Bergskäret and enter a narrow channel marked by buoys (lateral) which leads close SW of Kåge Prickgrund Light (white metal framework tower, concrete base) (64°48'·84N 21°06'·01E).

Thence the track leads over patches of 7·3 m and 8·2 m before passing SSW of Dynggr (64°49'·40N 21°04'·25E), a low lying rock.

- 4 When Orrholmsudde (64°49'·45N 21°03'·15E), a point on the S side of the fjord, 1¼ miles WNW of Bergskäret, is abeam, the track alters WNW for the anchorage and harbour at Kågehamn.

- 5 **Caution:** At night, it is recommended to approach only from the ESE.

Paragraph 11.70 3 lines 3-5 *Replace by:*

Clearing bearing. The line of bearing 251° of the beacon on Bergskäret, just open S of Ostnäsudden, clears S of Karmasgrundet.

Swedish Notice 906/16649/22

[NP20-No 5-Wk 48/22]

Sweden - Gulf of Bothnia - Piteå and approaches - Medgrundet — Directions; leading lights

457

Paragraph 11.90 5 line 1 *For* (146 6°) *Read* (145·2°)

Swedish Chart 4151 (2022)

[NP20-No 33-Wk 25/23]

Sweden – Piteå – Pitsundet — Directions; lights; alignment

457

Paragraph 11.92 4 line 5 *For* (140°) *Read* (138·7°)

Swedish Notice 907/16550/22

[NP20-No 6-Wk 51/22]

Sweden - Gulf of Bothnia - Fjuksöfjärden to Rånöfjärden — Directions; beacons

470

Paragraph 11.179 3-4 *Replace by:*

- 3 The channel through the S part of Siksundet is indicated by the following beacons situated on the E side of the peninsula of Siksundsön.

Front Beacon (white triangle) (65°45'·91N 22°41'·97E).

Rear beacon (similar structure) (4 cables from front mark).

The alignment (340°) of these beacons leads for about 9 cables through a channel, marked by buoys (lateral), the track then leads NE for about 7 cables onto the Siksundet N leading line.

- 4 The N part of the channel in Siksundet is indicated by the following beacons situated on the NW side of Bergön:

Front beacon (white stone, 2 m in height) (65°45'·52N 22°43'·47E).

Rear beacon (white triangle on framework structure, 2 m in height) (1½ cables from the front beacon).

ENC SE4DJ761 (31.001) [NP20-No 38-Wk 41/23]

Sweden - Gulf of Bothnia - Fjuksöfjärden to Rånöfjärden — Directions; shoal; beacons

471

Paragraph 11.179 5 *Replace by:*

- 5 The alignment (194°), astern, of these beacons leads through the narrowest part of the sound, ½ cable wide at the N end, passing over a shoal with a depth of 4·9 m extending W from Bergön.

On leaving Siksundet the track turns sharply ESE and, passing S of Lågenön (65°46'·59N 22°48'·66E), joins the main channel (11.205) into Törefjärden at a position about 1 mile WSW of Binnholmskatan (65°45'·86N 22°57'·93E).

Swedish Notice 925/16982/22 [NP20-No 39-Wk 41/23]

Sweden - Gulf of Bothnia - Malören to Repskärsfjärden — Draughts

476

Paragraph 11.220 1 lines 3-5 *Replace by:*

Malören to Gunnarsfjärden — 9·5 m.
Gunnarsfjärden to Repskärsfjärden — 9·5 m.
Repskärsfjärden to Karlsborg — 8·3 m.

Swedish Chart 412 (2022) [NP20-No 34-Wk 30/23]

Sweden - Repskärsfjärden - Axelsvik — Directions; beacons

477

Paragraph 11.229 2 lines 1-6 *Replace by:*

- 2 **Leading marks:**

Front mark: Svartholmen Beacon (white triangle, red border on white post) (65°46'·78N 23°22'·04E).

Rear mark: Beacon (65°48'·07N 23°23'·78E) (1½ miles from front mark) on Gölhatten (11.222).

Swedish Chart 412 (2022) [NP20-No 35-Wk 30/23]

NP21 Bay of Bengal Pilot (2019 Edition)

Bay of Bengal - Navigational dangers and hazards — Piracy and armed robbery

3

Paragraph 1.23 3-4 *Replace by:*

- 3 The waters of Bangladesh remain an area of high risk however the Bangladesh authorities have successfully reduced the number of attacks recently and continue to work on improving the safety and security of merchant shipping. Generally, ships preparing to anchor are the target of attack; most attacks occur at Chattogram anchorages and approaches.

Recommended practice

1.23a

- 1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6112 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(1)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

- 2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Reporting

1.23b

- 1 **International Maritime Bureau (IMB).** Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website (www.icc-ccs.org).

- 2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:

IMB Piracy Reporting Centre

Tel: +603 2031 0014

E-mail: imbsecurity@icc-ccs.org

For further information, see *The Mariner's Handbook* and *ADMIRALTY List of Radio Signals Volume 1(1)*.

- 3 **Information Fusion Centre.** The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.

NP21

The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia and surrounding waters for the purpose of enhancing security and maintaining the freedom of navigation for vessels.

- 4 Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:

Website: www.ifc.org.sg

Tel: +65 6594 5728 / +64 9626 8965

Email: information_fusion_centre@defence.gov.sg

- 5 For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Paragraph 1.24 1-2 including heading *Replace by*:

Spare 1.24

UKHO

[NP21-No 39-Wk 18/22]

Bay of Bengal - Radio facilities — Jamming, spoofing and cyber-attacks

6

After Paragraph 1.47 1 line 6 *Insert*:

Jamming, spoofing and cyber-attacks

International Fusion Centre 1.47a

- 1 Merchant vessels operating in the VCR area (see 1.23b) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)* and chart Q6112.

UKHO

[NP21-No 40-Wk 18/22]

India - East coast - Point Calimere to Coleroon Point — Directions; major light

68

After Paragraph 2.10 3 line 6 *Insert*:

Pūmpukār Light (tower, 30 m in height) (11°08'·57N 79°51'·32E).

Indian Chart IN32/2002; POLAR F0918

[NP21-No 19-Wk 35/20]

India – East coast – Karaikal Port — Arrival information; pilotage

69

Paragraph 2.23 1 line 9 *Replace by*:

Pilotage is compulsory. Pilots board in the following positions:

Port (10°50'·63N 79°57'·14E);

Sanmar Marine Terminal (10°50'·90N 79°54'·00E).

ENC IN53033K (2.003); Indian Notice 4/54/22; UKHO

[NP21-No 42-Wk 38/22]

India - East coast – Cuddalore — Arrival information; pilotage

71

After Paragraph 2.37 1 line 9 *Insert*:

Arrival information 2.37a

- 1 **Pilotage** is compulsory. The pilot for Cuddalore Marine Terminal (2.41) boards in position 11°37'·73N 79°48'·18E.

Indian Notice 17/173/21

[NP21-No 36-Wk 50/21]

India - East coast – Cuddalore — Anchorage; terminal

71

Paragraph 2.41 1 line 1 *Replace by*:

- 1 **Anchorage.** An anchorage area (11°38'·10N 79°48'·84E), radius 200 m, depth 14 m, gravel and shell, for Cuddalore Marine Terminal, is situated 2¼ miles E of the terminal (11°38'·39N 79°46'·37E).

Berth. The terminal consists of a platform and mooring dolphins on a SE/NW axis. A prohibited area containing buoys and pipelines extends W to the shore. A small service jetty extends from the shore.

Indian Notice 3/50/19

[NP21-No 1-Wk 20/19]

India - East coast - Palār River to Chennai — Directions; wreck

73

After Paragraph 2.55 2 line 5 *Insert*:

ESE of a dangerous wreck (12°33'·40N 80°18'·35E), position approximate, thence:

Indian Notice 12/121/22

[NP21-No 48-Wk 15/23]

India - East coast - Chennai — Arrival information; restricted area

74

After Paragraph 2.69 1 *Insert*:

Restricted area. Owing to submarine cables anchoring is prohibited within an area centred on (13°02'·49N 80°21'·77E), S of the port.

UKHO

[NP21-No 21-Wk 49/20]

India – East coast – Chennai to Penner River — Directions; wreck

76

After Paragraph 2.91 2 line 5 *Insert*:

E of a dangerous wreck (13°27'·00N 80°27'·00E), position approximate, thence:

Indian Notice 4/54/22

[NP21-No 43-Wk 38/22]

**India - East coast - Kamarajar Port —
Outer anchorages; pilotage**

77

Paragraph 2.96 1 line(s) 7-9 *Replace by:*

...(2.98) in depths of 25 m, mud and sand. A waiting area is centred on 13°15'00N 80°23'26E.

Paragraph 2.96 2 line(s) 1-2 *Replace by:*

- 2 **Pilotage** is compulsory and available 24 hours a day. Pilots for Major Port board in position 13°12'20N 80°23'10E, and for Minor Port in the anchorage area.

Indian Notice 07/112/20 [NP21-No 15-Wk 19/20]

**India - East coast - Kattupalli Port —
Limiting conditions; depth**

78

Paragraph 2.102 1 line 2 *For* 14 m (2017) *Read* 16 m (2020)

Indian Notice 22/221/20 [NP21-No 24-Wk 03/21]

**India - East coast - Approaches to Chennai -
Port of Kattupalli — STS area**

78

Paragraph 2.103 1 lines 3-5 *Replace by:*

...anchorage (13°19'28N 80°23'22E) is for dangerous cargo, the S anchorage (13°18'88N 80°23'22E) is unrestricted. A STS area (13°19'70N 80°23'17E) lies farther N.

Indian Notice 1/034/20 [NP21-No 14-Wk 06/20]

**India - East coast - Kattupalli Port —
Directions; lights**

78-79

Paragraph 2.105 1-2 *Replace by:*

- 1 **Landmark:**
Radio tower (50 m in height) (13°18'61N 80°20'24E).
- 2 **Approach.** From a position E of the port, in deep water and seaward of the 200 m depth contour, the track leads to a position in the vicinity of 13°17'94N 80°22'87E, at the beginning of the entrance channel to the port.

Paragraph 2.105 3 lines 1-4 *Replace by:*

- 3 **Entrance channel.** From the above position, the track leads WNW through a dredged channel marked by light buoys (lateral), passing:

Indian Notice 19/222/19 [NP21-No 11-Wk 45/19]

**India - East coast - Kattupalli Port —
Basins and berths; depths**

79

Paragraph 2.106 1-2 *Replace by:*

- 1 **Container berths.** There are three berths located in the NW corner of the harbour. Container Berth 1 (13°18'70N 80°20'85E) is 350 m long with a depth of 16 m. Container Berth 2 (13°18'82N 80°20'93E) is 360 m in length with a depth of 16 m. Container Berth 3 (13°18'77N 80°21'11E) is about 300 m in length.
- 2 **Shipyard.** There are two 260 m long berths either side of the shipyard's shiplift (13°18'41N 80°20'90E). Both berths are 25 m wide and have a charted depth of 10 m. There is also a Finger Jetty (13°18'54N 80°20'90E) situated N of the shipyard shiplift, it is 200 m long and 20 m wide; it has two berths with a depth of about 7 m.

Indian Notice 22/221/20 [NP21-No 25-Wk 03/21]

**India - East coast - Krishnapatnam Port —
Limiting conditions; depth**

79

Paragraph 2.109 1 line 2 *Replace by:*

...dredged depth of 18 m (2021).

Indian Notice 4/62/21 [NP21-No 29-Wk 16/21]

**India - East coast - Krishnapatnam Port —
Anchorage; wreck**

79

Paragraph 2.110 1 line 5 *Replace by:*

...17 m. A dangerous wreck (14°12'80N 80°12'35E) is situated within the anchorage area.

Indian Notice 21/194/21 [NP21-No 37-Wk 10/22]

**India - East coast - Krishnapatnam Port —
Pilot boarding position**

79

Paragraph 2.110 2 line(s) 6-8 *Replace by:*

A	Vessels of maximum draught less than 10 m.
A1	Vessels of maximum draught less than 12 m.

Indian Notice 11/124/21 [NP21-No 34-Wk 32/21]

**India - Bay of Bengal - False Divi Point to
Kakinada Bay — Directions**

82

Paragraph 2.134 3 line 4 *For* SW *Read* SE

UKHO [NP21-No 30-Wk 18/21]

NP21

India - South-east coast - Visākhatpatnam — Directions; obstruction

85

Paragraph 2.150 5 line 1 *Replace by:*

- 5 Clear of an obstruction (17°39'·60N 83°19'·60E)
which lies NE of the SPM.

Thence to a position SE of Dolphin's Nose, the
steep faced...

ENC IN43002P (2.000) [NP21-No 31-Wk 19/21]

India - East coast - Gangavaram Port — Anchorages

85

Paragraph 2.158 1 line(s) 1-6 *Replace by:*

- 1 Designated anchorages are as follows:
Examination Anchorage (17°36'·58N 83°16'·00E);
Anchorage A (17°35'·46N 83°17'·41E);
Anchorage B (17°35'·48N 83°15'·92E);
Anchorage C (17°34'·27N 83°16'·68E);
Anchorage D (17°34'·45N 83°18'·50E);
2 Anchorage E (17°33'·05N 83°15'·16E);
Anchorage F (17°30'·37N 83°16'·43E);
Anchorage G (17°30'·64N 83°12'·58E);
Anchorage H (17°30'·71N 83°08'·95E);
Anchorage I (17°28'·36N 83°10'·82E);
Anchorage J (17°27'·40N 83°13'·10E).

Indian Chart IN3002 [NP21-No 2-Wk 20/19]

India - East coast - Visākhatpatnam — Depths

87

Paragraph 2.173 1 line(s) 1-7 *Replace by:*

- 1 The following depths are maintained by dredging
(see 2.197):
Outer channel, 22·0 m;
Approach to the outer turning circle, 21·0 m;
Outer turning circle, 19·0 m;
Approach to General Cargo Berth, 20·0 m;
Inner Channel and inner turning basin, 15·0 m;
Inner Harbour, from 10·7 to 14·0 m.

Caution. Maintained depths are subject to silting.
The port authority should be contacted for the latest
information.

Indian Chart IN3012 [NP21-No 3-Wk 20/19]

India - East coast - Visākhatpatnam — Depths

87

Paragraph 2.173 including existing Section IV Notice
Week 20/19 *Replace by:*

- 1 The following depths are maintained by dredging
(see 2.197):
Outer channel, 22·0 m;
Approach to the outer turning circle, 21·0 m;
Outer turning circle, 21·0 m;
Approach to General Cargo Berth, 20·0 m;
Inner Channel and inner turning basin, 16·1 m;
Inner Harbour, from 10·7 to 16·1 m.

- 2 **Caution.** Maintained depths are subject to silting.
The port authority should be contacted for the latest
information.

Indian Notice 23/247/19 [NP21-No 13-Wk 03/20]

India - East coast - Visākhatpatnam — Anchorages

87

Paragraph 2.177 2 line(s) 1-10 *Replace by:*

- 2 **Anchorages** exist as follows:
Naval tanker anchorage (17°44'·20N 83°23'·80E);
depths 25 to 32 m.
Lighterage area (17°42'·10N 83°22'·90E); depths 28
to 40 m.
3 Deep Water Naval Anchorage (17°43'·32N
83°21'·45E); depths from 14 to 26 m.
Shallow Water Naval Anchorage (17°42'·71N
83°20'·46E); depths from 13 to 19 m,
Examination Anchorage (17°42'·04N 83°20'·24E);
depths from 14 to 24 m.
SPM Tanker Anchorage (17°37'·06N 83°19'·29E);
depths around 45 m.
4 Petroleum Anchorage I (17°36'·10N 83°23'·48E);
depths around 54 m.
Petroleum Anchorage II (17°35'·27N 83°25'·08E);
depths around 55 m.
Gas and Explosives Anchorage (17°35'·08N
83°23'·88E); depths around 54 m.
See 2.159 for further anchorages at Gangavaram.
Other vessels should obtain anchorage, within the
roadstead, clear of the areas described.

Indian Chart IN3012 [NP21-No 4-Wk 20/19]

India - East coast - Visākhatpatnam — Outer anchorages

87

Paragraph 2.177 1-2 including existing Section IV Notice
Week 20/19 *Replace by:*

- 1 **General information.** During the NE monsoon
vessels at anchor lie to the current, bow NE,
regardless of the wind and sea.
Anchorages exist as follows:
Naval tanker anchorage (17°44'·20N 83°23'·80E);
depths 25 to 32 m.
Examination Anchorage (17°43'·28N 83°24'·46E);
depths around 38 m.
Lighterage area (17°42'·10N 83°22'·90E); depths 28
to 40 m.
2 Deep Water Naval Anchorage (17°43'·32N
83°21'·45E); depths from 14 to 26 m.
Shallow Water Naval Anchorage (17°42'·71N
83°20'·46E); depths from 13 to 19 m,
Examination Anchorage (17°42'·04N 83°20'·24E);
depths from 14 to 24 m.
3 SPM Tanker Anchorage (17°37'·06N 83°19'·29E);
depths around 45 m.
SPM Tanker Anchorage II (17°36'·5N 83°20'·25E);
depths around 49 m.
SPM Tanker Anchorage III (17°36'·00N 83°21'·30E);
depths around 51 m.

- 4 Petroleum Anchorage I (17°36'·10N 83°23'·48E); depths around 54 m.
 Petroleum Anchorage II (17°35'·27N 83°25'·08E); depths around 55 m.
 Petroleum Anchorage III (17°35'·00N 83°22'·80E); depths around 54 m.
 Petroleum Anchorage IV (17°34'·25N 83°24'·50E); depths around 55 m.
- 5 Gas and Explosives Anchorage (17°35'·08N 83°23'·88E); depths around 54 m.
 Anchorage A (17°39'·34N 83°25'·71E); depths around 51 m.
 Anchorage B (17°38'·59N 83°27'·51E); depths around 54 m.

See 2.158 for further anchorages at Gangavaram.
 Other vessels should obtain anchorage, within the roadstead, clear of the areas described.

Indian Notice 10/100/22 [NP21-No 44-Wk 52/22]

**India - South-east coast -
 Visākhatnam — Obstruction**

89

Paragraph 2.192 1 lines 1-2 *Replace by:*

- 1 A SPM (17°39'·14N 83°18'·92E) lies in a depth of 34 m and exhibits a light. An obstruction lies 8 cables NE of the SPM.

ENC IN43002P (2.000) [NP21-No 32-Wk 19/21]

**India - East coast - Puri to False Point —
 Directions; wreck**

97

After Paragraph 3.38 2 line 4 *Insert:*

Clear of a dangerous wreck (19°45'·00N 86°12'·00E), position approximate, thence:

Indian Notice 16/155/22 [NP21-No 58-Wk 34/23]

**India - Approaches to Hugli River -
 Palmyras Shoals to Bāleshwar Roads —
 Directions; light**

101

After Paragraph 3.74 1 line 3 *Insert:*

Major lights:

Tajpur Light (white round tower with red bands) (21°39'·10N 87°37'·90E).

Indian Notice 14/160/20 [NP21-No 16-Wk 35/20]

**India - East coast - Dhāmra Port —
 Controlling depth**

101

Paragraph 3.77 1 lines 1-2 *Replace by:*

- 1 **Controlling depth.** The approach channel and S-most basin are dredged to a least depth of 17 m (2021). The N-most basin is dredged to a depth of 15 m (2021). Depths are changeable; contact the port authority for the latest information.

ENC IN5038A (6.000) [NP21-No 45-Wk 10/23]

**India - East coast - Dhāmra Port —
 Arrival information; anchorages**

101

Paragraph 3.78 1 lines 3-6 *Replace by:*

Outer anchorages. Anchorage may be obtained in the following designated areas:

Unrestricted anchorage area; centred on 20°58'·47N 87°08'·58E.

Unrestricted anchorage area; centred on 20°59'·68N 87°12'·30E.

Quarantine anchorage area; centred on 21°01'·42N 87°12'·96E.

An LPG transshipment area is centred on 20°55'·44N 87°04'·69E.

Indian Notice 21/195/21 [NP21-No 38-Wk 10/22]

**India - East coast - Dhāmra Port —
 Anchorages; restricted area**

101-102

Paragraph 3.78 1 including existing Section IV Notice Week 10/22 *Replace by:*

- 1 **Port operations.** The port operates 24 hours a day.

Outer anchorages. Anchorage may be obtained in the following designated areas:

Unrestricted anchorage area; centred on 20°58'·47N 87°08'·58E.

Unrestricted anchorage area; centred on 20°59'·68N 87°12'·30E.

Quarantine anchorage area; centred on 21°01'·42N 87°12'·96E.

- 2 An LPG transshipment area is centred on 20°55'·44N 87°04'·69E.

Cargo transshipment areas are centred on 20°52'·30N 87°08'·36E and 20°53'·10N 87°09'·70E.

Pilotage is compulsory for all vessels above 200 gt. The pilot boards at 20°56'·96N 87°08'·64E. For further details see *ADMIRALTY List of Radio Signals Volume 6(4)*

- 3 **Restricted area.** Entry is restricted to the LNG Zone, which includes the LNG berth (3.81) and associated basin.

ENC IN5038A (6.000) [NP21-No 46-Wk 10/23]

NP21

India - East coast - Dhāmra Port — Harbour; berths

102

Paragraph 3.79 1-2 *Replace by:*

- General layout.** The berths are approached through a 9¼ mile long channel, marked by light buoys (lateral), leading to two basins. The N basin comprises an LNG berth with a 315 m diameter turning circle. The S basin comprises bulk berths and the DPCT jetty, lying in a NNE/SSW orientation. Two 600 m diameter turning circles lie N and S of the jetty.
- Tidal levels.** The mean spring range is 2.6 m; mean neap range is 1 m. For further details see *ADMIRALTY Tide Tables Volume 3*.

Paragraph 3.81 1 lines 1-5 including heading *Replace by:*

Basins and berths 3.81

- LNG berth (20°50'·79N 86°58'·46E), dredged depth alongside 15 m (2021).
Two bulk berths (3 and 3A) (20°49'·45N 86°58'·25E); 380 and 420 m long, respectively; dredged depth alongside 19 m (2021).
DPCT Jetty (20°49'·17N 86°58'·19E) has two berths; length overall 700 m; dredged depth alongside 19 m (2021). Lesser depths are reported in this area; contact the port authority for the latest information.

ENC IN5038A (6.000) [NP21-No 47-Wk 10/23]

India - Approaches to Hugli River - Palmyras Shoals to The Sandheads — Directions; light

102

After Paragraph 3.87 1 line 11 *Insert:*

Tajpur Light (21°39'·10N 87°37'·90E) (3.74).

Indian Notice 14/160/20 [NP21-No 17-Wk 35/20]

India - East coast - Bāleshwar Roads to The Sandheads — Directions

102

Paragraph 3.88 1 lines 1-6 *Replace by:*

- For the offshore passage from Bāleshwar Roads (21°23'·50N 87°10'·00E) to The Sandheads (3.104), 70 miles ESE, the chart is sufficient guide. Attention is drawn to the numerous charted wrecks, obstructions and the proximity of shifting shoals and banks NNE of the track.

UKHO [NP21-No 60-Wk 43/23]

India - East coast - The Sandheads to Sāgar Roads — Hazards; pilotage

106

After Paragraph 3.99 *Insert:*

Hazards 3.99a

- Wrecks and obstructions.** Numerous dangerous wrecks and obstructions, many with positions approximate, lie in these waters; their positions are best seen on the chart.

Pilotage 3.99b

- Pilot boards in the vicinity of 20°54'·10N 88°13'·77E. For detail see *ADMIRALTY List of Radio Signals Volume 6(4)*.

UKHO [NP21-No 61-Wk 43/23]

India - Approaches to Hugli River - The Sandheads to Sāgar Roads — Directions; light

107

After Paragraph 3.102 1 line 10 *Insert:*

Tajpur Light (21°39'·10N 87°37'·90E) (3.74).

Indian Notice 14/160/20 [NP21-No 18-Wk 35/20]

India - East coast - The Sandheads to Sāgar Roads — Directions; wrecks; obstructions

107

Paragraph 3.103 *Replace by:*

- When approaching The Sandheads soundings provide a valuable guide. Mariners are advised to navigate in depths greater than 37 m until certain of position.
If approaching from the E, Swatch of No-Ground (20°48'·00N 89°09'·00E) is a useful indication of position.
Caution. Numerous charted wrecks and obstructions lie in the approaches to the Sandheads and the pilot boarding station (3.99b).

Paragraph 3.104 *Replace by:*

- From The Sandheads (20°50'·00N 88°14'·00E) the track leads N to the inbound lane of Eastern Channel traffic scheme, keeping clear of numerous charted wrecks and obstructions (3.99a), passing:
E of Eastern Channel Light Vessel (3.87), thence:
W of the stranded wreck of *MV Blue Express* (3.102).
- From a position E of Talent Wreck Light Vessel (21°16'·96N 88°11'·31E), the track then leads NNW, between Middle Ground (21°23'·00N 88°05'·00E) and the bank extending S from South Sāgar Sand (21°30'·00N 88°14'·00E), towards Gasper Channel and keeping clear of charted wrecks and obstructions (3.99a), passing:
ENE of Lower Gasper Light Vessel (red hull, name in white letters on hull side) (21°21'·93N 88°09'·41E). A dangerous wreck lies 6½ cables WSW of the light vessel.

3 From a position 5¼ miles SW of New Island Column (21°34'·30N 88°10'·72E), the track then leads generally NW through Gasper Channel, passing NE of Lower Long Sand (21°34'·00N 88°02'·00E), an extensive drying shoal, and SW of the drying shoals and banks extending S of Sāgar Island (21°38'·99N 88°02'·55E). Gasper Channel is marked by light buoys (lateral).

4 Mariners should note the proximity of shoals to the buoyed channel. On passing MFWY Light Buoy, marking the NE extremity of Gasper Channel, the track leads NW, keeping clear of charted wrecks and obstructions (3.99a), passing:

SW of the SW extremity of Sāgar Island. Sāgar Semaphore Signal Station stands on the extremity of the point; Sāgar Island VHF Column and Sāgar Island Light (3.102) stand 2½ cables N and 5½ cables NNE of the signal station. Sandheads Pilots are located at Sāgar Island Pilot Station which is adjacent to the lighthouse.

5 The track then leads to a position at the N end of Sāgar Roads, W of Sāgar Island Light (3.102).

UKHO

[NP21-No 62-Wk 43/23]

India - North-east coast - The Sandheads to Matla River - Matla River — Directions; wreck

118

Paragraph 4.13 2 line 5 *Replace by:*

...approach. A wreck (21°26'·00N 88°46'·00E), position approximate, lies close W of Dalhousie Sand. With a height of eye of 7 m Dalhousie Point...

Indian Notice 4/056/19

[NP21-No 5-Wk 20/19]

Bangladesh - The Sundarbans - Pussur River — Pilotage

119

Paragraph 4.26 1 *Replace by:*

1 Pilotage is compulsory for all vessels of 200 gt or greater. The pilot boards in position 21°50'·00N 89°31'·48E, or in bad weather S of Akram Point in position 21°58'·43N 89°31'·44E.

Bangladeshi Notice 2/23

[NP21-No 65-Wk 50/23]

Bangladesh - Pussur River to Sandwip Channel — Directions

121-122

Paragraph 4.47 4-5 *Replace by:*

4 Thence the track continues N, passing:
Clear of a dangerous wreck (22°08'·81N 91°38'·00E), thence:
W of the Chattogram outer anchorages, and:
W of Authority Light Buoy (starboard hand) (22°12'·26N 91°38'·62E).

5 The track then continues N to a position SE of Sandwip Island (4.56).

BNHOC Notice 15/19

[NP21-No 6-Wk 20/19]

Bangladesh - Chattogram Coast — General information; hazards; dangerous wrecks

123

After Paragraph 4.61 Insert:

Hazards

4.61a

1 **Wrecks.** Numerous dangerous wrecks lie in these waters; their positions are best seen on the chart.

UKHO

[NP21-No 63-Wk 49/23]

Bangladesh - Chattogram Coast - Matarbari Island — SPM; prohibited area

123

After Paragraph 4.62 1 line 5 Insert:

Entry is prohibited into an area of 500 m radius surrounding a SPM (21°37'·65N 91°47'·09E), SW of Matarbari Island (4.72a).

ENC BD407429 (1.004)

[NP21-No 26-Wk 12/21]

Bangladesh - Chattogram Coast - Matarbari Island — Anchorage; pipelines

123

Paragraph 4.62 including existing Section IV Notice Week 12/21 *Replace by:*

1 **Entry is prohibited** into an area of 1300 m radius surrounding the FSRU (Floating Storage Regasification Unit) (21°32'·07N 91°49'·12E) and an area of 1300 m radius surrounding the FPSO (21°33'·34N 91°48'·97E) forming the Moheshkhali LNG terminal.

Entry is prohibited into an area of 500 m radius surrounding a SPM (21°37'·65N 91°47'·09E), SW of Matarbari Island (4.72a).

2 **Anchoring** is prohibited within 3 cables of the submarine pipeline running between the FSRU and Maishkhali Island, and within a 500 m protection zone surrounding pipelines which connect the SPM, Matarbari Island and a point on the shore 2½ miles N of the mouth of Sangu River (22°05'·00N 91°50'·50E).

BNHOC Notice 26/22

[NP21-No 66-Wk 51/23]

Bangladesh - Chattogram Coast - Matarbari Island — Directions; SPM; prohibited area

124

After Paragraph 4.65 2 line 16 Insert:

W of a prohibited area centred on a SPM (4.62), thence:

ENC BD407429 (1.004)

[NP21-No 27-Wk 12/21]

Bangladesh - Chattogram coast - Cuckold Point — Directions; buoy; wreck

124

Paragraph 4.66 1 line 3 *Replace by:*

W of a light buoy (starboard hand) (21°57'·00N 91°52'·30E)...

NP21

Paragraph 4.66 2 lines 1-4 *Replace by:*

- 2 E of the wreck of SS *Thetic* (22°08'·03N 91°45'·74E), swept depth 6.3 m.

GB Chart 1016 Ed.1 (2022) [NP21-No 49-Wk 31/23]

Bangladesh - Cuckold Point to Chattogram, inshore route — Directions; dangerous wrecks

124

Paragraph 4.66 including existing Section IV Notice Week 31/23 *Replace by:*

- 1 From a position W of Cuckold Point the track leads N, keeping clear of dangerous wrecks (4.61a), passing:

W of a light buoy (starboard hand) (21°57'·00N 91°52'·30E) indicating the N entrance to the Kutubdia Channel. The buoy is moored close to the 5 m depth contour and provides a useful indication of the extent of the mudflat and shoals extending from the coast between Cuckold Point and the mouth of Sangu River (22°05'·00N 91°50'·50E). During the SW monsoon the shoals and flats are covered at LW. The Sangu River is only navigable by large boats, its mouth is encumbered by a bar which dries in places. Thence:

- 2 E of the wreck of SS *Thetic* (22°08'·03N 91°45'·74E), swept depth 6.3 m.

The track then continues as required to the Chattogram outer anchorages passing SW of Norman's Point Light (4.46).

(Directions continue for Chattogram at 4.92)

UKHO [NP21-No 64-Wk 49/23]

Bangladesh - Chattogram coast - Cuckold Point to Chattogram — Directions; wreck

124

Paragraph 4.67 1 lines 1-7 *Replace by:*

- 1 From a position W of Cuckold Point (21°57'·35N 91°53'·40E) the track leads NW, passing SW of the wreck of SS *Thetic* (4.66), to a position SE of a dangerous wreck (22°08'·81N 91°38'·00E).

GB Chart 1016 Ed.1 (2022) [NP21-No 50-Wk 31/23]

Bangladesh - Chattogram coast - Kutubdia Channel — Directions; buoy

124

Paragraph 4.70 1 lines 6-8 *Replace by:*

The channel is encumbered by a large shoal (21°50'·00N 91°53'·65E) lying in mid-channel, marked at its E extremity by a light buoy (port hand).

GB Chart 1016 Ed.1 (2022) [NP21-No 51-Wk 31/23]

Bangladesh - Chattogram coast - Kutubdia Channel — Directions; buoys

124

Paragraph 4.71 2 lines 4-5 *Replace by:*

...Point, marked by a light buoy (starboard hand) (21°57'·00N 91°52'·30E).

Paragraph 4.71 3 lines 1-3 *Replace by:*

- 3 There are several mooring buoys located in the N part of the channel.

GB Chart 1016 Ed.1 (2022) [NP21-No 52-Wk 31/23]

Bangladesh - Chattogram Coast - Matarbari Island — Port of Matarbari

125

After Paragraph 4.72 1 line 2 *Insert:*

Matarbari

General information

4.72a

- 1 **Position and function.** Matarbari (21°42'·12N 91°52'·42E) lies on the W side of Matarbari Island (21°42'·42N 91°53'·10E), at the S entrance to Kutubdia Channel (4.71). The port was originally built for the Matarbari power plant, but is now being developed into a deep water port.

Port authority. The port lies within Chattogram port limits. See 4.75.

Limiting conditions

4.72b

- 1 **Controlling depth.** The approach channel is subject to frequent change, see 4.61. For further details contact local authorities.

Arrival information

4.72c

- 1 **Outer anchorage.** Vessels bound for terminals at Matarbari may anchor in the designated anchorage area (21°34'·98N 91°47'·99E).

Pilotage is compulsory. Pilots board in the vicinity of 21°38'·00N 91°49'·70E.

Harbour

4.72d

- 1 **Development.** Works are in progress (2021) to develop a deep sea port, to reduce pressure on the Port of Chittagong.

Breakwaters, a 300 m long multipurpose terminal and a 460 m long container terminal are being constructed, due for completion in 2026.

The harbour and entrance channel are planned to accept vessels with a maximum permissible draught of 16 m.

Directions for entering harbour

4.72e

- 1 From a position in the outer anchorage, the approach leads NNE, through the S part of Kutubdia Channel (4.71), marked by light buoys (lateral), thence between the breakwaters into the port.

Bangladeshi Notice 28/20; ENC BD407429 (1.004)

[NP21-No 28-Wk 12/21]

**Bangladesh - Chattogram coast -
Chattogram — Anchorage**

125

Paragraph 4.81 1 lines 5–12 *Replace by:*

Anchorage. The outer port area is divided into three anchorage areas. Anchorage A (22°16'·20N 91°43'·80E), for vessels over 10·0 m draught, has 31 designated anchorage berths. Anchorage B (22°13'·00N 91°42'·80E) is for vessels entering the port within 24 hours, and Anchorage C (22°08'·90N 91°46'·20E) is dedicated to vessels lightering and other vessels not scheduled to enter the port within 24 hours.

GB Chart 102 Ed.1 (2022) [NP21-No 53-Wk 31/23]

**Bangladesh - Chattogram Coast -
Chattogram — Anchorage**

125

Paragraph 4.81 1 including existing Section IV Notice Week 31/23 *Replace by:*

- 1 The outer port area is divided into three anchorage areas. Anchorage A (22°16'·20N 91°43'·80E), for vessels over 10·0 m draught, has 31 designated anchorage berths. Anchorage B (22°13'·00N 91°42'·80E) is for vessels entering the port within 24 hours, and Anchorage C (22°08'·90N 91°46'·20E) is dedicated to vessels lightering and other vessels not scheduled to enter the port within 24 hours.

UKHO [NP21-No 67-Wk 51/23]

**Bangladesh - Chattogram Coast - Chattogram
— Traffic regulations; prohibited anchorage**

125

After Paragraph 4.83 Insert:

**Traffic regulations
4.83a**

- 1 **Prohibited anchorage.** Anchoring is prohibited in the approach to Karnaphuli River; the prohibited area lies between Anchorages B and C. Anchoring is also prohibited inshore of the outer anchorage areas.

Anchorage is prohibited within the vicinity of nearby pipelines; see 4.44 and 4.62.

BNHOC Notice 26/22; UKHO [NP21-No 68-Wk 51/23]

**Bangladesh - Chattogram coast - Chattogram —
Directions; buoys; depth**

127

Paragraph 4.94 2 lines 1–2 *Replace by:*

- 2 NW of No 1 Light Buoy (starboard hand) (22°12'·71N 91°47'·61E) moored 2 cables W...

Paragraph 4.94 3 lines 5–7 *Replace by:*

SE of No 2 Light Buoy (port hand) (22°13'·05N 91°47'·60E) moored at the seaward end of the Patenga training wall.

Paragraph 4.94 4 lines 2–9 *Replace by:*

Battens Mark (red and white beacon) (22°14'·79N 91°50'·19E).

Coombs Pillar (red and white beacon) (364 m from front beacon).

The alignment (054·1°) of these lights leads across the Inner Bar, passing:

NW of No 3 Light Buoy (starboard hand) (22°13'·15N 91°48'·04E), thence:

Paragraph 4.94 6 lines 1–8 *Replace by:*

SE of a 4·6 m patch (22°14'·12N 91°49'·07E), thence:

NW of Fertilizer Jetty, thence:

SE of No 6 Light Buoy (port hand).

GB Chart 102 Ed.1 (2022) [NP21-No 54-Wk 31/23]

**Bangladesh - Chattogram coast - Chattogram —
Directions; lights; buoy**

127

Paragraph 4.95 1 lines 2–5 *Replace by:*

Front light (red and white beacon, round topmark) (22°15'·83N 91°50'·42E).

Rear light (red and white beacon, triangle topmark) (105 m from front light).

Paragraph 4.95 2 lines 4–8 *Replace by:*

ESE of No 8 Light Buoy (port hand) (22°15'·35N 91°50'·05E).

The track then leads N for a short distance and then alters WNW, marked by light buoys (lateral and special), and onto the alignment of the Gupta Crossing Leading Lights E of airport. Attention is drawn to the training walls on the E side of the channel.

Paragraph 4.95 3 *Delete*

GB Chart 102 Ed.1 (2022) [NP21-No 55-Wk 31/23]

**Bangladesh - Chattogram coast - Chattogram —
Directions; lights; buoy**

128

Paragraph 4.95 4 *Delete*

Paragraph 4.95 5 lines 4–9 *Replace by:*

Rear light (red and white beacon) (185 m from front light).

The alignment (114·4°), astern, of these lights leads through Gupta Crossing for 9 cables to a position 2 cables NE of the Chattogram dry dock and SSE of Gupta Char, a large mud island.

Paragraph 4.95 6 lines 4–7 *Replace by:*

...the channel, and thence as required for berthing. The chart is the best guide with the deeper water generally located on the W side of the channel.

GB Chart 102 Ed.1 (2022) [NP21-No 56-Wk 31/23]

NP21

Bangladesh - Chattogram coast - Chattogram — Directions; lights

128

Paragraph 4.96 1 *Delete*

Paragraph 4.96 2 *Replace by:*

- 2 Navigation farther upstream is possible for small vessels and requires good local knowledge. Small vessels anchor in the shoal water on the SE side of the channel. The Karnaphuli River is tidal as far as Chandraghona, 22 miles upstream from Chattogram, and navigable for small craft as far as Barkal Rapids, 82 miles above Chattogram.

GB Chart 102 Ed.1 (2022) [NP21-No 57-Wk 31/23]

Bangladesh - Elephant Point to Sittwe - Saint Martin's Island — Marine nature reserve

132

After Paragraph 5.9 2 line 15 *Insert:*

Marine nature reserve 5.9a

- 1 A marine protected area has been established in the vicinity of Saint Martin's Island (20°37'94N 92°19'23E) (5.11), extending up to 30 miles offshore. The reserve protects numerous species of fish, marine mammals, turtles and other marine wildlife, and related habitat. For further details, contact the Bangladesh Ministry of Environment, Forest and Climate Change.

Bangladeshi Notice 24/2022 [NP21-No 59-Wk 41/23]

Myanmar (Burma) - Patheingyi River - Phaeton Shoals — Directions; wreck

150

After Paragraph 6.14 1 line 2 *Insert:*

WSW of a dangerous wreck (15°53'41N 94°08'26E), thence:

Myanmar Notice 18/21 [NP21-No 41-Wk 20/22]

Burma - Gulf of Martaban - Yangon River — Directions; platform

153

Paragraph 6.37 1 *Replace by:*

- 1 This offshore route leads from S of Baragua Point (15°43'70N 95°19'00E), through the W part of the Gulf of Martaban, to the outer fairway of Yangon River in the vicinity of the Offshore Pilot Platform (6.41).

Paragraph 6.41 1 lines 5-6 *Replace by:*

Offshore Pilot Platform (16°12'72N 96°16'72E)
(white tower with red stripes on platform).

Paragraph 6.42 *Replace by:*

- 1 From a position S of Baragua Point (15°43'70N 95°19'00E) the track leads E to the vicinity of longitude 95°37'00E. The track then leads NE passing:

SE of Sanda Light Buoy (15°32'08N 95°37'80E) (6.41). A wreck (15°36'66N 95°49'25E), position approximate, with a least depth of 10.1 m, lies 12 miles ENE of the light buoy. Thence:

- 2 SE of Krishna Shoal (15°41'00N 95°36'50E). Navigation should be conducted in a depth of 18 m or greater until the shoal has been passed. Thence:

SE of a mud volcano (15°51'03N 96°00'73E), thence:

NW of a shoal (15°42'50N 96°14'30E) reported (1949) with a depth of 9.1 m, thence:

- 3 NW of a dangerous wreck (15°52'05N 96°20'76E), position approximate; another dangerous wreck lies 3½ miles SE. Thence: SE of a dangerous wreck (15°59'78N 96°14'51E).

*(Directions continue for the
Gulf of Martaban at 6.85)*

- 4 The track then leads N, passing:
E of an obstruction (16°02'36N 96°15'70E), position approximate, reported (1945), thence:

Clear of a dangerous wreck (16°09'02N 96°18'39E), marked with a buoy (can) moored close N, thence:

W of a dangerous wreck (16°09'49N 96°23'87E), marked with a buoy (conical) moored close W, thence:

- 5 Clear of a dangerous wreck (16°11'09N 96°19'87E); a spar light buoy is moored 1 mile E and another dangerous wreck lies 2 miles farther ENE. Thence:

Clear of a dangerous wreck (16°11'90N 96°19'57E), thence:

To a position E of the Offshore Pilot Platform (16°12'72N 96°16'72E) (6.41).

Myanmar Notice 25/19 [NP21-No 7-Wk 30/19]

Myanmar (Burma) - Gulf of Martaban - Yangon River — Description

154

Paragraph 6.44 1 *Replace by:*

- 1 Yangon River is approached from S through Western Channel, which is situated E of Dedaye Flats (16°18'66N 96°11'10E), an extensive drying bank which fronts the W bank of the river for up to 4 miles from the shore, and Thaugatone (Thante) Flats (16°27'15N 96°26'10E), a shallow bank which dries in extensive areas S and SE of Thante Point (16°30'06N 96°23'16E).

- 2 The Yangon River is then entered between Sin Min Point (Elephant Point) (16°27'31N 96°19'42E) and Thante Point, 4 miles ENE. The lower reaches of the river lead 19 miles NNW to Yangon.

Myanmar Notice 33/20 [NP21-No 22-Wk 49/20]

**Burma - Gulf of Martaban -
Yangon River approaches — Pilotage**

154

Paragraph 6.51 *Replace by:*

- 1 Pilotage is compulsory for all vessels of 200 gt or greater; the pilot boarding position is at 16°12'·67N 96°18'·21E. Pilots are transferred by motor launch. In poor visibility the pilot vessel will sound Morse Code letter Z to assist location. A vessel approaching the pilot vessel must not pass ahead of the pilot vessel and must make a lee for the pilot boat. Further details of procedure are contained in *ADMIRALTY List of Radio Signals Volume 6(4)*.
- 2 Unauthorised vessels are advised to keep 1 mile clear of the Offshore Pilot Platform (16°12'·72N 96°16'·72E) (6.41).

Myanmar Notice 25/19 [NP21-No 8-Wk 30/19]

**Burma - Gulf of Martaban -
Yangon River approaches —
Directions; platform**

155

Paragraph 6.53 2 lines 2-3 *Replace by:*

Offshore Pilot Platform (16°12'·72N 96°16'·72E)
(6.41).

Myanmar Notice 25/19 [NP21-No 9-Wk 30/19]

**Myanmar (Burma) - Gulf of Martaban -
Yangon River — Directions**

155

Paragraph 6.54 *Replace by:*

- 1 **Caution.** Sounding does not provide a reliable indication of position in the approaches to Yangon River. Mariners should not attempt to enter the Western Channel unless they are confident of their position. Due to silting, buoys and channels are subject to regular movement, particularly Western Channel. The chart may not depict the latest location of the deepest channel. The port authority should be contacted for the latest information.
- 2 **Western Channel.** From the vicinity of the pilot boarding position (16°12'·67N 96°18'·21E), the recommended track leads generally N, then NNE, to the vicinity of Lower Float Light Buoy (starboard hand) (16°17'·14N 96°17'·80E). The recommended route then continues generally NNE to the bar.
- 3 From a position SSE of Mye Saon Sand (6.52) to the vicinity E of Sin Min Point (6.44), Western Channel is encumbered by wrecks, obstructions and drying, shifting banks. The channel is highly changeable; no detailed directions can be given. Local knowledge is essential.

Myanmar Notice 33/20 [NP21-No 23-Wk 49/20]

**Burma - Gulf of Martaban -
Yangon River approaches — Pilotage**

156

Paragraph 6.65 *Replace by:*

- 1 Pilotage is compulsory for all vessels over 200gt; pilot boards in position 16°12'·67N 96°18'·21E. Unauthorised vessels are advised to keep 1 mile clear of the Offshore Pilot Platform (16°12'·72N 96°16'·72E) (6.41). For further information see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Myanmar Notice 25/19 [NP21-No 10-Wk 30/19]

Burma - Port of Yangon — Development; bridge

156

After Paragraph 6.66 1 line 5 *Insert:*

**Development
6.66a**

- 1 A bridge (16°46'·16N 96°08'·63E), under construction (2019), spans Thanlyetsoon Point Channel between Sule Wharves (6.74) and MIP Wharves (6.74). The development area is marked by light buoys. The vertical clearance is unknown.

Myanmar Naval Hydrographic Centre Notice 49/2019
[NP21-No 12-Wk 50/19]

**Myanmar (Burma) -
Port of Yangon — Anchorage**

157

After Paragraph 6.73 1 line 15 *Insert:*

Kanaung Creek	Liffey Reach
	16°43'·00N 96°12'·30E

Paragraph 6.73 1 lines 18-19 *Replace by:*

CCA	SW of Thanlyetsoon Point
	16°45'·20N 96°11'·90E

GB Chart 833/20 [NP21-No 20-Wk 45/20]

**India - South Andaman Island -
Macpherson Strait — Depth**

220

Paragraph 8.99 1 line 8 *Replace by:*

...and depths less than 10 m. The in-going tidal stream...

ENC IN44253A (1.000) [NP21-No 33-Wk 27/21]

**Andaman Islands - South Andaman Island -
South Cinque Island — Directions; wreck**

223

Paragraph 8.110 5 lines 6-8 *Replace by:*

...spring tides. And:
E of a dangerous wreck (11°14'·73N 92°43'·58E),
position approximate, thence:
E of a dangerous wreck (11°10'·50N 92°44'·50E),
position approximate, thence:

UKHO [NP21-No 35-Wk 40/21]

NP22

NP22 Bay of Biscay Pilot (2019 Edition)

France - West coast - Bay of Biscay - Pointe de Penmarc'h — Directions; wrecks

58

Paragraph 3.12 1 line(s) 6 *Replace by:*

...5 miles, then ESE for 9½ miles, keeping clear of charted wrecks and obstructions, passing:

French Chart 7250 (2020) [NP22-No 15-Wk 33/20]

France - Bay of Biscay - Western approaches to Concarneau — Regulations; prohibited anchorage

61

Paragraph 3.33 1 line(s) 2 *For* 1600 gt *Read* 3000 gt

Paragraph 3.33 1 line(s) 8 *Replace by:*

There is no designated waiting anchorage and anchoring is prohibited within the approach channel.

French Chart 7250 (2020); FGSD C23 2.5.2.6
[NP22-No 16-Wk 33/20]

France - Bay of Biscay - Western approaches to Concarneau — Traffic regulations

61

Paragraph 3.33 1 including existing Section IV Notice Week 33/20 *Replace by:*

- 1 **Approach channel.** It is mandatory for all vessels exceeding 3000 gt carrying or capable of carrying dangerous goods to use the approach channel. All vessels should maintain a listening watch on VHF Channel 16 before entering the Approach Channel. For further details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

There is no designated waiting anchorage and anchoring is prohibited within the approach channel.

French Notice 50/C23/21 [NP22-No 52-Wk 26/22]

France – Anse de Bénodet - Loctudy - L'Odet River — Pilotage

66

Paragraph 3.76 2 lines 4-5 *Replace by:*

Vessels under 6000 tonnes: in position 47°49'·87N 4°08'·01W for Loctudy and in position 47°50'·58N 4°06'·05W for Odet.

French Notice 16/50/19 [NP22-No 1-Wk 28/19]

France - West coast - Îles de Glénan - Île de Penfret — Anchorages

70

After Paragraph 3.115 1 *Insert:*

- 2 Anchor berths, reserved for the use of passenger vessels and yachts, are situated as follows:

Glénan 1 (Penfret 1) (47°43'·35N 3°56'·22W), radius 600 m;

Glénan 2 (Penfret 2) (47°43'·90N 3°57'·45W), radius 400 m;

Glénan 3 (La Pie) (47°44'·30N 3°59'·50W), radius 400 m.

French Notice 17/47/22; French SD C23
[NP22-No 65-Wk 16/23]

France - West coast - Baie de la Forêt — Anchorages

71

After Paragraph 3.127 2 *Insert:*

Anchor berths, 500 m in radius, reserved for the use of passenger vessels and yachts, are situated close to the entrance channel (3.139) as follows:

Concarneau PAX Sud (47°50'·60N 3°56'·28W);

Concarneau PAX Nord (47°51'·08N 3°56'·06W).

French Notice 17/47/22; French SD C23
[NP22-No 66-Wk 16/23]

France - West coast - Concarneau — Arrival information; pilotage

73

Paragraph 3.134 *Replace by:*

- 1 Pilotage is compulsory for vessels more than 50 m in length or carrying hydrocarbons, gas or dangerous and polluting goods. See also 1.42 and 1.61.

Pilot boards as follows:

For vessels over 6000 gt approaching from E in position 47°43'·10N 3°48'·00W.

2 For vessels over 6000 gt approaching from W in position 47°45'·12N 4°03'·30W.

For vessels under 6000 gt in position 47°50'·70N 3°56'·26W.

For details on procedures and compulsory pilotage area see *ADMIRALTY List of Radio Signals Volume 6(1)*.

UKHO [NP22-No 71-Wk 23/23]

France - West coast - Concarneau — Directions; depth

74

Paragraph 3.140 2 line(s) 1-2 *Replace by:*

- 2 Over a depth of 3·4 m (47°51'·94N 3°54'·93W), and:

French Notice 44/50/21 [NP22-No 41-Wk 08/22]

**France - West coast - Île Verte to
Coureau de Belle-Île — Traffic regulations;
approach channels**

78

Paragraph 4.9 ¹ *Replace by:*

- ¹ Approach channels, leading NNW towards Concarneau and initially NNE, then generally E, towards Lorient, are subject to national regulations; for further details see 3.33 and 4.19 respectively.

French Notice 17/47/22 [NP22-No 67-Wk 16/23]

**France - West coast - Île Verte to Île de Groix —
Traffic regulations; approach**

79

Paragraph 4.19 ¹ lines 4–6 *Replace by:*

...channel, that leads 7 miles NNE from position 47°32'·14N 3°42'·98W, then 9 miles ENE and E into Les Coureaux de Groix. See 1.72 for details of the...

French Notice 17/47/22 [NP22-No 68-Wk 16/23]

**France - West coast - Île Verte to
Les Coureaux de Groix —
West-south-western approach**

80

Paragraph 4.22 ¹ lines 1–4 *Replace by:*

- ¹ From the vicinity of 47°32'·14N 3°42'·98W, Lorient Approach Channel leads 7 miles NNE, then 9 miles ENE and E through the W entrance of Les Coureaux de Groix (4.27), passing:

French Notice 17/47/22 [NP22-No 69-Wk 16/23]

**France - West coast -
Les Coureaux de Groix — Anchorages**

81

Paragraph 4.33 ² lines 1–2 *Replace by:*

- ¹ Thence the track continues ESE, through the outer anchorages for Lorient (4.56a), passing:

French Notice 30/21 SD C23 [NP22-No 33-Wk 44/21]

**France - West coast -
Les Coureaux de Groix — Anchorages**

82

Paragraph 4.35 ¹⁻² including heading *Replace by:*

**Spare
4.35**

French Notice 30/21 SD C23 [NP22-No 34-Wk 44/21]

France - West coast - Lorient — Anchorages

84

After Paragraph 4.56 ² line 7 Insert:

Outer anchorages

4.56a

- ¹ An irregularly shaped anchorage area (47°39'·58N 3°24'·80W) is located in Les Coureaux de Groix in depths of 10 to 27 m, gravel, sand and clay. Designated anchor berths, for vessels greater than 25 m, have been established within 5 cables of position 47°40'·00N 3°24'·50W, as follows:

P1 (47°40'·30N 3°24'·90W);
P2 (47°40'·20N 3°24'·00W);
² P3 (47°40'·00N 3°24'·50W);
P4 (47°39'·70N 3°25'·00W);
P5 (47°39'·70N 3°24'·00W).

Further anchor berths, with the exception of vessels carrying dangerous cargo, have been established as follows:

P6 (47°39'·20N 3°25'·50W);
P7 (47°39'·00N 3°24'·70W).

- ³ **Caution.** Multiple cables, wrecks and obstructions lie within the anchorage area.

In bad weather vessels may anchor closer to Île de Groix (4.2) on the alignment (218°) of the two lights at Port-Tudy (4.40).

French Notice 30/21 SD C23

[NP22-No 35-Wk 44/21]

France - West coast - Lorient — Tugs

85

After Paragraph 4.57 ⁵ line 5 Insert:

**Tugs
4.57a**

- ¹ Vessel carrying dangerous cargo are generally required to use tugs. The number of tugs in assistance is determined by the size of the vessels, bow thrusters and number of propellers. Contact the local authority for details.

French Notice 30/21 SD C23

[NP22-No 36-Wk 44/21]

France - West coast - Lorient — Regulations

86

Paragraph 4.64 ¹⁻³ *Replace by:*

- ¹ **Port-Militaire.** Entry to the Port-Militaire (4.87) is controlled by the military authorities.
² **Vessels carrying hydrocarbons or dangerous and polluting goods.** Vessels exceeding 3000 UMS (1600 gt) carrying or capable of carrying dangerous cargo, must:

Report their intention to enter, shift berth or sail, 6 hours in advance, to Marine Lorient and Capitainerie du Port de Lorient, specifying the types of product carried and any damage or defect affecting their ability to manoeuvre.

NP22

- 3 Be attended by a tug. See also 4.57a.
Request unimpeded passage through the channel, from La Citadelle de Port-Louis Signal Station (4.54), giving their time of passing Les Trois Pierres (47°41'53N 3°22'47W) on arrival, or Môle Central (47°43'67N 3°21'78W) on departure.

French Notice 30/21 SD C23

[NP22-No 37-Wk 44/21]

France - West coast - Lorient — Directions; beacon

88

Paragraph 4.82 1 line(s) 1-6 *Replace by:*

- 1 **Entering Passage de la Citadelle.** From a position about 2 cables ENE of Les Trois Pierres Light (47°41'53N 3°22'47W) (4.73), the track leads 3 cables N to the outer end of the leading line (016°5°) for Passage de la Citadelle (4.78), passing:

French Notice 14/44/21

[NP22-No 26-Wk 25/21]

France - Coureau de Belle-Île - Belle-Île — Prohibited anchorage

99

After Paragraph 5.26 1 line 5 *Insert:*

Anchoring is prohibited for cargo vessels in an area extending up to 1½ miles from the coast between Pointe de Kerzo (5.32) and Pointe de Kerdonis (5.16).

French Notice 50/C23/21

[NP22-No 46-Wk 26/22]

France - Belle-Île - Le Palais — Anchorages; prohibited anchorage

101

Paragraph 5.38 1 lines 5-9 *Replace by:*

Outer anchorages. Designated anchorage areas are situated in Rade du Pailais, as follows:

Reserved anchorage (47°21'15N 3°08'07W), for passenger vessels, depths from 8 to 11 m.

Reserved anchorage (47°20'52N 3°08'22W), for cargo vessels, depths from 3 to 6 m.

See also 5.3.

Prohibited anchorage see 5.26.

French Notices 50/C23/21 and 2/56/22

[NP22-No 47-Wk 26/22]

France - West coast - Baie de Quiberon - Port Haliguen — Directions; anchorage

109

After Paragraph 5.104 3 line 3 *Insert:*

Anchorage. An anchor berth (47°29'00N 3°03'60W), with a radius of 500 m, is reserved for passenger ships and yachts.

French Notice 14/50/22

[NP22-No 64-Wk 15/23]

France - West coast - La Loire Approaches and Estuary — Routes

127

Paragraph 6.8 1-2 *Replace by:*

- 1 Routes leading generally SSE or S past the Loire estuary are:

Offshore route (6.14), passing to seaward of all the dangers in the approaches (6.6).

Route passing inshore of Plateau du Four and Banc de Guérande, using the N and W approaches to Chenal du Nord (6.47).

- 2 **Chenal du Sud**, the name loosely used to describe the principal route leading to Saint-Nazaire and the entrance to La Loire, consists of:

Chenal du Sud approaches (6.17), the SW approach to La Loire estuary passing SE of Plateau de la Banche.

ENC FR473950 (5.003)

[NP22-No 93-Wk 49/23]

France - West Coast - La Loire Approaches and Estuary — Wind farm

128

After Paragraph 6.10 1 line 7 *Insert:*

Wind farm

6.10a

- 1 A wind farm is under construction (2021) on Banc de Guérande (6.6). Entry is prohibited into construction areas.

French Notice 28/5T/21

[NP22-No 30-Wk 42/21]

France - West coast - La Loire Approaches and Estuary — Wind farm

128

Paragraph 6.10a existing Section IV Notice Week 42/21 including heading *Replace by:*

Wind farm

6.10a

- 1 A wind farm (47°09'29N 2°36'29W) is situated on Banc de Guérande (6.6). See 6.11 for associated restrictions.

ENC FR473950 (5.003)

[NP22-No 94-Wk 49/23]

France - West coast - La Loire Approaches and Estuary — Traffic regulations; wind farm

128

Paragraph 6.11 including heading *Replace by:*

Traffic regulations

6.11

- 1 **Wind farm.** Restrictions apply within the vicinity of a wind farm (6.10a) as follows:

For all vessels over 500 UMS within a 2 mile area encompassing the wind farm.

Within 500 m of the wind farm, for all passenger vessels, unless authorised by the Maritime Authority.

- 2 Within 200 m of the wind farm, for all vessels greater than 25 m LOA but less than 500 UMS.

A speed limit of 12 kn is in force within the 2 mile restricted area.

Prohibited area. Entry is prohibited to an area (47°14'·34N 2°46'·72W), marked by light buoys (special), which surrounds a wind turbine.

ENC FR473950 (5.003); Instructions nautiques C23
[NP22-No 95-Wk 49/23]

France - West coast - La Loire Approaches and Estuary — Directions; wind farm

128

Paragraph 6.16 2 lines 1-3 *Replace by:*

- 2 WSW of a wind farm (47°09'·29N 2°36'·29W) (6.10a), thence:

ENC FR473950 (5.003) [NP22-No 96-Wk 49/23]

France - West coast - La Loire Approaches and Estuary - Chenal du Sud — Routes; depths

129

Paragraph 6.17 *Replace by:*

- 1 The pilot boarding place (47°07'·46N 2°21'·04W) (6.31) in Chenal du Sud is approached from WSW, through the charted approach channel, passing NNW of the dangers extending W and NW from Île de Noirmoutier (46°58'·40N 2°13'·50W).

Paragraph 6.18 *Replace by:*

- 1 Least charted depth is 15.9 m in Chenal du Sud over a patch in position 47°07'·99N 2°20'·20W.

ENC FR473950 (5.003) [NP22-No 97-Wk 49/23]

France - West Coast - La Loire Approaches and Estuary — Wind farm

130

Paragraph 6.25 2 lines 1-4 *Replace by:*

- 1 SSW of Banc de Guérande (6.6), upon which a wind farm is under construction (2021) (6.10a), thence:

French Notice 28/5T/21 [NP22-No 31-Wk 42/21]

France – Approaches to La Loire – Chenal du Sud — Directions; light sector

130

Paragraph 6.25 3 line 3 *For* 088° *Read* 085°

GB Chart 2986 Ed.6 (2022) [NP22-No 54-Wk 32/22]

France - La Loire Approaches and Estuary - Chenal du Sud — Directions; western approach

130

Paragraph 6.25 1-4 including heading and existing Section IV Notices Week 42/21 and 32/22 *Replace by:*

Spare 6.25

ENC FR473950 (5.003) [NP22-No 98-Wk 49/23]

France - West coast - La Loire Approaches and Estuary - Chenal du Sud — Directions

130

Paragraph 6.26 1 lines 8-13 *Replace by:*

(Directions continue at 6.35.

Directions are given for Baie de Bourgneuf principal channel at 6.160, for Chenal de la Grise at 6.179, and for L'Herbaudière NW approach at 6.180)

ENC FR473950 (5.003) [NP22-No 99-Wk 49/23]

France – West coast - Approaches to La Loire — Depths

130

Paragraph 6.29 1 line 2 *For* 13.2 m *Read* 13.7 m

Paragraph 6.29 1 line 3 *For* 12.4 m *Read* 12.8 m

French Notice 50/60/21 [NP22-No 45-Wk 26/22]

France - West coast - La Loire Approaches and Estuary — Pilotage; light

130

Paragraph 6.31 4 line 4 *For* (6.25) *Read* (6.35)

ENC FR473950 (5.018) [NP22-No 100-Wk 49/23]

France - West coast - La Loire Approaches and Estuary — Directions; major light

131

Paragraph 6.35 2 lines 7-8 *Replace by:*

Pointe de Saint-Gildas Lighthouse (column on white house, green top, 17 m in height) (47°08'·02N 2°14'·75W).

ENC FR473950 (5.018) [NP22-No 101-Wk 49/23]

France - Bay of Biscay - Approaches to Saint-Nazaire - La Grande Rade de la Loire — Submarine cables

132

After Paragraph 6.44 2 line 4 *Insert:*

Submarine cables, laid close W of the sheltered anchor berth, in the vicinity of 47°10'·50N 2°19'·82W.

French Notice 51/3/20 [NP22-No 21-Wk 07/21]

NP22

France - West coast - La Loire Approaches and Estuary - Chenal du Nord — Routes

133

Paragraph 6.47 ¹ lines 6–7 *Delete*

ENC FR473950 (5.003) [NP22-No 102-Wk 49/23]

France - West coast - Chenal du Nord and approaches — Traffic regulations; speed limit

133

Paragraph 6.53 including heading *Replace by:*

Traffic regulations 6.53

¹ **Restricted area.** Anchoring and fishing are prohibited within the fish haven centred on 47°13'50N 2°35'80W, close NW of Basse Michaud.

Speed limit. Within an area (47°15'18N 2°21'93W), including Baie du Pouliguen (6.64), the speed of vessels and watercraft is limited to 25 kn, from the last Saturday in June (inclusive) to the first Sunday in September (inclusive).

French Notice 42/53/22 [NP22-No 115-Wk 50/23]

France - West coast - La Loire Approaches and Estuary - Chenal du Nord — Directions; landmarks

133

Paragraph 6.55 ² lines 1–2 *Replace by:*

² Batz-sur-Mer church (cupola on lantern on tall square tower) (47°16'64N 2°28'82W).

ENC FR473950 (5.003) [NP22-No 103-Wk 49/23]

France - West coast - La Loire Approaches and Estuary - Chenal du Nord — Directions; wind farm

134

After Paragraph 6.57 ¹ line 7 *Insert:*

N of a wind farm (47°09'29N 2°36'29W) (6.10a), thence:

ENC FR473950 (5.003) [NP22-No 104-Wk 49/23]

France - West Coast - La Loire Approaches and Estuary — Wind farm

134

Paragraph 6.59 ¹ lines 1–5 *Replace by:*

¹ From a position N of Basse de l'Astrolabe (47°10'40N 2°33'67W) and a wind farm under construction (6.10a), the alignment (034.5°) of these marks leads NE into Chenal du Nord, passing:

French Notice 28/5T/21 [NP22-No 32-Wk 42/21]

France - West coast - La Loire Approaches and Estuary — Directions; south-western approach

134

Paragraph 6.59 including heading and existing Section IV Notice Week 42/21 *Replace by:*

Spare 6.59

ENC FR473950 (5.003) [NP22-No 105-Wk 49/23]

France - West coast - La Loire Approaches and Estuary - Chenal du Nord — Directions

134

Paragraph 6.60 ¹ lines 1–4 including heading *Replace by:*

Chenal du Nord (continued from 6.56 or 6.58) 6.60

¹ From the vicinity of 47°15'00N 2°30'50W, Chenal du Nord leads 10 miles ESE to the dredged channel leading NNE into Passe des Charpentiers (6.27), passing:

Paragraph 6.60 ² lines 6–8 *Replace by:*

...(6.23). NW Banche Light Buoy (N cardinal) is moored 5 cables NW of Roche du Nord-Ouest, the NW extremity of Plateau de la Banche. Thence:

ENC FR473950 (5.003) [NP22-No 106-Wk 49/23]

France - West coast - Chenal du Nord - Baie du Pouliguen — Speed limit

135

After Paragraph 6.64 ¹ line 7 *Insert:*

Speed limit. See 6.53.

French Notice 42/53/22 [NP22-No 116-Wk 50/23]

France - West coast - La Loire — Traffic regulations

140

After Paragraph 6.97 ¹ line 13 *Insert:*

Passing a vessel more than 200 m in length on sea trials or out of repair is prohibited, except when permitted by the harbour master.

Paragraph 6.97 ² *Replace by:*

² Gas tankers: other vessels must not pass a gas tanker proceeding in the opposite direction, nor sail within 2 miles ahead or astern of one proceeding in the same direction. This distance is increased to 5 miles: for vessels following a gas tanker and proceeding upstream of Terminal Méthanier; for vessels more than 150 m in length ahead of a gas tanker, proceeding downstream from Terminal Méthanier and berthing downstream; between two gas tankers, where the first is docking at the downstream part of Terminal Méthanier.

Passing may be permitted by Port Control if the passing vessel is using the secondary channel (6.40) and the Masters of both vessels agree; small craft less than 20 m in length must keep close to the side of the channel when passing a gas tanker under way.

After Paragraph 6.97 3 line 3 *Insert:*

Vessels must conform to the general and local regulations on the transport and handling of hazardous substances, available from the harbour master's office.

For the latest regulations contact the local authorities.

French Notice 51/C23/21 [NP22-No 43-Wk 26/22]

**France - La Loire -
Grande Rade de Saint-Nazaire t
Donges — Depth**

141

Paragraph 6.105 1 lines 3-4 *Replace by:*

...Light (47°18'·35N 2°05'·53W), which lies between Donges Berths No 5 and 6: 12·8 m.

French Notice 47/60/21 [NP22-No 42-Wk 19/22]

**France – West coast - La Loire – Donges —
Arrival information; prohibited anchorage**

142

Paragraph 6.117 1 line 3 *For Port operations Read Traffic regulations*

After Paragraph 6.117 1 line 9 *Insert:*

2 Anchoring is prohibited within 50 m of commercial berths, and within 80 m of Berth Nos 5, 6 and 7.

French Notice 51/C23/21 [NP22-No 44-Wk 26/22]

**France - West coast - La Loire Approaches and
Estuary - Baie de Bourgneuf —
Directions; light**

147

Paragraph 6.160 1 line 3 *For (6.25) Read (6.35)*

ENC FR473950 (5.018) [NP22-No 107-Wk 49/23]

**France - West coast - Chaussée des Bœufs —
Directions; light buoys**

157

After Paragraph 7.21 1 line 3 *Insert:*

Clear of SIV-NOY2 Light Buoy (ODAS, special) (46°52'·39N 2°30'·66W), thence:

Clear of SIV-NOY1 Light Buoy (ODAS, special) (46°50'·32N 2°34'·03W), thence:

After Paragraph 7.22 1 line 5 *Insert:*

NE of SIV-NOY2 Light Buoy (7.21), thence:
SW of SIV-NOY3 Light Buoy (ODAS, special) (46°52'·54N 2°24'·30W), thence:

French Notice 25/52/22 [NP22-No 108-Wk 49/23]

**France - West coast - Chaussée des Bœufs -
Fromentine — Directions for entering harbour;
light buoys**

158

After Paragraph 7.28 1 line 8 *Insert:*

Clear of SIV-NOY3 Light Buoy (7.22), thence:
S of SIV-NOY4 Light Buoy (ODAS, special) (46°55'·18N 2°19'·05W), thence:

French Notice 25/52/22 [NP22-No 109-Wk 49/23]

**France – Ile d'Yeu – Port-Joinville —
Arrival information; anchorage**

159

After Paragraph 7.35 1 line 2 *Insert:*

N of Île d'Yeu, in an area centred on 46°46'·00N 2°20'·32W, for passenger vessels and yachts. Depths from 8 to 14 m.

French Notice 50/C24/21 [NP22-No 48-Wk 26/22]

**France - West coast - Les Sables-d'Olonne —
Arrival information; outer anchorages**

163

Paragraph 7.63 1 *Replace by:*

1 **Port operations.** The gate to Bassin à Flot is opened every HW, between 1½ hours before and after at neaps, 2 hours before and after at springs.

Outer anchorages. Vessels laden with hydrocarbons or other dangerous substances must use the waiting area centred on 46°28'·25N 1°46'·90W, ¼ miles SSE of the harbour entrance.

French Notice 13/52/22 [NP22-No 57-Wk 13/23]

**France - West coast - Les Sables-d'Olonne and
approaches — Pilotage**

163

Paragraph 7.63 3-4 *Replace by:*

3 Petite Rade, N of this anchorage, provides anchorage for small craft in depths of 6 to 8 m, bottom sand and clay, clear of charted wrecks.

Pilotage is provided by the Loire and Les Sables-d'Olonne Pilots, and is compulsory for vessels 50 m or more in length.

Pilots board in the roadstead from a pilot boat; see 1.42 for distinguishing marks.

See *ADMIRALTY List of Radio Signals Volume 6(1)* for details.

French Notice 40/21; SD C24 [NP22-No 38-Wk 45/21]

NP22

France - West coast - Les Sables-d'Olonne and approaches — Pilotage

163

Paragraph 7.63 3-4 including existing Section IV Notice Week 45/21 *Replace by:*

- 3 Petite Rade, N of this anchorage, provides anchorage for small craft in depths of 6 to 8 m, bottom sand and clay, clear of charted wrecks.

Pilotage is provided by the Loire and Les Sables-d'Olonne Pilots, and is compulsory for vessels 50 m or more in length.

- 4 Pilotage is compulsory for tankers transporting oil or gas products and vessels transporting dangerous substances, regardless of their size, when operating at a special safety berth due to the nature and quantity of products transported. This regulation does not apply to vessels less than 150 UMS which, without any further conditions under the previous regime, were already exempt.

- 5 Pilots board in the roadstead from a pilot boat; see 1.42 for distinguishing marks.

See *ADMIRALTY List of Radio Signals Volume 6(1)* for details.

French Notice 3/23; Instructions nautiques C24

[NP22-No 117-Wk 50/23]

France - West coast - Les Sables-d'Olonne — Traffic regulations

163

Paragraph 7.64 1 lines 3-9 *Replace by:*

Approach channel and waiting area. Vessels exceeding 3000 gt carrying or capable of carrying dangerous goods are required to use the 300 m-wide approach channel. Its centreline is the 032-5° alignment of leading lights and it extends from 8 miles to 8 cables SSW of La Potence Light (46°29'58N 1°46'23W) (7.66).

French Notice 50/C24/21

[NP22-No 49-Wk 26/22]

France - West coast - Les Sables-d'Olonne — Traffic regulations

163

Paragraph 7.64 1-2 including existing Section IV Notice Week 26/22 *Replace by:*

- 1 **Restricted area.** Fishing is restricted in the approaches to the port.

Approach channel and waiting area. Vessels exceeding 3000 UMS (1600 gt), laden with dangerous and polluting goods, are required to use the 300 m wide approach channel. Its centreline is the 032-5° alignment of leading lights and it extends from 9½ miles to 8 cables SSW of La Potence Light (46°29'58N 1°46'23W) (7.66). It then extends 2½ cables NW, to a position 2½ cables SE of Jetée des Sables Front Light (7.66).

- 2 The designated waiting area for these vessels is situated at the inner end of the approach channel. The access channel, 200 m wide, whose centre line is the 320° alignment of leading lights (7.66), is subject to compulsory pilotage for the types of vessel described above.

French Notice 13/52/22

[NP22-No 58-Wk 13/23]

France - West coast - Les Sables-d'Olonne — Directions; wreck

164

Paragraph 7.66 4 lines 1-4 *Replace by:*

- 4 From the vicinity of 46°21'53N 1°53'63W the alignment (032-5°) of these lights, which are exhibited continuously, leads NNE into Passe du Sud-Est (below), passing:
WNW of dangerous wreck (46°22'31N 1°50'47W), thence:

French Notice 13/52/22

[NP22-No 59-Wk 13/23]

France - Pertuis Breton - Rade de Saint Martin — Anchorage

167

Paragraph 7.83 2 lines 1-5 *Delete*

French Notice 8/47/22

[NP22-No 53-Wk 28/22]

France - West coast - Pertuis d'Antioche — Traffic regulations

170

Paragraph 7.106 1 *Replace by:*

- 1 **Approach channel and waiting area.** Vessels exceeding 3000 gt carrying or capable of carrying dangerous goods are required to use the 1 mile wide approach channel. The channel leads E from position 46°08'15N 1°42'30W to position 46°05'80N 1°17'10W and thence, for vessels proceeding to ports on the Charente, SSE to position 46°01'50N 1°13'00W. The designated waiting area for these vessels is centred on 46°04'20N 1°15'00W. See 7.114.

French Notice 50/C24/21

[NP22-No 50-Wk 26/22]

France - Bay of Biscay - Pertuis d'Antioche — Waiting anchorage

171

Paragraph 7.114 1-2 *Replace by:*

- 1 **Pertuis d'Antioche** (46°04'97N 1°14'47W) provides anchorage in depths of 10-6 to 21 m, mud, very good holding; it is exposed to W winds but any swell from that direction is considerably attenuated. Vessels carrying hydrocarbons or dangerous cargoes generally anchor W of the regulated fairway centred on 46°04'20N 1°15'00W but must obtain prior approval of the port authority.

2 A recommended general berth is about 1½ miles S of the parallel of Chauveau Light Buoy (S cardinal) (46°06'·57N 1°16'·06W) (7.112), on the line of bearing 135° from the position of the light buoy, depths between 11 and 15 m.

During inclement weather, vessels must anchor, with prior approval, in the designated waiting area (7.106).

3 The recommended berth is from 1 to 2 miles S of the parallel of Chauveau Light Buoy (S cardinal) (46°06'·57N 1°16'·06W) (7.112), on the line of bearing 135° from the position of the light buoy, depths between 11 and 15 m.

For reserved anchorage for passenger vessels and yachts, see 7.143.

4 **Cautions.** The approach channel (7.157) to Charente (7.174) and Coureau d'Oléron (7.207) passes through the waiting area.

Vessels are advised not to anchor on Le Clône (46°05'·35N 1°17'·10W), a rocky bank on which there is a heavy sea in strong SW winds.

French Chart 7412 (2022); French SD C24
[NP22-No 60-Wk 14/23]

France - Bay of Biscay - La Rochelle-Pallice — Basins and berths; depths

174

After Paragraph 7.133 1 line 4 *Insert:*

Caution. A bank, least depth 3·4 m, lies close N of the Berth 7, the NW-most berth of Môle d'Escale.

French Chart 7412 (2022) [NP22-No 61-Wk 14/23]

France - Bay of Biscay - La Rochelle-Ville — Outer anchorages

175

After Paragraph 7.143 1 line 5 *Insert:*

2 An anchorage (46°06'·80N 1°12'·60W) called La Rochelle, reserved for passenger vessels and yachts, lies 1 mile SE of the leading alignment and about 7 cables SE of Roche d'Amour (7.149), in depths of 5·5 to 6 m, rock and mud.

For other anchorage details, see 7.114.

French Chart 7412 (2022); French SD C24
[NP22-No 62-Wk 14/23]

France - Bay of Biscay - La Rochelle-Ville — Directions

175

After Paragraph 7.149 2 line 6 *Insert:*

NNW of Roche d'Amour (46°07'·20N 1°13'·45W), thence:

French Chart 7412 (2022); French SD C24
[NP22-No 63-Wk 14/23]

France - West coast - Approaches to the Charente and Coureau d'Oléron - Rade de l'île d'Aix — Anchorage

178

After Paragraph 7.165 2 line 9 *Insert:*

Île d'Aix anchor berth (46°00'·20N 1°11'·50W), reserved for passenger vessels and yachts, lies 7 cables SW of Île d'Aix Light (7.162).

French Notice 32/62/22 [NP22-No 111-Wk 50/23]

France - Bay of Biscay - Port Autonome de Bordeaux — Pilotage

190-191

Paragraph 8.17 2 line(s) 1-3 *Replace by:*

2 **Boarding.** Pilots normally board about 1½ miles NNE of BXA Light Buoy (8.34) or, for vessels less than 200 m in length, in the vicinity of No 13a Light Buoy...

Paragraph 8.17 3 line(s) 1-5 *Replace by:*

3 This service is also available to vessels less than 160 m in length carrying dangerous substances or hydrocarbons only if the Master has visited the port at least three times in the preceding 12 months. Exceptionally, due to sea or weather conditions, vessels less than 120 m in length not carrying dangerous substances or...

French Notice 16/C24 (2019) 4.3.1.3/20
[NP22-No 13-Wk 21/20]

France - West coast - Bay of Biscay - La Garonne — Vertical clearance

197

Paragraph 8.76 1 lines 3-5 *Replace by:*

Power cable (km 10) (44°55'·07N 0°32'·87W): 52 m.
Pont d'Aquitaine suspension bridge (km 5·8) (44°52'·79N 0°32'·17W): 52 m.

Paragraph 8.76 2 line 2 *Replace by:*

...(44°51'·50N 0°33'·12W): 53 m when raised, 6·6 m when lowered.

French Notice 44/60/19 [NP22-No 5-Wk 48/19]

France - West coast - Bay of Biscay - La Garonne — Vertical clearance

197

Paragraph 8.76 including existing Section IV Notice Week 48/19 *Replace by:*

1 The safe vertical clearance of objects spanning the Garonne are:

Power cable (km 10) (44°55'·07N 0°32'·87W): 52 m.
Pont d'Aquitaine suspension bridge (km 5·8) (44°52'·79N 0°32'·17W): 51 m.

2 Pont Chaban-Delmas vertical lift bridge (km 3·2) (44°51'·50N 0°33'·12W): 53 m when raised, 6·6 m when lowered. Gauges on all four protective dolphins indicate current vertical clearance under the bridge when lowered.

The above figures may be reduced when the river is in spate.

Instructions nautiques C23 [NP22-No 110-Wk 49/23]

NP22

France - West coast - The Garonne — Directions; wreck

198

After Paragraph 8.83 2 line 9 *Insert*:

E of a dangerous wreck (44°53'·94N 0°32'·36W),
thence:

French Notice 21/60/21 [NP22-No 27-Wk 31/21]

France - Bay of Biscay - Bassin d'Arcachon — Pilotage

206

Paragraph 8.161 1 line(s) 1-4 *Replace by*:

1 Pilotage is regulated for vessels over 50 m in length; see 8.12 for details. Pilot boards in the vicinity of BXA Light Buoy (8.34) for vessels arriving from N or ATT-ARC Light Buoy (8.168) for the others. Request should be made 18 hours before the arrival at the boarding station, except for vessels leaving ports between Lorient and Santander.

Exempted vessels are recommended to use the assistance of a local mariner; see 1.40 for further details. The unofficial pilot can be contacted through Affaires Maritimes giving 12 hours notice.

French Notice 16/G24 (2019) 5.2.1.4/20
[NP22-No 14-Wk 21/20]

France - Bay of Biscay - Cap Ferret - Bassin d'Arcachon — Pilotage

206

Paragraph 8.161 including existing Section IV Notice Week 21/20 *Replace by*:

1 Pilotage is compulsory for vessels greater than 50 m in length within an area which extends 4 miles W from the coast, between 44°48'·50N 1°13'·98W and 44°28'·08N 1°15'·20W.

Pilot boards in the vicinity of BXA Light Buoy (8.34) for vessels arriving from N or ATT-ARC Light Buoy (8.168) for the others. Request should be made 18 hours before the arrival at the boarding station, except for vessels leaving ports between Lorient and Santander.

Exempted vessels are recommended to use the assistance of a local mariner; see 1.40 for further details. The unofficial pilot can be contacted through Affaires Maritimes giving 12 hours notice.

French Notice 6/62/21 [NP22-No 22-Wk 16/21]

France - West coast - Bassin d'Arcachon — Traffic regulations; speed restrictions

207

After Paragraph 8.163 2 line 5 *Insert*:

Speed limits for Bassin d'Arcachon are in force as follows:

- 3 20 kn, in an area limited on the sea side by a line joining Cap Ferret Lighthouse (8.155) and La Corniche (44°36'·13N 1°12'·63W), the N most point of Dune du Pyla (8.152).
- 5 kn, within the area described above and within 300 m of the coast.

French Chart 7428 (2021) [NP22-No 39-Wk 05/22]

France - West coast - Bassin d'Arcachon — Directions; entrance channel

207-208

Paragraph 8.168 1-3 *Replace by*:

- 1 From the vicinity of ATT-ARC Light Buoy (safe water) (44°32'·62N 1°18'·51W), Bassin d'Arcachon can be entered through the North Pass, marked by buoys (lateral), which leads NE, thence N, to a position E of Cap Ferret (44°37'·30N 1°15'·00W) (8.151), passing:
 - 2 NW of Banc d'Arguin (8.156), and:
SE of Banc du Toulanguet, which extends up to 3 miles SSW from Cap Ferret.

The track then leads NNE for 3 miles through Rade du Cap Ferret (8.169), thence E for 2 miles through Rade d'Eyrac (8.170) to the entrance to Port d'Arcachon (44°39'·70N 1°09'·10W) (8.171). The entrance faces N and is marked by buoys (lateral). Light beacons (metal masts, 3 m in height; green on W, red on E) stand on each side of the entrance.

- 3 **Caution.** Numerous wrecks and obstructions lie in the approaches to and within the channel.

French Chart 7428 (2021) [NP22-No 40-Wk 05/22]

France - West coast - Bassin d'Arcachon — Directions; entrance channel

207-208

Paragraph 8.168 1-3 including existing Section IV Notice Week 05/22 *Replace by*:

- 1 From a position about 5 miles SSW of Cap Ferret (44°37'·30N 1°15'·00W) (8.151), in the vicinity of ATT-ARC Light Buoy (safe water), which frequently moves, Bassin d'Arcachon can be entered through the North Pass.

North Pass, marked by buoys (lateral), leads NE, thence N, to a position E of Cap Ferret, passing:

- 2 NW of Banc d'Arguin (8.156), and:
SE of Banc du Toulanguet, which extends up to 3 miles SSW from Cap Ferret.

The track then leads NNE for 3 miles through Rade du Cap Ferret (8.169), thence E for 2 miles through Rade d'Eyrac (8.170) to the entrance to Port d'Arcachon (44°39'·70N 1°09'·10W) (8.171). The entrance faces N and is marked by buoys (lateral). Light beacons (metal masts 3 m in height; green on W, red on E) stand on each side of the entrance.

3 **Caution.** Numerous wrecks and obstructions lie in the approaches to and within the channel.

French Notice 17/47/22 [NP22-No 70-Wk 16/23]

**France – Bay of Biscay – Bayonne —
Arrival information; speed restriction**

212

After Paragraph 8.202 2 line 4 *Insert:*

Speed restriction. A speed limit of 15 kn applies within the ZMFR (8.206).

UKHO Corr. (17/02/21) [NP22-No 23-Wk 16/21]

**France – Bay of Biscay – Bayonne —
Arrival information; traffic regulations**

212

Paragraph 8.206 1-3 *Replace by:*

1 **The Zone Maritime et Fluviale de Régulation** (ZMFR) is a maritime and river regulated area for the port of Bayonne, in which entry, anchoring (see 8.188) and fishing are restricted.

The ZMFR is established as follows:

Between the bearings of 270° and 330°, from 1 to 7 miles from Digue Nord Light (8.211);

In the entrance channel;

2 In a circular zone, radius 9 cables, centred on BA Light Buoy (8.212).

Navigation is regulated within this area.

Vessels exceeding 1600 gt laden with hydrocarbons or dangerous and polluting goods must:

Remain W of the area until entry to the approach channel is authorised by the Port Authorities;

3 Keep within the channel when approaching the Adour.

For further details of the national regulations, which affect all vessels entering the approach and entrance channels, see 1.70.

UKHO Corr. (17/02/21) [NP22-No 24-Wk 16/21]

**France – Bay of Biscay – Bayonne —
Arrival information; traffic regulations**

212

Paragraph 8.206 1-3 including existing Section IV Notice Week 16/21 *Replace by:*

1 **The Zone Maritime et Fluviale de Régulation** (ZMFR) is a maritime and river regulated area for the port of Bayonne, in which entry, anchoring (see 8.188) and fishing are restricted.

The ZMFR is established as follows:

Between the bearings of 270° and 330°, from 1 to 7 miles from Digue Nord Light (8.211);

In the entrance channel;

2 In a circular zone, radius 9 cables, centred on BA Light Buoy (8.212).

Navigation is regulated within this area.

Vessels exceeding 3000 gt carrying or capable of carrying dangerous goods are required to use the access route.

See also 1.70.

French Notice 50/C24/21 [NP22-No 51-Wk 26/22]

**France - West coast - Bayonne —
Directions; wreck**

214

Paragraph 8.214 1 *Replace by:*

1 The fairway within the harbour is marked by beacons and buoys (lateral), some lighted and some marking wrecks on the edge of the fairway.

From a position abreast the signal tower (8.211), the N bank of the river should be followed at a distance of 50 to 60 m as far as the vicinity of the maize silo (8.211), passing:

N of a wreck (43°31'67N 1°30'86W), thence:

N of the marina of Port d'Anglet.

French Notice 21/65/21 [NP22-No 28-Wk 31/21]

**France - West coast - Approaches to
Baie de Saint-Jean-de-Luz -
Passe de Belhara Perdun — Directions; wreck**

216

After Paragraph 8.236 1 line 5 *Insert:*

N of a dangerous wreck (43°24'10N 1°45'44W), position approximate, thence:

UKHO [NP22-No 118-Wk 51/23]

**France - West coast - Approaches to
Baie de Saint-Jean-de-Luz - Biarritz —
Anchorages and harbours**

216

Paragraph 8.237 1 *Replace by:*

1 An anchor berth (43°29'69N 1°33'97W), reserved for passenger vessels and yachts, is situated 5 cables W of Pointe Saint-Martin Light (43°29'63N 1°33'23W) (8.191), in a depth of about 15 m. Temporary anchorage for other vessels may be obtained in summer in fine weather close S of this position, depth 13 m good holding.

Caution. Vessels should quit the anchorage immediately if the wind begins to blow from seaward.

Paragraph 8.238 1 *Replace by:*

1 Port des Pêcheurs (43°29'04N 1°33'96W), a small drying fishing harbour at Biarritz, is accessible only in fine weather to unmasted craft less than 15 m in length. It consists of an outer harbour and three drying basins.

French Notice 33/57/22 [NP22-No 112-Wk 50/23]

NP22

France - West coast - Baie de Saint-Jean-de-Luz — Anchorage

216

Paragraph 8.239 1 lines 4-7 *Replace by:*

An anchor berth (43°24'·24N 1°40'·41W), reserved for passenger vessels and yachts, is situated 3¼ cables N of Digue d'Artha (8.240), in a depth of about 16 m.

French Notice 33/57/22 [NP22-No 113-Wk 50/23]

France - West coast - Baie de Fontarabie - Bajo Iruarri — Anchorage

218

Paragraph 8.254 1 *Replace by:*

- 1 An anchor berth (43°23'·38N 1°46'·21W), reserved for passenger vessels and yachts, is situated 4½ cables ENE of Bajo Iruarri (8.253) in a depth of about 17 m.

French Notice 33/57/22 [NP22-No 114-Wk 50/23]

Spain - North coast - Pasaia — Arrival information; pilotage; tugs

223

Paragraph 9.23 including heading *Replace by:*

Pilotage 9.23

- 1 Pilotage is compulsory for all vessels except those exempt by law. Pilot boards about 1 mile NNW of the harbour entrance, in the vicinity of a light buoy (safe water); in bad weather as instructed by radio.

See *ADMIRALTY List of Radio Signals Volume 6(1)* for further details.

Tugs 9.23a

- 1 Tugs are available; ships provide lines. In normal conditions, tug assistance is provided as follows:
One tugboat — Vessels up to 110 m LOA without a bow thruster.
One tugboat — Vessels between 130 and 140 m LOA with a bow thruster.
Two tugboats — Vessels 140 m LOA or greater.

UKHO; ENC ES503911 (2.000)
[NP22-No 76-Wk 47/23]

Spain - North coast - Pasaia — Arrival information; regulations concerning entry

223

Paragraph 9.24 *Replace by:*

- 1 Due to the characteristics of the channel and the limited room available in the inner port, the following restrictions are in force:

Maximum LOA — 175 m (extended to 185 m with special authorisation); reduced to 150 m for towed vessels.

Maximum width — 30 m.

Maximum draught — 8.52 m forward, 8.82 m aft.

Vessels over 140 m LOA or greater must transit in daylight.

- 2 **Tidal restrictions.** Time of entry is restricted to the times given below for vessels of the length and draught indicated:

<i>Dimensions</i>	<i>Interval from HW</i>
Length 130 m or less, draught up to 7.6 m	No restrictions
Length 130 m or less, draught over 7.6 m	-0400 to +0200
Length over 130 m	On flood tide only (-0300 to -0100)

Right of way. Vessels are not permitted to enter the channel if it is being used by a ship proceeding in the opposite direction. Movements in the channel and harbour are controlled by Pasajes Traffic Control.

UKHO

[NP22-No 77-Wk 47/23]

Spain - North coast - Pasaia — Directions for entering harbour; lights; light sectors

224

Paragraph 9.29 2 lines 9-14 *Replace by:*

ENE of Bajo Banca del Oeste (43°20'·23N 1°55'·90W), a detached underwater reef on which the sea breaks. The E end of the bank is marked by a light buoy (starboard hand). Thence:

Paragraph 9.29 3 lines 1-5 *Replace by:*

- 3 WSW of Bajo Banca del Este (43°20'·22N 1°55'·60W), a similar reef. The W end of the bank is marked by a light beacon (port hand, 16 m in height). Thence:

Paragraph 9.29 5 *Replace by:*

- 5 **Caution.** The alignment of the leading lights passes over the bank extending from Frontón de La Plata (9.28), on which lies Bajo Banca del Oeste.

Paragraph 9.30 1 *Delete*

Paragraph 9.30 2 *Replace by:*

- 2 **Caution.** With a heavy sea from W, vessels tend to take a sheer to starboard when their bows pass between the entrance points. The turn to port that is necessary to follow the channel is facilitated by favouring the W side of the fairway, noting the presence of Bajo Banca del Oeste.

UKHO

[NP22-No 78-Wk 47/23]

**Spain - North coast - Pasaia —
Directions for entering harbour; caution**

225

Paragraph 9.32 *3* lines 3–5 *Replace by:*

Caution. After passing Castillo de Santa Isabel the sea is always calm, no matter how bad the weather may be at sea. However, the wind may become stronger and turbulent, whether from within or outside the harbour.

UKHO

[NP22-No 79-Wk 47/23]

**Spain - North coast - Pasaia —
Basins and berths**

225-226

Paragraph 9.34 including heading *Replace by:*

**Dársena Comercial
9.34**

¹ **Muelle Buenavista** (43°19'·27N 1°55'·10W) is the longest and deepest quay in the harbour, with a continuous length of 860 m and charted depths alongside of up to about 11 m. It is used for general and bulk cargo, and at the E end, RoRo traffic.

² **Muelles Molinao and Capuchinos** (43°19'·15N 1°54'·59W), at the SE end of the basin, have depths alongside from about 7 to 8·5 m: they are equipped to handle general and solid bulk cargoes, especially scrap iron; Muelle Capuchinos also handles bulk liquids.

UKHO; ENC ES503911 (2.000); Derrotero 1 (2021)

[NP22-No 80-Wk 47/23]

**Spain - North coast - Pasaia —
Basins and berths**

226

Paragraph 9.35 including heading *Replace by:*

**Dársena de Lezo
9.35**

¹ **Muelle Petróleros** (43°19'·31N 1°54'·42W) is now part of the car terminal; length 160 m, depth about 8 m.

Muelle RoRo (43°19'·33N 1°54'·33W) E of Muelle Petróleros has a linkspan and is used for car loading and unloading; 130 m in length; charted depth about 8 m.

Muelle Iberdrola (43°19'·40N 1°54'·49W) is about 250 m in length and handles solid and liquid bulk and general cargo; charted depth alongside from about 6 to 8 m.

² **Muelle Lezo 1** (43°19'·42N 1°54'·28W) is 299 m in length and handles solid bulk and general cargo; charted depth alongside about 9 m; maximum 160 m LOA.

Muelle Lezo 2 (43°19'·39N 1°54'·16W), in the NE corner of the basin, is 150 m in length and has charted depths alongside of about 9 m; maximum 125 m LOA; containers, mixed cargo and steel.

Muelle Lezo 3 (43°19'·33N 1°54'·14W), a RoRo berth equipped with a linkspan, is situated on the SE corner; 151 m in length; depth up to about 7 m; maximum 125 m LOA.

Paragraph 9.36 including heading *Replace by:*

**Dársena de Herrera (Dársena Pesquera)
9.36**

¹ **Muelle Herrera and Muelle Reloj** (43°19'·31N 1°55'·62W), on the S side of the basin, have a maximum depth of about 6 m alongside and are used by coastal cargo vessels.

Muelle Avanzado (43°19'·35N 1°55'·43W) is 145 m in length; depths alongside around 7·5 m; general cargo.

ENC ES503911 (2.000); Derrotero 1 (2021)

[NP22-No 81-Wk 47/23]

**Spain - North coast - Ensenada de Saustán —
Anchorage; marine farms**

232

Paragraph 9.92 *1* lines 6–10 *Replace by:*

...WNW may be obtained as follows:

Between Punta Isabalz and Punta Planchaganía, 1¼ miles NW, clear of charted marine farms.

NNW of Punta Mococoburúa (43°20'·18N 2°27'·36W), about 3 cables offshore.

UKHO

[NP22-No 73-Wk 46/23]

**Spain - Bay of Biscay -
West of Cabo Machichaco — Prohibited area**

235

After Paragraph 9.115 *1* line 5 *Insert:*

Traffic regulations

9.115a

¹ Entry is prohibited to a research area, marked by light buoys (special), centred on 43°27'·91N 2°52'·79W, about 5½ miles W of Cabo Machichaco.

UKHO

[NP22-No 19-Wk 05/21]

**Spain - Bay of Biscay -
West of Cabo Machichaco —
Directions; prohibited area**

236

Paragraph 9.118 *1* lines 6–8 *Replace by:*

...coastal route leads about 8 miles W, passing:

N of a prohibited area (43°27'·91N 2°52'·79W) (9.115a), thence:

N of Islote Villano (43°26'·40N 2°56'·12W), a low islet with a jagged outline, fringed with rocks.

The track then leads to a position N of Cabo Villano (9.119).

UKHO

[NP22-No 20-Wk 05/21]

NP22

Spain - Bay of Biscay - Bilbao — Vertical clearance

237

After Paragraph 9.130 1 line 3 *Insert*:

Puente de Róntegui (43°17'·72N 2°58'·45W), a fixed motorway bridge with a vertical clearance of 42 m, spans the river 1 mile upstream from Dársena de Axpe.

ENC ES539412

[NP22-No 11-Wk 10/20]

Spain - North coast - Bilbao — Outer anchorages; caution

237

After Paragraph 9.138 1 *Insert*:

Caution. A submarine cable is laid within Anchorage C. Light buoys may be moored within, or in the approaches to, the anchorages.

UKHO

[NP22-No 56-Wk 04/23]

Spain - North coast - Bilbao - Ría de Bilbao — Directions; leading lights

240

Paragraph 9.150 3 lines 4-7 *Delete*

Paragraph 9.150 4 *Delete*

Paragraph 9.150 5 lines 1-5 *Replace by*:

- 5 Thence the best guide to Ría de Bilbao is the chart. Numerous light beacons (lateral; metal tripods 8 m in height) stand on both banks of the river; those marking the entrances to the various basins and to Canal de Deusto are preferred channel light beacons.

Spanish Notice 13/99/22

[NP22-No 55-Wk 48/22]

Spain - Bay of Biscay - Bilbao — Directions; vertical clearance

240

Paragraph 9.150 6 lines 1-10 *Delete*

ENC ES539412

[NP22-No 12-Wk 10/20]

Spain - Bay of Biscay - Santander — Anchorage; caution

250

After Paragraph 10.28 1 line 8 *Insert*:

- 2 **Cautions.** Holding in the anchorage is good in sand, except for a narrow, stone tongue, 160 m wide, extending about 6½ cables ENE from Cabo Menor (10.15).

A heavy sea may enter the anchorage during periods of strong N winds. The port advises masters to use their discretion when considering the use of the anchorage.

Spanish Chart 4011; ES SD Num 1

[NP22-No 6-Wk 50/19]

Spain - Bay of Biscay - Santander — Traffic regulations

250

Paragraph 10.31 1 including heading *Replace by*:

Traffic regulations

10.31

1 **Prohibited area.** The area off Muelle de Albareda is prohibited to unauthorised vessels. Its outer limit is marked by two light buoys (S cardinal).

Prohibited anchorage. Anchorage is prohibited in the navigation channels of the port. Elsewhere anchoring is allowed only by permission of the port authority.

2 **Air obstruction area.** Vessels with air draught of 10 m or greater operating near the E end of the runway at Parayas Airport (10.19) must communicate with Santander Port Control (10.26) not less than 20 minutes before passing the runway alignment.

Paragraph 10.32 3 line(s) 3-4 *Delete*

Spanish Chart 4011; ES SD Num 1

[NP22-No 7-Wk 50/19]

Spain - Santander - Ensenada de El Sardinero — Traffic regulations; prohibited areas; prohibited anchorages

250

Paragraph 10.31 including heading and existing Section IV Notice Week 50/19 *Replace by*:

Traffic regulations

10.31

1 **Prohibited areas.** The area off Muelle de Albareda is prohibited to unauthorised vessels. Its outer limit is marked by two light buoys (S cardinal).

Entry is prohibited into an area (43°28'·78N 3°46'·49W), marked by light buoys (special), centred on a wind turbine.

Prohibited anchorages. Anchorage is prohibited in the navigation channels of the port. Elsewhere anchoring is allowed only by permission of the port authority.

Anchorage is prohibited in an area centred on 43°28'·86N 3°46'·35W.

- 2 **Air obstruction area.** Vessels with air draught of 10 m or greater operating near the E end of the runway at Parayas Airport (10.19) must communicate with Santander Port Control (10.26) not less than 20 minutes before passing the runway alignment.

Spanish Notice 38/287/20

[NP22-No 17-Wk 46/20]

**Spain - Santander — Traffic regulations;
prohibited area; prohibited anchorage**

250

Paragraph 10.31 ¹ including existing Section IV Notice Week 46/20 *Replace by:*

- ¹ **Prohibited area.** The area off Muelle de Albareda (43°27'·56N 3°48'·29W) is prohibited to unauthorised vessels. Its outer limit is marked by two light buoys (S cardinal).

Prohibited anchorage. Anchorage is prohibited in the navigation channels of the port. Elsewhere anchoring is allowed only by permission of the port authority.

Air obstruction area. Vessels with air draught of 10 m or greater operating near the E end of the runway at Parayas Airport (10.19) must communicate with Santander Port Control (10.26) not less than 20 minutes before passing the runway alignment.

Spanish Notice 49/388/20 [NP22-No 18-Wk 05/21]

**Spain - Bay of Biscay - Santander -
Ría de Astillero — Regulations**

252

After Paragraph 10.45 ¹ line 5 *Insert:*

The channel passes close ESE of the E end of a runway at Parayas Airport (10.19); see 10.31 for communication requirements.

Paragraph 10.46 ¹⁻² including heading *Replace by:*

**Spare
10.46**

Spanish Chart 4011; ES SD Num 1
[NP22-No 8-Wk 50/19]

Spain - North coast - Ría de Suances — Wreck

254

Paragraph 10.66 ¹ line(s) 2-7 *Replace by:*

...the pilot anchor approximately 3½ cables NE of Punta del Torco de Fuera Light (10.60), bottom sand, good holding.

Caution. A dangerous wreck (43°26'·55N 4°02'·21W), marked by a light buoy (isolated danger), lies 2¾ cables E of the light.

- ² Vessels awaiting suitable conditions to cross the bar anchor in Punta Ballota anchorage (10.73), about 1½ miles W of the light.

Paragraph 10.70 ³ line(s) 1 *Replace by:*

- ³ SW of a dangerous wreck (43°26'·55N 4°02'·21W), marked by a light buoy (isolated danger), thence:

Spanish Notice 32/267/19 [NP22-No 4-Wk 38/19]

**Spain - North coast - Ría de Suances —
Anchorage**

254

Paragraph 10.66 including existing Section IV Notice Week 38/19 *Replace by:*

- ¹ **Outer anchorages.** Vessels awaiting suitable conditions to cross the bar anchor within an extensive designated area (43°26'·90N 4°03'·23W) encompassing Ensenada de Cabrera (43°26'·60N 4°04'·20W) and the approaches to Ría de Suances.

Spanish Chart 4012 (2023) [NP22-No 74-Wk 47/23]

**Spain - North coast - Ría de Suances -
Ensenada de Cabrera — Anchorage**

254

Paragraph 10.73 including headings *Replace by:*

**Spare
10.73**

Spanish Chart 4012 (2023) [NP22-No 75-Wk 47/23]

Spain - North coast - Gijón — Port limits

261

Paragraph 10.126 *Replace by:*

- ¹ Port limits are as follows:
To the W, the meridian 5°42'·60W;
To the N, the parallel 43°36'·93N;
To the E, the meridian 5°38'·08W;
To the S, the coast with the exception of the prohibited area within Ensenada de San Lorenzo (10.135).

UKHO [NP22-No 82-Wk 47/23]

**Spain - North coast - Gijón and approaches —
Arrival information; vessel traffic service**

261

Paragraph 10.132 including heading *Replace by:*

**Vessel traffic service
10.132**

- ¹ Gijón Port Control (Gijón Tráfico) is in operation for the control of shipping. See *ADMIRALTY List of Radio Signals Volume 6(1)* for further details.

UKHO [NP22-No 83-Wk 47/23]

Spain - Gijón and approaches — Obstructions

261

Paragraph 10.133 ¹ line 4 *Replace by:*

...buoys may be moored in this anchorage. An obstruction (43°36'·20N 5°41'·10W) lies within the anchorage area situated to the N of Dique Norte.

Spanish Notice 27/206/21 [NP22-No 29-Wk 39/21]

NP22

Spain - North coast - Gijón and approaches — Outer anchorages; obstruction

261

Paragraph 10.133 including existing Section IV Notice Week 39/21 *Replace by:*

- 1 **Designated anchorages** have been established W and E of the two-way route for the N approach. Vessels with dangerous cargoes use the N half of the E anchorage.

Caution. An obstruction (43°36'·20N 5°41'·10W) lies within the W anchorage area. See also 10.136a.

UKHO [NP22-No 84-Wk 47/23]

Spain - North coast - Gijón and approaches — Pilotage; tugs

261

Paragraph 10.134 including heading *Replace by:*

Pilotage 10.134

- 1 Pilotage is compulsory for vessels over 500 gt within the port limits (10.126).

Pilot boards as follows:

43°36'·93N 5°40'·31W;

43°34'·86N 5°38'·09W.

Boarding positions may vary depending on weather conditions and type of vessel.

Tugs 10.134a

- 1 Tugs are available. Tugs are mandatory depending on the size of the vessel. Contact the Port Authority for details.

UKHO [NP22-No 85-Wk 47/23]

Spain - North coast - Gijón and approaches — Traffic regulations; regulations concerning entry

261-262

Paragraph 10.135 *Replace by:*

- 1 **Areas to be avoided** are centred on:
Punta de la Forcada (43°34'·50N 5°41'·90W), the N extremity of Cabo de Torres;
Banco Las Amosucas (43°34'·80N 5°39'·75W) (10.139);
In the vicinity of 43°33'·50N 5°39'·20W.

- 2 **Prohibited area.** Entry is prohibited into Ensenada de San Lorenzo (43°32'·80N 5°39'·10W), a bay between Peninsula de Santa Catalina (10.124) and Punta del Cervigón 1 mile E.

Regulations concerning entry 10.135a

- 1 Although not mandatory, it is advisable to approach the port through the two-way routes. The chart is sufficient guide.

UKHO [NP22-No 86-Wk 47/23]

Spain - North coast - Gijón — Harbour; general layout

262

Paragraph 10.136 1-2 *Replace by:*

- 1 The port of Gijón takes up the whole of Concha de Gijón from Cabo de Torres to Cabo de San Lorenzo and consists of:

Dársena Exterior (43°34'·50N 5°40'·70W), the outer harbour.

Dársena Interiores (43°33'·57N 5°41'·49W), the inner harbour formerly known as Dársena de el Musel.

A number of marinas and shipyards are situated within Concha de Gijón.

Hazards 10.136a

- 1 **ODAS and wave recorder buoys** may be encountered in the approaches to the port and within the anchorages. Such buoys are deployed, recovered and re-deployed at irregular intervals. See also 1.9.

UKHO [NP22-No 87-Wk 47/23]

Spain - North coast - Gijón — Directions for entering harbour; north approach

262

Paragraph 10.139 *Replace by:*

- 1 From the vicinity of the pilot boarding position (10.134), the two-way route leads S to the vicinity of the head of Dique Príncipe de Asturias, passing:

Between the outer anchorage areas (10.133), thence:

- 2 E of the head of Dique Norte (43°35'·19N 5°40'·55W), on which stands a light (green tower, 8 m in height), thence:

E of the head of Dique Exterior (43°34'·78N 5°40'·48W), on which stands a light (green tower), and:

- 3 W of Banco Las Amosucas (43°34'·80N 5°39'·75W), a rocky bank on which heavy seas break. The bank is marked by light buoys (cardinal).

The track then continues for the allocated berth, the chart being sufficient guide.

Caution. ODAS and wave recorder buoys may be encountered in the approaches to the port and should be avoided. Such buoys are deployed, recovered and re-deployed at irregular intervals. The port authority should be consulted before arrival. See also 1.37.

UKHO [NP22-No 88-Wk 47/23]

Spain - North coast - Gijón — Directions for entering harbour; north-east approach

262

Paragraph 10.140 including heading *Replace by:*

North-east approach 10.140

- 1 **Caution.** The NE approach should not be attempted with heavy seas from N or NW.

Track. From the vicinity of the pilot boarding position (10.134), the two-way route for approaching the entrance to Puerto de Gijón leads WSW, passing: SSE of Banco Las Amosucas (10.139).

- 2 The track then alters WNW if entering Dársena Exterior or continues WSW if proceeding to Dársenas Interiores, passing:

NNW of Roca Martín (43°33'·88N 5°39'·38W), Roca La Moral (2 cables SW) and Roca Punta de Amandi (6 cables WSW) that lie in an area to be avoided (10.135) where breakers form in heavy seas; thence:

- 3 SSE of the head of Dique Príncipe de Asturias (43°34'·25N 5°40'·58W), from which a light (green and red tower, green base, conical top) is exhibited.

The track then continues for the allocated berth, the chart being sufficient guide.

UKHO [NP22-No 89-Wk 47/23]

Spain - North coast - Gijón — Basin and berths

262-263

Paragraph 10.142 *Replace by:*

- 1 **Muelle Rumualdo Alvargonzález Figaredo (Muelle Norte)** (43°34'·82N 5°41'·10W); length 1250 m; dry bulk and general cargo.

Terminal Grandes Líquidos (43°34'·56N 5°41'·47W); berth length 150 m; liquid bulk.

Enagas LNG Terminal (43°34'·35N 5°41'·37W); berth length 128 m; liquid bulk.

- 2 **Contradique Principe de Asturias** (43°33'·98N 5°40'·91W); berth length 125 m; liquid bulk, butane and propane.

Contact the Port Authority for authorised draughts.

UKHO [NP22-No 90-Wk 47/23]

Spain - North coast - Gijón — Basin and berths

263

Paragraph 10.143 including heading *Replace by:*

**Dársena Interiores
10.143**

- 1 **Muelle Marcelino León** (43°33'·99N 5°41'·33W); berth length 800 m; solid bulk.

Muelle Olano. T1 (43°34'·04N 5°41'·91W) and T2 (43°33'·88N 5°41'·68W) are respectively 326 and 696 m in length; solid bulk and general cargo.

Espigón I (43°33'·88N 5°41'·91W); N berth length 160 m, and S berth length 335 m; steel products.

Quay 5 (43°33'·71N 5°42'·03W); berth length 207 m; general cargo and asphalt.

Espigón II (43°33'·68N 5°41'·85W); N berth length 230 m, and S berth length 340 m; solid bulk, cement and coal.

Pantalán de GL (43°33'·55N 5°41'·85W); N and S berth are both 182 m in length; liquid bulk, gasoline and diesel.

- 2 **Muelle Moliner** (43°33'·52N 5°41'·15W); berth length 282 m; bulk solids and cereals.

Muelle de la Osa (43°33'·34N 5°41'·39W) has the following berths:

Quay 7 (tanker berth), 200 m in length; liquid bulk gasoline and diesel.

Quay 7 (container berth), 260 m in length; containers.

Quay 8 (RoRo terminal), 180 m in length; passengers and vehicles.

Quay 9, 165 m in length; general cargo.

Contact the Port Authority for authorised draughts.

UKHO [NP22-No 91-Wk 47/23]

Spain - Ría de Avilés - Dársena de San Agustín — Directions; wreck

270

After Paragraph 11.35 4 line 8 Insert:

- 5 **Caution.** A dangerous wreck lies in position 43°34'·03N 5°55'·29W.

Spanish Notice 2/7/2020 [NP22-No 9-Wk 07/20]

Spain - North coast - Cabo San Sebastián to Cabo Burela — Directions; light

275

Paragraph 11.81 1 line 7 *For* 70 m SSW *Read* 55 m SE

Paragraph 11.81 1 line 9 *For* ¾ cable *Read* 2½ cables

UKHO [NP22-No 119-Wk 51/23]

Spain - North coast - Ría de Ribadeo — Port operations; anchorage

276

Paragraph 11.86 *Replace by:*

- 1 **Port operations.** In bad weather the port is closed for commercial ships.

Outer anchorage. In fair weather, vessels awaiting the tide to enter harbour, anchor in Ensenada de Arnao, ¾ cables NNW of the front light of Punta Arroxo Leading Lights (11.90), depth 10 m sand.

Ribadeo Pilots [NP22-No 2a-Wk 28/19]

Spain - North coast - Ría de Ribadeo — Pilotage

276

Paragraph 11.87 1-2 *Replace by:*

- 1 **Pilotage** is compulsory for vessels of more than 500 tonnes. Pilots board about 2½ cables NE of Isla Pancha Light. See *ADMIRALTY List of Radio Signals Volume 6(1)* for further details.

Ribadeo Pilots [NP22-No 2b-Wk 28/19]

NP22

Spain - North coast - Ría de Ribadeo — Prohibited anchorage

276

Paragraph 11.87 1-2 including existing Section IV Notice Week 28/19 *Replace by:*

- 1 **Pilotage** is compulsory for vessels of more than 500 tonnes. Pilots board about 2½ cables NE of Isla Pancha Light. See *ADMIRALTY List of Radio Signals Volume 6(1)* for further details.

Traffic regulations. Anchoring is prohibited within 200 m of the charted fairway. Anchoring is also prohibited within 200 m of the docks, reducing to 100 m from their S end.

Spanish Notice 39/ Derrotero 2 (2022) correction/23
[NP22-No 92-Wk 47/23]

Spain - North coast - Ría de Ribadeo — Directions for entering harbour; light

276

Paragraph 11.89 1-2 *Replace by:*

1 **Landmarks:**

Isla Pancha Lighthouse (43°33'·39N 7°02'·52W) with old lighthouse 55 m SE (11.81).

Masonry cross (more than 8 m in height), illuminated at night, on the Ermita de Santa Cruz chapel (43°31'·64N 7°03'·73W). A white water tower (uncharted) stands close N.

- 2 Capilla de San Román (square tower 12 m in height) (43°32'·52N 7°01'·73W).

Torres Moreno (43°32'·19N 7°02'·37W), the tallest building in Ribadeo, whose domes are covered in red glazed tiles that reflect the sun (uncharted).

Major lights:

Isla de Tapia Light (3°34'·47N 6°56'·76W) (11.65)
Isla Pancha Light — as above.

UKHO [NP22-No 120-Wk 51/23]

Spain - North coast - Ría de Ribadeo — Directions; leading lights

276

Paragraph 11.90 1 line 8 *For* (140°) *Read* (141·5°)

ENC ES504071 (3.000) [NP22-No 72-Wk 44/23]

Spain - North coast - Ensenada de San Cibrao - San Cibrao — Pilotage

279-280

Paragraph 11.118 1 line(s) 5-9 *Replace by:*

...and receive instructions.

Pilot boards in the following positions:

43°43'·53N 7°26'·91W for vessels less than 10 000 gt;

43°44'·50N 7°26'·32W for vessels more than 10 000 gt or carrying dangerous goods.

See *ADMIRALTY List of Radio Signals Volume 6(1)* for details.

Spanish Notice 3/SDO No 2 Page 59/20
[NP22-No 10-Wk 08/20]

Spain - North coast - Ría de Viveiro — Anchorage

282

Paragraph 11.133 1 lines 1-3 *Replace by:*

- 1 A bad weather anchorage (43°44'·21N 7°35'·85W), for vessels under 10 000 gt, depths from 18 to 50 m, lies NE of Punta Socastro (11.131).

Spanish Notices 30/253 & 254/19
[NP22-No 3-Wk 35/19]

Spain - North coast - Ría de Viveiro — Anchorage

282

Paragraph 11.133 1 including existing Section IV Notice Week 35/19 *Replace by:*

- 1 A bad weather anchorage (43°44'·22N 7°36'·55W), for vessels under 8 000 gt, depths from 18 to 41 m, lies NE of Punta Socastro (11.131).

Anchorage in the bay N of Punta del Caballo (11.132), off either Playa de Abrela (3 cables W of the point) or Playa Alegrín (5 cables farther N) which is less exposed to the NE, are used by coasters.

Spanish Notice 12/75/21 [NP22-No 25-Wk 20/21]

NP23 Bering Sea and Strait Pilot (2019 Edition)

United States of America - Alaska - Alaska Peninsula - Cape Kumlik - Sutwik Island - Foggy Cape — Wreck

137

Paragraph 5.41 3 line(s) 1-3 *Replace by:*

- 3 An isolated shoal patch (56°30'·62N 156°58'·37W) with a depth of 10·4 m (34 ft) is situated 1½ miles S of Foggy Cape and a dangerous wreck (56°29'·47N 157°01'·09W) is situated 3 miles SSW of Foggy Cape.

US Notice 11/16568/20 [NP23-No 4-Wk 17/20]

United States of America - Aleutian Islands - Atka Island — Wreck

219

Paragraph 7.29 1 line(s) 10 *Replace by:*

...this rock. A stranded wreck, reported (2019), lies approximately ½ mile ENE of the rock.

US Notice 21/16480/19 [NP23-No 1-Wk 40/19]

**Russia - Bering Sea - Anadyrskiy Gulf -
Port Provideniya — Pilotage**

380

Paragraph 12.87 1 line 4 *Replace by:*

...favourable weather. Pilots board in position 64°22'·80N 173°21'·90W. Request for pilotage and tug...

Russian Notice 23/2883/19 [NP23-No 2-Wk 40/19]

**Russia - Bering Sea - Bukhta Provideniya -
Port Provideniya — Pilotage**

380

Paragraph 12.87 1 including existing Section IV Notice Week 40/19 *Replace by:*

- 1 **Pilotage** is compulsory (1.44) for vessels over 500 gt with pilots available 24 hours, although pilotage to some berths is in daylight only and subject to favourable weather. Pilots board in position 64°22'·79N 173°21'·71W or within Bukhta Slavyanka (64°22'·10N 173°20'·70W) (12.79), dependent on weather conditions. Request for pilotage and tug assistance should be made to the Port Captain at least 2 hours before arrival.

For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Icebreaker assistance should be requested no later than 48 hours before arrival.

Russian Chart 69288 (2020) [NP23-No 5-Wk 33/21]

**Russia - Siberia - Kolyuchinskaya —
Nature reserve**

396

After Paragraph 13.28 4 line 5 *Insert:*

Nature Reserve. Kolyuchinskaya Guba lies within the Beringiya National Park. The N limit of the park lies at the entrance to Kolyuchinskaya Guba between 67°06'·37N 174°42'·97W and 67°04'·21N 174°34'·70W.

Russian Notice 49/5681/19 [NP23-No 3-Wk 02/20]

**NP24 Black Sea and Sea of Azov Pilot
(2019 Edition)**

Ukraine — Regulations; ice escort

8

After Paragraph 1.75 2 line 4 *Insert:*

**Operations in ice with icebreakers
1.75a**

Rules concerning the escort of vessels in ice are in force. Local authorities should be contacted for further information.

Ukrainian Notice 48/810/20 [NP24-No 43-Wk 10/21]

Turkey - Marmara Denizi — Currents

65

After Paragraph 2.1 2 line 5 *Insert:*

Currents

2.1a

- 1 Currents in Çanakkale Boğazı and İstanbul Boğazı are complex and strong at times, impacting safe navigation. Constant vigilance is required.

A number of factors affect currents and flow in these areas. The difference in density between the Aegean Sea and Black Sea produces a deep S to N flow. The differences in levels between the two seas produces a surface flow from N to S which, when combined with northerly winds, can attain in excess of 7 kn.

- 2 During periods of strong southerly winds the surface currents are slowed or reversed, a condition referred to locally as *Orkoz*. Counter-currents and eddies add to the dynamics of navigating the straits.

Current details for each segment of the straits are found in the appropriate sub-section of this chapter. For regulations and recommendations related to the impact of current on navigation, see 2.7. For current diagrams and general discussion of regional current and flow factors, see 1.111.

UKHO

[NP24-No 47-Wk 22/21]

Turkey - Marmara Denizi — Regulations

66

Paragraph 2.6 *Replace by:*

- 1 The following rules are extracted from *Maritime Traffic Regulations in the Turkish Straits* and from other information found in the *Turkish Straits Navigation Guide* published by the Turkish Office of Navigation, Hydrography and Oceanography.

Definitions:

Turkish Straits. Navigable waters of Strait of İstanbul, Strait of Çanakkale and the route through the Sea of Marmara and the coastline surrounding these areas.

- 2 **Sailing plan.** Prior to entering the straits, designated reports must be made to the İstanbul and Çanakkale VTS centres as detailed in *ADMIRALTY List of Radio Signals Volume 6(3)*. See 2.5. Applications for exemptions or special requests must be made 10 to 30 days in advance.

- 3 **Large vessel** is over 200 m or more in length.
Deep-draught vessel has a draught of 15 m or more. These vessels should exhibit the lights and day signals for a vessel constrained by draught according to the *International Regulations for Preventing Collisions at Sea (1972)* whilst navigating in the straits.

NP24

4 **Maximum speed.** The speed for vessels in the Straits is 10 kn over the ground. Increases in this speed may be requested through the VTS Centre in order to maintain steerage way; care must be taken to avoid collisions and creation of waves harmful to the surroundings.

5 **Safe vertical clearance.** Vessels having a vertical clearance of 58 m or more are prohibited from transiting İstanbul Boğazi. Vessels having a vertical clearance of between 54 and 58 m must submit an application 30 days in advance and may be required to have the assistance of a tug or tugs, as determined by the Port Authority, to ensure that they keep their course.

6 Vessels having a vertical clearance of between 66 and 70 m transiting Çanakkale Boğazi must submit application 30 days in advance and may be required to have the assistance of a tug or tugs, as determined by the Port Authority, to ensure that they keep their course.

Horizontal bridge pier clearance. Vessels must not overtake each other in vicinity of bridges, nor approach within 100 m of the piers.

Distance between vessels. Vessels passing through the Straits shall maintain a distance of at least 8 cables between each other.

7 **Helming light.** If the bridge of a vessel is more than 150 m from the bow, or is not suited to visually observe the turning of the bow easily at night, a coloured light other than white, visible only from the bridge, shall be carried to allow visual appreciation of the movement of the bow when manoeuvring.

8 **Overtaking.** Vessels navigating in the same direction in the Straits shall not overtake vessels proceeding before them except due to emergency.

If for any reason a vessel needs to reduce speed while navigating in the Straits, she shall give immediate notice to the relevant VTS centre and warn vessels following.

9 When a vessel needs to overtake a slower vessel in front of her, she must obtain permission from the relevant VTS centre and indicate the intention to overtake to the overtaken vessel. The overtaking shall if possible take place on one course. The overtaken vessel must keep as far to the starboard side of her own traffic lane as possible and permit faster vessels to overtake her.

10 Overtaking is prohibited between Kilitbahir Burnu and Nara Burnu in Çanakkale Boğazi (2.32), and the latitudes of Kanlıca (41°06'·30N) and Vaniköy (41°03'·80N) in İstanbul Boğazi (2.341), and in the vicinity of bridge legs, which should not be approached within 100 m.

2.6a

1 **Types of transit:**

Passage without stopover. Passage of the Turkish Straits without intent to stop in a Turkish harbour, the master having informed the Turkish authorities of this intent prior to entry. The vessel should display the international signal **T** by day and an all-around green light by night while navigating or at anchor. Brief stops of less than 168 hours (7 days) are permitted in designated areas for certain repairs, agent services and crew changes, or weather.

2 **Passage with stopover.** Passage of the Turkish Straits to include a call at a Turkish harbour in the region. Pilotage and clearance procedures apply. A passage without stopover which is cancelled or interrupted in progress is also considered in this category.

Transit by day. Certain classes of vessels must transit the straits during daylight as detailed below.

For İstanbul Boğazi:

3 All tankers and ships carrying dangerous goods (except RoRo and container vessels) with a LOA of 200 m or more.

Vessels under tow.

Vessels (except tankers and those carrying dangerous goods) with a LOA over 250 m, or deep-draught vessels.

Vessels with additional rules imposed by the Straits VTS.

LNG vessels; must be escorted by tugs.

4 LPG vessels with a LOA of 150 m or more; must be escorted by tugs.

For Çanakkale Boğazi:

Tankers with an LOA of 200 m or more.

Vessels carrying IMDG Class 1 cargo (except RoRo and container vessels) with an LOA of 200 m or more.

Deep-draught vessels.

LNG vessels; must be escorted by tugs.

5 LPG vessels with a LOA of 150 m or more; must be escorted by tugs.

Dangerous goods transit. No vessel with a length greater than 150 m carrying dangerous cargo, except RoRo and container vessels, shall enter İstanbul Boğazi until a vessel which has the same classification entering from the N passes the 15th July Martyrs Bridge, or, entering from the S passes the Yavuz Sultan Selim Bridge at Fil Burnu.

6 No vessel with a length of greater than 150 m carrying dangerous cargo, except RoRo and container vessels, shall enter Çanakkale Boğazi until a vessel which has the same classification clears Nara Burnu.

VTS may make exceptions in some cases, but in any case a minimum of 6 miles separation will be maintained between these vessels.

Turkish Straits Nav Guide NY31, Ed.8, Oct 2020

[NP24-No 48-Wk 22/21]

Turkey - Çanakkale Boğazi - Intepe Liman — Anchorage

72

Paragraph 2.29 2 line(s) 1-5 *Replace by:*

2 **Anchorage.** Emergency anchorage (40°01'·42N 26°17'·52E) may be obtained for all types of vessels in an emergency, and for military vessels at any time, in depths of 25 to 68 m. Dangerous underwater rocks (40°00'·76N 26°16'·46E) and two mooring buoys lie in the SW area of the anchorage. A submarine power cable passes close to the N boundary of the area.

Turkish Notice 46/218/19

[NP24-No 10-Wk 51/19]

**Turkey - Çanakkale Boğazi - Northern part —
General information; vertical clearance**

73

After Paragraph 2.33 1 line 3 *Insert*:

**Vertical clearance
2.33a**

1 The 1915 Çanakkale Bridge (40°20'·41N 26°38'·25E) is under construction (2020). Upon completion it is expected to have a vertical clearance of about 70 m (reported 2020).

For information on safe vertical clearances in the strait, see 2.6.

UKHO [NP24-No 42-Wk 09/21]

**Turkey - Marmara Denizi - Çanakkale Boğazi -
Kayaüstü Burnu to Kunduzkaya Burnu —
Anchorages; caution**

74

After Paragraph 2.44 1 line 6 *Insert*:

Caution. Marine farms, marked by light buoys (special), are situated within 5 cables of the coast.

Turkish Notice 17/63/22 [NP24-No 86-Wk 16/23]

**Turkey - Marmara Denizi - Gelibolu Geçidi —
Directions; wreck**

76

After Paragraph 2.56 1 line 7 *Insert*:

Clear of a dangerous wreck (40°26'·86N 26°49'·39E), thence:

Turkish Notice 5/20/22 [NP24-No 73-Wk 30/22]

**Turkey - Marmara Denizi - İçdaş 1 —
Prohibited area**

77

After Paragraph 2.65 2 line 4 *Insert*:

Restricted area. An area, into which entry is prohibited, encompasses the harbour area.

Turkish Notice 16/67/21 [NP24-No 51-Wk 26/21]

**Turkey - Çanakkale Boğazi -
İnce Burnu — Anchorages**

79

Paragraph 2.78 1 lines 1-13 *Replace by*:

1 **Caution.** Anchoring and fishing are prohibited in an area (40°29'·53N 27°01'·00E) surrounding a natural gas pipeline and submarine cable extending SE from a position WSW of Zerdali Deresi (40°33'·20N 26°58'·70E).

Paragraph 2.78 2 line 8 *Replace by*:

The area lies within Gelibolu port limits.

Turkish Notice 50/235/19 [NP24-No 11-Wk 04/20]

**Turkey - Marmara Denizi -
İnce Burnu — Anchorages**

79

Paragraph 2.78 1-2 including existing Section IV Notice Week 04/20 *Replace by*:

1 **Anchorage area No 4** centred on 40°31'·20N 26°54'·53E with a maximum depth of 31 m in the E part, sand and stones between Doğanarlan Bankı (2.56) and İnce Burnu.

Caution. Anchoring and fishing are prohibited in an area (40°29'·53N 27°01'·00E) surrounding a natural gas pipeline and submarine cable that extend SE from a position WSW of the mouth of Zerdali Deresi (40°33'·20N 26°58'·70E).

Anchorage area No 5 centred on 40°28'·77N 26°47'·67E lies close W of Doğanarlan Bankı. A wreck lies in the W part of the anchorage.

Caution. A submarine power cable lies close S of the anchorage.

2 **Anchorage area No 6** centred on 40°35'·06N 27°05'·13E, an explosives and quarantine anchorage, with depths of 10 to 47 m, mud between İnce Burnu and Eriklice Burnu (2.56) 9½ miles ENE.

An outfall, marked by a light buoy (special), extends SSE for 7 cables from the coast inshore of the anchorage in position 40°35'·61N 27°04'·72E.

All three anchorage areas lie within Gelibolu port limits.

Turkish Notice 50/235/19 [NP24-No 13-Wk 05/20]

**Turkey - Marmara Denizi - Karabiğa Limanı -
Cenal Termik Santrali — Prohibited area**

83

After Paragraph 2.106 1 line 4 *Insert*:

Restricted area. An area, into which entry is prohibited, surrounds the jetty.

Turkish Notice 16/67/21 [NP24-No 52-Wk 26/21]

**Turkey - Marmara Denizi -
Bandırma Körfezi — Directions; buoy**

87

Paragraph 2.136 2 lines 1-2 *Replace by*:

2 SSE of Mola Bankı (40°26'·40N 28°06'·00E).
This rock,...

Turkish Notice 30/145/19 [NP24-No 2-Wk 40/19]

NP24

Turkey - Marmara Denizi - Bandırma Körfezi - Mola Bankı — Directions; buoy

87

Paragraph 2.136 2 line(s) 1-8 including existing Section IV Notice Week 40/19 *Replace by:*

- 2 SSE of Mola Bankı (40°26'·40N 28°06'·00E), marked by a light buoy (S cardinal). This rock, which is awash but difficult to see, is separated from Halî Adası by a channel about 3 cables wide with depths of between 22 and 31 m. A bank, with a least depth of 3-8 m, extends 6 cables W and 3 cables SW from the rock. Thence:

Turkish Notice 12/42/20 [NP24-No 25-Wk 17/20]

Turkey - Marmara Denizi - Silivri Koyu — Anchorage; submarine outfall

94

Paragraph 2.204 4 line 6 *Replace by:*

...clear of a submarine outfall, in depths of 3 to 5 m, sand.

Turkish Notice 13/53/21 [NP24-No 49-Wk 24/21]

Turkey - Marmara Denizi - Ambarlı Limanı — Outer anchorages

94-95

Paragraph 2.210 1-2 *Replace by:*

- 1 Designated anchorages are situated as follows:
No 1 Anchorage (40°59'·50N 28°34'·50E), for vessels less than 1600 gt. Anchoring is prohibited within 4 cables of the coast.
No 2 Anchorage (40°57'·40N 28°33'·30E), for naval vessels. An outfall pipeline lies close NW of the anchorage area.
No 3 Anchorage (40°56'·70N 28°36'·50E). Explosives and quarantine anchorage.
2 No 4 Anchorage (40°56'·40N 28°38'·70E), for vessels carrying non-dangerous cargo over 1600 gt.

Anchoring is prohibited within 500 m of the gas pipeline which lands to the W of the oil berths.

Diving is prohibited from a position on the shore, 1½ miles WNW of Baba Burnu (2.183), to a position 3 miles S, then E to a position 7 cables S of Değirmen Burnu, thence to the shore.

ENC TR402926 (5.001) [NP24-No 24-Wk 15/20]

Turkey - Marmara Denizi - İzmit Körfezi — Anchorages

97

Paragraph 2.226 6 line(s) 3-5 *Replace by:*

Vessels carrying non-dangerous cargo and naval vessels: centred on 40°41'·24N 29°19'·31E, 3 miles WSW.

Explosives and quarantine anchorage: centred on 40°41'·80N 29°20'·96E, 1½ miles W.

Turkish Notice 44/208/19 [NP24-No 9-Wk 50/19]

Turkey - İzmit Körfezi - Hereke — Anchorages

97

Paragraph 2.233 2 *Replace by:*

- 2 Further anchorage areas, soft mud with fair holding ground, lie WNW of Yarımca-Tütünciftlik Industrial complex (40°44'·63N 29°45'·68E), centred on:
40°45'·82N 29°38'·28E (for vessels carrying non-dangerous goods);
40°45'·76N 29°40'·48E (explosives and quarantine);
40°46'·40N 29°38'·50E (explosives).

Turkish Notice 31/143/19 [NP24-No 5-Wk 46/19]

Turkey - Marmara Denizi - Yarımca—Tütünciftlik industrial complex — Restricted area

99

Paragraph 2.252 2 lines 1-3 *Replace by:*

- 2 **Restricted area.** Entry into the area surrounding all terminals (2.253) is prohibited without the permission of the İzmit Port Authority.

ENC TR400291 (17.000) [NP24-No 90-Wk 51/23]

Turkey - South-west approaches to İstanbul Boğazı — Anchorage; wreck

103

Paragraph 2.292 1 line 6 *Replace by:*

...approach anchorage. A wreck (40°59'·47N 28°56'·60E) lies in the NW part of the anchorage.

Turkish Notice 36/127/21 [NP24-No 65-Wk 49/21]

Turkey - İstanbul Boğazı - Kadıköy— Outfall pipe

103

Paragraph 2.292 3 line 3 *Replace by:*

...29°01'·30E). An outfall pipe is situated in the NE part of the anchorage area.

Turkish Notice 37/173/19 [NP24-No 4-Wk 43/19]

Turkey - Black Sea - Şile — Anchorages; pipeline

121

Paragraph 3.21 3 line 4 *Replace by:*

...anchorage. A submarine pipeline extends into the SW corner of the W anchorage.

Turkish Notice 36/170/19 [NP24-No 3-Wk 42/19]

Turkey - Black Sea - Bartın Limanı to Kurucaşile Burnu — Directions; ODAS buoy

127

Paragraph 3.86 3 *Replace by:*

- 3 Clear of an ODAS buoy (41°51'·56N 32°34'·57E), thence:

To a position NNW of Kurucaşile Burnu Light (white concrete tower, 8 m in height) (41°50'·80N 32°43'·00E), which stands on Kurucaşile Burnu, a narrow promontory extending 5 cables from the general line of the coast. Kurucaşile harbour lies close E of the point.

Turkish Notice 41/134/20 [NP24-No 36-Wk 50/20]

Turkey - Black Sea - Usta Burnu to Boztepe Burnu — Directions; ODAS buoy

130

Paragraph 3.115 1-3 *Replace by:*

- 1 From a position N of Usta Burnu (41°58'·50N 34°29'·50E), the coastal passage to Boztepe Burnu leads ENE, passing:
- 2 NNW of Bahçeli Kayaları (41°57'·30N 34°42'·00E) (3.112), thence:
To a position N of Inceburun Light (42°05'·79N 34°56'·68E), standing on a point which is sharp, rocky and reddish in colour. Thence the track leads ESE, passing:
Clear of an ODAS buoy (42°05'·62N 35°11'·11E), thence:
- 3 To a position NNE of Boztepe Burnu Light (white stone tower and dwelling, 4 m in height) (42°01'·17N 35°12'·45E), standing on the E extremity of Boztepe Yarımadası. This peninsula can be identified by its flat summit and, except towards the isthmus, its steep sides. From N, the isthmus, on which stands the town of Sinop (3.124), is scarcely visible and the peninsula appears as an island.

Turkish Notice 41/134/20 [NP24-No 37-Wk 50/20]

Turkey - Black Sea - Usta Burnu to Boztepe Burnu — Directions; ODAS buoy

130

Paragraph 3.115 1-4 including existing Section IV Notice Week 50/20 *Replace by:*

- 1 From a position N of Usta Burnu (41°58'·50N 34°29'·50E), the coastal passage to Boztepe Burnu leads ENE, passing NNW of Bahçeli Kayaları (41°57'·30N 34°42'·00E) (3.112), to a position N of Inceburun Light (42°05'·79N 34°56'·68E), standing on a point which is sharp, rocky and reddish in colour.
- 2 Thence the track leads ESE, to a position NNE of Boztepe Burnu Light (white stone tower and dwelling, 4 m in height) (42°01'·17N 35°12'·45E), standing on the E extremity of Boztepe Yarımadası. This peninsula can be identified by its flat summit and, except towards the isthmus, its steep sides. From N, the isthmus, on which stands the town of Sinop (3.124), is scarcely visible and the peninsula appears as an island.

Useful marks:

Pekkaya Burnu (Başyoz Burnu) (42°05'·60N 35°00'·95E), a rocky bluff with reddish tint.
Gazibey Kayası (42°01'·30N 35°12'·87E), a steep-to prominent islet marked by a buoy (isolated danger), NE of Boztepe Burnu.
(Directions continue for the offshore passage to Bat'umi at 3.8, and for the coastal passage to Samsun at 3.122)

Turkish Notice 10/38/21 [NP24-No 46-Wk 20/21]

Turkey - Usta Burnu to Ince Burun - Ayancık — Anchorage

131

Paragraph 3.117 2 line(s) 1-10 *Replace by:*

- 2 **Anchorage.** Designated areas are as follows:
Anchorage No 1 (41°58'·41N 34°31'·74E), for vessels carrying non-dangerous cargoes and naval vessels.
Anchorage No 2 (41°58'·08N 34°34'·03E), for vessels carrying non-dangerous cargoes wishing to anchor long term.
Anchorage No 3 (41°57'·67N 34°36'·93E), quarantine anchorage and for vessels with dangerous cargoes, nuclear vessels and vessels waiting to gas-free.
Caution. A submarine pipeline, extending 1 mile NNW from Ayancık Çayı, and a stranded wreck (41°58'·03N 34°35'·19E), marked by a light buoy (isolated danger), lie between anchorage Nos 2 and 3.
Pilotage. The pilot boarding position (41°58'·96N 34°30'·33E), lies 7½ cables ENE of Usta Burnu Light.

Turkish Notice 06/20/20; ENC TR300122 [NP24-No 20-Wk 12/20]

Turkey - Black Sea - Boztepe Burnu to Approaches to Samsun — Marine farms

131

After Paragraph 3.120 Insert:

Marine farms 3.120a

- 1 Numerous marine farms, some marked by light buoys (special), exist within the bay between Boztepe Burnu (3.115) and Bafra Burnu (3.123).

Turkish Notice 14/48/22 [NP24-No 83-Wk 14/23]

Turkey - Black Sea - Sinop — Directions; ODAS buoy

132

Paragraph 3.128 2 line 3 *Replace by:*

...approached direct. An ODAS Light Buoy (42°00'·31N 35°11'·33E) is moored 1¼ miles SW of the light.

Turkish Notice 52/178/20 [NP24-No 41-Wk 09/21]

NP24

Turkey - Samsun Körfezi — Arrival information; anchorage

133

Paragraph 3.140 2 lines 1-3 *Replace by:*

- 2 Area No 4 (41°18'·11N 36°24'·63E), for quarantine vessels and vessels carrying dangerous cargoes.

Turkish Notice 25-26/124/23 [NP24-No 87-Wk 30/23]

Turkey - Samsun Körfezi to Yasun Burnu - Fatsa Körfezi — Anchorage

135

Paragraph 3.168 1-2 *Replace by:*

- 1 **Position and function.** The town of Fatsa (41°02'·42N 37°28'·98E), stands on the SW side of Fatsa Körfezi, 2 miles SSE of Kireççi Burnu.

The port handles bulk and general cargoes.

- 2 **Anchorage.** Area No 1 (41°05'·07N 37°28'·35E), an unrestricted anchorage, is situated NNW of Kireççi Burnu. A buoy (special) (41°04'·82N 37°27'·58E) is moored in the SW part of the anchorage. A second buoy (special) is moored 1½ cables farther SSW.

Area No 2 (41°02'·94N 37°34'·61E), a quarantine anchorage and for vessels carrying dangerous cargoes, nuclear powered vessels and for vessels wanting to gas-free, lies 4½ miles ESE of Kireççi Burnu. A submarine pipeline, extending about 8 cables N from the shore, lies close W of the anchorage.

Pilotage is compulsory for foreign-flagged vessels over 500 gt; the pilot boards in position 41°04'·00N 37°31'·50E, 7½ cables ENE of Fatsa Feneri Light.

Turkish Notice 06/19/20; ENC TR401322
[NP24-No 21-Wk 12/20]

Turkey - Black Sea - Görele — Anchorages

139

Paragraph 3.203 2 line(s) 1-6 *Replace by:*

- 2 **Anchorages.** Designated anchorage areas are as follows:

No 1 Anchorage (41°02'·90N 39°01'·80E) for naval vessels and vessels not carrying dangerous cargo below 5000 gt. A submarine pipeline extends 8 cables NE from the main breakwater, terminating near the W limit of No 1 Anchorage.

No 2 Anchorage (41°02'·60N 38°58'·52E) for vessels not carrying dangerous cargo over 5000 gt.

Turkish Notice 51/239/19; ENC TR401333
[NP24-No 12-Wk 05/20]

Turkey - Black Sea - Pazar — Prohibited area

144

After Paragraph 3.244 2 line 9 Insert:

Prohibited area. Entry is prohibited to an area surrounding Rize-Artvin Airport (41°10'·70N 40°50'·58E).

Turkish Notice 12/41/22 [NP24-No 80-Wk 07/23]

Georgia - Black Sea - Bat'umi — Pilotage

146

Paragraph 3.273 1 lines 1-6 *Replace by:*

Pilotage is compulsory for all vessels entering or leaving harbour. Pilots are available 24 hours and should be ordered 24 hours, and confirmed 2 hours, before arrival. Pilots board as follows:

In good weather, in position 41°40'·08N 41°38'·14E.

In bad weather, in the inner roads.

For Berth No 1 (3.282) only, in position 41°40'·80N 41°39'·00E.

Georgian Notice Circular 04/3/20

[NP24-No 32-Wk 38/20]

Georgia - Black Sea - P'ot'i — Anchorages

149

Paragraph 3.303 1 lines 2-5 *Replace by:*

Anchorage Area No 200 (42°11'·30N 41°36'·71E), tankers;

Anchorage Area No 300 (42°09'·50N 41°36'·50E), bulk carriers. A wreck (42°09'·73N 41°36'·29E) lies in the anchorage area. A second wreck (42°09'·87N 41°35'·78E) lies close to the W boundary of the anchorage.

ENC GE410325 (5.001) [NP24-No 23-Wk 15/20]

Turkey - Black Sea - Karaburun - Dalyan Burnu to Koru Burnu — Prohibited area

154

After Paragraph 4.12 2 line 5 Insert:

NE of a prohibited area (4.14a), thence:

Turkish Notice 32/095/20 [NP24-No 33-Wk 39/20]

Turkey - Black Sea - Istanbul Airport Fuel Supply Terminal — Prohibited area; development

154

After Paragraph 4.14 Insert:

Arrival Information 4.14a

- 1 **Prohibited area.** The terminal lies within an area (41°19'·95N 28°47'·20E) extending up to 2 miles from the coast into which entry is prohibited.

**Harbour
4.14b**

1 **Development.** Extensive construction works are in progress (2020) in the vicinity of the port. Unauthorised entry to the area under development is prohibited.

Turkish Notice 32/095/20 [NP24-No 34-Wk 39/20]

**Turkey - Black Sea coast - Koru Burnu — ODAS
buoy**

154

Paragraph 4.12 6 line 7 *Replace by:*

...berth of at least 2½ cables. An ODAS Buoy (41°53'42N 28°05'55E) is moored ¼ miles ENE of the light.

Turkish Notice 51/174/20 [NP24-No 40-Wk 08/21]

**Bulgaria - Burgaski Zaliv -
Approaches to Burgas — Directions; rock**

157

Paragraph 4.39 1 lines 1-8 *Replace by:*

1 From a position in the Traffic roundabout (42°29'00N 28°05'00E), the E approach route to Burgas leads W for about 16 miles by way of a TSS (4.36), through waters clear of charted dangers, to the traffic roundabout (42°29'00N 27°42'00E) at the entrance of the inner part of Burgaski Zaliv. Within the roundabout there are multiple rocks and a dangerous wreck. The shoalest of these dangers is a rock (42°29'39N 27°40'83E), depth 13 m. The roundabout is generally deep, but shoals of 11 m exist in the NW of the roundabout and near Ostrov Sveti Ivan (4.38).

(Directions continue for the Port of Burgas at 4.62)

Paragraph 4.40 1 lines 1-6 *Replace by:*

1 From a position in the Traffic roundabout centred 3 miles SE of Nos Emine (42°42'07N 27°54'00E) (4.38), the NE approach route to Burgas leads SW for 15 miles through the TSS, passing:

Bulgarian Notice 2/7/20 [NP24-No 30-Wk 32/20]

Bulgaria - Burgaski Zaliv - Burgas — Pilotage

160

Paragraph 4.57 1 lines 1-7 *Replace by:*

1 Pilotage is compulsory for all vessels over 100 gt. Pilots are embarked in the following positions:

Burgas Inner (42°28'50N 27°32'00E); for draught less than 13.5 m;

Burgas Outer (42°29'00N 27°39'00E), for draught more than 13.5 m;

No 2 (42°39'77N 27°56'80E).

They are available 24 hours and should be ordered at least 2 hours in advance through the agent.

Bulgarian Notice 2/6/20 [NP24-No 29-Wk 32/20]

**Bulgaria - Burgas - Burgaski Zaliv —
Directions; rock**

160

Paragraph 4.63 1 lines 1-4 *Replace by:*

1 From a position in the Traffic roundabout (42°29'00N 27°42'00E), the route through the outer harbour leads W for about 7 miles by way of a TSS, passing:

Clear of a rock (42°29'39N 27°40'83E) with a depth of 13 m, thence:

Bulgarian Notice 2/7/20 [NP24-No 31-Wk 32/20]

**Bulgaria - Black Sea - Varna —
Anchorage; obstruction**

162

Paragraph 4.83 2 line(s) 3 *Replace by:*

...April, lies S of Evksinograd Zaliv (4.85). A lost anchor and chain (43°12'04N 27°58'61E) lies towards the S of the area. An area...

Bulgarian Notice 1/1/20 [NP24-No 27-Wk 29/20]

Bulgaria - Black Sea - Varna — Pilotage

163

Paragraph 4.93 2 line(s) 2-3 *Replace by:*

...vessels over 100 gt. Pilots embark in position 43°11'34N 27°57'41E.

Bulgarian Notice 3/9/19 [NP24-No 1-Wk 37/19]

**Bulgaria - Approaches to Varna —
Prohibited anchorage**

164

After Paragraph 4.94 4 line 6 *Insert:*

Area No 339 (43°13'87N 28°16'88E), 2¾ cables either side of the cable extending 20 miles SE from Balchik (4.118).

UKHO [NP24-No 28-Wk 30/20]

**Romania - Black Sea - Mangalia to Constanța —
Directions; wrecks**

169

After Paragraph 4.135 1 line 5 *Insert:*

E of a dangerous wreck (43°52'32N 28°46'28E), thence:

E of a dangerous wreck (43°53'08N 28°46'81E), thence:

Romanian Annual Supplement Ed.22 [NP24-No 79-Wk 49/22]

NP24

Romania - Midia — Prohibited areas

172-173

Paragraph 4.169 *2 Replace by:*

- 2 Prohibited areas.** A rectangular prohibited area, 7½ miles long and orientated NNW/SSE, is centred 7¼ miles SE of Capul Midia Light (4.170). The area contains unknown metallic objects which may be residual mines. Anchoring, fishing and trawling are prohibited.

An area, radius of 8½ cables, in which anchoring, fishing and unauthorized entry are prohibited is centred on the CALM buoy (4.177). The pipeline, which extends from the buoy to the shore, is also enclosed within a prohibited area.

A prohibited area of radius 1 mile is centred on position 44°22'00N 28°50'65E. The area contains submerged explosives.

ENC RO405002 5.000 (2021) [NP24-No 54-Wk 30/21]

Romania - Capul Constanța to Ostriv Zmiinyi — ODAS buoys

173

Paragraph 4.169 *3 lines 3-4 Replace by:*

...within the vicinity of the following ODAS buoys:

44°03'74N 28°40'62E;
44°14'10N 28°39'55E;
44°20'48N 28°44'46E.

Romanian Notice 4/42/22 [NP24-No 81-Wk 09/23]

Romania – Black Sea – Capul Constanța to Ostriv Zmiinyi — Traffic regulations; prohibited areas

173

After Paragraph 4.169 *3 line 10 Insert:*

Entry is prohibited in an area, radius of 1½ miles, centred on a dangerous wreck (44°31'21N 28°59'23E).

Navigation is prohibited within a 500 m radius of the following ODAS buoys:

44°19'64N 30°25'56E;
43°58'60N 29°56'32E;
44°02'76N 28°40'02E.

Romanian Chart 300 (2021) [NP24-No 69-Wk 15/22]

Romania - Midia — Limiting conditions

173

After Paragraph 4.173 *3 line 3 Insert:*

Limiting conditions

4.173a

- 1 Controlling depth.** The entrance channel is dredged (2021) to 10 m, but is not regularly maintained. The port and its approaches are subject to silting and depths shoaler than charted may exist. Contact the local authorities for the latest information.

ENC RO405002 5.000 (2021) [NP24-No 55-Wk 30/21]

Romania - Capul Constanța to Ostriv Zmiinyi - Midia — Anchorage; wrecks

173

Paragraph 4.177 *1 Replace by:*

- 1 Anchorages and moorings.** A CALM light buoy (44°17'79N 28°46'49E) has been established ESE from the harbour entrance; a pipeline extends from the buoy to the shore. Several dangerous wrecks lie in the NE approaches to the buoy.

GB Chart 2282 (2022)

[NP24-No 82-Wk 10/23]

Romania - Portul Sulina - Gura Sulina — Arrival information; pilotage

180

Paragraph 5.33 *1 lines 1-2 Replace by:*

- 1 Pilotage.** Pilots board in position 45°09'14N 29°48'32E about 2 miles E of Sulina Light (5.21).

Romanian Chart 1.030.09 (2021)

[NP24-No 58-Wk 38/21]

Romania - Gura Sulina - Portul Sulina — Arrival information; pilotage

180

Paragraph 5.33 *1 including existing Section IV Notice Week 38/21 Replace by:*

- 1 Pilotage** is mandatory for all vessels in the approaches and proceeding to Portul Sulina. Pilots board in Rada Sulina in approximate position 45°08'98N 29°47'41E, E of Sulina Light (5.21). See also 5.12.

Tugs are available and their use is compulsory in certain weather conditions, see also 5.13.

ENC RO503009 (2.000)

[NP24-No 72-Wk 22/22]

Ukraine - Black Sea — Traffic regulations; traffic separation schemes

193

Paragraph 6.3 *1-3 Replace by:*

- 1 Traffic separation schemes**, linked by a traffic roundabout centred on 46°16'00N 30°56'00E, are situated in the approaches to Chornomorsk (Illichiv's'k), Odesa and Port Pivdennyi.

2 A further traffic roundabout and TSS is situated in the approaches to Sevastopol's'kya Bukhta (centred on 44°38'78N 33°16'89E). This scheme has not yet been accepted by the IMO but the Ukrainian Authorities advise that the principles for the use of the routing system as defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)*, apply.

- 3** The TSSs in the approaches to Chornomorsk (Illichiv's'k), Odesa and Port Pivdennyi are IMO-adopted and Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)*, applies.

IMO COLREG.2/Circ. 78

[NP24-No 88-Wk 45/23]

**Ukraine - Black Sea - Chornomorsk (Illichiv'sk)
and approaches — Directions; obstructions**

199

Paragraph 6.42 1 line(s) 1-8 *Replace by:*

- 1 **Track.** From the vicinity of the SE edge of the TSS (46°08'24N 31°05'90E), the track leads NW then WNW within the TSS for 19 miles to the pilot boarding position (6.37).

Caution. Two obstructions, marked by V-AIS (isolated danger), lie close N of the pilot boarding position. A further obstruction, with a depth of 17.7 m, lies 3¼ cables NE.

ENC UA5ECF75 [NP24-No 61-Wk 48/21]

**Ukraine - Chornomorsk —
Directions; leading lights**

199

Paragraph 6.42 2 lines 1-6 *Replace by:*

- 2 **Leading lights:**

Front light (white rectangle, black stripe on black 4-sided metal framework tower, 34 m in height) (46°19'44N 30°39'23E).

Middle light (similar structure, 28 m in height) (1 cable from front light).

Rear light (similar structure, 29 m in height) (5 cables from front light).

Ukrainian Notice 35/603/20 [NP24-No 35-Wk 47/20]

**Ukraine - Black Sea - Odesa —
Limiting conditions; controlling depth**

200

Paragraph 6.55 1 including heading *Replace by:*

**Controlling depth
6.55**

- 1 The port approach channel has a maintained depth of 12.9 m.

ENC UA6T3701 (5.000) [NP24-No 76-Wk 41/22]

**Ukraine - Black Sea - Odesa and
approaches — Pilotage**

200

Paragraph 6.61 1 line(s) 3-4 *Replace by:*

...board 2½ miles E of Vorontsovs'kyi Light (6.66) in position 46°29'75N 30°49'24E.

ENC UA5ECF76 [NP24-No 62-Wk 48/21]

**Ukraine - Black Sea - Odesa —
Arrival information; restricted area**

201

After Paragraph 6.62 1 line 3 *Insert:*

An area surrounding a partially submerged breakwater (6.64), E of the container terminal.

ENC UA6T3701 (5.000) [NP24-No 77-Wk 41/22]

**Ukraine - Black Sea - Odesa —
Harbour; hazards**

201

After Paragraph 6.64 *Insert:*

Hazards

6.64a

- 1 **Wrecks and obstructions.** Numerous dangerous wrecks and obstructions lie within the harbour basins (6.72).

GB Chart 2243 (2022) [NP24-No 85-Wk 15/23]

Ukraine - Black Sea - Odesa — Directions

202-203

Paragraph 6.70 2-3 *Replace by:*

- 2 The alignment (274.6°) of these marks and the white sector (274°-275.5°) of the front light, leads through a channel, passing N of Area No 184 (6.63), into which entry is prohibited, to the harbour entrance between the W end of Staryi Khvylelom and the S end of Novyi Khvylelom. The W end of Staryi Khvylelom is marked by a light (white metal framework tower, 9 m in height).

- 3 **Leading lights:**

Front light (red rectangle on metal framework tower, 22 m in height) (46°30'79N 30°43'84E).

Rear light (similar structure, 26 m in height) (1 cable from front light).

The alignment (327.6°) of these lights, front light visible on the leading line only, and the alignment (147.6°), astern, of the following lights, front light visible on the leading line only, leads for 7 cables through a channel to Naftova Havan'.

ENC UA6T3701 (5.000) [NP24-No 78-Wk 41/22]

**Ukraine - Black Sea -
Port Yuzhnyy (Port Pivdennyi) — Name**

204

Paragraph 6.79 1 line 1 *Replace by:*

- 1 Port Yuzhnyy (Port Pivdennyi) (46°36'91N 31°01'21E) is situated on...

GB Chart 2202 [NP24-No 14a-Wk 05/20]

**Ukraine - Black Sea -
Port Yuzhnyy (Port Pivdennyi) — Depth**

204

Paragraph 6.83 1 lines 2-3 *Replace by:*

...dredged to 19.0 m (2019).

The basins have dredged depths from 13 to 19 m (2019). Contact the Port Authority for the latest depth information.

GB Chart 2202 [NP24-No 14b-Wk 05/20]

NP24

Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Obstructions

205

Paragraph 6.86 1 line(s) 2 For 46°31'·00N 30°58'·00E
Read 46°31'·00N 30°58'·05E

GB Charts 2202 & 2212 [NP24-No 15a-Wk 05/20]

Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Obstructions

205

Paragraph 6.86 2 lines 1-6 *Replace by:*

- 2 Area No 357 (46°34'·80N 31°03'·40E) has seven berths for dry cargo vessels up to 170 m LOA. Depths from 12 to 22 m, mud, sand and shell. Obstructions lie close NW and SW of anchorage position No 16.

GB Charts 2202 & 2212 [NP24-No 15b-Wk 05/20]

Ukraine - Black Sea - Port Yuzhnyy — Anchorage

205

After Paragraph 6.86 3 line 7 *Insert:*

Area No 359 (46°33'·61N 31°15'·02E). Depths from 12 to 15 m. Obstructions lie within the anchorage, in positions 46°33'·82N 31°13'·19E and 46°33'·99N 31°15'·68E.

ENC UA5ECF65 & UA5ECF66 [NP24-No 6-Wk 47/19]

Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Obstructions

205

Paragraph 6.86 3 including existing Section IV Notice Week 47/19 *Replace by:*

- 3 Area No 358 (46°34'·00N 31°07'·00E). Eight berths for dry cargo vessels; Nos 21 and 25 are quarantine anchorages. Depths from 16 to 18 m, mud and shell. Obstructions lie within the area.
- Area No 359 (46°33'·61N 31°15'·02E). Depths from 12 to 15 m. Obstructions lie within the anchorage, in positions 46°33'·82N 31°13'·19E and 46°33'·99N 31°15'·68E.

GB Charts 2202 & 2212 [NP24-No 15c-Wk 05/20]

Ukraine - Black Sea - Port Yuzhnyy (Port Pivdennyi) — Harbour

205

Paragraph 6.89 1-3 *Replace by:*

- 1 The harbour comprises a S and N area connected by a dredged channel.

GB Chart 2202 [NP24-No 16-Wk 05/20]

Ukraine - Black Sea - Port Yuzhnyy — Anchorages

207

Paragraph 6.100 including heading *Replace by:*

Spare
6.100

ENC UA5ECF66 [NP24-No 7-Wk 47/19]

Ukraine - Buz'kyi Lyman - Spas'kyi Kanal — Directions; obstructions

215

Paragraph 6.154 2-3 *Replace by:*

- 2 NW of Spas'ka Kosa (46°57'·60N 31°56'·20E), thence:
Through Area No 609 (46°58'·40N 31°56'·50E) (6.139), thence:
NW of No 23 buoy (lateral). An obstruction (46°58'·56N 31°56'·97E) with a depth of 3·4 m lies close NNW of the channel, opposite of the buoy. Thence:
Beneath Varvarivs'kyi Most (46°59'·00N 31°58'·10E) (6.137), thence:
- 3 Through Area No 610 (46°59'·40N 31°58'·00E) (6.139), thence:
Beneath Inhul's'kyi Most (46°58'·80N 31°59'·40E) (6.137). Two obstructions with a depth of 6·6 m lie close E of Inhul's'kyi Most. Thence:
Through Area No 611 (46°58'·75N 31°59'·70E) (6.139), thence:
Through a floating barrier and to the berths in Rika Inhul (6.156).

Ukrainian Notice 38/563/21 [NP24-No 67-Wk 04/22]

Ukraine - Mykolaivs'kyi Potash Terminal — Directions; obstruction

218

Paragraph 6.197 1-2 *Replace by:*

- 1 The terminal is approached along a dredged channel marked by light buoys (lateral), with a width of 100 m and depth of 10·4 m (2020); the chart is sufficient guide.
- 2 The shipyard lies to the NE of berth No 14, and is approached from the N, passing S of a shoal marked by a light buoy (S cardinal).

Ukrainian Notice 47/690/21 [NP24-No 71-Wk 22/22]

Ukraine - Dniprov's'kyi Lyman - Khersons'kyi Mors'kyi Kanal — Directions; obstruction

221

Paragraph 6.235 4 line 4 *Replace by:*

...(46°33'·50N 32°08'·50E); a further obstruction with a depth of 7·7 m lies in the canal about 7¾ miles W of Mys Stanislav.

Ukrainian Notice 38/571/21 [NP24-No 68-Wk 04/22]

**Black Sea - Crimean Peninsula -
Mys Tarkhankut — Restricted area; wrecks**

231

After Paragraph 6.323 1 line 4 *Insert*:

An area of 1 mile radius centred on 45°18'00N
32°31'00E, which surrounds a number of wrecks.

UKHO [NP24-No 63-Wk 49/21]

**Black Sea - Crimean Peninsula -
Ozero Donuzlav — Submarine cable**

231

Paragraph 6.327 3 lines 1-3 *Replace by*:

3 **Caution.** An obstruction with a depth of 11.8 m and a submarine cable are located in the NW part of area No 381.

HYDROLANT 3315/19(55) [NP24-No 8-Wk 47/19]

**Black Sea - Crimean Peninsula - Sevastopol'
and approaches — Anchorage; obstruction**

235

Paragraph 6.351 1 line 6 *Replace by*:

...the NE corner of the anchorage area, and an obstruction is situated near the centre of the anchorage area.

UKHO [NP24-No 74-Wk 38/22]

**Black Sea - Crimean Peninsula - Sevastopol'
and approaches - Sevastopol's'kyi Bukhta —
Pilotage**

235

Paragraph 6.352 1 line(s) 1-5 including heading *Replace by*:

**Pilotage
6.352**

1 **Sevastopol's'kyi Bukhta.** Pilotage is compulsory for vessels of 500 gt and over. The pilot boards in position 44°37'76N 33°23'83E and 44°37'62N 33°26'29E.

UKHO [NP24-No 64-Wk 49/21]

**Black Sea - Crimean Peninsula -
Outer approaches to Feodosiya — Anchorages**

248

Paragraph 7.60 1 lines 2-6 *Delete*

Paragraph 7.61 1 lines 2-5 *Delete*

UKHO [NP24-No 75-Wk 38/22]

**Russia - Black Sea - Novorossiysk —
Anchorage; obstruction**

255

Paragraph 7.124 1 lines 26-28 *Replace by*:

415	44°39'20N 37°54'00E	1-29 m, mud, sand and shells	Vessels up to 100 m in length. An obstruction lies close N of berth No 24.
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Russian Notice 33/3582/21 [NP24-No 59-Wk 46/21]

**Russia - Black Sea -
Novorossiysk — Anchorage**

255

Paragraph 7.124 1 including existing Section IV Notice Week 46/21 *Replace by*:

No	Position	Depth	Remarks
408	44°39'63N 37°35'46E	19-45 m, pebbles and sand	For use by all vessels, except tankers and vessels with dangerous cargoes, during NE gales. A wreck lies in the NE corner.
410	44°38'42N 37°42'65E	14-49 m, shell	For use by all vessels, except tankers and vessels with dangerous cargoes, during NE gales. Four rocks lie near the centre.
412	44°41'55N 37°48'73E	16-23 m, mud with shells	Military vessels and other vessels up to 100 m in length.
414	44°40'85N 37°51'00E	12-26 m, clay, sand and shells	Unrestricted anchorage.
415	44°39'20N 37°54'00E	1-29 m, mud, sand and shells	Vessels up to 100 m in length.
416	44°35'18N 37°55'33E	23-40 m, mud, sand, shells and stones	For use by tankers and vessels with dangerous cargoes during NE gales (bora).

Russian Notice 49/5258/21 [NP24-No 70-Wk 19/22]

**Russia - Bukhta Tuapse to Mys Uch-Dere —
Directions; marine farms**

260

Paragraph 7.169 1 line(s) 3-4 *Replace by*:

...proceeds generally SE for 35 miles, clear of marine farms situated both sides of the route, passing:

Russian Notice 22/2348/21 [NP24-No 56-Wk 30/21]

NP24

Russia - Black Sea - Bukhta Tuapse to Mys Uch-Dere — Directions; marine farm

261

After Paragraph 7.169 2 line 4 *Insert*:

SW of a marine farm (43°40'·05N 39°31'·85E),
thence:

Russian Notice 44/4084/20 [NP24-No 38-Wk 52/20]

Russia - Black Sea - Bukhta Tuapse to Mys Uch-Dere — Directions; marine farm

261

Paragraph 7.169 2 including existing Section IV Notice
Week 52/20 *Replace by*:

- 2 SW of Lazarevskoye (43°54'·00N 39°20'·00E)
(7.171). This holiday resort lies NW of the
mouth of Reka Psezuapse (7.171), and is
visible from seaward. Thence:

Russian Notice 2/76/21 [NP24-No 44-Wk 10/21]

Russia - Black Sea - Sochi to Mys Pitsunda — Directions; marine farm

264

After Paragraph 7.194 1 line 7 *Insert*:

NE of a marine farm (43°28'·20N 39°44'·65E),
thence:

Russian Notice 44/4085/20 [NP24-No 39-Wk 52/20]

Russia - Black Sea - Sochi to Mys Pitsunda — Directions; marine farm

264

Paragraph 7.194 1 including existing Section IV Notice
Week 52/20 *Replace by*:

- 1 From a position SW of Sochi (43°35'·10N
39°43'·00E), the coastal passage to Mys Pitsunda
proceeds generally SE for 37 miles in waters clear of
charted dangers, passing:

SW of the mouth of Reka Bzugu (43°33'·70N
39°45'·10E); a small sports sailing harbour is
situated on the S bank. Thence:

Russian Notice 2/77/21 [NP24-No 45-Wk 10/21]

Russia - Black Sea - Sochi to Mys Pitsunda — Directions; marine farm

264

Paragraph 7.194 1 including existing Section IV Notice
Week 10/21 *Replace by*:

- 1 From a position SW of Sochi (43°34'·65N
39°42'·85E) the coastal passage to Mys Pitsunda
proceeds generally SE for 37 miles, passing:

SW of the mouth of Reka Bzugu (43°33'·70N
39°45'·10E); a small sports sailing harbour is
situated on the S bank. Thence:

NE of a marine farm (43°28'·20N 39°44'·65E),
thence:

Russian Notice 16/1662/21 [NP24-No 50-Wk 25/21]

Russia - Sochi to Mys Pitsunda — Directions; marine farms

264

Paragraph 7.194 1 including existing Section IV Notice
Week 25/21 *Replace by*:

1 From a position SW of Sochi (43°34'·65N
39°42'·85E) the coastal passage to Mys Pitsunda
proceeds generally SE for 37 miles, clear of marine
farms situated both sides of the route, passing:

SW of the mouth of Reka Bzugu (43°33'·70N
39°45'·10E); a small sports sailing harbour is
situated on the S bank. Thence:

Paragraph 7.194 2 line(s) 4-5 *Delete*

Russian Notice 22/2348/21 [NP24-No 57-Wk 30/21]

Ukraine - Black Sea - Kerch Strait - Kerch-Yenikal Channel — Vertical clearance

272

Paragraph 8.15 1 lines 1-8 *Replace by*:

1 **Kerch Strait Bridge** crosses the Kerch-Yenikal
Channel (45°18'·52N 36°30'·50E) from Kosa Tuzla
(8.67) to the vicinity of Mys Ak-Burun (8.64). The
bridge has a vertical clearance of 35 m and a
navigable width of 185 m.

Ukrainian Notice 19/348/20 [NP24-No 26-Wk 25/20]

Russia - Kerch Strait - Port Taman' — Arrival information; outer anchorage

274

Paragraph 8.37 *Replace by*:

- 1 Anchorage Area No 470 (Anchorage Area A)
consisting of seven anchor berths is located in an
area centred on 45°02'·14N 36°39'·24E.

- 2 Anchorage area (45°04'·58N 36°38'·45E); radius
2 cables.

Russian Notice 29/3261/22 [NP24-No 89-Wk 48/23]

Russia - Black Sea - Kerch Strait - Port Taman' — Directions

274

Paragraph 8.43 including heading *Replace by*:

Entrance Channel 8.43

- 1 **Port Taman' Leading Lights:**

Front light (white tower, black stripe, 8 m in height)
(45°07'·10N 36°36'·44E).

Rear light (similar structure, 20 m in height) (7 cables from front light).

From the pilot boarding position for Terminals 2 and 3 the track leads N on the alignment (000°) of these lights, to the vicinity of two light buoys marking the starting points of the two recommended routes to the berths.

2 TPC Leading Lights:

Front light (white rectangle, red stripe, 10 m in height), (45°07'·46N 36°40'·48E).

Rear light (similar structure, 15 m in height) (5½ cables from front light).

From the vicinity of the S light buoy (safe water) (45°06'·01N 36°36'·58E) the alignment (062·4°) of these lights leads ENE through a channel marked by light buoys (lateral) to the berths.

3 From the vicinity of the N-most light buoy (safe water) (45°06'·44N 36°36'·58E), Recommended Route No 69 leads ENE to the berths, through a channel marked by a single pair of light buoys (lateral) and within the white sector (057°–067°) of a light (45°07'·93N 36°40'·55E).

4 **Cautions.** The tracks pass close to banks, obstructions, a disused spoil ground and wrecks. Temporary aids to navigation are positioned as work continues, mariners should contact the harbour authorities for the latest information.

Russian Notice 6/673/20 [NP24-No 17-Wk 10/20]

Black Sea - Kerch-Yenikal Channel — Anchorage

277

Paragraph 8.68 ⁵ lines 4–5 *Delete*

UKHO [NP24-No 18-Wk 10/20]

Black Sea - Kerch-Yenikal Channel — Anchorage

280

Paragraph 8.77 ¹ lines 1–7 *Delete*

UKHO [NP24-No 19-Wk 10/20]

Ukraine - Sea of Azov - Berdyans'k and Approaches — Depths

283

Paragraph 8.95 ¹ line(s) 1–5 *Replace by:*

1 The entrance channel is dredged to 6·6 m (2020). Recommended route No 54 has a maximum authorised draught of 3 m.

Caution. Due to silting in the port and its entrance channel, depths may be less than charted.

ENC UA6T3702; UA4CC794 [NP24-No 60-Wk 48/21]

Ukraine – Sea of Azov – Berdyans'k — Anchorages

283

Paragraph 8.101 ¹ *Replace by:*

1 No 1 Anchorage (46°36'·40N 36°37'·05E), depths from about 8 to 9 m, shells.

No 2 Anchorage (46°39'·08N 36°40'·44E), depths around 6 m, shells and mud.

Ukrainian Notice 37/550, 551/21

[NP24-No 66-Wk 01/22]

Ukraine - Gulf of Taganrog - Port Mariupol' — Anchorage; obstruction

285

Paragraph 8.127 ¹ lines 3–4 *Replace by:*

...for vessels with a draught greater than 5 m. Vessels carrying dangerous cargoes must use Area No 457. An obstruction lies in the SE part of the anchorage.

Ukrainian Notice 15/220/21 [NP24-No 53-Wk 26/21]

Russia - Sea of Azov - Port Temryuk — Anchorages

292

Paragraph 8.175 ² line(s) 3–4 *Replace by:*

...of Temryukskiy Light Buoy (safe water) (45°21'·29N 37°20'·39E). A seventh berth lies 8 cables N of the buoy, and outside the harbour limits. Anchor berths 8 and 9 are situated about 2 miles N of the buoy.

Russian Notice 9/1056/20 [NP24-No 22-Wk 13/20]

Russia - Sea of Azov - Gulf of Taganrog — Directions; wrecks

297

After Paragraph 8.218 ⁴ line 3 *Insert:*

Close NW of a dangerous wreck (47°03'·91N 38°44'·40E), thence:

Paragraph 8.218 ⁴ lines 6–7 *Delete*

Russian Notice 15/1649/22 [NP24-No 84-Wk 14/23]

NP25 British Columbia Pilot Volume 1 (2019 Edition)

Canada - Regulations — Protection of environment; bird sanctuaries; reserves

12

After Paragraph 1.93 ¹ line 11 *Insert:*

Bird Sanctuaries. Under the *Migratory Birds Convention Act, 1994*, the Canadian Wildlife Service of Environment Canada is the agency responsible for Migratory Bird Sanctuaries (MBS), which prescribe rules and prohibitions regarding migratory birds and their habitat. See www.canada.ca for further details.

NP25

After Paragraph 1.93 2 line 4 *Insert*:

Ecological reserves are established by the Province of British Columbia to protect unique features, or rare, endangered or sensitive species or habitats.

UKHO [NP25-No 8-Wk 50/20]

Canada – British Columbia – Vancouver Island – Approaches to Esquimalt and Victoria Harbours – Traffic regulations; King’s Harbour Master

69

Paragraph 2.96 1 line 4 *For Queen’s Read King’s*

UKHO [NP25-No 24-Wk 47/22]

Canada - Esquimalt and Victoria Harbours – Restricted areas; prohibited anchorages; degaussing range; nature reserve

69

Paragraph 2.96 2 line(s) 1–8 *Replace by*:

- 2 **Restricted areas.** A Controlled Access Zone is located within Esquimalt Harbour and its approaches, including the anchorages in Royal Roads. Buoys and booms may be deployed within these zones subject to security requirements. See *Notice No 43 Canadian Notices to Mariners (Annual Edition)* and 1.95
- 3 **Prohibited anchorages.** Unless authorised by the harbour master, anchoring is prohibited in most areas of the harbours and their approaches, except in the designated anchorages; see 2.110.

Degaussing range 2.96a

- 1 A degaussing range is located in an area centred on 48°24'60N 123°26'95W. Fishing is prohibited.

Marine nature reserves 2.96b

- 1 Victoria Harbour Bird Sanctuary (Victoria Harbour Refuge D’oiseaux) comprises Victoria Harbour and adjacent coastline from Macaulay Point (2.99) to Cadboro Point (5.60). See 1.93.

UKHO [NP25-No 9-Wk 50/20]

Canada – British Columbia – Vancouver Island – Esquimalt Harbour – King’s Harbour Master

70

Paragraph 2.105 1 line 1 *For Queen’s Read King’s*

Paragraph 2.108 1 line 3 *For Queen’s Read King’s*

UKHO [NP25-No 25-Wk 47/22]

Canada - Vancouver Island - Esquimalt Harbour - Inskip Island — Directions; leading lights

72

Paragraph 2.114 1 line(s) 1–11 *Replace by*:

1 **Inskip Island Leading Lights:**

Front light (white trapezium, red vertical stripe, on square framework tower) (48°26'52N 123°26'34W), standing on a reef extending S from the SW extremity of Inskip Island.

Rear light (white trapezium inverted, red vertical stripe, on square framework tower) (½ cable from front light).

From a position SW of Scroggs Rocks Light (2.100), the alignment (014°) of these lights, visible on the leading line only, leads NNE through the entrance into the harbour, passing:

Canadian Western Notice 8/3313/19; 8/Light list correction page 29/19 [NP25-No 2-Wk 41/19]

Canada - Victoria Harbour — Arrival information; prohibited areas; anchorages

74

After Paragraph 2.127 2 line 2 *Insert*:

Prohibited areas. Navigation under sail is prohibited in all waters of Victoria Harbour N of a line drawn between Shoal Point Light (2.134) and Berens Island Light (2.134), to the Selkirk Trestle Bridge (2.123).

For prohibited anchorages and further regulations See 2.96.

UKHO [NP25-No 10-Wk 50/20]

Canada – British Columbia – Vancouver Island – Victoria Harbour – King’s Harbour Master

74

After Paragraph 2.127 2 line 5 *Insert*:

Outer anchorages 2.127a

- 1 Designated anchorages in the Controlled Access Zone in Royal Roads are managed and authorized by the King’s Harbour Master, Esquimalt. See 2.110 for more information.

UKHO [NP25-No 26-Wk 47/22]

Canada - Vancouver Island - Victoria Harbour — Regulations; speed limit

74

Paragraph 2.127 2 including existing Section IV Notice Week 50/20 *Replace by*:

- 2 Vessels 20 m or more in length may use the seaplane operating area (2.130).

Only vessels 20 m or more in length may use the marina located on the N side of the Middle Harbour (2.129), with prior clearance from the Port of Victoria.

- 3 **Prohibited areas.** Navigation under sail is prohibited in all waters of Victoria Harbour N of a line drawn between Shoal Point Light (2.134) and Berens Island Light (2.134), to the Selkirk Trestle Bridge (2.123).

For prohibited anchorages and further regulations See 2.96.

- 4 **Speed limit.** A speed limit of 7 kn applies in the Outer Harbour from a line between Ogden Point (2.102) and Macaulay Point (2.99); a limit of 5 kn applies N of a line drawn between Shoal Point (2.134) and Berens Island (2.134).

Canadian Notice W 3/3412/22 [NP25-No 27-Wk 10/23]

**Canada - Victoria Harbour —
Basins and berths; anchorages**

75

Paragraph 2.139 1-3 *Replace by:*

- 1 Anchorage is only available in the designated outer anchorages in Royal Roads with permission of a harbour official. See 2.110.

UKHO [NP25-No 11-Wk 50/20]

**United States of America - Washington -
Lake Washington Ship Canal —
Vertical clearances**

99

Paragraph 3.110 2 lines 6-7 *Replace by:*

Overhead cables crossing the canal have a least vertical clearance of 48.7 m (159 ft).

US Notice 28/18446/22 [NP25-No 45-Wk 45/23]

**United States of America - Washington -
Key Peninsula - Drayton Passage —
Directions; wreck**

108

Paragraph 3.186 2 line 10 *Replace by:*

...exhibited from close offshore. Thence:
SE of a dangerous wreck (47°09'·83N 122°46'·08W),
situated 2 cables S of Devils Head.

Paragraph 3.189 1 lines 3-5 *Replace by:*

SW of a dangerous wreck (47°09'·83N
122°46'·08W), situated 2 cables S of Devils Head
(3.186), where the route merges with the route
from Balch Passage and Drayton Passage
(3.186), thence:

US Notice 1/18440/22 [NP25-No 19-Wk 25/22]

**Canada - British Columbia - Boundary Pass —
Directions; speed limit**

138

Paragraph 4.106 3 lines 5-8 *Replace by:*

The Turn Point Special Operating Area and the Boundary Pass two-way route, for which specific procedures apply, lie directly N. See 5.15 and *ADMIRALTY List of Radio Signals Volume 6(5)* for details.

Canadian Notice 10/3606/22 [NP25-No 41-Wk 26/23]

**Canada - British Columbia - Haro Strait —
Traffic regulations; speed limit**

148

Paragraph 5.15 2 *Replace by:*

- 2 Special regulations apply to vessels within or approaching the area when N-bound from Haro Strait to Boundary Pass or Swanson Channel, or when S-bound from Boundary Pass to Haro Strait.

Speed restriction of 10 kn is in effect from June through November within the operating area.

For further details see *ADMIRALTY List of Radio Signals Volume 6(5)*.

Canadian Notice 10/3606/22 [NP25-No 42-Wk 26/23]

Canada - Plumper Sound — Anchorages

162

Paragraph 5.125 1 line(s) 1-4 *Replace by:*

- 1 Five designated anchorages lie within Plumper Sound, easily accessible for vessels navigating Haro Strait and Boundary Pass. The anchorages are labelled A to D and X; the bottom is mud throughout.

Canadian Notice W 3/3441/21 [NP25-No 15-Wk 22/21]

**Canada - Satellite Channel -
Cowichan Bay — Anchorages**

164

Paragraph 5.139 1 lines 2-6 *Replace by:*

Anchorages. Six designated anchorages are established in Cowichan Bay and its S approach. Anchorage A lies within the bay and Anchorages B to F lie in the W part of Satellite Channel; the bottom is mud throughout. Two additional anchorages lie within Cowichan Bay labelled Nos 1 and 3.

Canadian Notice W 3/3441/21 [NP25-No 16-Wk 22/21]

**Canada - Vancouver Island -
Saanich Inlet — Platform**

165

After Paragraph 5.148 1 line 5 *Insert:*

**Hazards
5.148a**

- 1 **Floating platform.** A floating science platform (lit) (48°37'·33N 123°29'·93W), position approximate, is moored in the centre of Saanich Inlet. Moorings extend 300 m outwards from the platform, mariners should pass well clear in order avoid interactions with the mooring lines.

Canadian Western Notice 03/PAC 201 Ch 6 2.55.1/20 [NP25-No 5-Wk 19/20]

NP25

Canada - Vancouver Island - Saanich Inlet — Directions; platform

165

After Paragraph 5.152 3 line 8 *Insert*:

Clear of a floating platform (48°37'·33N
123°29'·93W) (5.148a), thence:

Canadian Western Notice 03/PAC 201 Ch 6 2.55.1/20
[NP25-No 6-Wk 19/20]

Canada - Stuart Channel - Ladysmith Harbour — Anchorages

171

Paragraph 5.201 1 lines 2-3 *Replace by*:

Anchorages. Six designated anchorages lie in the approaches to, and within, Ladysmith Harbour. The anchorages are labelled A to F and the bottom is mud throughout. An additional anchorage, No 1, lies 2 cables S of Sibell Bay.

Canadian Notice W 3/3442/21
[NP25-No 17-Wk 22/21]

Canada - Strait of Georgia - Nanaimo - Dodd Narrows — Vertical clearance

173

Paragraph 5.222 1 line(s) 1-2 *Replace by*:

1 Overhead power cables, with a vertical clearance of 45 m, span the narrows at mid-length.

Canadian Western Notice 03/3475/20
[NP25-No 7-Wk 19/20]

Canada - Burrard Inlet - Approaches to Vancouver Harbour - First Narrows — Directions; sector light

197

After Paragraph 6.90 1 line 4 *Insert*:

Lions Gate Bridge Inbound Sector Light (W side,
centre span) (6.110).

Canadian Notice W 1/3493/21
[NP25-No 12-Wk 14/21]

Canada - British Columbia - Vancouver Harbour — Arrival information; regulations concerning entry

199

Paragraph 6.104 3-7 *Replace by*:

3 **Traffic Control Zones (TCZ)**, or Movement Restriction Areas, are established to ensure safe passage through First Narrows (TCZ-1), Second Narrows (TCZ-2) and Eastern Burrard Inlet (TCZ-3). Transit through these areas may be limited due to a matrix of factors including the limiting conditions of under-keel clearance, vertical clearance, navigable width, horizontal clearance, as well as speed, tidal streams, vessel dimensions and other factors.

4 Maximum length vessel which may transit First Narrows (TCZ-1) is 400 m LOA. Vessels over 250 m LOA must obtain prior approval of the port authority. For additional restrictions and requirements at Second Narrows and Port Moody see 6.121 and 6.134.

5 **Transit windows** may be established for vessels restricted by the limiting conditions, vessel dimensions and condition, and other factors which may require tidal assistance to facilitate transit.

First Narrows (TCZ-1) limiting conditions are described at 6.95 through 6.100.

Second Narrows (TCZ-2) and Eastern Burrard Inlet (TCZ-3) limiting conditions are described at 6.121 through 6.128.

6 **Speed limits** are established for the following areas:

TCZ-1: safe speed not to exceed 9 kn through the water, 7 kn if tethered to tug, except when safety of navigation requires otherwise.

TCZ-2 and 3: safe speed not to exceed 6 kn through the water, except when safety of navigation requires otherwise.

Vessels must in all areas operate at safe speed, with due regard for other vessels and maritime operations, marine wildlife and effect of wake and wash. See the Port Information Guide of the Vancouver Fraser Port Authority (6.75) for further information.

7 **Meeting, overtaking and separation.** Vessels are not permitted to meet or overtake each other in:

TCZ-1: within 7½ cables either side of First Narrows Lions Gate Bridge.

TCZ-2: anywhere in TCZ-2.

Overtaking is permissible within the geographical boundary of TCZ-3 between Admiralty Point and Berry Point, provided that a safe speed is not exceeded.

In all cases, a separation of 3 cables must be maintained between vessels transiting in the same direction.

See the Port Information Guide of the Vancouver Fraser Port Authority (6.75) for further information.

Holding areas are established at the TCZs for vessels awaiting clear transit or improved conditions.

Canadian Western Notice 2/3494/22; Vancouver Fraser Port Authority
[NP25-No 20-Wk 45/22]

Canada - Burrard Inlet - Vancouver Harbour - First Narrows — Directions; sector light

199

Paragraph 6.110 1 lines 1-3 *Replace by*:

1 From a position S of First Narrows Light (6.89), the route leads ESE through First Narrows (6.82), keeping in the white sector (109°-113°) of the Lions Gate Bridge Inbound Sector Light (W side, centre span), and into Vancouver Harbour, passing:

Paragraph 6.110 1 line 4 *For NE Read NNE*

Paragraph 6.110 2 lines 8-11 *Replace by:*

Keeping in the white sector (303°-307°), astern, of the Lions Gate Bridge Outbound Sector Light (E side, centre span) for no further than Brockton Point, the track leads SE, passing:

Canadian Notice W 1/3493/21

[NP25-No 13-Wk 14/21]

Canada - Burrard Inlet - Vancouver Harbour - First Narrows — Directions; sector light

201

Paragraph 6.112 1 lines 3-4 *Replace by:*

...keeping within the white sector (303°-307°) of Lions Gate Bridge Outbound Sector Light (E side, centre span) (6.110), pass SW of Calamity...

Canadian Notice W 1/3493/21

[NP25-No 14-Wk 14/21]

Canada - British Columbia - Vancouver Harbour - Burrard Inlet - Inner part — Limiting conditions; under-keel clearance

204

Paragraph 6.122 including heading *Replace by:*

Under-keel clearance 6.122

1 Requirements for UKC are as follows:

Area	UKC rising tide	UKC falling tide	UKC slack tide
Second Narrows	10%	10%	10%
Port Moody approaches	1 m minimum	10%	10%
Alongside a berth	5%	5%	5%

The maximum allowable draught for loaded tankers is 13.5 m. See the Port Information Guide of the Vancouver Fraser Port Authority (6.75) for further information.

Canadian Western Notice 2/3494/22; Vancouver Fraser Port Authority [NP25-No 21-Wk 45/22]

Canada - British Columbia - Vancouver Harbour - Burrard Inlet - Inner part — Arrival information; regulations concerning entry

204

Paragraph 6.126 1 lines 3-4 *Replace by:*

...Narrows (TCZ-2) and Eastern Burrard Inlet (TCZ-3), in addition to those of the First Narrows (TCZ-1). These include:

After Paragraph 6.126 2 line 5 *Insert:*

See the Port Information Guide of the Vancouver Fraser Port Authority (6.75) for further information.

Canadian Western Notice 2/3494/22; Vancouver Fraser Port Authority [NP25-No 22-Wk 45/22]

Canada - Vancouver - Burrard Inlet - Inner Part — Berths; leading lines

205

Paragraph 6.131 2 lines 4-6 *Replace by:*

...length with depth alongside 9.9 m. Lights in line bearing 314° lead in the deep-water approach to the wharf where large vessels usually berth starboard side to.

Paragraph 6.131 3 lines 13-15 *Replace by:*

...strongly, the rate might reach 2½ kn. The wharf face kept open on lights in line bearing 112° lead clear of the shallows in the approach to the outer berth.

Canadian Chart 3497 (2022) [NP25-No 46-Wk 48/23]

Canada - British Columbia - Burrard Inlet - Port Moody — Directions for entering harbour

206

Paragraph 6.136 1 lines 1-3 *Replace by:*

1 **Approach.** From a position N of Gosse Point (49°17'·53N 122°55'·59W) (6.129), a one lane navigation channel leads E for 2 miles into Port Moody, passing:

Canadian Western Notice 2/3494/22; Vancouver Fraser Port Authority [NP25-No 23-Wk 45/22]

Canada - British Columbia - Burrard Inlet - Indian Arm — Speed limit

206

After Paragraph 6.139 2 *Insert:*

3 **Speed limit** of 5 kn applies in an area from the S side of Boulder Island (6.144) to the N side of Cosy Cove (49°19'·71N 122°55'·19W), including Bedwell Bay (6.146). The area is marked by lighted speed limit buoys.

Canadian Western Notice 6/3495/22; Canadian Sailing Directions PAC201 [NP25-No 43-Wk 45/23]

Canada - Vancouver Island - Nanaimo — Pilotage

211

Paragraph 6.175 1 line(s) 1-4 *Replace by:*

1 Pilotage is compulsory, see 1.44.

Canadian Western Notice 8/3447/19 [NP25-No 3-Wk 41/19]

NP25

Canada – Desolation Sound east side - Lancelot Inlet — Anchorages; wreck

251

Paragraph 7.210 ¹ line(s) 3 *Replace by:*

...in a depth of about 20 m, keeping clear of a wreck
(50°04'·93N 124°43'·18W).

Canadian Western Notice 7/3312/19

[NP25-No 1-Wk 38/19]

Canada – British Columbia – Sutil Channel – Plunger Passage — Directions; obstruction

255

Paragraph 7.249 ¹ lines 3-5 *Replace by:*

...Island from Subtle Islands (7.240). The passage is
restricted to a navigable width of 1½ cables by shoals and
islets on each side. An obstruction (50°07'·11N
125°04'·46W) lies on the W side of the passage.

Canadian Western Notice 2/3538/22

[NP25-No 24-Wk 45/22]

ERRATUM

255

For existing Section IV Notice
NP25-No 24-Wk 45/22 read **NP25-No 24a-Wk 45/22**.
The instruction, page number and content of the
notice are correct.

The next Annual Notice to Mariner publication
(NP247) will be correct.

UKHO

[NP25-Wk 34/23]

Canada - British Columbia - Vancouver Island - Johnstone Strait — General information

274

Paragraph 8.69 ¹ lines 9-10 *Replace by:*

Vansittart Point to Hardwicke Point (8.80).

ENC CA470022 (6.005)

[NP25-No 32-Wk 17/23]

Canada - British Columbia - Vancouver Island - Johnstone Strait — Traffic regulations; TSS

275

Paragraph 8.72 ¹⁻² *Replace by:*

¹ **Traffic separation scheme.** A TSS (50°24'·67N
125°56'·93W), recommended for use by all vessels, is
in operation in the W part of Johnstone Strait (8.86).

² The TSS is not IMO-adopted but the Canadian
authorities advise that the principles for the use of
Routeing Systems defined in Rule 10 of the
*International Regulations for Preventing Collisions at
Sea (1972)* apply to it. See Appendix I for modified
regulations in Canadian waters.

ENC CA470022 (6.005)

[NP25-No 33-Wk 17/23]

Canada - British Columbia - Johnstone Strait - Vansittart Point — Directions

276

Paragraph 8.78 ² lines 6-9 *Replace by:*

...exhibited from Vansittart Point, which lies at the
foot of Mount Vansittart (50°23'·17N
125°44'·12W).

ENC CA470022 (6.005)

[NP25-No 34-Wk 17/23]

Canada - British Columbia - Johnstone Strait - Vansittart Point to Hardwicke Point — Directions

276

Paragraph 8.80 including headings *Replace by:*

VANSITTART POINT TO HARDWICKE POINT

General information

Route 8.80

¹ From a position S of Vansittart Point (8.78) the
track leads initially W, then generally WNW, following
a recommend route through Race Passage (8.81),
passing S of Helmcken Island (8.81). Thence the track
leads WNW, passing through a TSS (8.72), to a
position S of Hardwicke Point at the W end of
Hardwicke Island (8.81).

An alternative track leads through Current Passage
(8.81), passing N of Helmcken Island.

² **Caution.** In some instances, a large vessel or a tug
with rafts proceeding W on a W out-going stream
might have difficulty in making the turn to starboard
into Current Passage and in clearing Ripple Shoal
(8.85). Under such circumstances the Master might
decide to proceed against the traffic flow through
Race Passage and accordingly he should make every
effort to warn other traffic in the area.

Tugs with log rafts, which might not be using the
TSS, could be encountered in the area of Earl Ledge
(8.85).

ENC CA470022 (6.005)

[NP25-No 35-Wk 17/23]

Canada - British Columbia - Johnstone Strait - Helmcken Island — Tidal streams

276

Paragraph 8.83 ² line 2 *Replace by:*

...Passage (8.86) and Race Passage (8.85); they attain...

ENC CA470022 (6.005)

[NP25-No 36-Wk 17/23]

Canada - British Columbia - Johnstone Strait -
Race Passage — Directions

276-277

Paragraph 8.85 including heading *Replace by:***Race Passage
8.85**1 **Caution.** See 8.80.

From a position S of Vansittart Point (8.78), the track leads W for about 9 cables. Thence a recommended two-way route leads WNW for about 2½ miles, in the white sector (293°–296.5°) of Helmcken Island Directional Light (white round tower) (50°23'·93N 125°51'·43W), to a position NE of Camp Point Light (white round tower, green band at top) (50°23'·07N 125°49'·63W). Passing:

2 SSW of Tye Point Light (white round tower, red band at top) (50°23'·13N 125°47'·00W), exhibited from a point S of Tye Point (50°23'·25N 125°47'·02W), thence:

NNE of Race Passage East Light (white round tower, green band at top) (50°22'·86N 125°48'·80W), exhibited from a rock close off the Vancouver Island shore, thence:

3 SSW of Ripple Shoal (50°23'·40N 125°48'·70W), with a least depth of 2.8 m, which lies in the fairway between Eden Point (50°23'·92N 125°47'·28W), the SW entrance point to Chancellor Channel (7.328), and Camp Point. Kelp grows on the shoal during summer but it is usually submerged by the tidal streams. The shoal is covered by the red sector (284°–293°) of Helmcken Island Directional Light and the red sector (274°–281°) of Helmcken Island S Light (white round tower, red band at top) (50°23'·64N 125°52'·29W).

4 Thence the recommended two-way route leads W, to pass S Helmcken Island (8.81), through Race Passage (8.81), passing:

N of Camp Point Light (above), thence:
S of Helmcken Island S Light (above).

Thence the recommended two-way route leads WNW, passing:

NNE of Peterson Islet Light (white round tower, green band at top) (50°23'·37N 125°54'·81W), thence:

5 SSW of Earl Ledge Light (red and white rectangle on square framework tower) (50°24'·65N 125°55'·24W), exhibited from the extremity of the ledge which extends 3 cables S from the N shore of Johnstone Strait. It is steep-to on its W side and shoal ground, over which there is extensive kelp, extends 3 cables from its E side. The ledge is covered by the red sector (114°–122°) of Helmcken Island S Light.

6 Thence the track leads 2 miles WNW through the TSS (8.72) to a position S of Hardwicke Point (50°26'·31N 125°58'·46W), the W extremity of Hardwicke Island. Artillery Islets (50°26'·46N 125°58'·82W) are surrounded by drying ledges and lie close S of Yorke Island (50°26'·78N 125°58'·64W).
(*Directions continue at 8.92*)

ENC CA470022 (6.005)

[NP25-No 37-Wk 17/23]

Canada - British Columbia - Johnstone Strait -
Current Passage — Directions

277

Paragraph 8.86 *Replace by:***Current Passage
8.86**1 **Caution.** See 8.80.

The alternative route passes N of Helmcken Island (8.81), through Current Passage (8.81). Leaving the recommended track from a position S of Tye Point Light (8.85), the track leads NNW in the white sector (330°–336°) of Current Passage Directional Light (white round tower) (50°24'·56N 125°48'·61W), exhibited from the S coast of Hardwicke Island. Passing:

2 ENE of Ripple Shoal (8.85), thence:
WSW of Eden Point (8.85).

From a position WSW of Eden Point, the route turns and leads WNW, passing:

SSW of Current Passage Directional Light (above), thence:

3 NNE of Speaker Rock (50°23'·87N 125°51'·02W), thence:

NNE of Helmcken Island North Light (white round tower, green band at top) (50°24'·38N 125°52'·59W), exhibited from the N point of the island.

4 Thence the track turns and leads WSW, passing SSE of Earl Ledge Light, to a position at the start of the WNW-bound lane of the TSS (8.72).

ENC CA470022 (6.005)

[NP25-No 38-Wk 17/23]

Canada - British Columbia - Johnstone Strait -
Hardwicke Point to Broken Islands — Route

277

Paragraph 8.89 1 line 2 *For* (8.86) *Read* (8.85)

ENC CA470022 (6.005)

[NP25-No 39-Wk 17/23]

Canada - British Columbia - Johnstone Strait -
Hardwicke Point to Broken Islands — Directions

277

Paragraph 8.93 1 line 1 *For* (8.86) *Read* (8.85)

ENC CA470022 (6.005)

[NP25-No 40-Wk 17/23]

Canada - Vancouver Island - Broughton Strait -
Baronet Passage — Shoals

285

Paragraph 8.138 1 lines 11–12 *Replace by:*

...Island. A 4.4 m shoal (50°33'·16N 126°39'·16W) and a 1.4 m shoal (50°33'·16N 126°38'·96W) lie ESE of Bell Rocks; the fairway S of the shoals is deep and about 1 cable wide.

NP25

Paragraph 8.138 *2 Replace by:*

- 2 Walden Island (50°33'·22N 126°33'·52W), lies in mid-channel E of Cracroft Point. A shoal with a depth of 9·6 m (50°33'·03N 126°35'·25W) and a 8·2 m shoal (50°33'·26N 126°33'·88W) lie W of the island, and dangerous below-water rocks (50°33'·13N 126°34'·20W) lie WSW of the island. A drying rock (50°33'·26N 126°33'·07W) and a dangerous below-water rock (50°33'·26N 126°32'·87W) lie E of the island. The passages either side of the island are narrow with that to the N being a little wider and deeper; the one to the S has a least depth of 7·3 m.

Canadian Notice W 3/3546/22; W 3/3545/22
[NP25-No 28-Wk 10/23]

Canada - British Columbia - Vancouver Island - Broughton Strait — Directions; beacon

288

Paragraph 8.166 *3 lines 1-7 Replace by:*

- 3 WSW of Haddington Island South Light (white round tower) (50°35'·91N 127°01'·49W), exhibited from a drying ledge on the S side of the island.

Canadian Western Notice 6/3546/22
[NP25-No 44-Wk 45/23]

Canada - Vancouver Island - Broughton Strait - Alert Bay — Directions; wreck

289

After Paragraph 8.173 *2 line 5 Insert:*

Directions. The bay is entered from the SW, noting a dangerous wreck (50°35'·32N 126°56'·40W), masts visible.

Canadian Notice W 3/3546/22 [NP25-No 29-Wk 10/23]

Canada - Barkley Sound - Trevor Channel — Directions; light sector

330

Paragraph 10.32 *1 line(s) 1-6 Replace by:*

- 1 From a position in the vicinity of (48°47'·11N 125°17'·70W), about 3 miles W of Cape Beale (2.21), the track leads ENE, at night in the white sector (068·5°-072·5°) of Trevor Channel Entrance Light (white round tower) (48°48'·73N 125°10'·91W), exhibited from an islet NE of Cape Beale, passing:

Canadian Western Notice 11/3671/19
[NP25-No 4-Wk 02/20]

Canada - British Columbia - Cox Point to Estevan Point - Hesquiat Harbour — Anchorage; wrecks

349

Paragraph 10.160 *1 line(s) 4 Replace by:*

...126°27'·84W). Two dangerous wrecks lie 9 cables S of Le Claire Point.

Canadian Sailing Directions PAC202
[NP25-No 18-Wk 20/22]

Canada - Vancouver Island - Clayoquot Sound - Calmus Passage — Directions; rocks

359

Paragraph 10.217 *3 lines 1-3 Replace by:*

- 3 SSW of Morfee Island (49°13'·30N 125°57'·51W), an island fringed by rocks; Morfee Island Light (white round tower, green top) is exhibited from the SE end of the island. Thence:

Canadian Notice W 3/3673/22 [NP25-No 30-Wk 10/23]

Canada - Vancouver Island - Sydney Inlet — Directions; rocks

362

After Paragraph 10.249 *1 line 11 Insert:*

E of an islet (49°24'·32N 126°15'·15W), surrounded by rocks, thence:

Canadian Notice W 3/3603/22 [NP25-No 31-Wk 10/23]

NP26 British Columbia Pilot Volume 2 (2017 Edition)

ERRATUM

i

Note for NP26, Section IV identification No 24 has not been used.

UKHO [NP26-Wk 34/23]

Canada — Regulations

10

Paragraph 1.85 including heading *Replace by:*

Protection of the environment 1.85

- 1 **Conservation of Marine Mammals and aquatic species.** The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act (SARA)*. *The Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.

2 Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.

Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.

3 *Ballast water Control and Management Regulations* as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.

4 **National Wildlife Areas** (NWAs) are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.

5 **Marine Protection Areas** (MPAs) have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

6 **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also www.parkscanada.gc.ca.

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see www.notmar.gc.ca.

Paragraph 1.86 including heading *Replace by:*

Spare
1.86

Canadian Eastern Notice 3/306/19 Section A2
[NP26-No 10-Wk 17/19]

**Douglas Channel - Gertrude Point —
Directions; light**

112

Paragraph 3.153 2 lines 4-6 *Replace by:*

E of Gertrude Point (53°37'·92N 129°13'·93W), thence:

Canadian Western Notice 2/3977/17
[NP26-No 1-Wk 22/17]

**Canada - British Columbia -
Kitimat Arm — Depths**

113

Paragraph 3.165 1 lines 1-4 *Replace by:*

1 Depths in the fairway gradually decrease from about 350 m (190 fm) in the entrance, to about 50 m (27 fm) close S of the LNG Canada Marine Terminal S berth (53°59'·62N 128°40'·84W) (3.184).

ENC CA570626 (3.004) [NP26-No 25-Wk 30/23]

Canada - British Columbia - Kitimat — Depths

114

Paragraph 3.175 1 *Replace by:*

1 Depths in the approaches to the berths are from about 10 to 14 m, and subject to silting. The Port Authority should be contacted for the latest information on depths and authorised draught.

Canadian Notice 4/3908/22 [NP26-No 26-Wk 30/23]

Canada - British Columbia - Kitimat — Tugs

115

Paragraph 3.179 1 including heading *Replace by:*

Spare
3.179

FGSD CA PAC205 05/2023 [NP26-No 27-Wk 30/23]

**Canada - British Columbia - Kitimat —
Harbour; general layout**

115

Paragraph 3.180 1 *Replace by:*

1 All the berths at Kitimat are situated at the head of Kitimat Arm on the W shore, W of drying flats at the mouth of Kitimat River.

ENC CA570626 (3.004) [NP26-No 28-Wk 30/23]

**Canada - British Columbia -
Kitimat — Development**

115

Paragraph 3.181 including heading *Replace by:*

Spare
3.181

Canadian Notice 4/3908/22 [NP26-No 29-Wk 30/23]

**Canada - British Columbia - Kitimat —
Directions**

115

Paragraph 3.182 1-2 *Replace by:*

1 The berths are approached from a position at the N end of Kitimat Arm, close S of Kitimat, within the white sector of their respective sector lights. The entrance channels are marked by light buoys (lateral).

ENC CA570626 (3.004) [NP26-No 30-Wk 30/23]

NP26

Canada - British Columbia - Kitimat — Anchorage

115

Paragraph 3.183 *1 Replace by:*

- 1 An indifferent and exposed anchorage, with limited swinging room, can be obtained by vessels awaiting a berth S of the LNG Canada Marine Terminal berths in depths of 84 m, mud.

ENC CA570626 (3.004) [NP26-No 31-Wk 30/23]

Canada - British Columbia - Kitimat — Berths; depths

116

Paragraph 3.184 *1-4 Replace by:*

- 1 **Rio Tinto Berth No 1** (53°59'·86N 128°41'·60W) extends along the W shore at the head of Kitimat Arm and is used mainly by ocean going vessels loading alumina and petcoke. The wharf is of concrete construction, 210 m in length, with depths alongside of about 9 to 10 m.

Rio Tinto Berth No 2 (53°59'·69N 128°41'·57W), a concrete extension S from berth No 1, 230 m in length, with depths alongside of about 13 to 15 m.

- 2 **LNG Canada Marine Terminal** consists of two berths; N (53°59'·73N 128°40'·86W) and S (53°59'·62N 128°40'·84W), both 137 m in length, with depths alongside from about 8 to 13 m.

Materials Offloading Facilities lie in the basin N of the LNG Canada Marine Terminal. Depths alongside are from about 8 to 14 m; the berths are used for project cargoes.

ENC CA570626 (3.004); FGSD CA PAC205 05/2023
[NP26-No 32-Wk 30/23]

British Columbia - Approaches to Prince Rupert - Chatham Sound — Directions; ODAS

136

After Paragraph 4.65 *4 line 7 Insert:*

Clear of a submerged ODAS (54°15'·80N 130°46'·75W), depth 13 m, thence:

Canadian Notice 03/3957/20 [NP26-No 17-Wk 19/20]

British Columbia – Approaches to Prince Rupert – Chatham Sound — Directions

136

Paragraph 4.65 *4* including Section IV Notice week 19/20
Replace by:

- 4 Between D72 Light Buoy (starboard hand), moored about 5 cables E of the N end of Rushton Island (54°15'·80N 130°49'·40W), which marks the E side of a shoal with a least depth of 5·2 m, and D75 Light Buoy (port hand), moored at the S end of a bank that extends SSE from Hanmer Rocks, thence:

Between Alexandra Bank (54°14'·22N 130°33'·94W) (4.24), marked in its centre by DAX Light Buoy (preferred channel to starboard), and:

Canadian Western Notice 2/3957/22

[NP26-No 23-Wk 45/22]

Prince Rupert — Port information

137

After Paragraph 4.70 *1 line 3 Insert:*

Port Information Guide Prince Rupert is available at the following website:

www.rupertport.com/operations/port-information-guide

Port Information Guide Prince Rupert

[NP26-No 11-Wk 33/19]

Prince Rupert — Port information; under-keel clearance

137

After Paragraph 4.72 *2 line 3 Insert:*

Under-keel clearance 4.72a

- 1 Within the port of Prince Rupert, a vessel's UKC should not be less than 10% of its maximum draught unless prior permission has been obtained from the port authority.

For further information see *Port Information Guide Prince Rupert* (4.70).

Port Information Guide Prince Rupert

[NP26-No 12-Wk 33/19]

Prince Rupert Harbour — Pilotage

138

Paragraph 4.79 *1 line 1 Replace by:*

- 1 Pilotage is compulsory for vessels over 350 gt. Pilots board in the following areas:

Port Information Guide Prince Rupert

[NP26-No 13-Wk 33/19]

Prince Rupert Harbour — Regulations

138

After Paragraph 4.79 *3 line 6 Insert:*

Traffic regulations 4.79a

- 1 **Fairview Channel.** Within the main channel to the inner harbour, normally only one deep sea vessel will transit at any one time. Outbound vessels have priority for the channel.

Porpoise Channel. The following restrictions apply for deep sea vessels entering Porpoise Channel:

Transits are to be conducted in daylight and only when visibility exceeds 2 miles;

2 Transits are not to be conducted in sustained (or forecast sustained) winds exceeding 25 kn; Arrival transits are to be conducted 60 mins either side of HW or LW; Departure transits are to be conducted 60 mins either side of HW only; Transits shall only be conducted when tidal conditions are such that the minimum UKC requirements (4.72a) are extant for the entire period of transit;

3 Only one deep sea vessel shall be underway between the Pulp Mill Wharf at Watson Island (4.100) and D24 Light Buoy (starboard hand) (54°11'·43N 130°20'·45W) at any one time.

Safety Zones. The following safety zones exist within Prince Rupert Harbour:

All vessels, except for assigned tugs, must remain outside of 50 m from any ship alongside any berth or anchored in Prince Rupert;

4 All vessels must remain outside of 140 m from any LPG carrier loading cargo at Ridley Terminal;

All vessels except for those engaged in bunkering, either alongside or at anchor, shall remain outside of 100 m from any bunkering operation.

Security Zones. The following security zones exist within Prince Rupert Harbour:

5 No vessel, including any pleasure craft, shall come within 50 m of any military vessel while moving, anchored or docked at Northland terminal, without prior authorisation of the warship, and:

No diving is to be conducted within 500 m of a warship without prior permission.

No Wake Zones. The following areas have been designated by Prince Rupert Port Authority as No Wake Zones:

6 At Digby Island Floats (54°18'·81N 130°24'·07W) and S of Mission Point (54°20'·15N 130°26'·54W) in the NE corner of Metlakatla Bay (4.36);

Within Porpoise Harbour (4.91);

Vessels are to minimise their wake when passing docks, floats and seaplanes within these areas.

7 In addition, vessels passing within 3 cables of the NW coast of Kaien Island between Fairview Container Terminal (4.94) and Ritchie Point (4.114) must also minimise their wake.

For further information see *Port Information Guide Prince Rupert* (4.70)

Port Information Guide Prince Rupert
[NP26-No 14-Wk 33/19]

Canada - British Columbia - Chatham Sound - Prince Rupert — Directions; light

139

Paragraph 4.86 *s* lines 3-7 *Replace by:*

Kaien Island Sector Light (square framework tower on 3-pile dolphin) (54°15'·22N 130°20'·76W). The light is operated only on request to Prince Rupert Port Authority.

Canadian Western Notice 7/3957/22
[NP26-No 33-Wk 48/23]

Canada - British Columbia - Prince Rupert approaches - Porpoise Harbour — Directions

140

Paragraph 4.88 *s* line(s) 1-2 *Replace by:*

5 NW of Porpoise Channel East Light (see above).

Leading marks:

Front beacon (lattice, orange with black stripe) (54°12'·68N 130°17'·41W).

Rear beacon (similar structure) (2 cables from front beacon).

The alignment (160°), astern, of these beacons then leads NNW, passing:

Canadian Western Notice 6/3956/21
[NP26-No 20-Wk 38/21]

Prince Rupert Harbour — Depths

140

Paragraph 4.92 *i* line 7 *Replace by:*

...and a controlling depth of 20·2 m. The berth can...

Port Information Guide Prince Rupert
[NP26-No 15-Wk 33/19]

Prince Rupert Harbour — Depths

141

Paragraph 4.96 *i* *Replace by:*

1 **Westview Terminal**, (formerly Prince Rupert Grain Terminal No 1) lies about 5 cables NE of Pillsbury Point (54°17'·96N 130°21'·17W). The berth face has an overall length of 309 m and a controlling depth of 11·8 m.

Port Information Guide Prince Rupert
[NP26-No 16-Wk 33/19]

Queen Charlotte Sound – Calvert Island — General information; traffic regulations

158

After Paragraph 5.16 *i* line 1 *Insert:*

Traffic regulations

5.16a

1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 51°19'·00N 128°50'·64W, located about 35 miles WSW of Calvert Island.

Canadian Western Notice 4/3000/17
[NP26-No 2-Wk 22/17]

Hecate Sound – Price Island — General information; traffic regulations

176

After Paragraph 6.13 *i* line 6 *Insert:*

Traffic regulations

6.13a

1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 52°13'·26N 129°34'·21W, located about 29 miles SW of Price Island (52°24'·00N 128°41'·00W).

Canadian Western Notice 4/3000/17
[NP26-No 3-Wk 22/17]

NP26

Hecate Strait – Bonilla Island — General information; traffic regulations

180

After Paragraph 6.38 2 line 11 *Insert*:

Traffic regulations

6.38a

- 1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 53°12'·74N 130°39'·08W, located 16 miles S of Bonilla Island (6.43).

Canadian Western Notice 4/3000/17

[NP26-No 4-Wk 22/17]

British Columbia - Pitt Island - Otter Channel — Light

188

Paragraph 6.95 2 lines 1–12 *Replace by*:

- 2 WSW of Fleishman Point (53°12'·71N 129°35'·19W), which forms the E entrance point to Principe Channel (53°22'·00N 129°50'·00W) and is lower and less conspicuous than Ring Point (53°13'·31N 129°36'·18W), the SW extremity of Pitt Island, which is high, bold and conspicuous, thence: WSW of Ring Point. Nepean Rock (53°12'·89N 129°36'·81W), covered by the green sector (113°–129°) of Paige Point Light (white square framework tower) (53°11'·09N 129°32'·12W), is a drying, steep-to rock, lying 5 cables SW of Ring Point; further shoal rocks lie up to 5 cables SSE and EM Light Buoy (S cardinal) is moored 6¾ cables SSE of Nepean Rock. Thence:

BA Chart 4929

[NP26-No 6-Wk 44/17]

British Columbia - Pitt Island - Otter Channel — Lights

190

Paragraph 6.105 2 lines 4–9 *Replace by*:

...SSE), a white rock covered by the red sector (050°–072°) of Paige Point Light (53°11'·09N 129°32'·12W) (6.95). The white sector (083°–085°) of Blackrock Point Light (53°12'·51N 129°20'·66W) (6.77) leads through the centre of Otter Channel, which has a least width of 1 mile and has depths that are generally in excess of 145 m (80 fm).

From the E the channel is entered S of McCreight Point Light (white square framework tower, green top) (53°12'·52N 129°30'·05W) and N of Fanny Point (53°11'·42N 129°29'·18W) (6.77), 1¼ miles SE. The white sector (263°–265°) of Banks Island SE Light (white square framework tower) (53°11'·02N 129°45'·77W) leads through the centre of the channel.

BA Chart 4929

[NP26-No 7-Wk 44/17]

Canada - Hecate Strait - Browning Entrance to Dundas Island — Directions; shoal; buoyage

197

Paragraph 6.150 2 line 4 *Replace by*:

...other shoals. EF2 Light Buoy (starboard hand) (54°02'·54N 130°54'·36W) is moored 5½ cables NNW of Grenville Rock. Warrior Rocks lie 2½ miles NE...

After Paragraph 6.150 3 line 4 *Insert*:

E of a shoal with least depth of 7·1 m, marked by a light buoy (port hand) (54°16'·00N 131°05'·40W), thence:

Canadian Notice 4/3002/17

[NP26-No 5-Wk 23/17]

British Columbia - Moresby Island - Juan Perez Sound - Matheson Inlet — Depth

213

Paragraph 7.71 1 line 8 *For* 1·8 m *Read* 0·5 m

Canadian Notice 6/3808/18

[NP26-No 8-Wk 30/18]

Canada - British Columbia - West coast of Haida Gwaii — Voluntary protection zone

229

After Paragraph 8.8 1 line 3 *Insert*:

Voluntary protection zone 8.8a

- 1 A voluntary protection zone for shipping is established off the W coast of Haida Gwaii (8.2). Within the zone, commercial vessels of 500 gt or more shall maintain a minimum distance of 50 miles offshore when transiting along the W coast of Haida Gwaii with the following exceptions:
- 2
- Cruise vessels to maintain a minimum of 12 miles distance from shore.
 - Vessels transiting between Pacific Northwest ports to maintain a minimum of 25 miles distance from shore.
 - Tugs and barges (including pushing and towing alongside); no minimum distance.
 - Fishing vessels; no minimum distance.

Canadian Western Notice 9/903/21

[NP26-No 21-Wk 51/21]

British Columbia - West coast of Graham Island — Caution; depths

242

After Paragraph 8.106 1 line 11 *Insert*:

- 2 **Caution.** Recent surveys have determined the presence of depths shoaler than charted and indicate that position discrepancies in the order of 200 m may exist.

Canadian Western Notice 6/3868/18

[NP26-No 9-Wk 30/18]

Canada - British Columbia - Virago Sound to Naden Harbour — Directions; depth

254

Paragraph 8.186 ³ line(s) 4 *Replace by:*

...tides, thence:

NW of a submerged ridge (54°03'·51N 132°32'·41W) with a depth of 1·8 m.

Canadian Western Notice 10/3892/21

[NP26-No 22-Wk 08/22]

Canada - North Coast of Graham Island - Masset Harbour — Directions; rock

256

Paragraph 8.198 ⁴ line(s) 4-8 *Replace by:*

ENE of Davey Ledge, a drying ledge lying 3 cables ENE of Westacott Point (54°04'·60N 132°14'·64W). Thence:

ENE of a rock awash (54°04'·14N 132°13'·65W), situated on a wide shoal. Shoal water extends well off the W shore of the entrance to Masset Harbour.

Thence:

Canadian Western Notice 9/3895/20

[NP26-No 18-Wk 49/20]

Canada - North coast of Graham Island - Masset Harbour — Directions; depth

256

Paragraph 8.198 ⁵ line(s) 3 *For* 4·6 m *Read* 3·9 m

Canadian Western Notice 9/3892/20

[NP26-No 19-Wk 50/20]

NP27 Channel Pilot (2023 Edition)

NP28 Dover Strait Pilot (2020 Edition)

Netherlands — Pilotage

8

Paragraph 1.51 *Replace by:*

¹ **Pilotage regions.** Pilotage in Netherlands waters is provided by registered Pilots who are members of the Netherlands Pilotage Corporation, a professional public body. There are four regional pilot corporations. The area covered by this volume falls within the coverage of two of these corporations, namely, Scheldemonden regional corporation for the S part of the Netherlands and Rijnmond regional corporation for the Hoek van Holland area.

² **Pilotage regulations.** Netherlands Government regulations make pilotage compulsory for the following categories of vessels:

Vessels built or modified to be used for the transport of oil, gas or chemicals in bulk and fully or partly laden, or such vessels if empty but not yet gas-free with all dangerous residue removed;

³ Vessels carrying such quantities of dangerous cargo as directed by the Minister of Transport and Public Works;

Vessels whose dimensions exceed the maximum limits for non-compulsory pilotage prescribed for the fairway in which they intend to navigate. For further details reference should be made to the appropriate area within the geographical chapters.

⁴ An exemption to compulsory pilotage applies to the following:

Vessels performing maintenance or services such as tugs, dredgers, sludge-vessels and barges of up to a specific length, beam and draught. Unless these vessels are being used for different purposes when navigating on a designated fairway;

⁵ Vessels passing through territorial waters without entering the nearest Netherlands port;

Vessels whose navigating officer holds a Pilot Exemption Certificate;

Navy vessels;

Pilot vessels, unless they are not being used for pilotage.

See also *ADMIRALTY List of Radio Signals Volume 6(1)*.

⁶ **Ad hoc compulsory pilotage.** Vessels with exemption from compulsory pilotage can be ordered by the authorities to make use of a pilot due to weather conditions or when special circumstances apply to the vessel, the passengers and/or crew, the cargo, the traffic conditions or the fairway.

⁷ **Shore-based pilotage.** If a pilot is unable to embark due to one of the circumstances below, open water pilotage may be conducted using VHF radio communications.

Bad weather.

Design of vessel which does not allow the pilot to embark offshore.

Other unusual circumstances.

A pilot will embark once the vessel is in sheltered waters.

⁸ **Pilot vessels.** Netherlands pilot vessels on station or engaged on pilotage duties fly a blue flag with letter L in white at the masthead.

In reduced visibility the sound signals for a pilot should be made three seconds after the normal signals prescribed by Rule 35 of *The International Regulations for Preventing Collisions at Sea (1972)*.

⁹ Apart from the lights prescribed by Rule 29 of *The International Regulations for Preventing Collisions at Sea (1972)*, pilot vessels in Dutch waters also exhibit a white flare at intervals of up to 10 minutes.

In the event of bad weather, a pilot vessel may indicate the suspension of pilotage for small vessels by the signal UI using flags or Morse code. Information relating to the suspension of pilotage is also promulgated by MSI.

UKHO

[NP28-No 14-Wk 18/21]

England - United Kingdom regulations — Maritime and Coastguard Agency

11

Paragraph 1.87 ¹ line 5 *For Her Read His*

UKHO

[NP28-No 45-Wk 47/22]

NP28

England - Distress and rescue — Rescue services

14

Paragraph 1.116 *1* line 1 *For Her Read His*

UKHO [NP28-No 46-Wk 47/22]

England - Distress and rescue — Coastguard stations

15

Paragraph 1.117 *1* line 1 *For Her Read His*

UKHO [NP28-No 47-Wk 47/22]

Dover Strait - TSS — Depths; wrecks

55

Paragraph 2.9 *2* *Replace by:*

- 2* The controlling depth on the SW-going deep-draught route is 26.5 m (2007) SE of the SW part of The Varne. However, where the contour of the South Falls shoal continues SSW across the SW-going lane of the TSS in Dover Strait, depths of about 25 m are almost unavoidable. Additionally, it should be noted that depths of less than 25 m exist in a broad area extending up to 5 miles WNW of Bullock Bank (50°45'00N 1°04'30E). Both the two last mentioned locations are areas of sandwave activity (2.16).

Caution. See 2.17.

Corr. SHOM 14/06/23 [NP28-No 54-Wk 28/23]

Dover Strait - TSS — Wrecks

56

Paragraph 2.17 *1* *Replace by:*

- 1* Numerous wrecks lie within the TSS in Dover Strait, many of which are significantly shoaler than the controlling depths (2.9). See also 1.129.

Corr. SHOM 14/06/23 [NP28-No 55-Wk 28/23]

England - South coast - Beachy Head to Dungeness — Wrecks

82

After Paragraph 3.89 *1* line 7 *Insert:*

50°39'03N 0°23'83E.
50°43'86N 0°38'38E.
50°50'42N 0°53'11E.

GB Chart 0536 Ed11 (2022) [NP28-No 51-Wk 14/23]

France - North coast - Cap d'Antifer to Fécamp — Wind farm; prohibited area

108

Paragraph 5.10 *1* *Replace by:*

- 1* The Fécamp Offshore Wind Farm is being developed (2022) in the vicinity of 49°53'00N 0°14'00E, with a planned 83 wind turbines. A meteorological mast has been established in position 49°50'85N 0°13'14E. Entry to the development area is prohibited.

ENC FR368570 (3.050) [NP28-No 41-Wk 28/22]

France - North coast - Cap d'Antifer to Fécamp — Directions; wind farm

108

Paragraph 5.13 *2* lines 6-7 *Replace by:*

SSE of Fécamp Offshore Wind Farm (49°53'00N 0°14'00E) (5.10), under development, thence:

ENC FR368570 (3.050) [NP28-No 42-Wk 28/22]

France - North coast - English Channel - Le Tréport — Controlling depth

117

Paragraph 5.79 *1* lines 1-6 *Replace by:*

- 1* The channel leading to the harbour entrance and within the harbour, and the channels leading to Port de commerce and to Port de Pêche et de Plaisance, dry 1.5 m. Less water may exist; the Port Authority should be consulted for the latest information.

French Chart FR7207 [NP28-No 1-Wk 36/20]

France - North coast - Boulogne-sur-Mer — Arrival information; outer anchorage

125

Paragraph 5.132 *Replace by:*

- 1* A waiting anchorage (50°44'45N 1°32'62E) has been established about 1 mile W of the entrance. **Caution.** Numerous wrecks and obstructions lie in the vicinity of the anchorage.

French Chart 7427 Ed.4 (2022); French SD C21
[NP28-No 56-Wk 31/23]

France - North coast - Boulogne-sur-Mer — Arrival information; pilotage

125

Paragraph 5.133 *Replace by:*

- 1* Pilotage is mandatory within the compulsory area for all vessels carrying dangerous cargoes and for vessels 60 m in length or more.

Pilots board at 50°44'76N 1°31'00E. For full details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

French Chart 7427 Ed.4 (2022); French SD C21
[NP28-No 57-Wk 31/23]

**France - North coast - Boulogne-sur-Mer —
Arrival information; traffic regulations**

125

After Paragraph 5.133 *Insert*:

Traffic regulations

5.133a

- 1 **Anchoring is prohibited** as follows:
 Within the access channel.
 Within Rade de Carnot.
Entry is prohibited within an area centred on
 50°43'·86N 1°34'·93E.

French Chart 7427 Ed.4 (2022); French SD C21
 [NP28-No 58-Wk 31/23]

**France - North coast - Boulogne-sur-Mer —
Directions for entering harbour**

127

Paragraph 5.140 including heading *Replace by*:

Approach and entry

5.140

- 1 The main approach is from W through Bassure de Baas (5.120). It is also possible to approach Boulogne-sur-Mer from the N through Rade d'Ambleteuse and the Ferry Channel (5.156).

From a position W of the harbour entrance (50°44'·60N 1°34'·20E) the access channel (5.134) leads generally ESE, clear of charted wrecks and obstructions, passing:

- 2 SSW of Approaches Boulogne Light Buoy (S cardinal) (50°45'·32N 1°31'·04E), thence:
 Between the heads of the breakwaters, from where lights are exhibited.

Caution. The in-going stream is strong in the vicinity of Digue Carnot head and in bad weather there may be a heavy sea in the entrance.

Useful marks:

- 3 Fort de l'Heurt (ruin) (50°42'·50N 1°33'·59E) a blockhouse on an islet on the edge of the coastal bank.
 Fort du Mont de Coupe (50°42'·72N 1°34'·37E), standing close to the coast.
 Belfry (square tower) of Town Hall (50°43'·50N 1°36'·79E).
 Four wind turbines at the root of Digue Carnot (50°43'·49N 1°33'·78E).
 Digue Nord Light (red metal tower, 4 m in height) (50°44'·71N 1°34'·18E).

Paragraph 5.141 including heading *Replace by*:

Rade Carnot and Darse Sarraz-Bournet

5.141

- 1 From the harbour entrance, the track leads SSE to a position between RC1 and RC2 Light Buoys (lateral), which mark the entrance to Darse Sarraz-Bournet, and then S as required for berthing.

Useful marks:

Light (white pylon, red top, 7 m in height) (50°43'·65N 1°34'·66E) standing at the E entrance point of the basin. A signal station lies close E.

Light (white pylon, green top, 7 m in height) (50°43'·67N 1°34'·50E) standing the W entrance point of the basin.

- 2 White daymark (50°44'·27N 1°34'·03E) on Digue Carnot, providing a useful mark for vessels when departing Avant Port to avoid shoals in the N and S parts of Rade Carnot.

Paragraph 5.142 *Replace by*:

- 1 **Leading lights:**

Front light: Gare Maritime Head Light (grey octagonal pylon, green top, 9 m in height) (50°43'·70N 1°35'·68E).

Rear light: Quai Gambetta Light (grey building, red top, 43 m in height) (50°43'·54N 1°36'·08E) (3 cables from front light).

The alignment (122·4°) of these lights leads through Avant Port, the chart being sufficient guide.

Useful marks:

Light (red metal tower, 10 m in height) (50°43'·91N 1°35'·25E), exhibited from the head of Jetée Nord-Est Light, a wooden pier.

Light (white column, green top, 13 m in height) (50°43'·90N 1°35'·12E), exhibited from the head of Jetée Sud-Ouest, constructed of stone and cement.

Paragraph 5.143 including heading *Replace by*:

Spare

5.143

French Chart 7427 Ed.4 (2022); French SD C21
 [NP28-No 59-Wk 31/23]

**France - North coast - Boulogne-sur-Mer —
Basins and berths; outer harbour**

128

Paragraph 5.144 including heading *Replace by*:

Darse Sarraz-Bournet

5.144

- 1 **Quai de l'Europe** (50°43'·45N 1°34'·36E), is about 810 m in length and can accommodate vessels up to 230 m LOA; maintained depth alongside of 10·0 m.

French Chart 7427 Ed.4 (2022); French SD C21
 [NP28-No 60-Wk 31/23]

**France - North coast - Boulogne-sur-Mer —
Basins and berths; inner harbour**

128-129

Paragraph 5.145 including heading *Replace by*:

Avant Port

5.145

- 1 **Gare Maritime** (50°43'·67N 1°35'·69E) at the SE end of Avant Port is a cross-Channel ferry terminal. It has three RoRo berths, the NW one of which has a depth alongside of 6·5 m.

Bassin Loubet (50°43'·54N 1°35'·21E) has a maintained depth of 5 m and can accommodate vessels up to 135 m LOA and 21 m beam. The basin is entered through a lock:

NP28

Vessels 100 m to 120 m in length enter 2½ hours before HW to 1 hour after HW.

Vessels 120 m to 135 m in length pass through the lock with both gates open at around HW.

- 2 Quai Amiral Huguet (50°43'·63N 1°35'·26E) on the NW side of the basin is a commercial quay and includes a RoRo berth. The other quays are used by yachts and fishing vessels.

French Chart 7427 Ed.4 (2022); French SD C21
[NP28-No 61-Wk 31/23]

France - Calais — Controlling depths

135

Paragraph 6.20 1 lines 5-6 *Replace by:*

...8 cables W of the head of Jétee Ouest (50°58'·24N 1°50'·40E).

Grand Bassin Général de Gaulle is dredged to 8·5 m and the turning basin to 8·0 m.

Avant-Port and Bassin Henri Ravisse are dredged to 9·0 m.

Arrière-Port is dredged to 7·2 m.

French Notice 43/35/21 [NP28-No 18-Wk 47/21]

France - North coast - Calais — Prohibited area

135

Paragraph 6.25 4 lines 1-4 *Delete*

French Notice 48/34/21 [NP28-No 31-Wk 21/22]

France - North coast - Calais — Regulations concerning entry; speed limits

135

Paragraph 6.25 5 *Replace by:*

- 5 **Speed limits.** The following speed limits apply:
In the entrance to Grand Bassin Général de Gaulle (up to B3 Light Beacon), 15 kn.
Avant-port, Bassin Henri Ravisse and Grand Bassin Général de Gaulle, 10 kn.
Chenal Intérieur and Arrière-port, 8 kn.
Other basins, 5 kn.

French Notice 8/C21/22 [NP28-No 43-Wk 28/22]

France - Calais — General layout; basin

135

Paragraph 6.26 1-2 *Replace by:*

- 1 Grand Bassin Général de Gaulle (50°58'·76N 1°51'·82E) lies between Digue de Ridens (Digue du Nord) and Jetée Est.

Avant-Port (50°58'·16N 1°50'·96E) forms the entrance channel and lies between Jetée Est and Jetée Ouest. Bassin Henri Ravisse extends ENE from the SE end of Avant-Port. Arrière-Port (50°57'·87N 1°51'·00E) is entered from Avant-Port through a channel to the SW of Quai de Marée, which lies at the S end of Avant-Port. Bassin Carnot, used commercially, is entered through Écluse Carnot to the SE of Arrière-Port, and Bassin de l'Ouest is entered through a dock gate to the SW of Arrière-Port.

- 2 The SW end of Bassin Carnot, called Arrière Bassin, provides access through two parallel locks to Bassin de la Batellerie and thence to the Canal de Calais to Saint-Omer and the French canal system as a whole.

French Notice 43/35/21 [NP28-No 19-Wk 47/21]

France - Calais — Development; berths

135

Paragraph 6.27 1 *Replace by:*

- 1 Works are in progress (2021) in the S part of Grand Bassin Général de Gaulle (6.34a) for the construction of new berths.

French Notice 43/35/21 [NP28-No 20-Wk 47/21]

France - Calais — Directions

137

After Paragraph 6.34 3 line 9 *Insert:*

The track then continues to a position WNW of the entrance to Avant-Port.

Useful marks:

Water tower (50°57'·42N 1°48'·96E).
(*Directions continue for Avant-Port at 6.35*)

Grand Bassin Général de Gaulle

6.34a

- 1 From a position WNW of the entrance to Avant-Port, the track continues ENE in the white sector of a directional light (50°58'·92N 1°52'·39E) exhibited from the root of Digue des Ridens, passing: NNW of the head of Jetée Est, from where a light (6.32) is exhibited, thence:
2 SSE of the head of Digue des Ridens on which stands a signal station.
The track then continues as required for the allocated berth.

Paragraph 6.35 1-3 including Heading *Replace by:*

Avant-Port and Arrière-Port

6.35

- 1 From a position WNW of the entrance to Avant-Port, the route leads ESE and then SE passing:
SW of the head of Jetée Est, from where a light (6.32) is exhibited, and:
NE of the head of Jetée Ouest, from where a light (white metal tower, green top, 12 m in height) (50°58'·24N 1°50'·40E) is exhibited.

2 From Avant-Port there is direct access to Bassin Henri Ravisse to the E, the ferry berths grouped around the Gare Maritime to the S, and to Arrière-Port. The line of bearing 142° of Calais Main Light (6.32) seen between the light towers at the heads of the breakwaters leads through the entrance to Arrière-Port.

3 **Caution.** Numerous wrecks and obstructions lie within the entrance to Avant-Port. Arrière-Port is subject to siltation and less water than indicated on the chart may exist.

Useful marks:

Light (grey post, 8 m in height) (50°58'·05N 1°50'·82E) exhibited from the outer end of Quai de Marée in conjunction with a fog horn during restricted visibility.

Red and white chimney (50°58'·02N 1°52'·71E).

Paragraph 6.36 including heading *Replace by:*

**Spare
6.36**

French Notice 43/35/21 [NP28-No 21-Wk 47/21]

France - Calais — Basin

137

After Paragraph 6.37 1 line 8 *Insert:*

**Bassin Général de Gaulle
6.37a**

1 Two jetties extend WNW from the E end of the basin; dredged depth alongside is 8 m. It is reported that vessels of 240 m in length and 36 m in width can be accommodated.

French Notice 43/35/21 [NP28-No 22-Wk 47/21]

**Belgium - Approaches to Oostende —
Traffic regulations; restricted areas**

151

Paragraph 6.123 1 including heading *Replace by:*

**Traffic regulations
6.123**

1 **Traffic separation scheme.** At West Hinder TSS, which leads to the Scheur and thence Westerschelde, lies to the N of Bancs de Flandre along the boundary of the area described in this chapter. For details of the scheme see 2.48.

2 **Restricted areas.** Two areas, into which entry is prohibited, are centred on 51°07'·96N 2°33'·70E and 51°06'·96N 2°34'·71E.

Entry is also prohibited in an area, centred on 51°10'·18N 2°37'·87E, marked by light buoys (cardinal).

Belgian Notices 13/193/21 and 3/104/22
[NP28-No 33-Wk 22/22]

**Belgium - Approaches to Oostende —
Directions; restricted area**

153

After Paragraph 6.130 2 line 7 *Insert:*

SSE of a restricted area (51°10'·18N 2°37'·87E) (6.123) marked by light buoys (cardinal), thence:

Belgian Notice 3/104/22 [NP28-No 34-Wk 22/22]

**Belgium - Oostende - Kleine Rede —
Anchorage; submarine cables**

154

Paragraph 6.143 1 lines 10-11 *Replace by:*

...Moreover, the anchorage is encumbered by wrecks, obstructions and submarine cables.

UKHO [NP28-No 49-Wk 09/23]

Belgium - Oostende — Restricted area

155

After Paragraph 6.144 1 line 7 *Insert:*

**Restricted area
6.144a**

1 A restricted area, into which entry is prohibited, is centred on RT1 Offshore Platform (51°14'·78N 2°55'·16E).

GB Chart 1874 (2021) [NP28-No 23-Wk 49/21]

**Belgium - Approaches to Westerschelde —
Regulations; pilotage**

165

Paragraph 7.27 2 *Replace by:*

2 Two pilots are required onboard a large LNG tanker. The pilots assigned to a large LNG tanker will prepare a Sailing Plan one hour prior to her arrival at the A-S Light Buoy (51°21'·15N 2°36'·92E). At the same time, Zeebrugge Traffic Centre (VCZB) will broadcast details of the plan to all vessels. This broadcast will be updated once the LNG tanker has arrived at A-S Light Buoy.

Belgian Notice 1/53/23 [NP28-No 62-Wk 33/23]

**Netherlands - Westerschelde - Rede Vlissingen
— Anchorages; wrecks; obstructions; light buoy**

168

Paragraph 7.39 1 lines 3-10 *Replace by:*

Wielingen-Noord (51°25'·87N 3°28'·91E) anchorage is situated N of a line joining W6 (51°25'·10N 3°27'·19E) and W8 (51°25'·48N 3°30'·27E) Light Buoys on the N side of the fairway. The anchorage is primarily intended for tankers and vessels carrying dangerous cargoes. The holding ground is not good and the anchorage should not be used in bad weather. The limits of the anchorage are marked by light buoys and buoys. Numerous wrecks and obstructions lie within the anchorage.

NP28

Paragraph 7.39 2 *Replace by:*

- 2 **Wielingen-Zuid** (51°24'·80N 3°31'·00E) anchorage is a general purpose anchorage, intended mainly for vessels over 14 m draught waiting for the tide. The anchorage lies S of the fairway between the disused lighthouse at Kruishoofd (51°23'·68N 3°28'·27E) and Breskens Ferry Harbour. The holding ground is not good and the anchorage should not be used in bad weather. An obstruction (51°24'·53N 3°32'·22E), marked by HET VEER Light Buoy (N cardinal), lies in the SE of the anchorage.

Paragraph 7.39 3 lines 1–9 *Replace by:*

- 3 **Rede Vlissingen** anchorage (51°25'·00N 3°35'·00E) lies S of the fairway to the NE of Breskens Harbour (51°23'·98N 3°34'·06E). The limits of the anchorage are marked by light buoys and buoys. The anchorage is divided into an E and W part. The smaller E part is designated for small sea-going vessels carrying dangerous cargoes. The anchorage is open to the W and in strong winds vessels should anchor in Put van Terneuzen (7.160). An area of foul ground lies in the W part of the anchorage.

ENC NL5WS130 (8.010) [NP28-No 65-Wk 33/23]

Belgium - Zeebrugge — Traffic regulations; prohibited area

170

After Paragraph 7.59 *Insert:*

Traffic regulations 7.59a

- 1 **Prohibited area.** An area dangerous for navigation lies on the NE side of the main fairway between a position 4 cables NW of the head of the E breakwater and the head of the LNG Dam, 1¼ miles SE.
- 2 **LNG bunker vessel additional regulations.** An LNG bunker vessel *Engie Zeebrugge* is in operation in the port, therefore the following regulations are applicable when navigating in the vicinity of the bunker vessel:

When the LNG bunker vessel is moored alongside a quay or a receiving vessel, vessels must pass at a minimum distance of 30 m and speed not exceeding 6 knots.

- 3 When the LNG bunker vessel is sailing in the port, vessels must keep a minimal distance of 1 cable fore or aft and pass at a minimum distance of 50 m, speed not exceeding 6 knots.

Within locks, the LNG bunker vessel is the last to enter and leave unless the lock master instructs otherwise.

Belgian Notice 1/53/23 [NP28-No 63-Wk 33/23]

Belgium - Zeebrugge — Prohibited area

170

Paragraph 7.60 2 *Delete*

UKHO [NP28-No 64-Wk 33/23]

Netherlands - Westerschelde approaches — Directions; light

175-176

Paragraph 7.89 5 *Replace by:*

- 5 SW of Sergeant Zoutelande Light (red tower, 13 m in height) (51°30'·28N 3°28'·41E), thence:
NE of OG 17 Light Buoy (starboard hand) (51°29'·07N 3°29'·54E), thence:
NE of a wreck with a depth of 7·8 m (51°28'·57N 3°30'·16E), thence:

Netherlands Notice 46/401/21 [NP28-No 29-Wk 17/22]

Netherlands - Approaches to Westerschelde - Sardijneul — Directions; lights

176

Paragraph 7.90 2 lines 1–10 *Replace by:*

- 2 From the vicinity of 51°27'·33N 3°31'·35E, on the alignment (117°) of the above lights, the track leads through the Sardijneul buoyed channel, to a position about 3 cables WNW of the front light. Course is then adjusted SE to enter Rede van Vlissingen. Sardijneul lies between the coast and two shoals, Elleboog and Nolleplaat, and is only 250 m wide in places.

After Paragraph 7.90 4 line 3 *Insert:*

Useful marks:

De Nolle Light (red gasholder on bunker, white bands, 6 m in height) (51°26'·95N 3°33'·12E).

Netherlands Notice 3/20/22 [NP28-No 35-Wk 22/22]

Netherlands - Westerschelde - Vaarwater langs Hoofdplaat — Prohibited anchorage

181

After Paragraph 7.155 1 line 11 *Insert:*

- 2 **Anchoring is prohibited** in areas of Vaarwater langs Hoofdplaat, centred on positions 51°23'·33N 3°37'·50E, 51°22'·83N 3°41'·08E and 51°22'·73N 3°38'·37E.

Netherlands Notice 37/257/22; GB Chart 120 Ed5 (2022)
[NP28-No 66-Wk 33/23]

Netherlands - Westerschelde - Terneuzen — Anchorage; light

182

Paragraph 7.160 1-2 *Replace by:*

- 1 Terneuzen anchorage (51°20'·70N 3°51'·00E) provides good anchorage for vessels when W winds make anchorage in Rede Vlissingen anchorage (7.39) unsuitable. The anchorage may be used by vessels up to 290 m in length. Two anchor berths, A and B, are established in the narrow white sectors (146·5°–149·5° and 194·5°–197·5°) of Othenepolder Light (green metal structure, white band, 4 m in height) (51°20'·14N 3°51'·52E).

Tidal streams are strong off Terneuzen, for details see 7.150.

GB Chart 120 (2021) [NP28-No 36-Wk 22/22]

Belgium - Gent - Terneuzen Canal - Doornzele — Vertical clearance

186

Paragraph 7.195 1 line 4 For 47 m Read 46 m

Belgian Notice 6/103/23 [NP28-No 75-Wk 46/23]

Netherlands - Westerschelde - Terneuzen — Directions; light

189

Paragraph 7.214 3-4 Replace by:

3 Eendragtspolder Leading Lights:

Front light (white mast, green bands, 5 m in height) (51°21'·40N 3°54'·27E).

Rear light (white post, green bands, 18 m in height) (1½ cables from front light).

The alignment (074·5°) of these synchronised lights, which are also shown by day, leads through deep water on the NW side of the fairway to a position about 8 cables from the front light, whence a mid-channel track should be followed to a position NNW of the Eendragtspolder Leading Lights.

GB Chart 120 (2021) [NP28-No 37-Wk 22/22]

Netherlands - Westerschelde - Terneuzen to Antwerp — Directions; light sectors

189

Paragraph 7.215 4 line(s) 9 For 061·5°-078° Read 066°-080·5°

Paragraph 7.216 1 line(s) 2 For 320°-332·5° Read 316°-331·5°

Paragraph 7.216 2 line(s) 7 For 173·5°-270° Read 177·5°-270·5°

Netherlands Notice 5/40/21 [NP28-No 10-Wk 13/21]

Netherlands - Zandvlietsluis to the river berths off Antwerp - Middelgat — Directions; light

191

Paragraph 7.221 1 line(s) 5 For SE Read ESE

Paragraph 7.221 4-5 Replace by:

4 WNW of Brouwerplaat (51°26'·00N 3°56'·30E), thence:

NW and N of Molenplaat (51°26'·33N 3°57'·17E), where course is adjusted ESE in a white sector (102·5°-113°) of Hansweert Main Light (51°26'·42N 4°00'·53E) (7.215), thence:

5 WSW of Schore Front Leading Light (51°27'·18N 3°59'·42E) (7.215).

The track then leads to a position S of Hansweert Harbour entrance (51°26'·39N 4°00'·67E) where the route through Zuidergat (7.216) is joined.

Netherlands Notice 46/401/21 [NP28-No 30-Wk 17/22]

Netherlands - Westerschelde - Terneuzen to Antwerp - Schaar van Waarde — Buoyage

191

Paragraph 7.223 1 lines 6-10 Replace by:

...it is closed to all shipping. The combined channels are marked by buoys (port hand; numbers prefixed SvV).

Netherlands Notice 8/56/23 [NP28-No 74-Wk 46/23]

Belgium - Antwerp — Limiting conditions; vertical clearances; cables

193

Paragraph 7.239 1 lines 5-8 Replace by:

Overhead power cables (51°17'·72N 4°18'·00E), with a safe vertical clearance of 98·4 m, also span the river W of the entrance to Boudewijnsluis and Van Cauwelaertsluis.

An overhead cable (51°14'·80N 4°20'·26E) with a safe vertical clearance of 66·6 m spans the river E of Krankelooipolder.

ENC BE5ANTWN (32.006) [NP28-No 76-Wk 46/23]

Belgium - Antwerp - Waaslandkanaal — Vertical clearance; cable

195

Paragraph 7.250 3 line 8 For 64 m Read 63·1 m

ENC BE5ANTWN (32.006) [NP28-No 77-Wk 46/23]

Netherlands - Delta Region — Pilotage

199

Paragraph 8.5 1 lines 1-3 Replace by:

In addition to the vessels described at 1.51, pilotage is compulsory for all vessels more than 80 m LOA in the inland waterways...

Netherlands Notice 8/HP1 update/21 [NP28-No 11-Wk 18/21]

Netherlands - West of Hoek van Holland - Goeree — Directions; principal marks

200-201

Paragraph 8.14 1 lines 1-6 Replace by:

1 Landmarks:

Tower (51°41'·19N 3°41'·76E), visible above the dunes.

Offshore marks:

Goeree Helicopter Platform (red and white chequered frame and tower, 23 m in height) (51°55'·50N 3°40'·10E).

NP28

Paragraph 8.14 2 line 10 *Delete*

Netherlands Notice 28-29/210/20

[NP28-No 2-Wk 36/20]

Netherlands - West of Hoek van Holland - Goeree — Directions; principal marks; photograph

201

Paragraph 8.14 Photograph caption *For Light Read
Helicopter Platform*

Paragraph 8.15 3 line 2 *For Light Read Helicopter Platform*

Netherlands Notice 28-29/210/20

[NP28-No 3-Wk 36/20]

Netherlands - West of Hoek van Holland - Goeree — Directions; principal mark

213

Paragraph 8.105 1 lines 1-5 *Replace by:*

- 1 **Offshore marks:**
Goeree Helicopter Platform (51°55'·50N 3°40'·10E)
(8.14).
Major lights:
Westhoofd Light (51°48'·79N 3°51'·84E) (8.14)

Netherlands Notice 28-29/210/20

[NP28-No 4-Wk 36/20]

Netherlands - Haringvliet — Alignment; vertical clearance

215

Paragraph 8.116 2 lines 5 *For 111°-291° Read 113°-293°*

Paragraph 8.116 2 lines 6 *Replace by:*

Vertical clearance varies between 10·7 m and
12·8 m...

Netherlands Notice 16/NL SD 8.6.6.1/21

[NP28-No 15-Wk 26/21]

Netherlands - Rotterdam-Rijnmond — Pilotage

217

Paragraph 9.4 *Replace by:*

- 1 The pilot service for the Rotterdam-Rijnmond area includes Europoort, Rotterdam, Vlaardingen, Schiedam, Maassluis, Dordrecht and Moerdijk. Pilotage is compulsory for all seagoing vessels over 75 m in length and vessels described at 1.51.

- 2 The pilot may embark from a pilot vessel or helicopter. The pilot cutter, which is stationed 2 miles WSW of Maas Centre Light Buoy (52°00'·92N 3°48'·79E), has a black hull with yellow stripes, the word PILOT in white and a white superstructure. The large tender has a yellow hull, the word PILOT in black and a white superstructure; the small tender has a yellow hull, open deck and black fendering. The helicopter is yellow, or white with red stripes.

Netherlands Notice 8/HP1 update/21

[NP28-No 12-Wk 18/21]

Netherlands - West of Hoek van Holland - Goeree — Directions; principal marks

220

Paragraph 9.22 1 line 6 *For Light Read Helicopter Platform*

Paragraph 9.22 2 lines 5-6 *Delete*

Netherlands Notice 28-29/210/20

[NP28-No 5-Wk 36/20]

Netherlands - West of Hoek van Holland - Goeree — Directions; offshore mark

221

Paragraph 9.25 2 line 5 *For Light Read Helicopter Platform*

Netherlands Notice 28-29/210/20

[NP28-No 6-Wk 36/20]

Netherlands - Approaches to Hoek van Holland — Outer anchorages; caution

222

After Paragraph 9.29 4 line 5 Insert:

Caution. A foul area (52°00'·67N 3°31'·67E) exists within the anchorage.

Netherlands Notice 37/327/21 [NP28-No 24-Wk 50/21]

Netherlands - West of Hoek van Holland - Goeree — Directions; offshore mark

222

Paragraph 9.29 5 line 4 *For Light Read Helicopter Platform*

Netherlands Notice 28-29/210/20

[NP28-No 7-Wk 36/20]

Netherlands - Rotterdam - Europoort — Bridge

224

After Paragraph 9.34 1 line 8 Insert:

Havenspoorlijn (51°53'·52N 4°13'·74E), a railway viaduct with a vertical clearance of 12·3 m, spans Rozenburgsesluis (9.46).

Netherlands Notice 24/211/21

[NP28-No 16-Wk 35/21]

**Netherlands - Port of Rotterdam -
Europoort - Beneluxhaven — Depths**

226

Paragraph 9.52 *3* line 3 *For* 4.6 m *Read* 3.6 m

GB Chart 207/20 [NP28-No 9-Wk 52/20]

**Netherlands – Nieuwe Waterweg –
Blankenburg — Prohibited area**

227

After Paragraph 9.59 *2* line 8 *Insert*:

Prohibited area. Entry is prohibited to works areas, for the construction of a tunnel, in the vicinity of Blankenburg (51°54'09N 4°15'98E).

Netherlands Notice 6/40/22 [NP28-No 44-Wk 37/22]

**Netherlands - Den Haag - Scheveningen —
Arrival information; anchorage**

237

Paragraph 9.143 *1* lines 1–4 *Replace by*:

- 1 Designated anchorage areas are as follows:
Outer Scheveningen (52°11'56N 4°13'43E); depths from about 17 to 19 m; numerous fould and obstructions lie within the anchorage.
Inner Scheveningen (52°07'73N 4°15'08E); depths from about 11 to 14 m.
Vessels should report their intention to anchor in these areas to Scheveningen VTS.

UKHO [NP28-No 38-Wk 22/22]

Netherlands - Scheveningen — Pilotage

237

Paragraph 9.144 *1* lines 1–2 *Replace by*:

- 1 Pilotage is provided by Maas Pilot (9.4) and is compulsory for vessels described at 1.51 and vessels 100 m in length and over.

Netherlands Notice 8/HP1 update/21 [NP28-No 13-Wk 18/21]

England - Thames Estuary — Light buoy

244

Paragraph 10.23 *1* lines 7–8 *For* Sunk Centre Light Vessel *Read* Sunk Centre Light Buoy

Paragraph 10.23 *2* line 3 *For* Sunk Centre Light Vessel *Read* Sunk Centre Light Buoy

Paragraph 10.23 *3* lines 2 *For* Sunk Centre Light Vessel (10.34) *Read* Sunk Centre Light Buoy (10.35)

Corr. Trinity House [NP28-No 25-Wk 50/21]

England - Thames Estuary — Light buoy

246

Paragraph 10.34 *1* lines 7–8 *Delete*

Paragraph 10.35 *5* lines 1–3 *Replace by*:

- 5 W of Sunk Centre Light Buoy (safe water) (51°50'11N 1°46'02E), moored at the centre of Sunk Outer Precautionary Area, thence:

Corr. Trinity House [NP28-No 26-Wk 50/21]

England - Thames Estuary — Light buoy

249

Paragraph 10.48 *2* lines 6–7 *Delete*

Corr. Trinity House [NP28-No 27-Wk 50/21]

England - Thames Estuary — Light buoy

250

Paragraph 10.56 *2* lines 5–6 *Delete*

Corr. Trinity House [NP28-No 28-Wk 50/21]

**England - Thames Estuary - Fisherman's Gat —
Depth**

252

Paragraph 10.68 *1* line 6 *For* 9 m *Read* 8 m

Survey Port of London Authority (2022) [NP28-No 67-Wk 33/23]

**England - The Swale - Lily Banks —
Wreck; buoy**

264

After Paragraph 11.52 *2* line 8 *Insert*:

Caution. A wreck (51°21'30N 0°52'60E), marked by UPLEES Light Buoy (N cardinal), lies 2 cables ESE of the scrubbing dock.

GB Chart 2572 Ed.8 (2022) [NP28-No 71-Wk 34/23]

**England - Approaches from Sunk and entrance
to Harwich harbour — Pilotage**

273

Paragraph 12.37 *2* line(s) 1–10 *Replace by*:

- 2 Her Majesty's vessels.
Vessels of less than 50 m in length unless carrying dangerous substances, engaged in towing when the length of the tow is 50 m or more, or engaged in pushing ahead or towing when the total length is 50 m or more.
Vessels providing towage services to another vessel that is already subject to compulsory pilotage.
Vessels warping along berths at any port within the Compulsory Area; provided that the prior permission of the relevant Harbour Master/Port Master has been obtained.
Vessels manoeuvring between river berths within the Port of Ipswich, provided that the prior permission of the Ipswich Harbour Master has been obtained.

Harwich Haven Authority Notice 41/21 [NP28-No 32-Wk 21/22]

NP28

England - Approaches from Sunk and entrance to Harwich harbour — Pilotage

273

Paragraph 12.37 ² including existing Section IV Notice Week 21/22 *Replace by:*

- ² His Majesty's vessels.
Vessels of less than 50 m in length unless carrying dangerous substances, engaged in towing when the length of the tow is 50 m or more, or engaged in pushing ahead or towing when the total length is 50 m or more.
Vessels providing towage services to another vessel that is already subject to compulsory pilotage.
Vessels warping along berths at any port within the Compulsory Area; provided that the prior permission of the relevant Harbour Master/Port Master has been obtained.
Vessels manoeuvring between river berths within the Port of Ipswich, provided that the prior permission of the Ipswich Harbour Master has been obtained.

UKHO [NP28-No 48-Wk 47/22]

England - River Thames - Sea Reach to Richmond — Traffic regulations; speed limit

301

Paragraph 14.6 ²⁻³ *Replace by:*

- ² **Speed.** Vessels are to be navigated at all times at a speed commensurate with local circumstances and conditions. Unless an exception or special certificate of compliance is issued by the Harbour Master, the following speed limits apply:
- ³ From Margaret Ness (51°30'·53N 0°05'·52E) (14.73) to Wandsworth Bridge (51°27'·90N 0°11'·27W) (14.107) — 12 kn.
Above Wandsworth Bridge and in the various navigable creeks (14.11) entering the River Thames — 8 kn.
- ⁴ Care is to be taken to avoid damaging wash and draw off when passing vessels at a berth closely adjacent to the navigational channel, particularly where those vessels are handling dangerous goods and displaying a red flag by day or a red light by night. In the case of dangerous cargo or other operations, further speed reductions may be required.
- ⁵ Authorised special requests for further speed reductions by vessels, installations, works or other activities are indicated by flag signal Romeo Yankee, which must be illuminated at night.
- ⁶ **Oil and gas jetty exclusion zones.** Except in the case of vessels berthing at an adjacent jetty, all vessels, including fishing boats, must keep a minimum distance of 60 m away from oil and gas jetties and the vessels berthed alongside them.
Anchoring. See 10.15.

UKHO [NP28-No 78-Wk 51/23]

England - River Thames - Leigh Channel — Anchorage; obstructions

306

After Paragraph 14.39 ¹ line 3 Insert:

Caution. A number of obstructions lie within the anchorage.

GB Chart 1185 Ed.17 (2022) [NP28-No 72-Wk 34/23]

England - River Thames - Leigh Channel — Anchorage; wreck

306

Paragraph 14.40 ¹ *Replace by:*

- ¹ Centred on 51°30'·50N 0°41'·00E the anchorage is situated on the N side of Yantlet Channel. A dangerous wreck (51°30'·02N 0°42'·57E) and numerous obstructions lie within this area.

ENC GB401185 (27.001) [NP28-No 53-Wk 20/23]

England - River Thames - Gravesend Reach - Northfleet — Traffic warning light

306

Paragraph 14.46 ¹ lines 1-9 *Replace by:*

- ¹ **Traffic at Tilbury.** A traffic warning light (occasional) (51°26'·93N 0°20'·10E) is exhibited from Northfleet Tower, below Northfleet Upper Light (14.49), to warn vessels approaching Tilbury from E of the presence of other vessels manoeuvring at Tilbury Lock, Northfleet Hope Container Terminal and Tower Wharf, Northfleet. For details see *ADMIRALTY List of Lights and Fog Signals Volume A*.

PLA Notice L13/21 [NP28-No 17-Wk 37/21]

England - River Thames - Barking Reach — Directions

312

Paragraph 14.73 ⁷ *Replace by:*

- ⁷ **Barking Reach** leads 1½ miles W from Cross Ness (51°30'·79N 0°07'·72E) to Margaret Ness (51°30'·53N 0°05'·52E) or Tripcock Point on which stands Margaret Ness or Tripcock Point Light (red metal framework tower, 9 m in height) (51°30'·53N 0°05'·52E). Margaret Ness is also the E limit of the Thames Barrier Control Zone (14.79). Barking Creek (51°31'·11N 0°05'·68E) (14.74) enters the Thames from the N bank of the reach NE of Margaret Ness. Barking Point or False Point (51°30'·85N 0°06'·47E) lies E of the entrance to the creek.

UKHO [NP28-No 79-Wk 51/23]

**England - River Thames - Tilbury to the
Thames Tidal Barrier —
Anchorage; obstructions**

313

After Paragraph 14.78 1 line 7 *Insert*:

Caution. Two obstructions lie in the centre of Saint Clement anchorage. Two mooring buoys are also situated in the NE of the anchorage with a further three moored close WSW of the SW extremity of the anchorage.

GB Chart 2151 Ed.14 (2022) [NP28-No 73-Wk 34/23]

**England - River Thames - Bugsby's Reach —
Prohibited anchorage**

314

After Paragraph 14.87 3 line 3 *Insert*:

A prohibited anchorage area has been established across Bugsby's Reach in the vicinity of the cable car (51°30'15N 0°00'70E) close E of North Greenwich Pier.

Port of London Authority [NP28-No 8-Wk 36/20]

**England - River Thames - River Lea —
Vertical clearance**

318

Paragraph 14.109 3 line 3 *Replace by*:

...bridges, the least vertical clearance being 3.0 m (MHWS).

Corr. Port of London Authority 18/5/22
[NP28-No 50-Wk 12/23]

**England - Thames Estuary - Approaches to
River Medway — Anchorages**

324

Paragraph 15.21 1 *Replace by*:

- 1 Great Nore Anchorage (51°28'50N 0°49'00E) comprises five anchor berths numbered N1 to N5, for vessels less than 200 m in length with a maximum draught of 12 m. Vessels of greater length may use the anchorage when a pilot is on board and with the agreement of Medway VTS (15.5).
- 2 Strong winds from the E and NW, combined with the tidal stream, can cause a considerable sea. Mariners are advised that the area between Medway Light Buoy (safe water) (51°28'84N 0°52'78E) and No 1 Light Buoy (starboard hand) (51°28'55N 0°50'50E) offers greater manoeuvring room for entry into, and exit from, Great Nore Anchorage. See also tidal stream data on chart.

Paragraph 15.22 1 *Replace by*:

- 1 Little Nore Anchorage (51°27'30N 0°45'00E) lies N of the approach channel, and is for vessels less than 100 m in length with a maximum draught of 7 m. Vessels using this anchorage must avoid swinging into the approach channel.

Paragraph 15.23 1 *Replace by*:

- 1 Sheerness Small Ship Anchorage (51°27'30N 0°46'50E) lies S of Medway Secondary Channel, and is for vessels less than 100 m in length with a maximum draught of 5 m.

Peel Ports Notice 36/22 [NP28-No 68-Wk 34/23]

**England - Thames Estuary - Isle of Grain —
Traffic regulations**

325

After Paragraph 15.33 1 line 4 *Insert*:

Traffic regulations see 15.40.

Peel Ports Notice 2/22 [NP28-No 39-Wk 26/22]

**England - Thames Estuary - Isle of Grain —
Traffic regulations; prohibited area; speed limit**

326

Paragraph 15.40 1 including Heading *Replace by*:

**Traffic regulations
15.40**

- 1 **Prohibited areas**, radius 150 m, extend from the cargo transfer arms at the Grain LNG Terminal (15.36). Entry is prohibited when no LNG vessel is berthed at the LNG terminal.
Berth Exclusion Zones, radius 250 m, extend from the cargo transfer arms at the Grain LNG Terminal. Entry is prohibited, by unauthorised vessels, when an LNG vessel is moored at the LNG terminal.
- 2 Further information may be obtained by contacting Medway VTS (15.5).
Prohibited anchorage. Anchoring is prohibited in Sheerness Harbour, the N part of Saltpan Reach (15.41) adjacent the shipping terminals, in the vicinity of a submarine power cable tunnel (51°25'80N 0°42'20E) and in an area of foul ground at Blackstakes on the SE side of Saltpan Reach.
- 3 **Speed limit.** When an LNG vessel is moored at the Grain LNG Terminal; the speed of all passing vessels, navigating outside of the Berth Exclusion Zone, should not exceed 7.5 knots through the water whilst transiting.

Peel Ports Notice 2/22 [NP28-No 40-Wk 26/22]

**England - East coast - The Swale -
Kingsferry Bridge — Restricted area**

332

After Paragraph 15.78 1 line 3 *Insert*:

**Traffic regulations
15.78a**

- 1 Anchoring is prohibited within an area centred on Kingsferry Bridge (51°23'44N 0°45'01E) due to the presence of submarine cables and pipelines.

ENC GB502572 (7.000) [NP28-No 52-Wk 14/23]

NP28

England - The Swale - Ridham Dock — Draught

334

Paragraph 15.89 1 lines 5-8 *Replace by:*

...draught 6.5 m and about 5000 dwt, taking the bottom, soft mud, at LW. A strong tidal stream sets across the entrance to the dock.

Peel Ports Notice 36/22 [NP28-No 69-Wk 34/23]

England - The Swale – Grovehurst Jetty — Berth; tug

334

Paragraph 15.90 1 line 7 *Replace by:*

...circle close N of the berth. Vessels of up to 95 m in length can be accommodated. It is compulsory for vessels more than 90 m in length to have one tug in attendance.

Peel Ports Notice 36/22 [NP28-No 70-Wk 34/23]

NP30 China Sea Pilot Volume 1 (2021 Edition)

South China Sea - Navigational dangers and hazards — Piracy and armed robbery

3

Paragraph 1.24 3-4 *Replace by:*

Recommended practice 1.24a

1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6112, Q6113 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Reporting 1.24b

1 **International Maritime Bureau (IMB)**. Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website (www.icc-ccs.org).

2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:

IMB Piracy Reporting Centre
Tel: +60 3 2031 0014
E-mail: imbsecurity@icc-ccs.org

3 **Information Fusion Centre**. The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.

The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia and surrounding waters for the purpose of enhancing security and maintaining the freedom of navigation for vessels.

4 Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:

Website: www.ifc.org.sg

Tel: +65 6594 5728 / +64 9626 8965

Email: information_fusion_centre@defence.gov.sg

5 For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

UKHO

[NP30-No 84-Wk 18/22]

South China Sea - Radio facilities — Jamming, spoofing and cyber-attacks

6

After Paragraph 1.55 1 line 5 including Headings Insert:

Jamming, spoofing and cyber-attacks

International Fusion Centre 1.55a

1 Merchant vessels operating in the VCR area (see 1.24b) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)* and chart Q6112.

UKHO

[NP30-No 85-Wk 18/22]

Indonesia - South China Sea - Pulau-pulau Anambas - Pulau Jemaja — Directions; light

68

Paragraph 2.10 1 line(s) 6-7 *Delete*

Correspondence PUSHIDROSAL

[NP30-No 80-Wk 11/22]

Indonesia - South China Sea - Pulau-pulau Anambas - Pulau Jemaja — Directions; light

70

Paragraph 2.21 4 line(s) 4-6 *Replace by:*

...extremity of Pulau Jemaja (2.15), thence:

Correspondence PUSHIDROSAL

[NP30-No 81-Wk 11/22]

**South China Sea - Pulau-Pulau Anambas to
Charlotte Bank — Hazards; wellheads;
obstructions**

73

After Paragraph 2.42 *Insert:*

Hazards

2.42a

1 Uncharted drilling rigs and wellheads may be encountered in this area. Wellheads and obstructions may extend up to 5 m from the seabed. Mariners should consult local navigational warnings for details.

GB Chart 2869 Ed. 5 (2022) **[NP30-No 167-Wk 25/23]**

**South China Sea - Belanak Oil and Gas Field —
Directions; platform**

73

After Paragraph 2.43 2 line 4 *Insert:*

Clear of an offshore platform (lit) (4°19'·41N
106°05'·27E), thence:

UKHO **[NP30-No 141-Wk 06/23]**

**South China Sea - Belanak Field —
Directions; platform**

73

Paragraph 2.43 2 including existing Section IV Notice
Week 06/23 *Replace by:*

2 WNW of Belanak Field (4°09'·36N 106°12'·02E)
(2.46), thence:

Clear of an offshore platform (lit) (4°19'·41N
106°05'·27E), and:

ESE of an offshore platform (lit) (4°24'·62N
105°57'·98E), thence:

WNW of Hiu Field manifold (4°22'·14N 106°22'·40E),
thence:

Indonesian Notice 08/093/23 **[NP30-No 168-Wk 25/23]**

**Malaysia - Johor - Tanjung Lompat to
Tanjung Sekap — Directions**

87

After Paragraph 3.17 1 line 2 *Insert:*

ENE of a 10.5 m patch (1°44'·93N 104°18'·74E),
thence:

Malaysian Chart 6147 (2021) **[NP30-No 214-Wk 48/23]**

**Malaysia - East coast - Pulau Tinggi —
Directions; obstruction**

88

Paragraph 3.17 6 lines 1-3 *Replace by:*

6 WSW of Pulau Tinggi (2°18'·03N 104°07'·06E)
(3.27), which rises to a remarkable
cone-shaped peak, and:
ENE of a shoal patch (2°17'·19N 104°03'·68E), with
a depth of 13.1 m, upon which lies an obstruction,
thence:

Malaysian Notice 4/92/21; ENC MY3C0625 (7.001)
[NP30-No 31-Wk 28/21]

**Malaysia - East coast - Pulau Tioman —
Anchorage; wreck**

91

Paragraph 3.36 1 *Replace by:*

1 **Teluk Tekek** (2°49'·80N 104°08'·80E). Anchorage
can be obtained, clear of a dangerous wreck
(2°49'·90N 104°09'·06E) and a number of foulds, in
depths from 26 to 36 m, sand and mud, NE of Pulau
Rengis (3.34), not less than 5 cables off Pulau
Tioman. During the NE monsoon the anchorage is
exposed to squalls descending from the hills. In 1953
HMS *Mounts Bay* (1600 tonnes) obtained good shelter
from the swell, even with the wind from NW, anchored
near the middle of the bay 1½ miles NE of Pulau
Rengis.

Malaysian Chart MAL 6257 (2021)
[NP30-No 127-Wk 44/22]

**Malaysia - East coast - Pulau Tioman to
Kuantan Port — Directions**

93

Paragraph 3.43 6-7 *Replace by:*

6 E of Beting Kuantan (Clark Shoal) (3°45'·44N
103°32'·93E), thence:

E of Beting Tembeling (Herring Shoal) (3°47'·28N
103°32'·04E), thence:

E of Batuan Pelindung (Stork Rock) (3°50'·70N
103°31'·88E), thence:

W of Beting Tiong (Snipe Shoal) (3°51'·36N
103°36'·72E), thence:

Clear of Beting Layang-Layang (Sheerwater
Shoal) (3°55'·21N 103°33'·37E)

Thence the track leads to the vicinity of the outer
pilot boarding position (3°55'·95N 103°33'·05E).

*(Directions continue for Kuantan Port at 3.67
and for passage N at 3.79)*

ENC MY4C6400 (3.011) **[NP30-No 187-Wk 41/23]**

**Malaysia - East coast - Pelabuhan Kuantan —
Directions; lights**

93

Paragraph 3.47 1 line 10 and 2 lines 1-11 *Replace by:*

...channel. No detailed directions can be provided.

NP30

2 Useful marks:

Light beacon (3°47'·84N 103°21'·05E).
Sungei Kuantan Light (red diamond with black stripe on white metal framework tower, 12 m in height) (3°48'·62N 103°20'·38E).

Malaysian Notice 2/42/21 [NP30-No 18-Wk 19/21]

Malaysia - East coast - Kuantan Port — Arrival information; pilotage

94

Paragraph 3.63 1 *Replace by:*

- 2 **Pilotage** is compulsory. Pilots board at an outer position (3°55'·95N 103°33'·05E) at the entrance to the approach channel and at an inner position (3°56'·30N 103°28'·65E) within the approach channel. In bad weather, pilots may board small vessels inside the harbour.

See *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC MY4C6400 (3.011) [NP30-No 188-Wk 41/23]

Malaysia - East coast - Kuantan Port — Directions for entering harbour

95

Paragraph 3.68 1 lines 1-2 *Replace by:*

- 1 From the vicinity of the outer pilot boarding position (3°55'·95N 103°33'·05E) the track leads W through a...

Paragraph 3.68 2 line 7 *For* (3°55'·52N 103°29'·40E) *Read* (3°56'·30N 103°28'·65E)

ENC MY4C6400 (3.011); ENC MY5A6359 (5.005)
[NP30-No 189-Wk 41/23]

Malaysia - East coast - Kuantan Port to Pelabuhan Kemaman — General information; route

96

Paragraph 3.74 1 *Replace by:*

- 1 From the vicinity of the outer pilot boarding position (3°55'·95N 103°33'·05E), the route leads N for 16 miles to the vicinity of the outer pilot boarding position, SE of Bukit Pejajat Light (4°14'·28N 103°27'·30E).

GB Chart 3446 Ed.2 (2018) [NP30-No 190-Wk 41/23]

Malaysia - East coast - East of Pelabuhan Kuantan — Obstructions

96

After Paragraph 3.80 1 line 5 *Insert:*

W of two obstructions (3°58'·72N 103°38'·12E and 3°58'·91N 103°38'·37E), thence:

Malaysian Notice 5/110/21 [NP30-No 40-Wk 34/21]

Malaysia - East coast - Kuantan Port to Pelabuhan Kemaman — Directions

96

Paragraph 3.80 1 including existing Section IV Notice Week 34/21 *Replace by:*

- 1 From the vicinity of the outer pilot boarding position (3°55'·95N 103°33'·05E), the track leads N, passing: E of a shoal (3°57'·36N 103°29'·92E) with a depth of 8·5 m, and:
Clear of the outer anchorages (3.62) lying N of the outer pilot boarding position, thence:
W of two obstructions (3°58'·72N 103°38'·12E and 3°58'·91N 103°38'·37E), thence:
E of Beting Gebeng (3°59'·56N 103°27'·61E), thence:

ENC MY4C6400 (3.011) [NP30-No 191-Wk 41/23]

Malaysia - East coast - Permatang Beringgit — Directions; wreck

98

After Paragraph 3.108 3 line 2 *Insert:*

Clear of a dangerous wreck (4°27'·25N 103°35'·10E), thence:

Malaysian Chart 65 (2008) [NP30-No 197-Wk 42/23]

Malaysia - East coast - East of Kuala Terengganu — Directions; obstruction

101

Paragraph 3.136 6 lines 1-2 *Replace by:*

- 6 Clear of a dangerous wreck (5°19'·84N 103°16'·74E); an obstruction lies 2 miles SW. Thence:

Malaysian Notice 4/94/21; ENC MY3C0654 (7.004)
[NP30-No 32-Wk 28/21]

Malaysia - East coast - East of Bachok — Directions; wreck

102

After Paragraph 3.138 5 line 5 *Insert:*

Clear of a dangerous wreck (6°04'·65N 102°33'·74E), reported (2021), thence:

Malaysian Notice 116/21 [NP30-No 44-Wk 39/21]

Malaysia - East coast - Kuala Terengganu — Anchorage; wreck

103

Paragraph 3.151 4 lines 2-8 *Replace by:*

Anchorage. An anchorage area (5°21'·33N 103°09'·49E), 1 mile in radius, is situated NE of Bukit Puteri Light (3.135). Depths from 2 to 14 m, mud and sand. A stranded wreck (5°20'·52N 103°09'·25E) lies in the S part of the anchorage.

Anchorage for small vessels can be obtained, with local knowledge, in depths of about 4 m within the harbour.

Malaysian Notice 1/29/21 [NP30-No 17-Wk 16/21]

**Malaysia - East coast - Kuala Terengganu —
Controlling depths; directions**

103

Paragraph 3.151 1-6 including existing Section IV Notice Week 16/21 *Replace by:*

1 **Description.** The port of Kuala Terengganu (5°20'42N 103°09'28E) encompasses Terengganu (Trengganu) (5°20'50N 103°08'10E), a natural harbour at the mouth of Sungai Terengganu, and the harbours and bays as far SE as Pulau Kapas (5°12'90N 103°15'85E) (3.149); including Tanjung Chendering (3.150), and Kuala Marang (5°12'27N 103°12'64E). Kuala Terengganu is the state capital and a main fishing port.

2 **Controlling depths.** The entrance is difficult, particularly during the NE monsoon. Depths within the channel reduce from about 6 m at the seaward end to about 2 m at the inner end. Depths change frequently and navigable channel may shift. Contact the local authority for the latest information.

Vertical clearance. Terengganu Drawbridge (5°20'39N 103°08'70E), with a vertical clearance of 12.4 m when closed, spans the inner entrance.

3 **Outer anchorages.** An anchorage area (5°21'33N 103°09'49E), 1 mile in radius, is situated NE of Bukit Puteri Light (5°20'18N 103°08'20E) (3.135). Depths from 2 to 14 m, mud and sand. A stranded wreck (5°20'52N 103°09'25E) lies in the S part of the anchorage, on the N breakwater.

Pilotage. The pilot boarding position lies within the outer anchorage.

Development. Development of the port is underway, including works within the new outer breakwaters which form a new outer entrance, and works on the N side of the harbour.

4 **Directions.** From the vicinity of the fairway buoy (safe water) (5°20'40N 103°10'30E), the track leads W to the outer basin, passing:

N of the S breakwater, marked by a beacon (port hand) (5°20'36N 103°09'29E), thence:

S of the N breakwater, on which stands a beacon (starboard hand) (5°20'47N 103°09'26E). Shoals, with depths of less than 5 m, surround the N breakwater. Thence:

5 N of a beacon (port hand) (5°20'33N 103°08'85E), and the shoals, which partly dry, extending up to 1 cable E, thence:

S of a beacon (starboard hand) (5°20'46N 103°08'77E), exhibited at the E end of reclaimed land.

The track then continues W into the inner basin, passing through the Terengganu Drawbridge. Local knowledge is essential.

Anchorage. Anchorage for small vessels can be obtained, with local knowledge, in depths of about 4 m within the harbour.

6 **Berths.** There is a landing jetty at the town, which dries 3 m at LW; at HW boats with a maximum draught of 0.6 m can berth alongside. Upstream there are several private jetties.

Other facilities. Hospital.

Supplies: Diesel and petrol at two of the private jetties and by road tanker; fresh water at one of the private jetties; fresh provisions.

Malaysian Chart 6552/20

[NP30-No 20-Wk 22/21]

**Thailand - Ao Rayong -
Map Ta Phut — Development**

132

After Paragraph 4.213 2 line 3 *Insert:*

Development. Works in progress (2021-2024) on an extensive reclaimed area, quays and berths, a new basin and new SW breakwater. The area, marked by buoys (special), is centred on 12°38'60N 101°08'56E and situated between the approach channel and the NCP Terminal.

Thai Notice 13(T)/21

[NP30-No 73-Wk 06/22]

**Thailand - South coast -
Map Ta Phut — Development**

132

Paragraph 4.213 2 including existing Section IV Notice Week 06/22 *Replace by:*

2 Map Ta Phut SPM (12°29'31N 101°11'76E), for offloading crude oil, lies 7½ miles SSE of the harbour approach channel.

Development. Works are in progress (2021), centred on 12°38'60N 101°08'56E, for the construction of a new basin, quays, berths and a new SW breakwater.

Works are also in progress (2022) for the construction of a new berth (12°37'83N 101°06'40E) extending S from the shore, W of NCP Terminal.

Firing practice area. The approaches to the port lie within a firing practice area. See 4.6.

Thai Notice 07/22

[NP30-No 145-Wk 11/23]

**Cambodia - Sihanoukville —
Limiting conditions; vertical clearance**

136

Paragraph 4.238 1 lines 1-4 *Replace by:*

1 **Vertical Clearance.** A bridge (10°37'58N 103°29'40E), with a vertical clearance of 30 m, spans Deep Passage between Kaoh Poah (4.241) and the mainland.

UKHO

[NP30-No 14-Wk 16/21]

**Cambodia - Sihanoukville —
Directions; vertical clearance**

137

Paragraph 4.241 2 lines 8-9 *Replace by:*

Under the bridge (4.238), thence,

UKHO

[NP30-No 15-Wk 16/21]

NP30

Cambodia - Sihanoukville — Directions; shoal

137

Paragraph 4.241 5 lines 1–2 *Replace by:*

- 5 W of shoals (10°37'·44N 103°27'·93E), fronting Kaoh Poah, and:
Clear of a shoal (10°37'·40N 103°26'·50E), depth 8·6 m, thence:

UKHO [NP30-No 16-Wk 16/21]

Vietnam - Gulf of Thailand - Hon Tho Chau — Directions; lights

142

Paragraph 4.268 2 lines 1–3 *Replace by:*

- 2 Hon Tho Chau Light (grey tower, yellow top on building, 18 m in height) (9°17'·55N 103°28'·45E).

GB Chart 3482 (2022) [NP30-No 160-Wk 18/23]

Vietnam - Gulf of Thailand - Hon Tho Chau — Directions; light

142

After Paragraph 4.269 4 line 6 *Insert:*

- 5 **Useful marks:**
Hon Kho Light (black round tower, red bands, on square concrete base) (9°17'·83N 103°27'·04E).

GB Chart 3482 (2022) [NP30-No 161-Wk 18/23]

Vietnam - West coast - Quan-Dao Ba Lua - Binh Tri — Depths

143

Paragraph 4.271 1-2 *Replace by:*

- 1 **Description.** Binh Tri (10°12'·66N 104°35'·09E) consists of a single jetty extending 380 m WSW from the shoreline serving a cement works.

Directions. An approach channel (10°12'·35N 104°28'·60E), 68 m in width, and about 9 miles in length with a least depth of 4·1 m, leads E towards the jetty.

- 2 **Berths.** The jetty at Binh Tri has depths alongside between 3·3 and 6·6 m and is reported to be able to accept vessels up to LOA 145 m.

Vietnamese Notice 8/22 [NP30-No 86-Wk 22/22]

Vietnam - Gulf of Thailand - Hon Tho Chau — Light

144

Paragraph 4.277 3 line 1–3 *Replace by:*

- 3 **Major light:**
Hon Tho Chau Light (9°17'·55N 103°28'·45E) (4.268).

GB Chart 3482 (2022) [NP30-No 162-Wk 18/23]

Vietnam - South coast - Approaches to Song Sai Gon — Directions; anchorages

153

Paragraph 5.29 7 lines 6–8 *Replace by:*

ESE of the outer anchorage berths (5.62) for Song Sai Gon, centred on 10°13'·70N 107°01'·65E.

Paragraph 5.29 8 lines 1–4 *Delete*

Vietnamese Chart V2 3GR001 [NP30-No 57-Wk 52/21]

Vietnam - South coast - Mekong River — Directions; anchorages

153-154

Paragraph 5.38 2-3 *Replace by:*

- 2 From the vicinity of Ho Chi Minh City and Vung Tau pilot boarding Zone 1 (5.30), the recommended track leads generally SSE to the vicinity of Song Sai Gon No 0 Light Buoy (safe water) (10°16'·95N 107°05'·04E).

- 3 The track then leads generally SW, avoiding charted wrecks, passing:
Clear of the outer anchorage berths (5.62) for Song Sai Gon, centred on 10°13'·70N 107°01'·65E.

Vietnamese Chart V2 3GR001 [NP30-No 58-Wk 52/21]

Vietnam - South coast - Song Sai Gon — Anchorages

157

Paragraph 5.62 1 *Replace by:*

- 1 A number of anchor berths, prefixed H and I, are centred on 10°13'·70N 107°01'·65E in the approaches to Cua Soirap.

Caution. A dangerous wreck (10°12'·59N 107°01'·96E) is situated in the vicinity of Anchor Berth I8.

Outer anchorages have also been established in the approaches to Vung Ganh Rai, E and W of the fairway.

Vietnamese Chart V2 3GR001 [NP30-No 59-Wk 52/21]

Vietnam - Song Sai Gon — Traffic regulations; prohibited anchorages

158

Paragraph 5.65 1 *Replace by:*

- 1 **Prohibited anchorages.** Within Song Sai Gon anchoring is prohibited within 1 mile of a sharp bend, except in an emergency.

Anchoring is prohibited in the vicinity of submarine pipelines in the following positions:

10°39'·35N 106°48'·47E;
10°39'·81N 106°44'·30E;
10°46'·65N 106°44'·38E;
10°47'·12N 106°42'·92E.

Vietnamese Chart V2 4 SG 003 (2021) [NP30-No 61-Wk 01/22]

Vietnam – Song Sai Gon – Cua Soirap to Phami Point — Directions; obstruction

161

Paragraph 5.78 *s* lines 1–6 *Replace by:*

- 5 The recommended track then leads NNW for 2 miles through Nha Be River in the buoyed channel, passing clear of an obstruction (10°36′.20N 106°46′.67E), to a position abeam No 64 Light Beacon (10°37′.16N 106°45′.95E), where the river bends N, and is spanned by an overhead power cable (5.67) with a safe vertical clearance of 45 m.

Vietnamese Notice 96/22 [NP30-No 132-Wk 48/22]

Vietnam – South coast – Vung Tau — Limiting conditions; depth

163

Paragraph 5.91 *i* *Replace by:*

- 1 **Controlling depth.** A depth of 5 m can be maintained mid-channel. Contact the local authority for the latest information on depths.

Vietnamese Chart V2 4 SD/16 [NP30-No 60-Wk 01/22]

Vietnam – South coast – Ho Chi Minh City — Controlling depth

165

Paragraph 5.111 *i* line 2 *Replace by:*

...least charted depth of about 8 m mid-channel.

Vietnamese Chart V2 4 SG 003 (2021) [NP30-No 62-Wk 01/22]

Vietnam - South coast - Mui Kê Gà — Wrecks

169

Paragraph 5.150 *i* *Replace by:*

- 1 Anchorage may be obtained in depths of about 13 m, sand, 7 cables SSW of Ilôt Ké Ga (10°41′.73N 107°59′.55E).

Caution. Dangerous wrecks lie in the S approach to the anchorage.

Vietnamese Notice 30/22 [NP30-No 142-Wk 10/23]

Vietnam – South coast – Phan Thiet — Anchorages

169

Paragraph 5.151 *s* lines 8–9 *Replace by:*

Anchorages. Designated anchor berths (PT 01 to PT 11), centred on 10°53′.38N 108°09′.28E, are situated about ¾ miles ESE of Phan Thiet Light.

Vietnamese Notice 150A/21 [NP30-No 78-Wk 10/22]

Vietnam - East coast - Madge Bank to Mui Dinh — Directions; light buoy

170

After Paragraph 5.159 *i* line 7 *Insert:*

SSE of a light buoy (special) (10°49′.41N 108°33′.83E), thence:

Vietnamese Notice 202/21 [NP30-No 50-Wk 50/21]

Vietnam - East coast - Pointe Lagan to Cap Varella - Vinh Dinh — Anchorage

170

Paragraph 5.161 *s* line(s) 3–4 *Delete*

Vietnamese Notice 153A/21 [NP30-No 79-Wk 11/22]

Vietnam – South coast – Phan Rang Bay – Vinh Tan Power Station — Anchorages

171

Paragraph 5.162 *s* lines 1–2 *Replace by:*

- 3 **Anchorages** are situated on both sides of the buoyed channel. Designated anchor berths (V 7, V 9 and V 10), centred on 11°17′.76N 108°52′.03E, are situated S of the buoyed channel. Anchorage areas (SM-1 and SM-2), centred on 11°18′.52N 108°52′.06E, are situated N of the buoyed channel.

Vietnamese Notices 151A/21; 152A/21 [NP30-No 77-Wk 10/22]

Vietnam - East coast - Mui Dinh to Hon Chut — Directions; wreck

174

After Paragraph 5.187 *i* line 2 *Insert:*

ESE of a dangerous wreck (11°30′.49N 109°06′.79E), position approximate, thence:

Vietnamese Notice 45/22 [NP30-No 126-Wk 38/22]

Vietnam - East coast - Pointe Lagan to Cap Varella - Nha Trang — Controlling depths; vertical clearance

177

Paragraph 5.223 *i*-*2* *Replace by:*

- 1 A depth of 10 m can generally be maintained on the approaches to the berths. The turning basin, situated in the vicinity of the berths, has a reported depth of 7.2 m (2021).

The controlling depth on the recommended track, charted in the vicinity of the cable car (5.224), is reported to be 11.3 m (2021).

Contact the local authorities for the latest depth information.

NP30

Paragraph 5.224 *1 Replace by:*

- 1 A cable car system (12°12'64N 109°13'88E), supported by seven pylons, spans the channel between Hon Tre and the mainland at various vertical clearances. The safe vertical clearance is 46.9 m where the cable spans the recommended route.

ENC V25NT001 (3.000); Vietnamese Notice 257/21
[NP30-No 82-Wk 14/22]

Vietnam - East coast - Pointe Lagan to Cap Varella - Nha Trang — Directions

178

Paragraph 5.232 *4-6 Replace by:*

- 4 WSW of Roche du Lion (12°10'68N 109°15'91E). Vessels carrying dangerous goods may be at anchor N of the rock.

The track then continues to a position about 5 cables WNW of Roche du Lion. The track then leads generally NW, passing:

- 5 SW of anchorages (5.235), marked near their SW sides by light buoys (lateral).

The track then leads to a position N of Hon Mieu (12°11'46N 109°13'58E). Thence the track leads generally NW, either to the berths or to join the recommended route, as may best be seen on the chart.

Caution. A cable car spans this route. Note that the direction of buoyage changes in the vicinity of the cable car.

Paragraph 5.234 *3 Replace by:*

- 3 The track then leads to the N entrance pilot boarding position (5.227). Thence the track leads generally S, either to the berths or to join the recommended route, as may best be seen on the chart.

ENC V25NT001 (3.000) [NP30-No 83-Wk 14/22]

Vietnam - East coast - Vung Ro — Depths

180

After Paragraph 5.255 *2 line 8 Insert:*

Controlling depth. The recommended track has least depth of 12.1 m (2022).

Vietnamese Notice 23/22 [NP30-No 129-Wk 48/22]

Vietnam - East coast - Vung Ro — Directions; depths

180

Paragraph 5.255 *3 Replace by:*

- 3 **Directions.** From the vicinity of a light buoy (safe water) (12°50'59N 109°24'72E), the recommended track leads NNW through a fairway, partially marked by light buoys (lateral), for about 1 mile.

The track then leads as required to the desired anchorage or berth.

Anchorage may be obtained, in depths from about 11 to 19 m, within the bay.

Berths. A pier, 180 m in length, with depths alongside from about 6 to 11 m, extends in a SSE direction from the N side of Vung Ro, 2 miles NNE of Hon Nua; the root of the pier consists of a girder span connected to a stone causeway.

Mooring buoys for an LPG facility are moored about 2 cables W of the pier.

ENC V25VR001 (1.001) [NP30-No 130-Wk 48/22]

Vietnam - East coast - Ile Tortue to Mui Batangan — Directions; wreck

182

After Paragraph 5.265 *1 line 4 Insert:*

Clear of a dangerous wreck (14°30'72N 109°12'80E), reported (2022), thence:

Vietnamese Notice 84/22 [NP30-No 131-Wk 48/22]

Vietnam - East coast - Cu Lao Cham — Marine nature reserve; prohibited area

186

Paragraph 5.293 *1 including heading Replace by:*

Marine nature reserve 5.293

- 1 A marine nature reserve surrounds Cu Lao Cham (15°57'05N 108°31'23E) (5.315) and includes the various islets that lie up to 4 miles W, SW and S of the island. The extent of the area is shown on the chart.

GB Chart 3884 Ed.4 2021 [NP30-No 33-Wk 29/21]

Vietnam - Da Nang and approaches - Song Cua Dai — Directions; major light

186

Paragraph 5.295 *2 lines 1-3 Replace by:*

2 Cu Lao Cham Light (yellow four-sided tower on yellow building, 12 m in height) (15°57'37N 108°32'22E) (124°-357°).

Cua Dai Lighthouse (white metal framework tower, black bands, 23 m in height) (15°52'60N 108°23'35E).

ENC VN320032 (4.000) [NP30-No 185-Wk 41/23]

Vietnam - Vung Dung Quat - Dung Quat — Limiting conditions; controlling depths

187

Paragraph 5.298 *1 line 3 For 12.8 m Read 17.4 m*

Paragraph 5.298 *1 line 5 For 8.4 m Read 8.3 m*

Paragraph 5.298 *1 line 7 For 8.8 m Read 8.4 m*

Paragraph 5.298 *2 line 2 For 11.6 m Read 11.1 m*

ENC V14S0023 (3.001) [NP30-No 192-Wk 41/23]

Vietnam – East coast – Dung Quat — Pilotage

187

After Paragraph 5.299 1 line 7 *Insert*:

A pilot boarding place is also situated at 15°27'·57N 108°44'·93E.

Vietnamese Notice 20/22 [NP30-No 128-Wk 48/22]

Vietnam - Vung Dung Quat - Dung Quat — Directions for entering harbour; depth

187

Paragraph 5.301 1 line(s) 3-5 *Replace by*:

...the track leads SE through a channel marked by light buoys (lateral), passing:

ENC V14S0023 (3.001) [NP30-No 193-Wk 41/23]

Vietnam - East coast - Cu Lao Cham — Marine nature reserve; prohibited area

189

Paragraph 5.315 3 line(s) 5-6 *Replace by*:

Cu Lao Cham lies within a marine nature reserve; see 5.293.

GB Chart 3884 Ed.4 2021 [NP30-No 34-Wk 29/21]

Vietnam - Đa Nang - South of Ban Đao Sơn Trà - My Khe Tanker Berth — Pilotage

190

After Paragraph 5.317 1 line 7 *Insert*:

Pilotage. Pilot boarding place in position 16°03'·92N 108°17'·10E.

GB Chart 3884 Ed.4 2021 [NP30-No 35-Wk 29/21]

Vietnam - North-east coast - Gulf of Tonkin - Hon Mé — Directions; wreck

200

After Paragraph 6.59 5 line 2 *Insert*:

ESE of a dangerous wreck (19°20'·32N 105°56'·48E), thence:

ENC VN320012 (2.001) [NP30-No 9-Wk 13/21]

Vietnam - South China Sea - Gulf of Tonkin - Nghi Sơn — Arrival information

200

Paragraph 6.62 1-2 *Replace by*:

1 **Outer anchorages.** Designated anchorages can be found as follows:

- No 1 19°22'·61N 105°52'·91E tankers
- No 2 19°17'·84N 105°56'·53E cargo vessels
- SPM 19°18'·75N 106°07'·15E quarantine

2 **Pilotage** is compulsory for all arriving and departing vessels. Pilots board in the following positions:

- 19°19'·14N 105°52'·33E;
- 19°18'·75N 106°07'·15E, for the SPM berth.

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

Correspondence Berth/Harbour Master Nghi Sơn Refinery & Petrochemical LLC [NP30-No 69-Wk 05/22]

Vietnam - South China Sea - Gulf of Tonkin - Nghi Sơn — Directions; berths

201

Paragraph 6.64 4 *Replace by*:

4 **Nghi Sơn Refinery.**

Caution. If approaching NS Light Buoy from the S and the pilot boarding area, care should be taken to avoid the rocks, obstructions and foul area extending at least 5 cables W of Hon Bang (19°21'·45N 105°52'·41E), the W-most islet of several islets lying W of Hon Mé.

5 **Leading Lights:**

- Tieu A (red and white beacon) (19°21'·31N 105°48'·52E).
- Tieu B (similar structure) (7½ cables from front light).

6 From the vicinity of NS Light Buoy (safe water) (19°22'·71N 105°51'·93E), the alignment (246°) of these lights leads through the channel marked by light buoys (lateral) to a position about 8 cables ESE of the breakwater (6.63), marked by a light beacon (S cardinal) (19°21'·79N 105°48'·13E) at its head.

7 The track then leads W, continuing through the buoyed channel, to the berths.

SPM Berth. The approaches to the berth are clear of dangers and the chart is sufficient guide.

Paragraph 6.65 2 *Replace by*:

2 **Nghi Sơn Refinery and Petrochemical Terminal.**

There are five cargo berths. The largest berths are 4A and 4B; each with a length of 222 m, depth alongside of 12.1 m and handling vessels up to 40 000 dwt.

SPM Berth. It has been reported that vessels up to 320 000 dwt can be accommodated.

Correspondence Berth/Harbour Master Nghi Sơn Refinery & Petrochemical LLC [NP30-No 70-Wk 05/22]

Vietnam - East coast - Gulf of Tonkin - Vissai International Port — Pilotage; directions

201

Paragraph 6.67 1-2 including heading *Replace by*:

Vissai International Port 6.67

1 **Description.** Vissai International Port (18°51'·19N 105°42'·76E) lies 1½ miles N of Cua Luo (6.66). The harbour is protected by two breakwaters and is approached via a buoyed channel. A jetty (18°51'·49N 105°44'·00E), also approached via a buoyed channel, extends about 1 mile NE from Cap St Anne (6.56).

Pilotage. The pilot boards in the following positions:

- 18°51'·06N 105°46'·85E;
- 18°52'·25N 105°44'·09E;
- 18°52'·16N 105°42'·87E.

NP30

2 **Directions.** From a position in the vicinity of a light buoy (safe water) (18°52'·17N 105°43'·94E) the track leads generally SW, through a channel marked by light buoys (lateral), passing between the two breakwaters and to the berth.

From a position clear of Con Khoi (18°50'·63N 105°46'·29E), which is marked by a light buoy (isolated danger), the jetty is approached through a channel marked by light buoys (lateral).

ENC V14N0012 (2.000) [NP30-No 186-Wk 41/23]

Vietnam - Gulf of Tonkin - Île Bach Long Vi — Breakwaters; marine reserve; light; anchorage

205

After Paragraph 6.95 1 line 5 *Insert*:

Harbours, enclosed by breakwaters, are located on the NW and S sides of the island.

Local knowledge is required.

Marine nature reserve. A marine reserve has been established surrounding Île Bach Long Vi. Restrictions on anchoring apply, and anchoring directly on the coral is prohibited. Contact local authorities for full details of the regulations that apply.

Paragraph 6.95 2 line 2 *For* 48E *Read* 60E

Paragraph 6.95 3 lines 9–12 *Replace by*:

Anchorage. Vessels must anchor at positions according to the instructions of the local authorities.

ENC V14N0049 2.000 [NP30-No 143-Wk 10/23]

Vietnam - North-east coast - Hai Phong — Outer anchorages

206

Paragraph 6.105 1 line 7 *Replace by*:

...(20°43'·00N 107°02'·60E) (6.136).

Designated anchorage areas lie SE of Hon Dau (6.88).

Vietnamese Notice 83/21 [NP30-No 51-Wk 50/21]

Vietnam - North-east coast - Hai Phong — Anchorages; wreck

206

Paragraph 6.105 1 including existing Section IV Notice Week 50/21 *Replace by*:

1 **Caution.** When at anchor beware of thieves.

Anchorage. Vessels waiting to enter Hai Phong should anchor as near to Hon Dau (20°40'·03N 106°48'·94E) as their draught will permit. If there is a heavy swell it is recommended that vessels drawing up to 5·8 m anchor in the entrance to Baie d'Apowan (20°43'·00N 107°02'·60E) (6.136).

Designated anchorage areas are established SE of Hon Dau (6.88). Areas are designated dependant on vessel size (dwt).

Caution. A dangerous wreck (20°39'·83N 106°52'·20E), marked by TD Light Buoy (isolated danger), lies within the designated anchorage area SE of Hon Dau.

GB Chart 3875 Ed.5 (2023) [NP30-No 207-Wk 44/23]

Vietnam - North-east coast - Hai Phong — Anchorage

206

Paragraph 6.105 2 *Replace by*:

2 Lach Huyen No 1 anchorage areas lie E of the main channel (6.118) as follows:

Zone 1 (20°41'·70N 107°00'·10E) for vessels from 30 000 to 50 000 dwt;

Zone 2 (20°42'·57N 106°59'·40E) for vessels from 10 000 to 20 000 dwt;

Zone 3 (20°43'·20N 106°58'·60E) for vessels of 5000 dwt.

3 CB1 anchor berth, unrestricted, is charted in position 20°42'·17N 107°03'·40E.

Vessels to be lightened may use the anchorage in Vinh Ha Long (20°54'·00N 107°05'·00E) (6.159).

ENC V14N0003 2.000 [NP30-No 146-Wk 12/23]

Vietnam - North-east coast - Hon Gai — Directions; light

209

After Paragraph 6.134 1 line 3 *Insert*:

Hon Bai Light (20°44'·25N 107°10'·75E) (6.143).

GB Chart 3888 (2022) [NP30-No 137-Wk 05/23]

Vietnam - North-east coast - Hon Gai — Directions; light; light buoy

210

Paragraph 6.138 1 *Replace by*:

1 From a position ESE of Norway Est (20°36'·80N 107°12'·57E), the E-most islet of Xuy Nong Chao (20°37'·18N 107°09'·89E), the route leads NW for about 15 miles to the vicinity of No 0 Light Buoy (6.144), then NNW through Passe Henriette, and thence through Vinh Ha Long to Cua Luc.

After Paragraph 6.143 1 line 3 *Insert*:

Hon Bai Light (white tower, 3 m in height) (20°44'·25N 107°10'·75E)

Paragraph 6.144 1-2 including heading *Replace by*:

Xuy Nong Chao to Passe Henriette 6.144

1 From a position ESE of Norway Est (20°36'·80N 107°12'·57E) the track leads NW, passing:

Clear of a dangerous wreck (20°38'·25N 107°17'·51E), thence:

SW of Tch  li Pai (20°41'·29N 107°20'·80E) (6.184), thence:

2 NE of Norway Est, thence:

NE of La Tour (20°37'·46N 107°12'·22E).

The track continues to the vicinity of No 0 Light Buoy (safe water) (20°43'78N 107°10'66E).
(Directions continue for Cam Pha at 6.165)

Paragraph 6.145 ² including existing Section IV Week 25/22 *Replace by:*

- ² The alignment (338°) of these marks leads NNW through Passe Henriette, following a recommended track, partially marked by light buoys (lateral), passing:
ENE of La Mauvaise (20°43'66N 107°09'64E), marked by E1 Light Buoy (E cardinal), thence:
WSW of Hon Bai, an islet from where a light (6.143) is exhibited, thence:

GB Chart 3888 (2022) [NP30-No 138-Wk 05/23]

**Vietnam - Approaches to Hon Gai -
Passe Henriette - Directions; buoys**

210

Paragraph 6.145 ¹⁻⁶ *Replace by:*

- ¹ **Leading marks:**
Plateau of Hon May Den (20°52'30N 107°07'05E).
The plateau appears as a notch in the island, and:
Hon Coc summit (20°53'57N 107°06'43E).
- ² The alignment (338°) of these marks leads NNW through Passe Henriette, following a recommended track, partially marked by light buoys (lateral), passing:
WSW of Hon Bai Light (white tower) (20°44'25N 107°10'75E), thence:
- ³ ENE of Hon Be Cut Dau (20°44'50N 107°09'62E), thence:
WSW of Le Fantôme (20°44'97N 107°10'71E), thence:
WSW of a dangerous wreck (20°45'29N 107°10'30E), marked by a light buoy (W cardinal), thence:
- ⁴ ENE of a shoal (20°45'38N 107°09'49E); Le Bouddha lies on the NW part of it. Thence:
ENE of a shoal with two dangerous wrecks (20°45'80N 107°09'56E) and Le Canot, marked by E2 Light Buoy (E cardinal), thence:
WSW of a shoal (20°46'12N 107°10'21E) with depths of less than 2 m, on which lies Le Bouquet, thence:
- ⁵ ENE of the Con Chim rock and shoal (20°46'22N 107°09'47E) marked with a beacon (E cardinal). Mariners are advised to remain at least 1 cable from the rock. Thence:
WSW of a rock (20°47'14N 107°09'89E) with a depth of 4.8 m, thence:
- ⁶ ENE of Hon Mieu (20°49'17N 107°08'18E). A light beacon stands on the E edge of the island, which should be given a berth of at least 1 cable. Thence:
WSW of Hon Phao Trong (20°49'80N 107°08'30E), on the W tip of which stands a light beacon, thence:

Vietnamese Notice 130/21 [NP30-No 89-Wk 25/22]

**Vietnam - North-east coast -
Hon Gai — Anchorages**

211

Paragraph 6.151 ¹ lines 1-8 *Replace by:*

- ¹ **Port operations.** Vessel movements in the approach channels to Hon Gai are restricted to daylight hours only.
Outer anchorages. Designated anchorages lie within Passe Henriette (6.145), Vinh Ha Long (6.159) and S of Bai Chay Bridge (6.150).

ENC V14N0003 2.000 [NP30-No 147-Wk 12/23]

**Vietnam - North-east coast - Hon Gai —
Anchorage; obstruction**

211

Paragraph 6.151 ¹ including existing Section IV Notice Week 12/23 *Replace by:*

- ¹ **Port operations.** Vessel movements in the approach channels to Hon Gai are restricted to daylight hours only.
Outer anchorages. Designated anchorages lie within Passe Henriette (6.145), Vinh Ha Long (6.159) and S of Bai Chay Bridge (6.150).
Caution. An obstruction (20°56'53N 107°04'15E) lies in the NW part of HG3 and SE part of HG4 anchorages.
Pilotage is compulsory, see 6.141.
Tugs are compulsory.
Local knowledge is required for the anchorage berths.

ENC V14N0004 (3.001) [NP30-No 208-Wk 44/23]

**Vietnam - North-east coast -
Hon Gai — Anchorages**

211

Paragraph 6.153 ¹ *Replace by:*

- ¹ **Anchorages and moorings.** A designated anchorage area (20°58'12N 107°04'14E) is situated N of the harbour entrance. The area has two berths, CL1 and CL2, with depths from about 2 to 10 m.

Paragraph 6.153 ² lines 1-4 *Delete*

GB Chart 3889 (2022) [NP30-No 136-Wk 05/23]

212

Paragraph 6.159 ⁴⁻⁵ *Replace by:*

- ⁴ **Anchorages.** Numerous designated anchorages and general anchorage areas can be found at the N end of Passe Henriette (6.145).
⁵ **Caution.** Small islets lie within some of the anchorage areas.

ENC V14N0004 (3.000) [NP30-No 148-Wk 12/23]

NP30

Vietnam - North-east coast - Cam Pha — Directions; light buoy; pilotage; route

213

Paragraph 6.160 *Replace by:*

- 1 From the vicinity of No 0 Light Buoy (6.144), the route leads E for 3½ miles, thence NE for about 7¾ miles through Passe de La Pérouse (20°48'·26N 107°16'·87E). Thence the route leads NW through Passe du Casque for 3 miles, thence through Chenel de la Saône for 6¼ miles, thence through Chenel de Cam Pha for 1¾ miles.

Paragraph 6.163 *line 1 For SW Read S*

After Paragraph 6.165 *line 1 Insert:*

Hon Bai Light (20°44'·25N 107°10'·75E) (6.143).

Paragraph 6.166 *1-3 including heading Replace by:*

Passé Henriette to Passé du Casque 6.166

- 1 From the vicinity of No 0 Light Buoy (6.144) the track leads E, passing:
S of Hon Bai (20°44'·25N 107°10'·72E) (6.145),
thence:
S of a group of islets and rocks (20°44'·38N 107°11'·61E).
- 2 Thence the track continues E to a position SW of CP1 Light Buoy (starboard hand) (20°44'·22N 107°14'·43E). The track then leads NNE through Passé de La Pérouse, a channel marked by light buoys (lateral), passing:
ESE of a shoal (20°47'·70N 107°14'·81E) fronting L'Enfant, thence:
- 3 ESE of a shoal (20°48'·32N 107°16'·13E) fronting a rock, thence:
ESE of a shoal (20°48'·58N 107°16'·45E) fronting Le Turco, thence:
WNW of Le Cancrelat, (20°49'·61N 107°17'·69E), from which Le Cancrelat Light is exhibited, thence:

GB Charts 3888 (2022); 3875 (2022)

[NP30-No 139-Wk 05/23]

Vietnam - North-east coast - Approaches to Cam Pha — Depths; pilotage

213

Paragraph 6.162 *Replace by:*

- 1 A depth of more than 5 m can be maintained, mid-channel, within the fairway; there are numerous charted shoals and dangers in proximity to the route.

Paragraph 6.163 including existing Section IV Notice Week 05/23 *Replace by:*

- 1 Pilotage is compulsory. The pilot boards in the following positions:
20°43'·38N 107°10'·58E;
20°49'·19N 107°17'·29E;
20°57'·68N 107°20'·58E.

See *ADMIRALTY List of Radio Signals Volume 6(6)* for further information.

ENC V14N0005 2.000; ENC V14N0006 2.000

[NP30-No 149-Wk 12/23]

Vietnam - North-east coast - Passé de La Pérouse — Directions

213

Paragraph 6.166 including heading and existing Section IV Notice Week 05/23 *Replace by:*

Passé Henriette to Passé du Casque 6.166

- 1 From the vicinity of No 0 Light Buoy (6.144) the track leads E, passing:
S of Hon Bai (20°44'·25N 107°10'·72E) (6.145),
thence:
S of a group of islets and rocks (20°44'·38N 107°11'·61E).
- 2 Thence the track continues E to a position SW of CP1 Light Buoy (starboard hand) (20°44'·22N 107°14'·43E). The track then leads NNE through Passé de La Pérouse, a channel marked by light buoys (lateral), passing:
ESE of L'Enfant (20°47'·72N 107°14'·86E), an islet, thence:
- 3 ESE of a rock (20°48'·31N 107°16'·10E), thence:
ESE of a shoal (20°48'·58N 107°16'·45E) fronting Le Turco, thence:
WNW of Le Cancrelat, (20°49'·61N 107°17'·69E), from which Le Cancrelat Light is exhibited, thence:
ESE of an islet (20°49'·89N 107°17'·35E), steep to; two further islets lie respectively 1 cable and 2½ cables NE. Thence:
- 4 WNW of a shoal (20°50'·52N 107°18'·06E) fronting an island.
Thence the track gradually alters NNW, passing:
ESE of a rocky shoal (20°50'·71N 107°17'·89E), close W of the fairway, fronting a rock at the E extremity of La Méduse. The danger is marked by a light buoy (E cardinal). Thence:
- 5 W of Lo Muc (20°50'·88N 107°18'·37E), from which Lo Muc Light (black and yellow column) is exhibited.
Thence to a position about 6 cables NW of Lo Muc.

ENC V14N0005 2.000

[NP30-No 155-Wk 12/23]

Vietnam - North-east coast - Passé du Casque — Directions

213

Paragraph 6.167 *1-5 Replace by:*

- 1 From the above position about 6 cables NW of Lo Muc (6.166) the track leads NW, through Passé du Casque, passing:
NE of Le Marsouin (20°51'·51N 107°17'·69E), steep-to, thence:
SW of a shoal (20°52'·40N 107°17'·44E), with a depth of 3·8 m. Two islets lie close NW. A light beacon is exhibited from the NW islet. Thence:

- 2 NE of Le Casque (20°52'·65N 107°16'·91E). A light beacon, backed by a N-facing white mark, stands on the N coast of the island. Thence:
NE of a shoal (20°52'·81N 107°16'·75E) with a least depth of 1·8 m.
- 3 The track then gradually alters NNE, and then leads to a position W of Île Plat (20°54'·34N 107°17'·09E) within Chenal De La Saône.

ENC V14N0005 2.000; V14N0006 2.000

[NP30-No 150-Wk 12/23]

**Vietnam - North-east coast -
Chenal De La Saône — Directions**

213

Paragraph 6.168 1-5 *Replace by:*

- 1 From the above position the track leads NNE passing:
ESE of Île du Chenal (20°55'·70N 107°16'·98E), which is prominent. Three mooring buoys, marking the centres of anchorages, lie from ESE to S of the islet. Thence:
ESE of a shoal (20°55'·83N 107°17'·16E) with depths less than 5 m, thence:
- 2 ESE of La Poire and La Pomme (20°56'·57N 107°17'·58E). A light beacon stands on the SE extremity of La Pomme. And:
WNW of a rock (20°55'·99N 107°18'·27E), which lies on a shoal extending WSW from Île Rousse.
Thence the track leads NE, passing:
- 3 NW of the W extremity of Île Rousse (20°56'·22N 107°18'·61E), from which a light beacon is exhibited. Thence:
SE of Les Aiglons (20°57'·14N 107°18'·30E). L'Aigle, 5 cables N, seen from W, dominates all other islands and rocks in its vicinity.
- 4 The track then leads to a position 1 mile ENE of Les Aiglons, where the channel divides.
A channel, marked by light buoys (lateral), leads N, then generally WNW, through an anchorage area (6.172), towards the cement berth (6.174).
The recommended track, towards Cam Pha harbour, continues NE, then ENE, passing:
- 5 NNW of L'Abeille (20°57'·96N 107°20'·89E) from which a light is exhibited.
The track then leads to a position about 5 cables NNE of L'Abeille. Mariners should note the following leading lights are only lit occasionally, at the request of the pilot.

ENC V14N0006 2.000

[NP30-No 151-Wk 12/23]

**Vietnam - North-east coast -
Chenal de Cam Pha — Directions**

214

Paragraph 6.169 1-4 *Replace by:*

- 1 **Chenal de Cam Pha Leading Lights:**
Front light (white concrete column, black bands, 12 m in height) (21°00'·29N 107°22'·53E).

Rear light (white concrete column, black bands, 16 m in height) (21°00'·65N 107°22'·81E) (4½ cables from front light).
The alignment (036·4°) of these lights leads through the S part of Chenal de Cam Pha, marked by light buoys (lateral), to a position about 7½ cables from front light (above).

- 2 **Chenal de Cam Pha Leading Lights:**

Front light (white concrete column, black bands, 15 m in height) (21°01'·34N 107°22'·65E).

Rear light (white concrete column, black bands) (21°01'·69N 107°22'·77E) (3½ cables from front light).

The alignment (018·3°) of the above lights leads through the N part of the channel, which is marked with light buoys (lateral).

- 3 **Chenal de Cam Pha Leading Lights:**

Front light (black and white column) (21°02'·02N 107°22'·39E).

Rear light (white column) (21°02'·06N 107°22'·39E) (75 m from front light).

The alignment (356·4°) of the above lights leads to the berths.

ENC V14N0006 2.000

[NP30-No 152-Wk 12/23]

**Vietnam - North-east coast -
Cam Pha — Anchorages**

214

Paragraph 6.172 *Replace by:*

- 1 **Outer anchorages.** Numerous anchorage areas, containing anchor berths, can be found on both sides of the channel between the N part of Passe du Casque and Chenal de Cam Pha. Anchor berths also lie within an area extending from 1½ miles E to 1¼ miles SW of the cement berth (6.174).
- 2 **Quarantine anchorage,** in depths from about 4 to 13 m in position 20°57'·68N 107°20'·58E.
Caution. Numerous islets and shoals lie within the anchorage areas.
Pilotage is compulsory, see 6.163.

ENC V14N0006 2.000

[NP30-No 153-Wk 12/23]

Vietnam - North-east coast - Cam Pha — Berths

214

Paragraph 6.174 including heading *Replace by:*

**Basins and berths
6.174**

- 1 **Anchorages and moorings.** A designated anchorage area, situated NNE of the coal wharf, has two anchor berths in the following positions:
No CT1 (21°01'·78N 107°22'·50E).
No CT2 (21°01'·90N 107°22'·53E).
- 2 **Alongside berths.** There are two principal berths, as follows:
Coal wharf (21°01'·44N 107°22'·36E), length 550 m, with depths alongside of about 8 m, however some ships have reported loading to 10·8 m draught. The wharf is of concrete and well fendered.
Cement berth (20°58'·23N 107°16'·98E), a T-shaped jetty with a dredged depth of 9·6 m.

ENC V14N0006 2.000

[NP30-No 154-Wk 12/23]

NP30

Vietnam – North-east coast – Outer approaches to Hon Gai — Directions; Light

215

After Paragraph 6.183 1 line 3 *Insert*:

Hon Bai Light (20°44'·25N 107°10'·75E) (6.143).

GB Chart 3888 (2022) [NP30-No 140-Wk 05/23]

Vietnam – North-east coast – Archipel des Fai Tsi Long – Pak Ha Mun — Anchorage

215

Paragraph 6.186 1 lines 5–11 *Replace by*:

Anchorage. Designated anchorage areas, both unrestricted, have been established inside Pak Ha Mun; centred on 20°58'·85N 107°33'·35E and 20°59'·76N 107°33'·74E, respectively.

Paragraph 6.186 2 lines 1–4 *Replace by*:

- 2 **Caution.** A narrow sandbank, upon which lies an obstruction, is situated between the anchorage areas.

ENC V14N0048 (2.000) [NP30-No 144-Wk 11/23]

China – Gulf of Tonkin – Zhenzhu Gang — Pilotage

217

Paragraph 6.204 1 line 9 *Replace by*:

Pilotage. Pilots board in position 21°29'·50N 108°12'·00E.

Chinese Notice 17/626/22 [NP30-No 110-Wk 32/22]

China – Gulf of Tonkin – Zhenzhu Gang — Obstructions; wrecks

217

Paragraph 6.204 1 including existing Section IV Notice Week 32/22 *Replace by*:

- 1 **Description.** Zhenzhu Gang is entered close W of Bailong Wei (21°30'·08N 108°13'·12E), which is prominent. The entrance is encumbered by a bar with a least depth of about 7 m, however shoals and dangers extend 5 cables SW from Bailong Wei, marked by a light buoy (starboard hand). Numerous wrecks and obstructions lie throughout the fairway.

Pilotage. Pilots board in position 21°29'·50N 108°12'·00E.

Chinese Notice 51/1714/22 [NP30-No 180-Wk 38/23]

China – Gulf of Tonkin – Fangcheng Gang — Wreck

218

Paragraph 6.210 4 line(s) 6 *Replace by*:

...200 000 gt; depths from 27 to 31 m. A dangerous wreck (21°02'·17N 108°28'·77E) lies close S of the anchorage.

Chinese Chart 16770 Ed.4 (2020) [NP30-No 21-Wk 23/21]

China – Fangcheng Gang — Anchorage

218

Paragraph 6.210 3-4 including existing Section IV Notice Week 23/21 *Replace by*:

- 3 The following quarantine anchorage areas have been established:

Anchorage No 4 (21°17'·26N 108°17'·93E). LNG vessels and vessels carrying dangerous cargo of up to 100 000 gt; depths from 21 to 24 m.

Anchorage No 5 (21°09'·77N 108°25'·12E). Vessels of 150 000 gt; depths from 24 to 28 m. A dangerous wreck (21°09'·00N 108°21'·00E) lies on the W edge of the area.

- 4 Anchorage No 6-1 (21°03'·37N 108°24'·32E). Vessels carrying bulk of 200 000 gt; depths from 29 to 32 m.

Anchorage No 6-2 (21°05'·18N 108°30'·00E). Vessels carrying bulk and container of 200 000 gt; depths from 27 to 31 m. A dangerous wreck (21°02'·17N 108°28'·77E) lies close S of the anchorage.

Anchorage No 7 (20°59'·49N 108°22'·91E). For vessels of 300 000 gt; depths of about 32 m.

Anchorage No 11 (20°59'·33N 108°36'·50E). For oil tankers of 300 000 gt; depths of about 33 m.

Chinese Notice 42/1457/21 [NP30-No 68-Wk 04/22]

China – Gulf of Tonkin – Qinzhou — Controlling depths

222

Paragraph 7.16 1 lines 2–5 *Replace by*:

West Channel has a least depth of 5·9 m close to W6 Light Buoy (port hand) (21°32'·89N 108°34'·42E); the maximum permitted draught is 8·5 m.

East Channel has a least depth of 10·6 m (21°32'·40N 108°38'·23E); the maximum permitted draft is 12·0 m.

Chinese Chart 16781/20; GB Chart 3993/20 [NP30-No 1-Wk 11/21]

China – Gulf of Tonkin – Qinzhou — Anchorage; obstruction

222

Paragraph 7.17 1 lines 4–5 *Replace by*:

No 1 (21°29'·08N 108°40'·70E), 10 000 to 20 000 dwt; an obstruction (21°28'·92N 108°40'·01E), reported (2022), lies within the anchorage.

UKHO [NP30-No 157-Wk 14/23]

China - Gulf of Tonkin - Qinzhou — Wreck**222**Paragraph 7.17 *2* line(s) *2* Replace by:

...50 000 dwt. A dangerous wreck (21°24'·35N
108°34'·42E) lies in the N part of the anchorage.

ENC C1416770 (4.001) [NP30-No 22-Wk 23/21]

China - Gulf of Tonkin - Qinzhou — Directions**223**Paragraph 7.19 *2* lines 1-9 DeleteChinese Chart 16781/20; ENC C1416770 (3.036); GB
3992/17 [NP30-No 4-Wk 11/21]**China - South coast - Gulf of Tonkin -
Qinzhou Gang — Anchorages; berths****223-224**Paragraph 7.22 *1-2* Replace by:

- 1* **Anchorage and moorings.** There are three anchorage areas within Qinzhou Gang:

No 1 (21°42'·76N 108°34'·87E);

No 2 (21°42'·33N 108°35'·20E);

No 3 (21°41'·85N 108°35'·35E).

There are numerous mooring berths, with depths from about 2 to 10 m, N of the anchorage areas.

- 2* **Alongside berths:**

Dalanping Operating Area (21°40'·50N
108°38'·50E) has eight berths. The largest berth,
Berth 1 has a length of 767 m with depths
alongside from 12 to 14 m.

Yingling Operating Area (21°42'·00N 108°37'·00E)
has seven berths. The largest berth, Guangxi
petro-chemical pier has a length off 500 m with
depths alongside from 14 to 16 m.

Guozishan Operating Area (21°42'·60N
108°36'·00E) has three berths. The largest berth,
Coal Wharf, has a length of 352 m and a depth
alongside of 12 to 15 m.

Legou Operating Area (21°43'·90N 108°34'·75E)
has four berths. Qinzhou Gang Wharf has a total
length of 1000 m with depths alongside from 8 to
12 m.

Chinese Notice C1 15/500/21; GB Chart 3993 Ed.6. (2020)
[NP30-No 25-Wk 26/21]**China - Gulf of Tonkin - Qinzhou — Pilotage****224**Paragraph 7.24 *1* lines 1-2 For (21°24'·80N 108°37'·10E)
Read (21°25'·22N 108°38'·77E)Paragraph 7.28 *1* lines 1-2 For (21°24'·80N 108°37'·10E)
Read (21°25'·22N 108°38'·77E)

ENC C1416770 (3.036) [NP30-No 5-Wk 11/21]

**China - Gulf of Tonkin - Qinzhou to Beihai Gang
— Directions; pilotage; wreck; marine farm****224**Paragraph 7.28 1-2 including existing Section IV Notice
Week 11/21 Replace by:

- 1* From the pilot boarding place (21°25'·22N
108°38'·77E) for the E Channel leading into Qinzhou
Wan (21°40'·00N 108°40'·00E) the track leads ESE,
passing:

NNE of a dangerous wreck (21°24'·41N
108°39'·28E), thence:

Clear of No 2 Anchorage (21°23'·15N 108°42'·00E),
thence:

- 2* Clear of a dangerous wreck (21°22'·19N
108°50'·17E), position approximate, marked by
a light buoy (wreck), thence:

SSW of a marine farm (21°24'·62N 108°54'·27E).

Thence the track leads to the pilot boarding place
(21°20'·35N 108°59'·02E) for Beihai.

Chinese Chart C16770 Ed.4 (2020)

[NP30-No 23-Wk 23/21]

**China - Gulf of Tonkin - Beihai Gang —
Arrival information; anchorages; pilotage****224**Paragraph 7.35 *1* Replace by:

- 1* | The designated anchorage areas are as follows:

No 1 (21°21'·38N 108°59'·51E)

No 2 (21°21'·24N 109°00'·69E)

Anchorage No 9 (21°15'·46N 108°50'·54E), a
dangerous cargo and quarantine anchorage for
vessels from 50 000 to 100 000 dwt, is situated in the
approaches to Beihai. Depths from 18 to 20 m, mud
and sand.

Both anchorages are indicated by V-AIS markers.
For details see *ADMIRALTY List of Radio Signals
Volume 2(2)*.

Paragraph 7.36 *1* Replace by:

- 1* Pilotage is compulsory and available 24 hours. The
pilot boards S of No 1 anchorage, in position
21°20'·33N 108°59'·00E. A pilot boarding place is also
situated within No 9 anchorage (7.35).

Chinese Notice 13/439/22 [NP30-No 101-Wk 31/22]

**China - Gulf of Tonkin - Beihai Gang —
Arrival information; pilotage****224**Paragraph 7.36 *1* including existing Section IV Notice
Week 31/22 Replace by:

- 1* Pilotage is compulsory and available 24 hours. The
pilot boards in the following positions:

Within No 9 anchorage (7.35).

No 1 (21°17'·10N 108°59'·27E), marked by a light
buoy (special).

No 2 (21°20'·35N 108°59'·02E).

Chinese Notice 17/628/22 [NP30-No 111-Wk 32/22]

NP30

China – South China Sea – Gulf of Tonkin – Beihai Gang — Directions; shoal

225

After Paragraph 7.46 1 line 3 *Insert*:

NNW of a shoal patch (21°29'·08N 109°03'·24E),
depth 4·4 m, thence:

Chinese Notice 51/1824/21 [NP30-No 87-Wk 24/22]

China - Gulf of Tonkin - Behai Gang — Directions; wreck

226

After Paragraph 7.56 1 line 8 *Insert*:

SSW of a dangerous wreck (21°19'·73N
109°10'·20E), reported (2020), thence:

Chinese Notice 20/736/22 [NP30-No 118-Wk 33/22]

China - Gulf of Tonkin - Behai Gang — Directions; wreck

226

Paragraph 7.56 1 including existing Section IV Notice
Week 33/22 *Replace by*:

- 1 From the pilot boarding place (21°20'·33N
108°59'·00E) for Beihai the track leads ESE, passing:
NNE of a dangerous wreck (21°18'·09N
109°02'·91E), position approximate, thence:
SSW of a dangerous wreck (21°20'·26N
109°07'·46E), thence:
Clear of a fish haven (21°17'·60N 109°08'·00E),
thence:
SSW of a dangerous wreck (21°19'·73N
109°10'·20E), reported (2020), thence:
NNE of a dangerous wreck (21°12'·80N
109°09'·10E), reported (2022), thence:

Chinese Notice 33/1208/22 [NP30-No 175-Wk 37/23]

China – Gulf of Tonkin – Weizhou Dao to Denglou Jiao — Directions; wreck

226

After Paragraph 7.57 4 line 7 *Insert*:

ENE of a dangerous wreck (20°40'·57N
109°19'·67E), reported (2021), and:

Chinese Notice 11/345/22 [NP30-No 98-Wk 31/22]

China – Gulf of Tonkin – Tieshan Gang — Arrival information; pilotage

227

Paragraph 7.60 2 *Replace by*:

- 2 **Pilotage.** Pilot boards in the following positions:
No 1 (21°17'·43N 109°31'·00E).
No 2 (21°20'·41N 109°34'·31E), NNW of
Tieshangangqu 0 Light Buoy (safe water).

Chinese Notice 17/627/22 [NP30-No 112-Wk 32/22]

China – Gulf of Tonkin – Tieshan Gang — Directions; wreck

227

Paragraph 7.62 3 lines 1–2 *Replace by*:

- 3 NNW of a dangerous wreck (21°14'·57N
109°32'·27E), reported (2021); foul ground
exists within 5 cables of the wreck. Thence:
SSE of a coastal bank (21°20'·47N 109°32'·57E)
with a depth of 1·6 m.

Chinese Notice 12/387/22 [NP30-No 100-Wk 31/22]

China – Gulf of Tonkin – Tieshan Gang — Directions; pilotage

227

Paragraph 7.62 3 including existing Section IV Notice
Week 31/22 *Replace by*:

- 3 NNW of a dangerous wreck (21°14'·57N
109°32'·27E), reported (2021); foul ground
exists within 5 cables of the wreck. Thence:
SSE of a coastal bank (21°20'·47N 109°32'·57E)
with a depth of 1·6 m.

Thence the track leads to the vicinity of pilot
boarding position No 2 (7.60).

Entrance channel. From the vicinity of pilot
boarding position No 2, the channel, marked by light
buoys (lateral), leads NNW for approximately
6½ miles, passing:

WSW of a drying patch (21°25'·62N 109°33'·44E),
thence:

Chinese Notice 17/627/22 [NP30-No 113-Wk 32/22]

China – Gulf of Tonkin – Liusha Gang — Pilotage

228

Paragraph 7.69 1 line 9 *Replace by*:

Pilotage. A pilot boarding place is situated in
position 20°28'·00N 109°43'·00E.

Chinese Notice 17/629/22 [NP30-No 114-Wk 32/22]

China - Gulf of Tonkin - Liusha Gang — Fish haven

229

Paragraph 7.69 2 lines 1–2 *Replace by*:

- 2 **Caution.** There are extensive areas of marine
farming throughout the harbour. When approaching
from the N, mariners should take care to pass clear of
an extensive fish haven, centred on position
20°31'·16N 109°46'·43E, which encroaches into the
buoyed channel.

GB Chart 3890 Ed.4 (2022) [NP30-No 206-Wk 44/23]

**China - Gulf of Tonkin - Weizhou Dao —
Directions; wreck**

229

Paragraph 7.73 1 line 10 *Replace by:*

...109°04'73E), position approximate, thence:
W of a dangerous wreck (21°04'65N 109°04'32E),
reported (2020).

Chinese Notice 20/737/22 [NP30-No 119-Wk 33/22]

**China - Qiongzhou Haixia and approaches —
Hazards; concentration of traffic**

230

Paragraph 7.78 1 lines 1-6 *Replace by:*

- 1 **Concentration of traffic.** Even within the VTS mariners must keep a good lookout for other traffic, particularly where channels join and within the TSS where local and through traffic is concentrated within Precautionary Area No 2, in the vicinity of Jing No 2 Light Buoy (20°10'56N 110°15'09E) (safe water). The Yuehai Train Ferry Corridor crosses Precautionary Area No 3 of the Qiongzhou Haixia TSS (7.79).

ENCs C1515811 (4.017) and C1515814 (3.003)
[NP30-No 122-Wk 34/22]

**China - Qiongzhou Haixia and approaches —
Regulations**

230

After Paragraph 7.79 1 line 10 *Insert:*

Areas to be Avoided are established within Qiongzhou Haixia TSS as follows:

Within Precautionary Area No 2, centred on Jing No 2 Light Buoy (safe water) (20°10'56N 110°15'09E), radius 2 cables.

Within Precautionary Area No 3, centred on Jing No 3 Light Buoy (safe water) (20°09'56N 110°08'32E), radius 2 cables.

ENC C1515811 (4.017) [NP30-No 124-Wk 35/22]

**China - Qiongzhou Haixia —
Traffic regulations; restricted area**

231

After Paragraph 7.81 1 line 7 *Insert:*

**Traffic regulations
7.81a**

- 1 **Restricted area.** Anchoring is prohibited in an area encompassing a number of submarine cables which are laid between a position about 4 cables SE of Yubao Jiao Light (19°59'50N 109°56'49E) (7.83) and a position (20°15'23N 109°56'98E) on the W shore of Jiaowei Wan (7.118), NE of Denglou Jiao.

ENC C1515819 (6.003) [NP30-No 63-Wk 01/22]

**China - Qiongzhou Haixia eastwards -
Lingao Jiǎo to Precautionary Area No 1 —
Directions**

231-232

Paragraph 7.84 1-5 *Replace by:*

- 1 From a position in the vicinity of No 23 Light Buoy (20°06'58N 109°48'50E) (safe water), NE of Lingao Jiǎo (20°00'61N 109°42'68E), the track leads E for about 13 miles, through a channel marked by light buoys (lateral), to the W end of Qiongzhou Haixia TSS (7.79), passing:

S of Denglou Jiao Light (20°13'45N 109°55'19E) (7.55), thence:

N of Yubao Jiao Light (19°59'50N 109°56'49E) (7.83).

- 2 Thence to a position S of Jing No 4 Light Buoy (safe water) (20°08'69N 110°02'45E), which marks the centre of Precautionary Area No 4.

The track then leads E through the E-going traffic lane of the TSS, marked by light buoys, to a position SE of Jing No 1 Light Buoy (20°11'88N 110°23'83E) (safe water), which marks the centre of Precautionary Area No 1.

- 3 **Caution.** See 7.78.

Useful marks:

Nangang Light (white concrete tower, black stripe) (20°00'15N 110°07'82E).

(Directions continue for No 1 Precautionary Area to Middle Passage No 1 Light Buoy at 7.85 and for No 1 Precautionary Area to outer South Channel at 7.87)

Chinese Notices 21/770, 771/22, ENCs C1515811 (4.017) and C1515814 (3.003) [NP30-No 123-Wk 35/22]

**China - Qiongzhou Haixia - Macun Gangqu —
Depths; prohibited anchorage**

233

Paragraph 7.91 1 lines 1-5 *Replace by:*

- 1 **Controlling depths.** The inner channel leading to Hua'neng Hainan Electricity Company Coal Wharf (19°57'76N 110°01'91E) has depths of 11 to 13 m.

The buoyed inner channel leading to Macun basin (19°57'55N 110°01'22E) has depths of 9 to 10 m.

After Paragraph 7.92 2 line 2 *Insert:*

Restricted area. See 7.81a.

Chinese Chart 15852/21; ENC C1515819 (6.003)
[NP30-No 64-Wk 01/22]

**China - Qiongzhou Haixia -
Macun Gangqu — Berths**

233-234

Paragraph 7.95 1 *Replace by:*

- 1 **Alongside berths:**

LNG terminal (19°58'90N 110°03'32E), length 235 m between outer dolphins, depth alongside about 11 m.

A number of T-shaped oil and petrochemical jetties are situated between the LNG berth and the Cement Wharf, depths about 5 to 7 m.

NP30

- 2 Cement Wharf (19°57'·86N 110°02'·33E), length 245 m, with a depth alongside of about 8 m. Bulk Cargo Wharf (19°57'·82N 110°02'·13E), 250 m in length, depth alongside about 12 m. Hua'neng Hainan Electricity Company Coal Wharf (19°57'·76N 110°01'·91E), length 275 m, with depths alongside from 11 to 12 m.
- 3 Macun Basin (19°57'·53N 110°01'·19E), comprising three quays, the longest is the SW quay, length 674 m, depths alongside about 7 to 11 m. Macun Gangqu No 2 Wharf (19°57'·35N 110°00'·65E) has an overall length of 1025 m, with depths alongside from 8 to 10 m.

Chinese Chart 15852/21 [NP30-No 65-Wk 01/22]

China - Hainan Dao - Chaotan Jiao — Anchorage; submarine cable

236

Paragraph 7.106 1 line 1 *Replace by:*

- 1 Anchorage may be obtained, clear of a charted submarine cable, in depths of about...

Chinese Notice 2/56/22 [NP30-No 90-Wk 25/22]

China - Qiongzhou Haixia westwards - Precautionary Area No 1 to Denglou Jiao — Directions

237

Paragraph 7.115 1-5 *Replace by:*

- 1 From a position NNW of Qiongzho Haixia Precautionary Area Jing No 1 Light Buoy (20°11'·88N 110°23'·83E) the track leads W through the W-going traffic lane of Qiongzhou Haixia TSS (7.79), marked by light buoys, to a position N of Jing No 4 Light Buoy (20°08'·69N 110°02'·45E) (7.84).
- 2 Thence the track continues W, through a channel marked by light buoys (lateral), passing:
N of Yubao Jiao Light (19°59'·50N 109°56'·49E) (7.83), thence:
S of Denglou Jiao Light (20°13'·45N 109°55'·19E) (7.55).
- 3 Thence the track leads to a position SW of Denglou Jiao (20°14'·00N 109°55'·60E).
Caution. See 7.78.

Chinese Notices 21/770, 771/22, ENC's C1515811 (4.017) and C1515814 (3.003) [NP30-No 125-Wk 35/22]

China - Qiongzhou Haixia - Jiaowei Wan — Prohibited anchorage; marine farms

238

Paragraph 7.118 2 line 3 *Replace by:*

ENC C1515819 (6.003) [NP30-No 66-Wk 01/22]

China - Gulf of Tonkin - Yulin Jiao — Directions; wreck

239

After Paragraph 7.126 3 line 4 Insert:

Clear of a dangerous wreck (19°11'·00N 108°24'·00E), reported (2021), thence:

Chinese Notice 11/346/22 [NP30-No 99-Wk 31/22]

China - Hainan Dao - Yangpu — Limiting conditions; vertical clearance

241

Paragraph 7.156 1 line(s) 1-2 *Replace by:*

1 A bridge (19°43'·40N 109°12'·64E), with a vertical clearance of 34 m, spans Yangpu Gang at Baimajing.

Chinese Notice C1 11/316/21 [NP30-No 19-Wk 21/21]

China - South China Sea - Gulf of Tonkin - Yangpu — Directions; obstruction

243

Paragraph 7.166 1 lines 6-7 *Replace by:*

The alignment (094·3°) of these lights leads 3 miles E, through a channel marked by light buoys (lateral), passing:

S of an obstruction (19°41'·79N 109°09'·35E).

Chinese Notice 51/1825/21 [NP30-No 88-Wk 24/22]

China - South China Sea - Gulf of Tonkin - Yangpu — Directions; obstruction

243

Paragraph 7.166 1 including existing Section IV Notice Week 24/22 *Replace by:*

Leading lights:

1 Front light (concrete pile, 36 m in height) (19°41'·67N 109°10'·50E).

Rear light (concrete pile, 50 m in height) (19°41'·63N 109°11'·01E) (4¾ cables from front light).

The alignment (094·3°) of these lights leads 3 miles E, through a channel marked by light buoys (lateral).

Yangpu Gang Leading Lights:

Chinese Notice 3/51/23 [NP30-No 199-Wk 43/23]

China - Hainan Dao - Yangpu — Directions

244

Paragraph 7.173 1 *Replace by:*

- 1 From Yangpu No 1 Anchorage and pilot boarding place (19°49'·00N 108°56'·44E) the route leads ENE for 31 miles to a position NE of Bingma Jiǎo Light (7.175), thence E for 22 miles to a position NE of Lingao Jiǎo (7.84).

Paragraph 7.174 1 line 1 *For* 23.5 m *Read* 21.5 m

**China – Hainan Dao – Sanya —
Arrival information; pilotage**

Paragraph 7.176 1-4 *Replace by:*

246

- 1 From Yangpu No 2 Anchorage and pilot boarding place (19°49'·00N 108°56'·50E), the track leads generally ENE, passing:
SSE of several dangerous wrecks (19°54'·63N 109°05'·43E), thence:
NNW of Bingma Jiǎo.
- 2 From a position NE of Bingma Jiǎo Light (7.175) the track then leads generally E, passing:
S of a bank (20°07'·70N 109°23'·48E) on which stands Lingao wind farm. Lingao Wind Tower Light (3-sided metal framework tower) (20°08'·90N 109°29'·30E) is exhibited from the wind farm. Thence:
S of a dangerous wreck (20°07'·13N 109°28'·10E), thence:
N of a dangerous wreck (20°04'·01N 109°33'·80E), thence:
Clear of a dangerous rock (20°07'·04N 109°40'·45E).
The track then continues to a position NE of Lingao Jiǎo (20°00'·61N 109°42'·68E) (7.84).

(Directions continue at 7.83)

GB Chart 3892

[NP30-No 49-Wk 48/21]

**China - Hainan Dao - Yangpu to Lingao Jiǎo —
Directions; obstruction**

244

Paragraph 7.176 1-4 including existing Section IV Notice Week 48/21 *Replace by:*

- 1 From Yangpu No 2 Anchorage and pilot boarding place (19°49'·00N 108°56'·50E), the track leads generally ENE, passing:
SSE of several dangerous wrecks (19°54'·63N 109°05'·43E), thence:
SSE of an obstruction (19°59'·90N 109°10'·50E), reported (2022), thence:
NNW of Bingma Jiǎo.
- 2 From a position NE of Bingma Jiǎo Light (7.175) the track then leads generally E, passing:
S of a bank (20°07'·70N 109°23'·48E) on which stands Lingao wind farm. Lingao Wind Tower Light (3-sided metal framework tower) (20°08'·90N 109°29'·30E) is exhibited from the wind farm. Thence:
- 3 S of a dangerous wreck (20°07'·13N 109°28'·10E), thence:
N of a dangerous wreck (20°04'·01N 109°33'·80E), thence:
Clear of a dangerous rock (20°07'·04N 109°40'·45E).
The track then continues to a position NE of Lingao Jiǎo (20°00'·61N 109°42'·68E) (7.84).
(Directions continue at 7.83)

Chinese Notice 32/1186/22

[NP30-No 176-Wk 37/23]

Paragraph 7.194 1 *Replace by:*

- 1 Pilotage is compulsory and available 24 hours. The pilot boards in the following positions:
Within the quarantine anchorage (7.193).
No 1 (18°12'·50N 109°26'·00E).
No 2, within No 3 anchorage (7.193).

Chinese Notice 17/625/22

[NP30-No 115-Wk 32/22]

**China - Gulf of Tonkin - Hainan Dao -
Yulin Chiang — Traffic regulations;
restricted area**

247

After Paragraph 7.206 1 *Insert:*

Traffic regulations

7.206a

- 1 **Restricted area.** Anchoring and fishing are prohibited within an area containing submarine cables, which extends about 7 miles S from Yulin Chiang (7.211), thence generally SE. See also 1.59.

Chinese Notice 6/118/23

[NP30-No 200-Wk 43/23]

**China - Gulf of Tonkin - Hainan Dao -
Yulin Chiang — Anchorages;
prohibited anchorage**

247

Paragraph 7.211 3 lines 1-4 *Replace by:*

- 3 **Prohibited anchorage.** See 7.206a.

Chinese Notice 6/118/23

[NP30-No 201-Wk 43/23]

**China - Sanya to Dazhou Dao - Yalang Wan —
Prohibited area**

248

After Paragraph 7.212 3 line 9 *Insert:*

Prohibited area. Entry is prohibited into an area which surrounds the naval facility at Yalang Wan.

Chinese Notice 38/1361/21

[NP30-No 52-Wk 51/21]

China – Hainan Dao – Qinglan Gang — Pilotage

249

Paragraph 7.226 3 lines 1-3 *Replace by:*

- 3 **Pilotage** is available, the pilots board within No 1 and No 2 Anchorages.

Chinese Notice 17/624/22

[NP30-No 116-Wk 32/22]

NP30

China - Qiongzhou Haixia to Zhanjiang — Directions

250

Paragraph 7.230 1 *Replace by:*

- 1 From the vicinity of Middle Passage Zhongshuidao No 1 Light Buoy (20°15'·39N 111°04'·36E), the route leads NNW for 50 miles to the S pilot boarding place (20°58'·21N 110°37'·27E) for Zhanjiang, or N for about 45 miles to the vicinity of 21°00'·40N 111°00'·00E, at the start of the E entrance channel to Zhanjiang.

Chinese Notice 38/1360/21 [NP30-No 53-Wk 52/21]

China - Qiongzhou Haixia to Zhanjiang Kou — Directions

250

Paragraph 7.235 2 line(s) 2 *Replace by:*

...Buoy (20°30'·99N 110°56'·63E), thence: ENE of Zhanjiang Wailuo (20°35'·00N 110°39'·00E), Xuwen (20°36'·00N 110°46'·00E) and Xinliao (20°43'·00N 110°33'·50E) wind farms, under construction (2021), thence:

Chinese Notice 30/1062;1063/21 [NP30-No 47-Wk 45/21]

China - Qiongzhou Haixia to Zhanjiang Kou — Directions

251

Paragraph 7.236 2 line(s) 4 *Replace by:*

...Buoy (20°30'·99N 110°56'·63E) (7.235), thence: ENE of wind farms under construction (2021) (7.235), and:

Chinese Notice 30/1062;1063/21 [NP30-No 48-Wk 45/21]

China - Qiongzhou Haixia to Zhanjiang — Directions

251

Paragraph 7.236 1-3 including existing Section IV Notice Week 45/21 *Replace by:*

- 1 From the vicinity of Middle Passage Zhongshuidao No 1 Light Buoy (20°15'·39N 111°04'·36E) the track leads generally N, passing:
E of the NE end (20°22'·18N 110°59'·00E) of Beifang Qiantan, thence:
E of a shoal (20°25'·00N 110°57'·80E), with a depth of 9·2 m, thence:
2 E of a dangerous wreck (20°29'·96N 110°57'·24E) (7.86), thence:

E of North Channel Beishuidao No 1 Light Buoy (20°30'·99N 110°56'·63E) (7.235), thence:
E of wind farms under construction (2021) (7.235), thence:

E of a dangerous wreck (20°43'·06N 110°58'·95E), position approximate, thence:

3 E of unexploded ordnance (20°51'·62N 110°47'·72E), position approximate, and:

E of a dangerous wreck (20°52'·20N 110°51'·72E), thence:

Clear of a dangerous wreck (20°54'·40N 111°02'·06E), reported (2012), thence:

4 Clear of a large vessel anchorage (20°57'·00N 111°00'·00E).

Thence the track leads to the vicinity of 21°00'·40N 111°00'·00E, at the start of the E entrance channel to Zhanjiang.

Chinese Notice 38/1360/21 [NP30-No 54-Wk 52/21]

China - South coast - Qiongzhou Haixia to Zhanjiang - Zhanjiang Gang — Anchorages

252

Paragraph 7.251 3 line(s) 1-9 *Replace by:*

- | | | |
|--------|---------------------------|--|
| 3 No 2 | 21°05'·30N
110°30'·80E | Vessels less than 9·5 m draught.
Also pilot boarding place. |
| No 19 | 21°04'·90N
110°33'·37E | Unrestricted |
| No 18 | 21°04'·96N
110°32'·62E | Unrestricted |
| No 17 | 21°05'·08N
110°32'·05E | Unrestricted |

Chinese Chart 15741; ENC C1515732 (6.006) [NP30-No 41-Wk 36/21]

China - South coast - Qiongzhou Haixia to Zhanjiang - Zhanjiang Gang — Anchorages

252

Paragraph 7.251 3 including existing Section IV Notice Week 36/21 *Replace by:*

- | | | |
|--------|---------------------------|--|
| 3 No 2 | 21°05'·37N
110°30'·87E | Vessels less than 9·5 m draught.
Also pilot boarding place. |
| No 19 | 21°04'·90N
110°33'·37E | Unrestricted.
A rock lies in the N part of the anchorage. |
| No 18 | 21°04'·96N
110°32'·62E | Unrestricted |
| No 17 | 21°05'·08N
110°32'·05E | Unrestricted |

Chinese Chart 15741 (2021) [NP30-No 198-Wk 43/23]

**China – South coast – Zhanjiang Gang —
Arrival information; pilotage**

252

Paragraph 7.252 1-2 *Replace by:*

- 1 Pilotage is compulsory and available 24 hours a day. The pilot boarding places are:

	<i>Position</i>	<i>Remarks</i>
	20°58'·00N 111°04'·00E	No 5
	20°57'·98N 110°54'·03E	No 4
	21°01'·40N 110°51'·60E	Unnamed
	21°01'·50N 110°44'·05E	No 3
2	20°58'·05N 110°37'·30E	No 1 Waiting Anchorage. When unfamiliar with fairway and vessel over 9·5 m draught.
	21°05'·30N 110°30'·80E	No 2 Quarantine and Waiting Anchorage. Vessels less than 9·5 m draught.
	21°04'·93N 110°29'·85E	No 2

Chinese Notice 17/622, 623/22

[NP30-No 117-Wk 32/22]

**China - Zhanjiang —
Directions; eastern approach**

254

Paragraph 7.261 1 *Replace by:*

- 1 From the vicinity of 21°00'·40N 111°00'·00E, the track leads W, through a channel marked by light buoys (lateral), to the entrance channel pilot boarding place and anchorage (21°01'·40N 110°51'·60E).
(*Directions continue for Zhanjiang at 7.259 and for the route from Zhanjiang to Shui Dong at 7.277*)

Chinese Notice 38/1360/21

[NP30-No 55-Wk 52/21]

China - Zhanjiang to Shui Dong — Directions

256

Paragraph 7.272 1 *Replace by:*

- 1 From the vicinity of 21°00'·40N 111°00'·00E, at the start of the E entrance channel to Zhanjiang, the route leads NNE for 25 miles to the pilot boarding place (7.286) for Shui Dong.

Paragraph 7.278 1 lines 1-7 *Replace by:*

- 1 From a position in the vicinity of 21°00'·40N 111°00'·00E, at the start of the E entrance channel to Zhanjiang, the track leads NNE, passing:
ESE of a dangerous wreck (21°08'·12N 110°51'·80E), position approximate, thence:
WNW of a dangerous wreck (21°17'·08N 111°09'·00E), position approximate.

Chinese Notice 38/1360/21

[NP30-No 56-Wk 52/21]

**China - Maoming - Shui Dong —
Anchorages; wrecks**

257

Paragraph 7.285 1 lines 4-12 *Replace by:*

Quarantine 21°14'·75N
and 111°13'·00E
Typhoon

Paragraph 7.285 2 lines 11-23 *Replace by:*

Lighterage 21°20'·00N 111°13'·00E Also typhoon anchorage for vessels 10 000 tonnes or greater.

A dangerous rock (21°22'·22N 111°14'·47E), with a depth of 2·7 m, lies on the NE limit of the anchorage.

Chinese Notice 1/16/22

[NP30-No 91-Wk 25/22]

**China - Maoming - Shui Dong —
Anchorage; wreck**

257

Paragraph 7.285 2 including existing Section IV Notice Week 25/22 *Replace by:*

- 2 Anchorages also lie on or within the harbour limit:

	<i>Anchorage</i>	<i>Position</i>	<i>Remarks</i>
No 1		21°22'·62N 111°08'·43E	Quarantine Anchorage. A dangerous wreck (21°22'·41N 111°08'·00E) lies in the SW of the anchorage.
No 2		21°23'·18N 111°05'·57E	Explosives Anchorage
No 3		21°23'·73N 111°04'·07E	Quarantine Anchorage
No 4		21°23'·86N 111°08'·61E	Typhoon Anchorage
Lighterage		21°20'·00N 111°13'·00E	Also typhoon anchorage for vessels 10 000 tonnes or greater.
			A dangerous rock (21°22'·22N 111°14'·47E), with a depth of 2·7 m, lies on the NE limit of the anchorage.

UKHO

[NP30-No 173-Wk 32/23]

**China - South China Sea - Yangjiang Gang and
approaches — Directions; rocks**

259

Paragraph 7.305 2 lines 12-13 *Delete*

NP30

Paragraph 7.305 3 lines 1-6 *Replace by:*

China – South China Sea – Bohe Xingangqu — Pilotage

259

- 3 SSE of a rock (21°31'·48N 111°42'·38E), depth 8·9 m, thence:
SSE of a dangerous wreck (21°32'·50N 111°46'·18E).

The track then leads to a position in the vicinity of No 1 Light Buoy (starboard hand) (21°32'·24N 111°47'·48E), in the approaches to Yangjiang.

Chinese Chart 15500/20 [NP30-No 12-Wk 15/21]

After Paragraph 7.309 1 line 3 *Insert:*

Pilotage. Pilots board in the following positions:
No 1 (21°20'·84N 111°19'·25E).
No 2 (21°16'·97N 111°23'·59E).

Chinese Notice 16/579/22 [NP30-No 104-Wk 32/22]

China - South China Sea - Yangjiang Gang and approaches — Directions; wreck

259

Paragraph 7.305 3 lines 1-6 including existing Section IV Notice Week 15/21 *Replace by:*

- 3 SSE of a rock (21°31'·48N 111°42'·38E), depth 8·9 m.

The track then leads to a position in the vicinity of No 1 Light Buoy (starboard hand) (21°32'·24N 111°47'·48E), in the approaches to Yangjiang.

Chinese Notice 27/945/21 [NP30-No 45-Wk 41/21]

China – South China Sea – Bohe Xingangqu — Pilotage; wreck

259

Paragraph 7.309 1 including existing Section IV Notice Week 32/22 *Replace by:*

General information. A new harbour (21°25'·90N 111°17'·35E) is under construction (2018) in Bohe Xingangqu.

Pilotage. Pilots board in the following positions:
No 1 (21°20'·84N 111°19'·25E).

No 2 (21°16'·97N 111°23'·59E). A stranded wreck (21°16'·75N 111°22'·78E), lies close WSW of the pilot boarding position.

Directions. Bohe Xingangqu is approached via a buoyed channel.

Leading lights:

Front light (red metal beacon, white band, 32 m in height). (21°26'·63N 111°17'·19E)

Rear light (similar construction, 47 m in height) (21°27'·54N 111°16'·87E) (9½ cables from front light).

Chinese Notice 2/25/23 [NP30-No 163-Wk 22/23]

China - South China Sea - Shui Dong to Yangjiang — Directions

259

Paragraph 7.305 1-3 including existing Section IV Notices Week 15/21 and 41/21 *Replace by:*

- 1 From a position S of the pilot boarding place and anchorages for Shui Dong, situated W of Dafangji Dao (21°23'·00N 111°11'·00E) (7.306), the track leads E, passing:

S of a shoal (21°22'·07N 111°09'·49E), with a depth of 9·9 m, thence:

- 2 S of Dafangji Dao, on which stands Dafangji Dao Light (7.277). Numerous light buoys (special) are moored in the vicinity of the island. Thence:

S of Xin Pai (21°22'·18N 111°14'·49E), a rock.

Thence from a position about 4 miles W of Shui Dong SBM (21°20'·90N 111°24'·62E) (7.296), the track leads generally ENE, passing:

NNW of Shui Dong SBM (21°20'·90N 111°24'·62E), thence:

- 3 NNW of extensive wind farms (21°21'·98N 111°36'·50E), under construction (2021), marked by numerous light buoys (special) thence:

NNW of a dangerous wreck (21°24'·46N 111°36'·43E), position approximate, thence:

NNW of a dangerous wreck (21°27'·14N 111°43'·09E), thence:

SSE of a rock (21°31'·48N 111°42'·38E), depth 8·9 m.

The track then leads to a position in the vicinity of No 1 Light Buoy (starboard hand) (21°32'·24N 111°47'·48E), in the approaches to Yangjiang.

Chinese Chart 15591 (2021) [NP30-No 181-Wk 39/23]

China - South China Sea - Yangjiang — Limiting conditions; controlling depth

260

Paragraph 7.315 1 line 2 *For 9·3 m Read 9·8 m*

Chinese Chart 15591 (2021) [NP30-No 182-Wk 39/23]

China - South China Sea - Yangjiang — Anchorage; wreck

260

Paragraph 7.318 1 lines 7-9 *Delete*

Chinese Notice 27/945/21 [NP30-No 46-Wk 41/21]

China - South China Sea - Yangjiang — Anchorage; wreck

260

Paragraph 7.318 2 lines 8-9 *Replace by:*

No 1 Large Vessel Waiting 21°27'·50N 111°44'·40E
and Typhoon A wreck lies in the W part
of the anchorage.

Chinese Chart 15500/20 [NP30-No 13-Wk 15/21]

China - South China Sea - Yangjiang — Anchorage

260

Paragraph 7.318 ² lines 8-9 existing Section IV Notice Week 15/21 *Replace by:*

Yangjiang LNG Emergency 21°29'22N 111°46'13E

Chinese Notice 25/875/21 [NP30-No 43-Wk 38/21]

China - South China Sea - Yangjiang — Arrival information; outer anchorages

260

Paragraph 7.318 including existing Section IV Notices Week 15/21, 38/21 and 41/21 *Replace by:*

¹	Anchorage	Position and Remarks
	No 1 Medium Vessel Waiting and Typhoon	21°28'70N 111°33'90E
	No 1 Explosives	21°32'33N 111°44'70E Fishing stakes lie in the N part of the anchorage.
	Explosives	21°33'00N 111°46'00E
²	Quarantine	21°33'00N 111°47'50E Also pilot boarding place
	No 2 Explosives	21°32'40N 111°48'91E A dangerous wreck (21°32'44N 111°49'57E) lies in the E part of the anchorage; numerous rocks lie in its N part.
	Yangjiang LNG Emergency	21°29'22N 111°46'13E
³	No 2 Large Vessel Waiting and Typhoon	21°25'00N 111°51'40E
	Lightering, Waiting and Typhoon	21°26'00N 112°04'30E
	No 2 Medium Vessel Waiting and Typhoon	21°41'50N 112°08'50E

Chinese Chart 15591 (2021) [NP30-No 183-Wk 39/23]

China - South China Sea - Yangjiang — Pilotage

260

Paragraph 7.319 ⁴ *Replace by:*

- Pilotage is compulsory. Pilots board in the following positions:
21°30'50N 111°44'00E.
No 2 (21°31'00N 111°48'50E).
Within the Quarantine Anchorage (7.318).

Chinese Notice 16/578/22 [NP30-No 105-Wk 32/22]

China - South China Sea - Yangjiang — Harbour; general layout

260

Paragraph 7.322 ¹ lines 7-10 *Replace by:*

Jishu. There are three anchor berths, in depths from about 6 to 12 m, in the river. Fishing stakes lie in the N part of anchor berth 2; a bridge is under construction (2021) close to the NW limit of anchor berth 3.

Chinese Chart 15591 (2021) [NP30-No 184-Wk 39/23]

China - Gulf of Tonkin - Yangjiang — Harbour; development

260

After Paragraph 7.322 ¹ *Insert:*

Development 7.322a

- Works are in progress (2022) on extensive port development about 1 mile S of Lianggang Wharf (7.326) and NE of Salvage Pier (7.326).

Chinese Notices 34/T1247, T1250, T1252, T1253/22 [NP30-No 177-Wk 37/23]

China - South China Sea - Gaolan Liedao — Directions; lights

261

Paragraph 7.333 ³ lines 8-10 *Replace by:*

Hebao Dao Light (concrete tower, 41 m in height) (21°52'20N 113°11'71E).

Major lights:

- Nanpeng Dao Light — as above.
- Weijian Dao Light — as above.
- Xiaojin Light — as above.
- Hebao Dao Light — as above.

Chinese Notice 47/1672/21; ENC C1515449 (11.008) [NP30-No 74-Wk 07/22]

China - South China Sea - Taidian — Pilotage

263

After Paragraph 7.343 ² line 4 *Insert:*

21°43'88N 112°57'28E.

Chinese Notice 16/576/22 [NP30-No 106-Wk 32/22]

China - South China Sea - Gaolan — Anchorage; wreck

264

After Paragraph 7.352 ¹ line 5 *Insert:*

- Caution.** A dangerous wreck (21°48'90N 113°17'50E), reported (2023), lies in the S part of No K14 anchorage.

UKHO [NP30-No 172-Wk 30/23]

NP30

China – South China Sea – Gaolan — Pilotage

264

Paragraph 7.353 1-2 *Replace by:*

- 1 Pilotage is compulsory and available 24 hours a day. The pilot boarding places are:
 - No 1 (21°47'·70N 113°14'·50E) for vessels greater than 13 m in draught or 250 m LOA;
 - No 2 (21°50'·20N 113°14'·00E) for vessels less than 7 m in draught other than chemical and oil tankers;
- 2
 - No 3 (21°53'·50N 113°11'·50E) for chemical and oil tankers;
 - No 4 (21°53'·50N 113°12'·50E);
 - No 5, an area centred on 21°51'·69N 113°13'·25E; Waiting and Typhoon Anchorage (21°52'·31N 113°04'·06E).

For further information see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Chinese Notice 16/575/22 [NP30-No 107-Wk 32/22]

China – South China Sea – Gaolan Liedao — Directions; light

264

After Paragraph 7.357 1 line 5 *Insert:*

Hebao Dao Light (21°52'·20N 113°11'·71E) (7.333).

Chinese Notice 47/1672/21 [NP30-No 75-Wk 07/22]

China – South China Sea – Gaolan Liedao — Directions; light

265

After Paragraph 7.365 1 line 1 *Insert:*

Hebao Dao Light (21°52'·20N 113°11'·71E) (7.333).

Chinese Notice 47/1672/21 [NP30-No 76-Wk 07/22]

China – South China Sea – Gaolan to Dahengqin Dao — Directions; wind farm

265

Paragraph 7.366 1 *Replace by:*

- 1 From a position S of A1 Light Buoy (21°47'·13N 113°14'·16E), at the entrance channel for Gaolan, the track leads ENE, avoiding charted wrecks and obstructions, passing:
 - SSE of No K21 Anchorage (21°47'·56N 113°19'·50E) (7.352), thence:
- 2 SSE of a wind farm (21°54'·01N 113°26'·47E), under construction (2022), marked by light beacons (special).

Thence the track continues ENE to a position S of Dahengqin Dao (22°04'·90N 113°33'·00E), on the SW side of the entrance to Zhujiang Kou.
(Directions continue at 8.14, 8.18, 8.24 and 8.31)

Chinese Notice 16/573/22 [NP30-No 108-Wk 32/22]

China – South China Sea – Approaches to Zhujiang Kou — Pilotage

268

Paragraph 8.11 1 lines 4-6 *Replace by:*

For Tonggu Channel at 22°05'·00N 113°51'·00E and No 2 (22°04'·50N 113°51'·00E).

Chinese Notice 21/768/22 [NP30-No 120-Wk 34/22]

China – South China Sea – Wanshan Qundao — Pilotage

268

After Paragraph 8.11 3 line 2 *Insert:*

Pilots also board at 21°49'·00N 113°43'·00E.

Chinese Notice 16/574/22 [NP30-No 109-Wk 32/22]

China – Zhujiang Kou – Jiuzhou Gang — Pilotage

268

Paragraph 8.11 3 including existing Section IV Notice Week 32/22 *Replace by:*

- 3 See also 7.4 and *ADMIRALTY List of Radio Signals Volume 6(6)*.

Chinese Chart 15475 (2021) [NP30-No 202-Wk 44/23]

China – Outer approaches to Hong Kong — Directions; anchorages

269

Paragraph 8.19 3 line(s) 3 *Replace by:*

...SSE of No 2WS Anchorage (8.20)...

Paragraph 8.19 4 line(s) 1 *Replace by:*

- 4 NNW of No 1BJ Anchorage (8.90)...

Paragraph 8.19 5 line(s) 2 *Replace by:*

...No 4DT Anchorage (8.90) and the vicinity of...

Paragraph 8.20 1 line(s) 10-11 *Replace by:*

6DA	21°59'·00N	Explosives and
	113°40'·55E	Typhoon

GB Chart 3026 Ed.7 (2021) [NP30-No 26-Wk 27/21]

China – Outer approaches to Hong Kong – Dahengqin Dao to Dayapai Dao — Directions

269

Paragraph 8.25 3-5 *Replace by:*

- 3 SSE of Xiaoye Jiao (22°01'·81N 113°43'·92E), marked by a light buoy (isolated danger) moored close SSE of it, thence:
 - SSE of a rock (22°02'·00N 113°44'·47E), with a depth of 9.3 m, thence:
 - NNW of an islet (22°00'·30N 113°46'·15E), thence:
- 4 NNW of a dangerous wreck (22°00'·66N 113°46'·17E), thence:

NNW of a dangerous wreck (22°00'·88N 113°46'·40E), position approximate, thence:
SSE of Shagou Pai (22°02'·05N 113°46'·46E), marked by a light buoy (isolated danger) moored close NNW of it, thence:

- 5 NNW of a dangerous wreck (22°00'·72N 113°47'·43E), reported (2018), thence:
NNW of the coastal bank (22°00'·58N 113°48'·24E) fronting Heng Zhou (22°00'·16N 113°48'·42E); Heng Zhou Light (white tower, red bands, 7 m in height) (22°00'·26N 113°48'·02E) is exhibited from the W extremity of the island, thence:
SSE of Nanpai Jiao (22°03'·24N 113°48'·82E), thence:
SSE of Dongtou Jiao (22°03'·53N 113°49'·00E), marked by a light buoy (E cardinal) moored 3 cables E of it, thence:
NNW of W1 Light Buoy (22°03'·12N 113°51'·68E) (starboard hand).

Chinese Chart 15440 (2021) [NP30-No 203-Wk 44/23]

**China - South China Sea - Daxi Shuidao —
Directions; wrecks**

270

Paragraph 8.32 1 lines 8–9 *Delete*

Paragraph 8.32 4 lines 1–2 *Delete*

Chinese Chart 15379/20 [NP30-No 2-Wk 11/21]

**China - Zhujiang Kou -
Jiuzhou Gang — Anchorage**

271

Paragraph 8.42 1 line 2 *Delete*

Paragraph 8.43 1 lines 7–10 *Delete*

Chinese Notice 27/984/22 [NP30-No 174-Wk 36/23]

**China - Macao - Jiuzhougang Hangdao —
Traffic regulations**

271

Paragraph 8.45 1 lines 3–6 *Replace by:*

Hong Kong to Zhuhai-Macao Bridge (HZMB). A precautionary area, marked light buoys (special), surrounds the Hong Kong to Zhuhai-Macao Bridge. When passing under the bridge, the designated channels must be used. Overtaking and crossing within the channels, and passing through non-navigational spans, is prohibited. Vessels are also required to comply with the Regulations of Navigation Safety in Guangdong Waters of the HZMB; contact the local authority for details.

GB Chart 4129 Ed.7 (2022); Chinese Chart 15475 (2021)
[NP30-No 209-Wk 44/23]

**China - South China Sea - Jiuzhou Gang —
Directions; wrecks**

272

Paragraph 8.50 1 lines 6–8 *Delete*

Chinese Chart 15379/20 [NP30-No 3-Wk 11/21]

**China - Outer approaches to Hong Kong -
South of Aizhou Liedao — Anchorages**

275

Paragraph 8.90 1 line(s) 4–22 *Replace by:*

7SM	21°59'·90N 113°54'·03E	Large vessels and Typhoon
8SM	22°00'·90N 113°56'·03E	Large vessels and Typhoon
11SM	22°01'·40N 113°59'·03E	Drilling rig support vessels and Typhoon
4DT	21°57'·60N 113°59'·10E	Large vessels and Typhoon
1BJ	21°55'·00N 113°57'·00E	Emergency, and Typhoon

GB Chart 3026 Ed.7 (2021) [NP30-No 27-Wk 27/21]

**China - Approaches to Zhujiang Kou -
Dayapai Dao to Fan Lau Kok — Directions**

277

Paragraph 8.108 1 *Replace by:*

- 1 From the vicinity of the pilot boarding place (22°04'·30N 113°53'·00E), the track leads NNW to the S end of the traffic lanes, then N, within the N-bound traffic lane, to a position ENE of Xiabian Jiao (22°08'·15N 113°50'·09E).

Thence the track leads NNW to Precautionary Area No 3 (22°10'·89N 113°49'·77E), marked by Gui Shan Bei Light Vessel (red hull) (22°10'·87N 113°49'·77E), passing WSW of a dangerous wreck (22°09'·53N 113°50'·90E), position approximate, reported (2023).

UKHO [NP30-No 169-Wk 27/23]

**China - Approaches to Zhujiang Kou -
Soko Islands — Marine nature reserve**

277

After Paragraph 8.112 Insert:

**Marine nature reserve
8.112a**

- 1 **South Lantau Marine Park** (22°10'·00N 113°56'·00E), partially marked by light buoys (special), surrounds the Soko Islands, the largest of which are Tai A Chau (8.115) and Siu A Chau (22°11'·00N 113°54'·62E).
- 2 Without the permission of the Country and Marine Parks Authority, anchoring and mooring are prohibited within the marine park. Vessels shall not exceed a speed of 10 kn within the marine park.

Hong Kong Notice 14/32/22; GB Chart 4129 Ed. 8 (2023)
[NP30-No 178-Wk 38/23]

NP30

China – Outer Approaches to Zhujiang Kou and Hong Kong — Pilotage

278

Paragraph 8.122 2 lines 1–3 *Delete*

Chinese Notice 21/768/22 [NP30–No 121–Wk 34/22]

China – Outer approaches to Hong Kong – Dangan Shuidao — Restricted area

281

After Paragraph 8.145 1 line 5 *Insert*:

Restricted area. A restricted area has been established surrounding the construction of the Hong Kong Offshore LNG Terminal (22°09′.28N 113°57′.80E), about 2¼ miles E of Tau Lo Chau (22°09′.28N 113°55′.38E).

Chinese Notice 20/46/22 [NP30–No 156–Wk 14/23]

China – Outer approaches to Hong Kong – Dangan Shuidao — Directions; wreck

281

After Paragraph 8.148 2 line 4 *Insert*:

Clear of dangerous wreck (22°08′.50N 114°06′.20E), position approximate, reported (2022), thence:

UKHO [NP30–No 135–Wk 04/23]

China – Hong Kong – Tathong Channel — Directions; lights

283

Paragraph 8.167 3–4 *Replace by*:

- 3 WSW of Nga Ying Pai Light (white concrete tower) (22°14′.56N 114°16′.84E), thence:
WSW of Tit Cham Chau (22°15′.77N 114°16′.44E) from where Tseung Kwan O 4 Light (white post) is exhibited, thence:
ENE of Cape Collinson (22°15′.69N 114°15′.42E) from where Hak Kok Tau Light (8.166) is exhibited, thence:
- 4 WSW of Fat Tong Chau (22°16′.45N 114°15′.95E). Islets lie off the S extremity of Fat Tong Chau from where Fat Tong Chau Light (white concrete tower) and Tseung Kwan O 1 Light (white post) (22°16′.45N 114°15′.95E) are exhibited.

The track then leads NW, passing through Lei Yue Mun (22°17′.06N 114°14′.37E), to the NW end, deep and clear of dangers.

UKHO [NP30–No 164–Wk 23/23]

China – Hong Kong – Junk Bay — Harbour; lights

286

Paragraph 8.179 1 *Replace by*:

- 1 **Description.** Junk Bay entered between Fat Tong Chau (22°16′.66N 114°16′.05E), grassy with a few low trees and Lei Yue Mun Point ¼ miles NW. Islets lie off the S extremity of Fat Tong Chau; Fat Tong Chau Light (8.167) and Tseung Kwan O 1 Light (8.167) are exhibited from the S islet. The NW shore of the bay is steep-to and has only a narrow coastal bank with a few rocks close inshore in places.

UKHO

[NP30–No 165–Wk 23/23]

China – Hong Kong – Junk Bay — Harbour; bridge

286

Paragraph 8.179 2 *Replace by*:

- 2 Entrance to the N end of the bay is gained by passing under the Tseung Kwan O Cross Bay Bridge (22°17′.60N 114°15′.66E), vertical clearance 17 m within the navigable fairway, which is marked by light buoys (lateral).

A basin is located on the S side of Fat Tong Chau and is marked by lights at its entrance points, and is approached directly from Tathong Channel.

Tidal streams are weak.

Hong Kong Notice 25/56/22 [NP30–No 166–Wk 23/23]

China – Hong Kong – To Kwa Wan — Anchorage; wrecks

286

Paragraph 8.185 1 line 3 *Replace by*:

...lights are exhibited. Numerous wrecks lie within the typhoon shelter.

Hong Kong Notice 18/28/23 [NP30–No 194–Wk 42/23]

China – Hong Kong – Lantau Island — Marine nature reserve

291

After Paragraph 8.218 *Insert*:

Marine nature reserve

8.218a

- 1 **South Lantau Marine Park.** See 8.112a.

Hong Kong Notice 14/32/22 [NP30–No 179–Wk 38/23]

China – Hong Kong – Ma Wan – Tsing Ma Bridge — Vertical clearance

294

Paragraph 8.240 1 lines 3–4 *Replace by*:

Tsing Ma Bridge (22°21′.08N 114°04′.50E), spans Ma Wan Channel, vertical clearance 54.6 m, increasing to 57 m during daily changing Specified Hours; contact the local authority for further information.

Hong Kong Notice 19/21

[NP30–No 6–Wk 13/21]

China - Hong Kong - Black Point to Kau Yi Chau - Urmston Road — Anchorage; wreck

298

Paragraph 8.250 *1* Replace by:

- 1* Urmston Road Anchorage (22°24'·36N 113°53'·04E) is situated in the N part of Urmston Road. Depths range from around 7 to 20 m, mud.

Caution. A wreck (22°23'·64N 113°53'·07E) lies close S of the anchorage.

Chinese Chart 1503 (2022) [NP30-No 213-Wk 44/23]

China - Zhujiang Kou - Fan Lau Kok to Tonggu Channel — Traffic regulations

305

After Paragraph 8.305 *1* line 6 Insert:

Hong Kong to Zhuhai-Macao Bridge. See 8.45.

GB Chart 4129 Ed.7 (2022) [NP30-No 210-Wk 44/23]

China - Zhujiang Kou - Tonggu Channel — Traffic regulations

305

Paragraph 8.316 *1* Replace by:

- 1* **Hong Kong to Zhuhai-Macao Bridge.** See 8.45. **Prohibited anchorage.** See 8.305.

GB Chart 4129 Ed.7 (2022) [NP30-No 211-Wk 44/23]

China - South China Sea - Lingding Yang - Longgu West Fairway — Directions; wreck

306

After Paragraph 8.322 *1* line 4 Insert:

Clear of a dangerous wreck (22°20'·83N 113°51'·39E), position approximate, thence:

ENC CN584224 (18.001) [NP30-No 42-Wk 36/21]

China - South China Sea - Lingding Yang - Longgu West Fairway — Directions

306

Paragraph 8.322 *1* Including existing Section IV Notice Week 36/21 Replace by:

- 1* From a position 4 cables SE of Mayou Shi Light Vessel (22°16'·61N 113°48'·27E) the track leads NNE through Longgu West Fairway, marked by light buoys (lateral), avoiding numerous charted wrecks, passing:

Chinese Notice 13/434/22 [NP30-No 102-Wk 31/22]

China - South west approaches to Hong Kong — Anchorage; wreck

306

Paragraph 8.323 *1* Replace by:

- 1* Lantau Island No 2 Anchorage (22°19'·05N 113°51'·04E) for medium and handy size cargo vessels. A dangerous wreck is situated in the NW part of the anchorage

UKHO [NP30-No 94-Wk 25/22]

China - South-west approaches to Hong Kong — Anchorage; foul area

306

Paragraph 8.323 *1* including existing Section IV Notice Week 25/22 Replace by:

- 1* Lantau Island No 2 Anchorage (22°19'·05N 113°51'·04E) for medium and handy size cargo vessels A dangerous wreck is situated in the NW part of the anchorage. A foul area (22°19'·20N 113°50'·48E), position approximate, lies on the W boundary of the anchorage.

UKHO [NP30-No 158-Wk 17/23]

China - Shenzhen - Zhujiang Kou — Anchorage; obstructions

307

Paragraph 8.331 *1* lines 5-6 Replace by:

Ma Zhou West (22°28'·91N 113°49'·49E), dangerous cargo. Obstructions are situated close to the boundary of the anchorage, and a submarine pipeline is laid close W of the anchorage.

UKHO [NP30-No 97-Wk 30/22]

China - Zhujiang Kou - Shenzhen — Pilotage

307

Paragraph 8.332 *1* Replace by:

1 Pilotage is compulsory. Pilots board in the following positions:

Urmston Road (22°24'·93N 113°53'·35E).

Longgu West Fairway (22°19'·00N 113°50'·26E).

For the southern approaches to Zhujiang Kou see 8.11.

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

Chinese Notice 24/884/22 [NP30-No 133-Wk 51/22]

China - Zhujiang Kou - Shenzhen — Arrival information; anchorage; obstruction

307

Paragraph 8.331 *2* line 6 Replace by:

...and an obstruction (22°29'·21N 113°50'·44E), reported (2023), are situated within this anchorage.

UKHO [NP30-No 159-Wk 17/23]

NP30

China - Zhujiang Kou - Shenzhen — Directions for entering harbour

307

Paragraph 8.340 including heading *Replace by:*

Spare 8.340

After Paragraph 8.341 *Insert:*

Mawan 8.341a

¹ See 8.366.

Dachanwan 8.341b

¹ From a position within the precautionary area (22°29'·56N 113°51'·45E) at Mawan, the track leads N, through a fairway marked by light buoys (lateral), for about 1½ miles and thence as required for berthing.

UKHO [NP30-No 170-Wk 29/23]

China - Zhujiang Kou - Tonggu Channel to Shanban Zhou — Traffic regulations

308

After Paragraph 8.351 ¹ *Insert:*

Traffic regulations 8.351a

¹ Hong Kong to Zhuhai-Macao Bridge. See 8.45.

GB Chart 4129 Ed.7 (2022) [NP30-No 212-Wk 44/23]

China - Zhujiang Kou - Tonggu Channel to Shanban Zhou — Anchorage; submarine cable

308

Paragraph 8.355 lines 2-3 *Replace by:*

27LD 22°24'·65N Waiting and typhoon
113°42'·50E anchorage for liquefied gas
carriers. A submarine cable
is laid across the centre of
the anchorage.

Chinese Chart 15435 (2022) [NP30-No 204-Wk 44/23]

China - South China Sea - Zhujiang Kou - Lingding Sha — Anchorage; wrecks

308

Paragraph 8.355 lines 9-10 *Replace by:*

30LD 22°35'·24N Typhoon anchorage for
113°45'·51E shallow draft cargo vessels.
A number of wrecks are
situated within the
anchorage area.

Paragraph 8.355 lines 13-15 *Replace by:*

32LD 22°39'·38N Typhoon anchorage for
113°42'·47E medium and handy sized
cargo vessels. A wreck and
an obstruction are situated
within the anchorage.

UKHO [NP30-No 92-Wk 25/22]

China - South China Sea - Zhujiang Kou - Longxue Shuidao — Anchorage; rock

308

Paragraph 8.355 lines 33-34 *Replace by:*

40SJ 22°42'·96N Typhoon anchorage and oil
113°40'·87E tanker operations. An
underwater rock lies in the
N part of the anchorage.

UKHO [NP30-No 7-Wk 13/21]

China - Zhujiang Kou - Shenzhen to Shanban Zhou — Directions; depths

309

Paragraph 8.357 ¹ lines 1-5 *Replace by:*

¹ From the precautionary area (22°26'·59N 113°52'·91E), at Shenzhen, the route leads NNW for 20 miles, through the two-way fairway, Dachan Shuidao, Fanshi Shuidao and Longxue Shuidao to a position E of Shanban Zhou (22°43'·03N 113°39'·46E).

Paragraph 8.359 ¹ line 1 *Replace by:*

¹ Depths are changeable and the Port Authority should be contacted for the latest information.

Paragraph 8.366 ¹ lines 1-7 *Replace by:*

¹ From the precautionary area (22°26'·59N 113°52'·91E) at Shenzhen, the track leads NNW through the two-way fairway, passing between the berths and the anchorages, to a position within the precautionary area (22°29'·56N 113°51'·45E) at Mawan, ESE of Ma Zhou.

(Directions are given for Dachanwan at 8.341b)

Paragraph 8.367 ¹⁻⁴ including existing Section IV Wk 51/22 *Replace by:*

¹ From the above position, the track leads NW through Dachan Shuidao (8.357), marked by light buoys (lateral), passing:

Between Ma Zhou and Dachan Dao (22°30'·67N 113°50'·79E), thence:

SW of a shoal (22°31'·68N 113°49'·51E), marked by light buoys (cardinal), thence:

² SW of Xiya Dao (22°32'·84N 113°49'·13E), from where Xiya Light (white pile, 8 m in height) is exhibited.

Thence the track leads NNW, for about 5 miles, through Fanshi Shuidao, a channel marked by light buoys (lateral), keeping clear of numerous charted wrecks, passing:

WSW of No 1 Light Buoy (safe water) (22°32'·97N 113°48'·16E), thence:

Beneath Shenzhen Zhongshan Bridge (8.352).

Thence the track continues NNW, through Longxue Shuidao, passing:

- 3 ENE of a light buoy (isolated danger) (22°37'·56N 113°43'·40E), thence:
WSW of No 5 Light Buoy (W cardinal) (22°41'·24N 113°43'·14E), thence:
ENE of No 49 Light Buoy (starboard hand) (22°41'·56N 113°40'·98E), thence:
- 4 WSW of F15 Light Buoy (W cardinal) (22°42'·44N 113°41'·95E), and:
ENE of Nos 51 and 52 Light Buoys (lateral) (22°42'·41N 113°40'·76E).

The track then continues to a position in the fairway E of Shanban Zhou (22°43'·03N 113°39'·46E) (8.365) from where a light (8.365) is exhibited.
(Directions continue at 8.389)

UKHO [NP30-No 171-Wk 29/23]

China – Zhujiang Kou – Fanshi Shuidao — Directions; wreck

309

After Paragraph 8.367 3 line 3 *Insert*:

ENE of a dangerous wreck (22°33'·72N 113°47'·07E), thence:

ENC C1615447 (17.000) [NP30-No 93-Wk 25/22]

China – Zhujiang Kou – Ma Zhou to Shanban Zhou — Directions; wrecks

309

Paragraph 8.367 1-4 including existing Section IV Notice Week 25/22 *Replace by*:

- 1 From a position ESE of Ma Zhou (8.366), the track leads NW through Dachan Shuidao (8.357), marked by light buoys (lateral), passing:
Between Ma Zhou and Dachan Dao (22°30'·67N 113°50'·79E), thence:
SW of a shoal (22°31'·68N 113°49'·51E), marked by light buoys (cardinal), thence:
- 2 SW of Xiya Dao (22°32'·84N 113°49'·13E), from where Xiya Light (white pile, 8 m in height) is exhibited.

Thence the track leads NNW, for about 5 miles, through Fanshi Shuidao, a channel marked by light buoys (lateral), keeping clear of numerous charted wrecks, passing:

- 3 WSW of No 1 Light Buoy (safe water) (22°32'·97N 113°48'·16E), thence:
Beneath Shenzhen Zhongshan Bridge (8.352).
Thence the track continues NNW, through Longxue Shuidao, passing:
- 4 ENE of a light buoy (isolated danger) (22°37'·56N 113°43'·40E), thence:
WSW of No 5 Light Buoy (W cardinal) (22°41'·24N 113°43'·14E), thence:
ENE of No 49 Light Buoy (starboard hand) (22°41'·56N 113°40'·98E), thence:
- 5 WSW of F15 Light Buoy (W cardinal) (22°42'·44N 113°41'·95E), and:
ENE of Nos 51 and 52 Light Buoys (lateral) (22°42'·41N 113°40'·76E).

The track then continues to a position in the fairway E of Shanban Zhou (22°43'·03N 113°39'·46E) (8.365) from where a light (8.365) is exhibited.
(Directions continue at 8.389)

Chinese Notice 24/874/22 [NP30-No 134-Wk 51/22]

China - South China Sea - Zhujiang Kou - Chuanbi Shuidao — Anchorage; wreck

311

Paragraph 8.393 1 line 5 *Replace by*:

No 43SJ (22°43'·98N 113°40'·05E), emergency. A wreck lies in the SE part of the anchorage.

UKHO [NP30-No 8-Wk 13/21]

China - South China Sea - Zhujiang Kou - Chuanbi Shuidao — Anchorage; wreck

311

Paragraph 8.393 1 including existing Section IV Notice Week 13/21 *Replace by*:

- 1 No 41SJ (22°43'·38N 113°40'·68E), cargo vessels and typhoon shelter.
- No 42SJ (22°43'·73N 113°40'·39E), cargo vessels and typhoon shelter. A wreck lies in the NW part of the anchorage.
- No 43SJ (22°43'·98N 113°40'·05E), emergency. A wreck lies in the SE part of the anchorage.
- No 44SJ (22°44'·35N 113°39'·76E), anchorage and turning area. A wreck lies in the centre of the anchorage.
- No 45SJ (22°44'·77N 113°38'·87E), cargo vessels and typhoon shelter. A number of wrecks lie in the N part of the anchorage.

ENC C1615464 (8.005) [NP30-No 95-Wk 26/22]

China - Zhujiang Kou - Humen Shuidao — Anchorage; wreck

311

Paragraph 8.393 4 lines 7-8 *Replace by*:

No 58SQ (22°46'·46N 113°37'·66E), emergency typhoon shelter. A dangerous wreck lies about 1¼ cables WSW of the anchorage.

Chinese Chart 15445 (2021) [NP30-No 205-Wk 44/23]

China - South China Sea - Zhujiang Kou - Dahu Shuidao — Anchorage

312

Paragraph 8.393 7 lines 6-7 *Delete*

UKHO [NP30-No 10-Wk 13/21]

NP30

China - South China Sea - Zhujiang Kou - Nizhou Shuidao — Directions; obstruction

312

Paragraph 8.404 1 line 3 *Replace by:*

...Nizhou Shuidao marked by light buoys, passing W of an obstruction (22°53'·96N 113°34'·30E).

UKHO [NP30-No 11-Wk 13/21]

China - Zhujiang - Nizhou Tou — Directions

312

Paragraph 8.404 1 lines 1-3 including existing Section IV Notice Week 13/21 *Replace by:*

- 1 From a position SW of Nizhou Tou (22°54'·00N 22°54'·00N 113°34'·48E) the track leads NNW for 1½ miles, through Nizhou Shuidao marked by light buoys, passing clear of an area of foul ground (22°53'·96N 113°34'·30E) with a least depth of 8.9 m.

Chinese Notice 14/468/21 [NP30-No 24-Wk 25/21]

China - South China Sea - Zhu Jiang - Nizhou Tou — Directions

312

Paragraph 8.404 1 including existing Section IV Notice Week 25/21 *Replace by:*

- 1 From a position SW of Nizhou Tou (22°54'·00N 113°34'·48E) the track leads NNW for 1½ miles through Nizhou Shuidao, marked by light buoys.

UKHO [NP30-No 96-Wk 26/22]

China - South coast - Chisha Shuidao - Dahao Zhou — Anchorage

313

After Paragraph 8.409 line 38 *Insert:*

23°04'·07N Oil tanker lightering and
113°29'·16E typhoon shelter

Caution. Numerous wrecks, obstructions, shoals and drying patches exist within some of the anchorages.

GB Chart 346 Ed.18 (2021) [NP30-No 28-Wk 27/21]

China - South China Sea - Qing Zhou to Daxingshan Jiao — Wrecks; wind farm; buoys

332

Paragraph 9.98 1-2 *Replace by:*

- 1 From a position SSE of Qing Zhou (22°24'·31N 114°39'·97E) the track leads ENE, passing:
SSE of a dangerous wreck (22°20'·00N 114°46'·02E), reported (1994), thence:
2 NNW of a wind farm (22°18'·00N 115°00'·00E), under construction (2021), marked by light buoys (special).

Chinese Notice C1 19/667/21 [NP30-No 36-Wk 30/21]

China - Daya Wan - Approaches to Huizhou - Pilotage

333

Paragraph 9.101 1 line(s) 6-7 *Delete*

Paragraph 9.101 2 line(s) 5-7 *Delete*

Paragraph 9.101 3 line(s) 1-3 *Replace by:*

- 3 No 2 (22°35'·50N 114°40'·00E);

GB Chart 3026 Ed.7 (2021) [NP30-No 29-Wk 27/21]

China - Daya Wan - Approaches to Huizhou — Pilotage

333

Paragraph 9.101 1-3 including existing Section IV Notice Week 27/21 *Replace by:*

- 1 Pilotage is compulsory within Daya Wan for all foreign vessels, LPG vessels, petrol tankers and all oil tankers. The pilot boards in the following positions:
Within No 1 Anchorage (22°24'·53N 114°34'·78E);
Quarantine Anchorage.
No 2 (22°29'·00N 114°44'·50E).
No 1 (22°33'·50N 114°42'·00E).
2 In position 22°34'·34N 114°36'·08E for Daya Wan Nuclear Power Plant.
No 2 (22°36'·00N 114°40'·70E).
No 1 (22°38'·00N 114°36'·70E).
In position 22°40'·50N 114°40'·70E, for Donglian Harbour.

For further details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Chinese Notice 16/568, 570/22

[NP30-No 103-Wk 32/22]

China - South China Sea - Huizhou Gang — Limiting conditions; controlling depths

336

Paragraph 9.122 1 line(s) 3-4 *Replace by:*

...(9.134) has a least charted depth of about 13 m.

Paragraph 9.122 2 line 7 *Replace by:*

...charted depths, on the leading line, from about 6 to 8 m.

ENC CN583104

[NP30-No 67-Wk 03/22]

China - South China Sea - Huizhou Gang — Limiting conditions; controlling depths

336

Paragraph 9.122 including existing Section IV Notice Week 03/22 *Replace by:*

- 1 Controlling depths are as follows:
The fairway leading to Huizhou Industrial Harbour (9.134) has a least charted depth of about 13 m.
Mabianzhou Hangdao leading to Mabian Zhou and Mang Zhou Terminal (9.135) has a least charted depth of around 20 m.

- 2 The fairway leading to the Donglian Harbour piers (9.136) has a least charted depth of 9.5 m, 6 cables N of D2 Light Buoy (port hand) (22°39'·88N 114°40'·58E).

The buoyed channel leading to the Donglian Harbour quay (9.136) turning basin has charted depths, on the leading line, from about 6 to 8 m.

The channel to Quanwan Coal Terminal, located on Chun Zhou (22°42'·77N 114°35'·19E), has depths of more than 10 m, mid-channel.

UKHO

[NP30-No 195-Wk 42/23]

China – South China Sea – Huizhou Gang – Harbour; development

337

Paragraph 9.129 *1* lines 1–7 *Replace by:*

- 1 Phase one of the Huizhou Port development plan, Quanwan Coal Terminal is located on Chun Zhou. A rail link leading N from Chun Zhou is under construction.

UKHO

[NP30-No 196-Wk 42/23]

China - Daxingshan Jiao to Zhelang Yan – Directions; wrecks; obstruction

338-339

Paragraph 9.144 *1-4* *Replace by:*

- 1 From a position SSE of Daxingshan Jiao (22°33'·11N 114°54'·33E) the track leads ENE, avoiding the numerous charted dangerous wrecks, passing:
- 2 SSE of Hong Pai (22°29'·93N 114°59'·29E), a rock, thence:
SSE of Yuanzi Jiao (22°30'·67N 115°02'·49E) (9.149), a rocky shoal, and:
- 3 Clear of Zhentou Yan (22°18'·96N 115°07'·45E), a rock 40 m in height, with a summit which appears conical on some bearings and is speckled with white deposits; an obstruction (22°19'·11N 115°07'·07E), with a depth of 9.4 m, lies close WNW.
- 4 Thence the track leads to a position SE of Zhelang Yan (22°39'·07N 115°34'·17E), an islet fronting Zhelang Jiao (22°39'·26N 115°34'·18E). A light (9.143) is exhibited from the islet.

Chinese Notice 17/601/21

[NP30-No 30-Wk 28/21]

China - Honghai Wan - Approaches to Shanwei – Directions

339

Paragraph 9.145 *1* line(s) 1–2 *Replace by:*

- 1 **South-west approach.** From a position SSE of Daxingshan Jiao (22°33'·11N...

Chinese Notice C1 19/667/21

[NP30-No 37-Wk 30/21]

China - Honghai Wan - Approaches to Shanwei – Directions; wreck

339

Paragraph 9.149 *1* line(s) 1–7 *Replace by:*

- 1 From a position SSE of Daxingshan Jiao (22°33'·11N 114°54'·33E) the track leads NNE, passing:

Clear of a dangerous wreck (22°26'·20N 114°59'·90E), reported (2014), and:

Chinese Notice C1 19/667/21

[NP30-No 38-Wk 30/21]

China – Honghai Wan – Shanwei Gang – Limiting conditions; controlling depths

340

Paragraph 9.152 *1* *Replace by:*

- 1 **Controlling depths.** There is a least depth of about 3 m in the entrance channel on the leading line (9.155). Within the harbour, there are charted depths of less than 3 m in the fairway leading to the jetties on the shore opposite the town.

Chinese Chart 15343 (2021)

[NP30-No 71-Wk 05/22]

China – Honghai Wan – Shanwei Gang – Directions for entering harbour

340

Paragraph 9.155 *1-4* *Replace by:*

- 1 **Approach.** From the pilot boarding position in the arrival anchorage (22°44'·50N 115°13'·00E) the track leads ENE through quarantine anchorages and a dangerous cargo anchorage, passing:

NNW of No 1 Light Buoy (22°45'·52N 115°18'·21E), thence:

Clear of a 4.6 m isolated shoal (22°46'·31N 115°18'·66E), thence:

NNW of the NW extremity of Wai Shashe (22°46'·43N 115°19'·25E), a shoal bank with depths of less than 1 m.

Thence the track leads to a position SSE of No 3 Light Buoy (port hand) (22°46'·55N 115°19'·42E).

- 2 **Entrance leading lights:**

Front light (red triangle, point up, on white metal framework tower, 13 m in height) (22°46'·87N 115°20'·60E).

Rear light (red triangle, point down, on white metal framework tower, 18 m in height) (1 cable from front light).

- 3 Thence the alignment (073°) of these lights leads through the entrance channel, marked by buoys (lateral), passing:

SSE of Sandianjin (22°46'·82N 115°19'·81E), a group of drying rocks, from which a light (white round concrete pile, 10 m in height) is exhibited.

Thence, once clear of No 5 Light Buoy (starboard hand) (22°46'·78N 115°20'·35E), the track leads generally SE, passing:

- 4 SW of the numerous wharfs and jetties, and: NE of a shoal bank (22°46'·48N 115°20'·69E) with depths less than 2 m, extending N and E of the breakwater.

NP30

The track then continues generally SE, clear of numerous shoal patches and on to the inner leading line.

Caution. Two mooring buoys (22°46'·12N 115°20'·97E and 22°46'·05N 115°21'·02E) lie on the inner leading line.

Inner leading lights:

Chinese Chart 15343 (2021) [NP30-No 72-Wk 05/22]

China - Honghai Wan - West of Jiangmu Dao — Directions; wreck

341

Paragraph 9.161 2 line(s) 1-2 *Replace by:*

- 1 **Directions.** There are no specific directions but attention is drawn to a dangerous wreck (22°44'·52N 115°10'·03E), reported (2020), and Jixin Shi (22°44'·57N...

Chinese Notice C1 19/667/21 [NP30-No 39-Wk 30/21]

NP31 China Sea Pilot Volume 2 (2021 Edition)

China Sea - Navigational dangers and hazards — Piracy and robbery

3

After Paragraph 1.23 1 line 9 *Insert:*

Recommended practice 1.23a

- 1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6112, Q6113 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.
- 2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

UKHO [NP31-No 2-Wk 18/22]

China Sea - Navigational dangers and hazards — Piracy and robbery

3-4

Paragraph 1.24 1-3 including heading *Replace by:*

Reporting 1.24

- 1 **International Maritime Bureau (IMB).** Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of the current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website www.icc-ccs.org.

- 2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:

IMB Piracy Reporting Centre

Tel: +60 3 2031 0014

E-mail: imbsecurity@icc-ccs.org

For further information, see *ADMIRALTY List of Radio Signals Volume 1(2)* and *The Mariner's Handbook*.

- 3 **Information Fusion Centre.** The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.

The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia, and surrounding waters, for the purpose of enhancing security and maintaining the freedom of navigation for vessels.

- 4 Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:

Website: www.ifc.org.sg

Tel: +65 6594 5728 / +64 9626 8965

Email: information_fusion_centre@defence.gov.sg

For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

UKHO

[NP31-No 3-Wk 18/22]

China Sea - Radio facilities — Jamming, spoofing and cyber-attacks

8

After Paragraph 1.59 1 line 6 *Insert:*

Jamming, spoofing and cyber-attacks

International Fusion Centre 1.59a

- 1 Merchant vessels operating in the VCR area (see 1.24) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)* and chart Q6112.

UKHO

[NP31-No 4-Wk 18/22]

Indonesia - Regulations — Marine pollution

8

Paragraph 1.69 including heading *Replace by:*

Pollution of the sea 1.69

- 1 It is prohibited to discharge garbage and waste matter into the sea, within Indonesian waters.

Flying of the national flag

1.69a

- 1 The Indonesian national flag should be flown at sea when in Indonesian territorial waters. It should not be flown below any other flag, and it should not be smaller than the vessel's national ensign or any other flag displayed.

Indonesian Notice 9/102/22 [NP31-No 8-Wk 48/22]

South China Sea - Dangerous Ground — Lights

73

Paragraph 2.88 1 line 4 *Replace by:*

...the N side. Spratly Island Light (2.43) is exhibited from the E side of the island.

UKHO [NP31-No 26-Wk 42/23]

South China Sea - Dangerous Ground — Lights

69

Paragraph 2.43 1-2 *Replace by:*

- 1 **Major lights:**
 Amboyna Cay Light (grey round masonry tower on building, 25 m in height) (7°53'·58N 112°55'·19E).
 Ladd Reef Light (white metal framework tower, red bands on black piles, 42 m in height) (8°39'·97N 111°39'·85E).
 Spratly Island Light (yellow eight-sided concrete tower, 20 m in height) (8°38'·79N 111°55'·15E).
 West Reef Light (grey round masonry tower on building, 20 m in height) (8°50'·67N 112°11'·71E).
 2 Tennent Reef Light (white eight-sided tower on building, 22 m in height) (8°51'·81N 114°39'·11E).
 North Danger Light (11°25'·65N 114°19'·94E) (2.102).
 Subi Reef Light (lighthouse, 50 m in height) (10°56'·00N 114°06'·10E).
 Fiery Cross Reef Light (white eight-sided concrete tower, 32 m in height) (9°33'·70N 112°53'·40E).

UKHO [NP31-No 23-Wk 42/23]

South China Sea - Dangerous Ground — Lights

74

Paragraph 2.92 1 line 7 *For* (10°22'·44N 114°28'·89E)
Read (10°22'·70N 114°28'·55E)

UKHO [NP31-No 27-Wk 42/23]

South China Sea - Dangerous Ground — Lights

75

Paragraph 2.102 1 line 11 *For* (11°25'·86N 114°19'·37E)
Read (11°25'·65N 114°19'·94E)

UKHO [NP31-No 28-Wk 42/23]

Indonesia - North-east of Pulau Bintan — Anchorage

80

After Paragraph 3.13 4 line 4 *Insert:*

South China Sea - Dangerous Ground — Lights

71

Paragraph 2.71 1 *Replace by:*

- 1 **Major lights:**
 Fiery Cross Reef Light (9°33'·70N 112°53'·40E) (2.43).
 Fiery Cross Reef SW Light (9°33'·30N 112°54'·10E).
 West Reef Light (8°50'·67N 112°11'·71E) (2.43).
 Amboyna Cay Light (7°53'·58N 112°55'·19E) (2.43).
 Sin Cowe Island Light (lighthouse - yellow square tower with balcony and yellow building, 23 m in height) (9°53'·43N 114°19'·17E).

UKHO [NP31-No 24-Wk 42/23]

Anchorage and harbours

Anchorage Area A 3.13a

1 Anchorage Area A (1°25'·00N 104°44'·00E), is situated E of the E end of Singapore Strait, depths about 25 to 45 m, mud. Cables lie close outside all sides of the anchorage and several charted dangerous wrecks and obstructions lie within the anchorage. Permission of Indonesian authorities is required prior to use.

Indonesian Notice 43/556/21 [NP31-No 1-Wk 09/22]

South China Sea - Dangerous Ground — Lights

73

Paragraph 2.87 2 line 4 *For* (8°38'·69N 111°38'·82E) *Read* (8°39'·97N 111°39'·85E)

UKHO [NP31-No 25-Wk 42/23]

Malaysia - Sarawak - Sungai Sarawak and approaches to Kuching — Depths

91

Paragraph 4.15 1-3 *Replace by:*

- 1 The approach channel is dredged to 9 m (2021) as far as Kuching.

NP31

Caution. Depths are changeable and buoyage is moved accordingly in Sungai Sarawak and its approaches. Mariners should navigate with caution and consult the Port Authority for the latest information on depths and authorised draughts. See also 4.13.

GB Chart 1822 Ed.1 (2023) [NP31-No 12-Wk 31/23]

Malaysia - Sarawak - Sungai Sarawak and approaches to Kuching — Local knowledge

91

Paragraph 4.18 including headings *Replace by:*

Spare 4.18

GB Chart 1822 Ed.1 (2023) [NP31-No 13-Wk 31/23]

Malaysia - Sarawak - Sungai Sarawak and approaches to Kuching — Directions

92

Paragraph 4.22 1-2 *Replace by:*

- 1 From a position NNW of Tanjung Po (1°43'·46N 110°31'·54E) (4.14), in the vicinity of a light buoy (safe water) (1°49'·09N 110°30'·54E), the approach channel, marked by light buoys (lateral), leads SSE towards the pilot boarding position (4.32).

Caution. A fish haven (1°49'·42N 110°30'·56E) is situated close N of the safe water light buoy.

- 2 From the boarding position the approach channel continues SSE, passing:

ENE of Batu Mandi (1°43'·96N 110°31'·54E), a rock, thence:

WSW of Beting Matong (4.14).

The track then leads to a position on the alignment of the outer leading lights (4.23) at the start of the entrance channel, marked by light buoys (lateral).

Paragraph 4.23 1-3 *Replace by:*

1 Outer leading lights:

Front light (red diamond topmark, yellow stripes, on metal framework tower) (1°37'·49N 110°30'·51E), on Tanjung Embang;

Rear light (similar structure) (1°37'·13N 110°30'·30E) (4 cables from front light).

- 2 The alignment (209·5°) of these lights leads 3½ miles SSW, through a channel marked by light buoys (lateral), to a position E of Tanjung Muara Tebas in the vicinity of the bad weather pilot boarding position (4.32).

3 Inner leading lights:

Front light (red diamond topmark, yellow stripes, on metal framework tower) (1°37'·48N 110°27'·18E).

Rear light (similar structure) (1°37'·31N 110°26'·79E) (4¼ cables from front light).

The alignment (247·3°) of these lights leads 4 miles WSW through a channel marked by light buoys (lateral) and through Muara Tebas Entrance to the vicinity of Tanjung Batu (1°37'·89N 110°27'·83E), passing:

Malaysian Notice 07/105/22; GB Chart 1822 Ed.1 (2023)
[NP31-No 14-Wk 31/23]

Malaysia - Sarawak - Kuching — Vertical clearance

92

Paragraph 4.28 1 lines 1-2 *Replace by:*

- 1 An overhead power cable (1°34'·81N 110°25'·30E), with a safe vertical clearance of 45 m, spans the channel in the vicinity of Sejingkat Terminal (4.40); a bridge, under construction (2022), unknown clearance, is situated close W.

Marine Department, Sarawak Notice 3/68(T)/22

[NP31-No 9-Wk 09/23]

Malaysia - Sarawak - Kuching — Directions for entering harbour; approaches

94

Paragraph 4.38 1 *Replace by:*

- 1 The port is approached through Sungai Sarawak via a dredged channel; see 4.21. Alternatively, the port can also be approached via the Sungai Sarawak Shiplock (Barrage) system (4.34).

GB Chart 1822 Ed.1 (2023) [NP31-No 15-Wk 31/23]

Malaysia - Sarawak - Kuching — Anchorages; obstruction

94

Paragraph 4.39 3 line 8 *Replace by:*

...half of this anchorage and an obstruction lies close S of the wreck.

ENC MY5C7139 (4.000) [NP31-No 40-Wk 47/23]

Malaysia - Sarawak - Batang Paloh — Pilotage

98

Paragraph 4.74 1 line 3 *For* 2°25'·51N 111°17'·93E *Read* 2°26'·16N 111°16'·90E

ENC MY3C0731 (3.020) [NP31-No 10-Wk 09/23]

Brunei - Brunei Bay - Muara — Outer anchorages

121

Paragraph 5.80 1-2 *Replace by:*

- 1 Designated anchorage areas have been established as follows:

VLCC Anchorage (5°08'·42N 115°00'·82E), in 30 to 39 m, mud;

General Cargo Anchorage (5°04'·48N 115°05'·53E), in 12 to 25 m, mud;

- 2 Liquid Product Anchorage (5°04'·83N 115°09'·63E), in 15 to 30 m, mud;

General Cargo Anchorage (5°03'·88N 115°09'·20E), in 10 to 20 m, mud and sand;

Dry Bulk Anchorage (5°05'·61N 115°11'·87E), in 17 to 30 m, mud;

Laid-up Vessel and Quarantine Anchorage (5°04'·50N 115°11'·86E), in 8 to 15 m, mud and sand, into which entry is restricted.

Corr. Maritime and Port Authority of Brunei Darussalam (01/03/22) [NP31-No 7-Wk 47/22]

Philippines - Luzon - Manila Bay — Depths

164

Paragraph 8.59 *3* lines 1–5 *Replace by:*

3 North Channel. The boundary of the WSW-going lane is situated close outside the 20 m contour.

South Channel. Depths generally exceed 30 m; however wrecks of shoaler depths may be encountered on the approaches to and within the TSS.

Philippine Chart 4250 (2021) [NP31-No 5-Wk 35/22]

Philippines - Luzon - Manila Bay — Directions; light

167

After Paragraph 8.81 *3* line 6 *Insert:*

Sangley Point Airfield Light (red and white metal framework tower, 40 m in height) (14°29'·83N 120°55'·12E).

GB Chart 4491 Ed. 4 (2022) [NP31-No 16-Wk 35/23]

Philippines - Luzon - Manila Bay — Directions; light

167

Paragraph 8.82 *4* *Replace by:*

4 NW of Sangley Point Airfield Light (14°29'·83N 120°55'·12E) (8.81) and the entrance to Cavite Harbour (8.107). The light is reported to be difficult to distinguish from the background of shore lights. An entry restricted area (8.78) surrounds Sangley Point.

GB Chart 4491 Ed. 4 (2022) [NP31-No 17-Wk 35/23]

Philippines - Luzon - Manila Bay - Bataan Oil Refinery — Arrival information; pilotage

168

Paragraph 8.85 *1* lines 6–8 *Replace by:*

...Lamao pilot boarding position (14°29'·41N 120°38'·08E). Pilots also board at 14°32'·71N 120°37'·77E.

GB Chart 4491 Ed. 4 (2022) [NP31-No 18-Wk 35/23]

Philippines - Luzon - Manila Bay — Arrival information; anchorages

168

Paragraph 8.91 *1* line 5 *Replace by:*

Three quarantine anchor berths lie close S.

Philippine Chart 4250 (2021) [NP31-No 6-Wk 35/22]

Philippines - Luzon - Manila Bay - Lamao Terminals — Arrival information; pilotage

168

Paragraph 8.91 *1* line 7 *For E Read* ENE

GB Chart 4491 Ed. 4 (2022) [NP31-No 19-Wk 35/23]

Philippines - Luzon - Manila Bay - Lokanin Point Oil Terminal — Arrival information; pilotage

169

Paragraph 8.97 *1* line 5 *For E Read* ENE

GB Chart 4491 Ed. 4 (2022) [NP31-No 20-Wk 35/23]

Philippines - Luzon - Manila Bay - Cavite Harbour — Directions; light

170

After Paragraph 8.108 *1* line 8 *Insert:***Major lights:**

Sangley Point Airfield Light (14°29'·83N 120°55'·12E) (8.81).

GB Chart 4491 Ed. 4 (2022) [NP31-No 21-Wk 35/23]

Philippines - Luzon - Manila Bay - Manila Harbour — Directions; light

172

After Paragraph 8.124 *3* line 4 *Insert:*

Sangley Point Airfield Light (14°29'·83N 120°55'·12E) (8.81).

GB Chart 4491 Ed. 4 (2022) [NP31-No 22-Wk 35/23]

Philippines - Luzon - West coast - Caiman Point to Santiago Island — Directions; major lights

187

Paragraph 9.88 *1* lines 2–7 *Replace by:*

Hermana Mayor Light (15°47'·50N 119°47'·81E) (9.60).

Cabongaon Light (white GRP tower, 14 m in height) (15°59'·08N 119°45'·72E).

Cape Bolinao Light (white tower, 27 m in height) (16°18'·46N 119°47'·17E).

Philippine Notices 8/33, LL/22; 8/34, LL/22 [NP31-No 29-Wk 47/23]

Philippines - Luzon - West coast - Bolinao Harbour — Directions; lights

187

Paragraph 9.93 *1* *Delete*Paragraph 9.93 *2* *Replace by:*

2 Approach. When approaching Bolinao Harbour from N, keep the W end of Cape Bolinao bearing less than 220° until Bolinao Harbour Light (white concrete tower, 14 m in height) (16°22'·73N 119°54'·88E) bears 153°. From seaward, Bolinao Harbour Light is obscured from W by Trinchera Point, and from N by Binabalian Point.

Philippine Notice 8/34, LL/22 [NP31-No 30-Wk 47/23]

NP31

Philippines - Luzon - Lingayen Gulf — Directions; major lights

190

Paragraph 10.12 *1* lines 6–9 *Replace by:*

San Fernando Point Light (white round metal tower and dwelling, 19 m in height) (16°36'90N 120°16'85E).

Damortis Light (16°14'42N 120°24'23E) (10.25).

Port Sual Light (16°04'48N 120°06'73E) (10.17).

Philippine Notice 8/34; LL/22 [NP31-No 31-Wk 47/23]

Philippines - Luzon - Lingayen Gulf — Directions; lights

190

Paragraph 10.13 *2* lines 2–9 *Replace by:*

Cabarruyan Island Light (metal post, 5 m in height) (16°18'85N 120°00'85E).

Santa Rita Light (white church bell tower, 12 m in height) (16°21'23N 120°20'57E).

Philippine Notice 8/34/22 [NP31-No 32-Wk 47/23]

Philippines - Luzon - Lingayen Gulf - Port Sual — Directions; lights

190

Paragraph 10.17 *1-2* *Replace by:*

1 **Major lights:**

Damortis Light (16°14'42N 120°24'23E) (10.25).

Port Sual Light (concrete mast, 10 m in height) (16°04'48N 120°06'73E).

Entry. From a position E of Port Sual the track leads generally W, passing:

N of Adela Rock (16°03'85N 120°07'12E), on which the sea breaks in bad weather, thence:

2 S of Portuguese Point (16°04'42N 120°06'76E), which is wooded and rises to a hill 2 cables N. The point can be identified by a small tower which is part of an old fort (16°04'52N 120°06'70E). Port Sual Light (above) is exhibited from the point. A reef with depths less than 5 m, and over which the sea only breaks in strong onshore winds, extends S from the point. And:

Philippine Notice 8/34; LL/22 [NP31-No 33-Wk 47/23]

Philippines - Luzon - Lingayen Gulf - Dagupan City — Anchorage; light

191

Paragraph 10.23 *2* *Replace by:*

2 **Useful mark:**

Dagupan Light (white concrete tower, 15 m in height) (16°04'37N 120°20'13E).

Anchorage may be obtained off the mouth of the river (16°04'43N 120°19'55E) (10.8), 1½ miles NW of Dagupan Light, in about 11 m, mud.

Philippine Notice 8/34; LL/22 [NP31-No 34-Wk 47/23]

Philippines - Luzon - Lingayen Gulf - San Fabian — General information; light

191

Paragraph 10.24 *1* lines 1–3 *Replace by:*

1 **General information.** The town of San Fabian (16°07'52N 120°24'07E) is located about 4½ miles NE of Dagupan Light (10.23). The coast between...

Philippine Notice 8/34; LL/22 [NP31-No 35-Wk 47/23]

Philippines - Luzon - Lingayen Gulf - San Fabian — Berth

191

After Paragraph 10.24 *2* line 2 *Insert:*

Alongside berth. A gas terminal consisting of a dolphin sea berth (16°11'09N 120°24'69E) is situated to the NNE of San Fabian, about 5 cables from the shore. It has been reported (2022) that the minimum depth alongside is about 8 m. Berthing in daylight only. Contact local authorities for further details.

UKHO [NP31-No 11-Wk 10/23]

Philippines - Luzon - Lingayen Gulf - Santo Tomas — Light

191

Paragraph 10.25 *1* lines 10–12 *Replace by:*

Major light:

Damortis Light (white concrete tower) (16°14'42N 120°24'23E).

Philippine Notice 8/34; LL/22 [NP31-No 36-Wk 47/23]

Philippines - Luzon - Lingayen Gulf - San Fernando — Light

192

After Paragraph 10.37 *2* line 3 *Insert:*

San Fernando Point Light (16°36'90N 120°16'85E) (10.12).

Philippine Notice 8/34/22 [NP31-No 37-Wk 47/23]

Philippines - Luzon - Lingayen Gulf - San Fernando — Directions; light

192

Paragraph 10.38 *3* line 1 *For* (10.13) *Read* (10.12)

Philippine Notice 8/34/22 [NP31-No 38-Wk 47/23]

Philippines - Luzon - Lingayen Gulf - San Fernando Harbour to Dile Point — Directions; light

194

After Paragraph 10.51 *3* line 1 *Insert:*

San Fernando Point Light (16°36'90N 120°16'85E) (10.12).

Philippine Notice 8/34/22 [NP31-No 39-Wk 47/23]

NP32A China Sea Pilot Volume 3 (2022 Edition)

**Philippines — National regulations;
marine nature reserve**

7

*After Paragraph 1.61 1 Insert:***Marine nature reserve****1.61a**

- ¹ Batanes Protected Seascape and Landscape Marine Reserve (20°38'88N 121°51'70E) has been established around the Batan Islands (20°40'00N 121°50'00E) (3.32). It is reported that this marine reserve bans commercial fishing within the area. Contact local authorities for further information.

Philippine Notice 11/56/22 [NP32A-No 64-Wk 46/23]

**China - South China Sea - Zhelang Jiao to
Shibeishan Jiao — Directions; wind farms**

60

Paragraph 2.11 1 lines 9–10 Replace by:

SE of several wind farms (5.14a), thence:

Chinese Notice 34/1227/22; GB Chart 1784 Ed.2 (2022)
[NP32A-No 38-Wk 37/23]**Philippines - Luzon Strait - Batan Islands —
Marine nature reserve**

67

*After Paragraph 3.7 1 Insert:***Marine nature reserve****3.7a**

- ¹ Batanes Protected Seascape and Landscape Marine Reserve (20°38'88N 121°51'70E) has been established around the Batan Islands (20°40'00N 121°50'00E) (3.32). See 1.61a for further information.

Philippine Notice 11/56/22 [NP32A-No 65-Wk 46/23]

**Philippines - Luzon Strait - Batan Islands —
Marine nature reserve**

71

*After Paragraph 3.29 1 Insert:***Marine nature reserve****3.29a**

- ¹ See 3.7a.

Philippine Notice 11/56/22 [NP32A-No 66-Wk 46/23]

**Philippines - Luzon Strait -
Batan Islands - Sabtang — Depth**

75

Paragraph 3.60 1 lines 7–11 Replace by:

There is a gap in the coastal reef, much of which dries, abreast the church. A bank, with least depth of about 7 m, extends 6 cables E from the shore, abreast the church.

Philippine Chart 1507 (2022) [NP32A-No 62-Wk 45/23]

**Philippines - Luzon Strait - Batan Islands -
Di'nem Island (Diogo Island) — Depths**

76

Paragraph 3.66 1 Replace by:

- ¹ Di'nem Island (Diogo Island) (20°42'16N 121°55'67E) is a steeply rising volcano; it was reported active in 1903. A reef fringes the island up to a distance of 3 cables in places, and there are several smaller islets and rocks off the coast. The outermost dangers, 22 m and 39 m high, lie, respectively, 5 cables E of the S point and N point of the island. A small bank (20°37'10N 121°59'29E), with a least depth of 12 m, lies 5½ miles SE of Di'nem Island. The channel between Di'nem Island and Itbayat Island is deep and clear, but the tidal streams are reported to be strong.

Philippine Chart 1507 (2022) [NP32A-No 63-Wk 45/23]

**Taiwan - West coast - Kaohsiung - Liu-chiu Yü
— Prohibited anchorage**

80

Paragraph 4.15 2 lines 1–5 Replace by:

- ² In areas in which a submarine cable and pipeline are laid, extending from NE of Liu-chiu Yü (4.25) to the coast of Taiwan. See 1.50;

UKHO [NP32A-No 25-Wk 10/23]

**Taiwan - South-west coast - Kaohsiung -
Liu-chiu Yü — Directions; wreck**

81

After Paragraph 4.20 2 line 7 Insert:

SW of a dangerous wreck (22°27'25N 120°20'99E), thence:

Taiwanese Notice 144/22 [NP32A-No 53-Wk 42/23]

**Taiwan - South-west coast - Kaohsiung —
Limiting conditions; depths**

82

*Paragraph 4.30 1 line 3 For 12.2 m Read 10.5 m**Paragraph 4.30 1 line 4 For 15.7 m Read 13.3 m*

UKHO [NP32A-No 33-Wk 35/23]

NP32A

Taiwan - West coast - Kaohsiung — Anchorage; wreck

82

Paragraph 4.36 *3* lines 1-5 *Replace by:*

- 3* **No 2 Anchorage** (22°36'·18N 120°14'·07E), with depths from 10 to 50 m, lies between First and Second Entrances and is mainly for other vessels waiting to use First Entrance. Several foulds and obstructions lie within the anchorage, and a dangerous wreck (22°36'·33N 120°12'·44E), position approximate, lies in the W part of the anchorage.

Taiwanese Notice 126/23 [NP32A-No 32-Wk 34/23]

Taiwan - South-west coast - Kaohsiung — Anchorages; wrecks; obstructions

82

Paragraph 4.36 *1-3* including existing Section IV Notice Week 34/23 *Replace by:*

- 1* **General remarks.** Vessels arriving at Kaohsiung proceed to the designated anchorage. The anchorages are entirely open and exposed. When anchored, the Master should report in to port control as this time is used as reference for berth allocation.

Caution. Numerous dangerous wrecks, spoils and obstructions lie within the anchorages.

- 2* **No 1 Anchorage** lies NW of First Entrance (22°38'·53N 120°14'·00E), and is primarily for use of small and medium size tankers awaiting entry through First Entrance. An area of foul ground is charted 5 cables N of the anchorage.

- 3* **No 2 Anchorage** (22°36'·18N 120°14'·07E), with depths from 10 to 50 m, lies between First and Second Entrances and is mainly for other vessels waiting to use First Entrance.

Dangerous Cargo Anchorage (22°34'·86N 120°14'·64E) lies between Nos 2 and 3 Anchorages with depths of 11 to 50 m; a submarine pipeline (4.38) lies immediately E of the area and extends into No 3 Anchorage.

UKHO [NP32A-No 34-Wk 35/23]

Taiwan - South-west coast - Kaohsiung — Traffic regulations; general layout; development

83

Paragraph 4.38 *6* lines 5-7 *Delete*

Paragraph 4.40 *1* *Replace by*

- 1* The harbour is aligned NW/SE. No 1 Harbour, the older and shallower port area lies to the NW, while No 2 Harbour to the SE contains the deeper berths of the larger container and oil terminals. No 3 Harbour, to the S, contains bulk and container terminals. A fishing industry harbour is situated near the centre of the port. Mooring buoy berths lie in No 1 Harbour.

Paragraph 4.41 *1* *Replace by*

- 1* Ongoing development of No 1 and No 2 Harbours will continue in phases. Works are expected to be completed in 2026.

See Port Authority website (4.29) for the latest information.

UKHO [NP32A-No 67-Wk 46/23]

Taiwan - South-west coast - Kaohsiung — Directions for entering harbour

85

Paragraph 4.45 *3* *Replace by*

- 3* NNW of the head of the breakwater of No 3 Harbour, from where a light (red conical concrete tower, 20 m in height) (22°32'·62N 120°17'·18E) is exhibited.

The track then leads SSE into No 3 Harbour, for which the chart is the best guide, or continues ENE to a position on the following leading line.

UKHO [NP32A-No 68-Wk 46/23]

Taiwan - South-west coast - Kaohsiung to Mailiao — Directions; wreck

87

After Paragraph 4.64 *2* line 7 *Insert:*

W of a dangerous wreck (22°42'·54N 120°10'·24E), thence:

Paragraph 4.64 *3* lines 1-5 *Replace by:*

- 3* W of Yung-an LNG Terminal (22°49'·06N 120°11'·65E) (4.65). Artificial reefs formed of wrecks lie between 3 to 4 miles S of the terminal; three light buoys mark the area. Attention is drawn to a dangerous wreck (22°45'·00N 120°08'·00E), position approximate. Thence:

UKHO [NP32A-No 58-Wk 45/23]

Taiwan - South-west coast - Zuoying Port — Development

89

Paragraph 4.76 *1* line 6 *For* (2021) *Read* (2023)

UKHO [NP32A-No 59-Wk 45/23]

Taiwan - North-west coast - Mailiao to Taichung Kang — Directions; wreck

95

After Paragraph 4.125 *1* line 7 *Insert:*

Clear of a dangerous wreck (23°55'·59N 119°59'·15E), thence:

Taiwanese Notice 186/22 [NP32A-No 22-Wk 52/22]

**Taiwan – Taiwan Strait – Taichung Port —
Limiting conditions; controlling depths**

96

Paragraph 4.130 1 lines 1–5 *Replace by:*

- 1 The least charted depth within the white sectors on the approach is 13 m.

UKHO [NP32A-No 18-Wk 35/22]

**Taiwan - North-west coast - Taichung Kang to
Pai-sha Chia — Wind farms**

100

Paragraph 4.154 1-2 including heading *Replace by:*

Hazards

4.154

- 1 **Fish havens.** See 4.117.

Wind farms

4.154a

- 1 Formosa Wind Farm (24°42'·35N 120°49'·08E), situated in the approaches to Chung-kang P'o-ti (4.161), consists of 22 wind turbines.

Formosa II Wind Farm (24°43'·13N 120°46'·33E), consisting of 47 wind turbines is situated between Hou-lung P'o-ti (4.160) and a position about 5½ miles W of Hai-shan Yü Kang (4.162).

UKHO [NP32A-No 69-Wk 47/23]

**Taiwan - North-west coast - Taichung Kang to
Pai-sha Chia — Directions; wreck**

101

After Paragraph 4.157 1 line 8 *Insert:*

Clear of a dangerous wreck (24°23'·00N 120°17'·00E), position approximate, thence:

UKHO [NP32A-No 30-Wk 24/23]

**Taiwan - North-west coast - Taichung Kang to
Pai-sha Chia — Directions; wind farms**

101

Paragraph 4.157 2 lines 7–8 *Replace by:*

WNW of Formosa Wind Farm (24°42'·35N 120°49'·08E) and Formosa II Wind Farm (24°43'·13N 120°46'·33E) (4.154a), and:

UKHO [NP32A-No 70-Wk 47/23]

**Taiwan - North coast - Taipei Port —
Anchorage; obstructions**

103

Paragraph 4.180 2 lines 1–8 *Replace by:*

- 2 **Outer anchorage.** An area for anchoring is centred on 25°10'·43N 121°21'·50E, with depths from about 15 to 25 m. The bottom is reported to be mainly sand and not good holding ground in bad weather. An ODAS light buoy is moored in the SW part of the anchorage.

Caution. Several foul patches lie within the anchorage.

UKHO [NP32A-No 24-Wk 08/23]

**Taiwan - North coast - Taipei Port —
Directions; obstruction**

104

Paragraph 4.182 4 line 7 *Replace by:*

...is exhibited, thence:
S of an obstruction (25°09'·25N 121°21'·93E), which lies on the N edge of the channel.

UKHO [NP32A-No 23-Wk 04/23]

**Taiwan - North coast - Taipei Port —
Berths; obstruction**

104

After Paragraph 4.183 1 line 10 *Insert:*

Caution. An obstruction lies at the NW end of berth E15.

UKHO [NP32A-No 31-Wk 24/23]

**China - South China Sea - Zhelang Yan to
Biao Jiao — Wind farms**

123

After Paragraph 5.14 2 *Insert:*

Wind farms

5.14a

- 1 Numerous wind farms, some of which are under construction (2022), are situated in the vicinity of the track between Zhelang Jiao (5.17) and Shibeishan Jiao (5.18). The wind farms are marked by light buoys and beacons (special).

Chinese Notice 34/1227/22; GB Chart 1784 Ed.2 (2022)
[NP32A-No 39-Wk 37/23]

**China – South China Sea – Zhelang Jiao to
Jiazi Jiao — Directions; wind farm**

123

Paragraph 5.17 4 lines 10–11 *Replace by:*

Clear of a meteorological mast (22°42'·01N 115°59'·50E) and wind generation installation, and:

NNW of a wind farm (22°35'·27N 116°05'·54E), under construction (2022), marked by light buoys (special).

Chinese Notice 21/767/22 [NP32A-No 17-Wk 34/22]

**China - South China Sea - Zhelang Jiao to
Jiazi Jiao — Directions; wind farms**

123

Paragraph 5.17 1 lines 1–5 *Replace by:*

- 1 **Track.** From a position SE of Zhelang Yan (22°39'·07N 115°34'·17E) (*China Sea Pilot Volume 1*), from where a light (5.16) is exhibited, the track leads ENE, keeping clear of numerous charted wrecks, obstructions (5.14) and wind farms (5.14a), passing:

NP32A

Paragraph 5.17 ⁴ including existing Section IV Notice Week 34/22 *Replace by*:

- 4 SSE of Hudong Jiao (22°48'·25N 115°57'·10E); there is a fort and a prominent dome-shaped building resembling a beehive on the point. Haijia Shan (22°50'·81N 115°58'·90E) and Xiawei Shan, close NE, are both prominent hills. A small islet, surrounded by reefs and rocks, lies about 1 mile SE of Hudong Jiao; one of these, formerly known as Figure Rock, is peculiar when seen from E.

Chinese Notice 34/1227/22; GB Chart 1784 Ed.2 (2022)
[NP32A-No 40-Wk 37/23]

China - South China Sea - Jiazi Jiao to Biao Jiao — Directions; wind farms

123

Paragraph 5.18 ¹ lines 1–6 *Replace by*:

- 1 From a position SSE of Jiazi Jiao (22°49'·41N 116°05'·81E) the track continues ENE, keeping clear of numerous charted wrecks, obstructions (5.14) and wind farms (5.14a), passing:

Chinese Notice 34/1227/22; GB Chart 1784 Ed.2 (2022)
[NP32A-No 41-Wk 37/23]

China - Taiwan Strait - Shibeishan Jiao — Directions; jetty

123

Paragraph 5.18 ² lines 1–6 *Replace by*:

- 2 SSE of Shibeishan Jiao (22°56'·36N 116°29'·74E), a prominent cape from where a light (5.16) is exhibited. Dajin Shan (22°58'·70N 116°29'·46E) rises N of the cape. A jetty (5.32a) extends SE from the cape. Thence:

Chinese Notice 17/618/22 [NP32A-No 12-Wk 32/22]

China – Taiwan Strait – Guang'ao Wan — Arrival information; pilotage

124

Paragraph 5.20 ¹ lines 4–5 *Replace by*:

Pilotage. Pilots board in the following positions:

No 1 (23°10'·00N 116°50'·00E);

No 2 (23°10'·88N 116°47'·45E).

For the Haimen Electric Works (5.21); see 5.35.

Chinese Notice 16/563, 564/22
[NP32A-No 6b-Wk 32/22]

China – Taiwan Strait – Guang'ao Wan — Directions; pilotage

124

Paragraph 5.22 ⁶ line 1 *Replace by*:

- 6 **Shantou (Caltex) LPG Terminal.** From No 2 pilot...

Chinese Notice 16/563/22 [NP32A-No 7-Wk 32/22]

China – South coast – Guang'ao Wan — Basins and berths; development

124

Paragraph 5.23 ³ line(s) 1–6 *Replace by*:

- 3 Guang'ao Gangqu Harbour contains two wharves used for the handling of containers and dry bulk; the largest wharf (23°13'·62N 116°46'·25E) has a length of about 1000 m and depths alongside of about 15 m. A finger jetty (23°13'·03N 116°46'·51E), with two berths, lies S of the wharves and has depths of about 3 to 6 m.

Chinese Chart 15112 (2022) [NP32A-No 52-Wk 41/23]

China – Taiwan Strait – Baoliuhua Jiahuwan Power Station — Pilotage

125

After Paragraph 5.27 ¹ line 5 *Insert*:

Pilotage. Pilot boarding positions are situated as follows:

No 1 (22°45'·00N 116°01'·00E);

No 2 (22°43'·00N 116°00'·00E).

Chinese Notice 16/565/22 [NP32A-No 8-Wk 32/22]

China – South coast – Longjiang River Terminal — Anchorages

126

Paragraph 5.29 ¹ *Replace by*:

- 1 **Description.** A basin and terminal (22°55'·20N 116°14'·25E), are being developed (2018) close SW of the mouth of the Longjiang River (22°55'·90N 116°14'·47E), about 4½ miles WSW of Shenquan (5.30). A breakwater extends SE then SW a total of about 1½ miles, providing protection for the harbour on its SE side.

Local knowledge is required.

- 2 **Anchorage.** Designated anchorage areas are established as follows:

No 1 Anchorage (22°52'·13N 116°14'·26E), dangerous cargo, in depths from about 15 to 16 m, sand and mud.

- 3 No 2 Anchorage (22°50'·75N 116°15'·73E), in a depth of about 17 m, sand and mud.

No 3 Anchorage (22°48'·15N 116°15'·73E), dangerous cargo, in depths from about 22 to 24 m, mud.

Chinese Notice 8/171/23 [NP32A-No 55-Wk 43/23]

China - Taiwan Strait - Shibeishan Jiao — Jetty

126

After Paragraph 5.32 ¹ line 8 *Insert*:

Shibeishan Jiao 5.32a

- 1 **Description.** Works are in progress (2022) on the construction of a jetty (22°55'·71N 116°30'·74E), which extends about 1 mile SE from Shibeishan Jiao (5.18).

Directions. The jetty is approached from SSW, via a channel marked by light buoys (lateral).

Chinese Notice 17/618/22 [NP32A-No 13-Wk 32/22]

**China – Taiwan Strait – Haiman Wan —
Anchorage; pilotage**

127

Paragraph 5.35 2 lines 5–10 *Replace by:*

Outer anchorages. Designated anchorage areas are situated as follows:

No 1 Anchorage (23°02'·00N 116°38'·00E), for vessels from 50 000 to 150 000 dwt, with depths from about 20 to 25 m.

No 2 Anchorage (23°06'·99N 116°36'·03E), with depths from about 12 to 15 m.

Pilotage. Pilots board within No 1 and No 2 Anchorages (above).

Chinese Notice 16/564/22; ENC C1515141 (4.007)
[NP32A-No 9-Wk 32/22]

**China – Taiwan Strait – Haiman Wan —
Directions; anchorage**

127

Paragraph 5.35 4-5 *Replace by:*

4 Running track. The alignment (031·0°) of Haimencesuqianbiao Leading Beacons (white posts) (23°10'·97N 116°36'·64E).

Directions - approach. From the vicinity of No 1 Anchorage (23°02'·00N 116°38'·00E) (above), about 5 miles ENE of Beipaotai Jiao, the track leads N, passing:

E of a patch (23°03'·74N 116°34'·47E), with a depth of 8·6 m, thence:

5 E of No 2 Anchorage (23°06'·99N 116°36'·03E) (above), thence:

W of Xiaoshi Jiao (Shi Jiao) (23°09'·26N 116°38'·53E), situated within a fish haven (23°09'·50N 116°38'·80E), marked at its SW and SE extremities by light buoys (special). The sea breaks over Xiaoshi Jiao only when there is a heavy swell. Thence:

Chinese Notice 16/564/22 [NP32A-No 10-Wk 32/22]

**China - Taiwan Strait- Shantou Gang —
Arrival information; anchorages**

128

Paragraph 5.44 1 lines 1–7 *Replace by:*

1 **No 1 Quarantine Anchorage** area is centred on 23°17'·00N 116°48'·04E, and has a least charted depth of about 5 m, mud and sand. A light beacon (S cardinal) lies on the NW boundary, marking the seaward end of the submerged training wall. A dangerous wreck lies 3½ cables N of the light beacon.

Chinese Chart 15111 (2022) [NP32A-No 29-Wk 17/23]

**China - Taiwan Strait - Dongshan Wan —
Arrival information; anchorages; pilotage**

136

Paragraph 5.92 2-3 *Replace by:*

2 A waiting and quarantine anchorage (23°42'·77N 117°33'·00E) lies SW of the entrance to the bay; it has depths from about 8 to 20 m.

Two tanker anchorages, radius 600 m, are centred on positions 23°39'·46N 117°35'·62E and 23°39'·50N 117°36'·45E.

3 A bulk cargo anchorage, radius 500 m, is centred on 23°41'·34N 117°35'·71E.

An explosives anchorage, radius 500 m, is centred on 23°41'·34N 117°36'·59E.

Pilotage is compulsory for foreign vessels. Pilot boarding positions are as follows:

No 1 (23°43'·30N 117°34'·53E);

No 2 (23°42'·20N 117°34'·75E);

No 3 (23°39'·30N 117°34'·70E).

For further details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO; Chinese Chart 14371 (2022)
[NP32A-No 60-Wk 45/23]

**China - Taiwan Strait - Dongshan Wan —
Anchorages**

137

Paragraph 5.97 3 lines 1–5 *Replace by:*

3 No 4 Anchorage area lies in the vicinity of 23°45'·96N 117°30'·18E, with anchorages 21, 22 and 24, depths from about 4 to 7 m, and is mainly used by vessels of less than 500 tonnes as a working anchorage.

Chinese Chart 14371 (2022) [NP32A-No 61-Wk 45/23]

**China - Taiwan Strait - Xiamen Gang -
Houshi Hangdao — Traffic regulations**

139

Paragraph 5.113 2 lines 3–6 *Replace by:*

Vessels greater than 50 000 gt must use deep-water channels. Smaller vessel may opt to use the deep-water channels but must follow the VTS guidance.

Ships navigating to or from Houshi (24°18'·69N 118°07'·89E) (5.139140) are requested to use the South Channel (24°13'·25N 118°14'·44E) and Houshi Hangdao (24°16'·80N 118°10'·52E) instead of the deep-water route.

UKHO [NP32A-No 26-Wk 10/23]

**China - Taiwan Strait - Xiamen Gang -
Wu'an Shuidao — Directions; buoy**

141

Paragraph 5.124 1-2 *Replace by:*

1 Wu'an Shuidao (24°19'·50N 118°07'·70E), a channel for vessels up to 10 000 dwt, leads generally NW from the main channel (5.120) passing between Wu Yu (5.123) and the mainland W. South of Wu Yu the channel is marked by light buoys (lateral). The passage is heavily used by smaller vessels entering and departing Xiamen Gang.

NP32A

- 2 **Track.** From a position in Precautionary Area No 2 (5.122), the track leads initially NNW, through a channel marked by light buoys (lateral), to a position close WSW of No 103 Light Buoy (starboard hand) (24°17'·73N 118°10'·35E).

Paragraph 5.125 1 lines 5–6 *Replace by:*

NE of Houshi No 1 Light Buoy (special) (24°19'·11N 118°07'·79E), thence:

Paragraph 5.125 3 line 10 *Replace by:*

...fairway.

The track then continues NW, through a channel marked by light buoys (lateral), passing:

Chinese Notice 42/1430/22 [NP32A-No 44-Wk 37/23]

China - Taiwan Strait - Xiamen Gang - Houshi Hangdao — Berths

141

Paragraph 5.124 5 lines 1–5 *Replace by:*

The channel then continues to a position NNE of the head of Houshidian Breakwater Jetty (24°18'·75N 118°08'·13E) (5.141), which extends 3¼ cables NNE from the shore. This position is...

UKHO [NP32A-No 27-Wk 10/23]

China - Taiwan Strait - Xiamen Gang - Lujiang Hangdao — Directions

142

Paragraph 5.130 2 line 3 *For port Read starboard*

UKHO [NP32A-No 45-Wk 38/23]

China - Taiwan Strait - Xiamen Gang - Houshi Hangdao — Berths

146

After Paragraph 5.140 1 line 1 *Insert:*

Houshidian Breakwater jetty (24°18'·75N 118°08'·13E) supports a large coal power plant.

UKHO [NP32A-No 28-Wk 10/23]

China - East coast - Taiwan Strait - Jinshang — Pilotage

152

After Paragraph 5.169 2 line 3 *Insert:*

No 3 (24°41'·98N 118°46'·22E).

Chinese Notice 15/527/22 [NP32A-No 5-Wk 32/22]

China - South-east coast - Approaches to Meizhou Wan — Anchorage

156

Paragraph 5.205 2 lines 1–8 *Replace by:*

- 2 Pilot and quarantine anchorage (also for vessels awaiting tide), centred on 24°51'·80N 119°00'·55E, depths 29 to 38 m. The N and W points of the area are marked by Q2 and Q1 Light Buoys (special) respectively. A wreck (24°52'·16N 119°00'·38E) and an obstruction (24°52'·23N 119°00'·17E) lie in the NW part of the anchorage. The anchorage is divided by the main approach channel.

Chinese Chart 14176 (2022)

[NP32A-No 56-Wk 44/23]

China - East Coast - Approaches to Meizhou Wan — Pilotage

156

Paragraph 5.206 2 line 1 *Replace by:*

- 2 No 2 (25°00'·40N 119°03'·32E).

Chinese Notice 15/525/22 [NP32A-No 6a-Wk 32/22]

China - Sansha Wan and approaches - Sandu Aokou — Uncharted dangers

176

Paragraph 6.12 1 including heading *Replace by:*

Hazards 6.12

- 1 **Fishing.** Numerous large nets may be encountered in Sansha Wan and its approaches; the W passage at the N end of Sandu Aokou (6.8) is at times almost completely blocked by fishing boats and nets. The nets are moored by heavy baskets of stones and the net poles show in groups a few metres above water; they should be avoided as the mooring ropes are very strong.

- 2 **Uncharted dangers.** It has been reported (2022) that numerous uncharted dangers exist NE of, and in the vicinity of, Heiyan Dao (6.18), within an area 1 mile in radius, centred on 26°23'·65N 120°05'·70E. Mariners are advised to keep clear of this area.

Paragraph 6.18 2 line 9 *Replace by:*

...the rock. See also 6.12. Thence:

UKHO [NP32A-No 21-Wk 51/22]

China - East China Sea - Yueqing Wan — Bridge; vertical clearance

187

Paragraph 6.79 2 line 8 *For 38 Read 30*

Chinese Notice 12/382/22 [NP32A-No 2-Wk 31/22]

China - East China Sea - Yueqing wan — Anchorage; obstruction

188

Paragraph 6.83 ¹ lines 5–8 *Replace by:*

No 4 (28°06'·28N 121°06'·15E), depths about 3 to 23 m, mud; unrestricted.

Chinese Notice 11/334/22 [NP32A-No 1-Wk 31/22]

China - Wenzhou Gang and approaches - Ou Jiang — Development; bridge

189

Paragraph 6.96 ¹ lines 1–4 *Replace by:*

- ¹ A bridge (27°58'·82N 120°55'·76E), marked by light beacons (special) is under construction (2022), spanning Ou Jiang between Huanghua and Lingkun Dao; vertical clearance unknown.

Chinese Notice 42/1420/22 [NP32A-No 42-Wk 37/23]

China - Wenzhou Gang and approaches - Ou Jiang — Directions; bridge

190-191

Paragraph 6.103 ¹⁻⁴ *Replace by:*

- ¹ From a position SSW of Wenzhou Jiao Light (27°58'·88N 120°57'·47E) the fairway, marked by light buoys (lateral) leads generally WNW through Oujiang Beikou. The track passes:
- ² NNE of Lingkun Dao (27°58'·00N 120°54'·00E), a low, cultivated island surrounded by a seawall, 2 miles WSW. A dyke connects the W extremity of the island with the mainland 1½ miles WSW, closing Oujiang Nankou, the silted-up S entrance of the river that passes S of Lingkun Dao. A causeway (6.63) extends 5 miles SE to Niyu Dao. Thence:
- ³ Beneath a bridge under construction (6.96), and: SSW of a 4·7 m patch (27°58'·73N 120°55'·75E), thence: SSW of Huanghua Wharf (27°59'·25N 120°55'·75E), with the town of Huanghua close N. The shore along this section of the river is low, and marked by several light beacons on the N bank. Thence: NNE of No 24 Light Buoy (port hand) (27°59'·50N 120°53'·35E).
- ⁴ The channel then leads W, passing: S of the Container Terminal (27°59'·83N 120°52'·90E) (6.107), thence: S of Cangxia Light (white concrete column, 8 m in height) (27°59'·87N 120°51'·03E), and: N of Dankun Shan (27°58'·65N 120°51'·63E), an isolated hill on N coast of Lingkun Shan.
- The channel then continues WSW to a position SSE of the jetties at Panshi (27°59'·40N 120°50'·00E), a walled town. The S shore of the river is low, flat and cultivated and, like the N shore, is generally fronted by a sea wall. Three mooring buoys lie 1¼ cables S of the W-most jetties, see 6.106.

Chinese Notice 42/1420/22 [NP32A-No 43-Wk 37/23]

China - East China Sea - Wenzhou Wan to Xiangshan Gang - Aiwan Wan — Anchorage; wreck

195

Paragraph 6.123 ⁴ lines 10–14 *Replace by:*

...anchoring and fishing are prohibited. A dangerous wreck (28°06'·00N 121°30'·60E) lies in the anchorage N of Pishan Dao. Anchorage can be obtained in the bay on the S side of Pishan Dao, in 9 m, but mariners should note foul ground extending about 4 cables SSW from the E entrance point of this bay.

Chinese Notice 52/1749/22 [NP32A-No 50-Wk 39/23]

China - East China Sea - Haimen Gang and approaches — Anchorage; wreck

196

Paragraph 6.133 ² lines 7–10 *Replace by:*

Dangerous Goods Anchorage (28°38'·00N 121°44'·50E), depths from about 3 to 7 m.

Chinese Notice 10/290/22 [NP32A-No 4-Wk 31/22]

China - East coast - Sanmen Wan — Pilotage

198

Paragraph 6.152 ⁴ lines 4–5 *Replace by:*

No 2 (29°00'·00N 121°48'·80E).
No 1 (29°02'·00N 121°45'·50E).

Chinese Notice 19/695/22 [NP32A-No 14-Wk 32/22]

China - East China Sea - Niubishan Shuidao — Directions; lights

200

Paragraph 6.159 ¹ lines 1–8 *Replace by:*

Major lights:

Wai Jiao Light (29°41'·30N 122°17'·40E) (7.17).
Waidong Zui Light (29°25'·99N 122°13'·19E) (6.150).
Ximopan Jiao Light (29°34'·56N 122°07'·75E) (6.150).
Yafan No 1 Breakwater Head Light (green and white concrete pile, 14 m in height) (29°26'·87N 121°59'·27E).

From a position SE of Dawnchong Dao (29°38'·15N 122°13'·14E) (6.151) the track leads WSW, through Xiangshangang Hangdao, a two-way fairway, passing: NNW of a wind farm (29°34'·60N 122°12'·07E), thence: SSE of Xiahengliang Dao (29°36'·53N 122°10'·09E), an islet. A second islet, Shanghengliang Dao lies close W.

Chinese Notice 20/725/22 [NP32A-No 16-Wk 33/22]

NP32A

China - Sanmen Wan - Shipu Gang — Topography; island

200-201

Paragraph 6.162 2 lines 1-10 *Replace by:*

- 2 **Topography.** Gaotang Dao (29°07'·58N 121°49'·05E) lies on the N side of Sanmen Wan (6.152) close NE of Hua'ao Dao from which it is separated by a narrow channel. Nantian Dao (29°07'·39N 121°56'·08E) is a large island close E of Gaotang Dao; the narrow channel between is shallow at its S end with a number of rocks. Nan Shan lies close off the S point of Nantian Dao. Tantou Shan (29°10'·40N 122°02'·12E) is an island, rising to 224 m, situated about 2 miles E of Nantian Dao. Zhongjie Shan (29°10'·00N 121°53'·40E), a prominent island rising to 127 m, lies within the bay N of Nantian Dao.

UKHO

[NP32A-No 48-Wk 38/23]

China - Sanmen Wan - Shipu Gang — Vertical clearance; overhead cables; bridges

201

Paragraph 6.163 2 *Replace by:*

- 2 **Vertical clearances.** Power cables (29°08'·10N 121°52'·09E), vertical clearance 23 m, span the N end of the passage between Gaotang Dao and Nantian Dao, in which there are mooring buoys and several light beacons. A road bridge (29°06'·91N 121°53'·25E), vertical clearance 12 m, spans the passage at its S end. The three passages E of Shipu are each crossed by power cables: from S to N Xiawan Men, vertical clearance 33 m, Dong Men, 25 m and Tongwa Men, 29 m. A road bridge (29°12'·91N 121°57'·56E), vertical clearance 23 m, crosses Tongwa Men from the NE tip of Dongmen Dao (29°12'·47N 121°57'·28E) to the mainland.
- 3 The passage between Gaotang Dao and Tantang Dao (29°10'·02N 121°49'·01E) is spanned by two power cables, vertical clearance unknown. Two road bridges span the passage close E of the power cables. The N bridge has a vertical clearance of 20 m. The S bridge has a vertical clearance of 22 m between Fanzeng Shan and An Shan, and 11 m between Fanzeng Shan and Gaotang Dao.
- 4 The narrow channel between Hua'ao Dao (6.152) and Gaotang Dao (6.162) is spanned by two overhead cables with a least vertical clearance of 22 m.
- 5 An overhead cable, with a vertical clearance of 68 m, spans the channel N of Zhongjie Shan (6.162). A second overhead cable, with a vertical clearance of 65 m, spans the channel from Zhongjie Shan to Laoshu Shan (29°10'·06N 121°54'·48E), a small islet, thence from Laoshu Shan to Nantian Dao (6.162), with a vertical clearance of 64 m.

Chinese Notices 48/1581/22, 49/1614/22, 51/1695,
1696/22 [NP32A-No 49-Wk 38/23]

China - Nantian Dao - Shipu Gang — Anchorage

201

Paragraph 6.164 2 lines 1-2 *Delete*

Chinese Notice 23/839/22 [NP32A-No 19-Wk 36/22]

China - East coast - Xiazhi Men — Anchorage; restricted area

212

Paragraph 7.38 2 lines 1-2 *Replace by:*

- 2 Xiazhi Men Northern Anchorage (29°45'·50N 122°21'·80E), depths 16 to 23 m, mud. A restricted area (7.41) is situated close N of the anchorage.

Chinese Notice 49/1613/22 [NP32A-No 46-Wk 38/23]

China - East coast - Xianzhi Men — Restricted area

212

After Paragraph 7.41 4 line 8 *Insert:*

Restricted area. Anchoring and fishing are prohibited within an area, which extends about 3 miles E from the SE extremity of Taohua Dao (7.45).

Chinese Notice 49/1613/22 [NP32A-No 47-Wk 38/23]

China - Southern approach to Zhoushan and Ningbo - Que Jiao to Qinglong Men — Directions; obstruction

215

Paragraph 7.53 2 lines 6-8 *Replace by:*

SE of Tingzi Shan, a large islet, from where a light (white concrete tower, 12 m in height) (29°45'·25N 121°59'·87E) is exhibited; numerous fish nets lie in the channel between Tingzi Shan and Fodu Dao (7.32).

Chinese Notice 29/1074/22 [NP32A-No 35-Wk 36/23]

China - Zhoushan Dao - Pushen Shuidao — Directions; wreck

216

After Paragraph 7.58 2 line 3 *Insert:*

Caution. A dangerous wreck (29°57'·12N 122°19'·50E), reported (2021), lies in the centre of the channel SW of Zhujiajian Bridge (7.57).

Chinese Notice 30/1116/22 [NP32A-No 37-Wk 37/23]

China - Ningbo Gang - Yong Jiang — Vertical clearance

218

Paragraph 7.72 3 line 4 *For* 32 m *Read* 30 m

Chinese Notice 16/560/22 [NP32A-No 11-Wk 32/22]

**China - Zhoushan Qundao - Cezi Shuidao and
Xihou Men — Vertical clearance; bridge**

225

Paragraph 7.121 1 lines 6-7 *Replace by:*

Works are in progress (2023) on the construction of a bridge, which will span Xihou Men in the vicinity of 30°05'00N 121°54'30E.

An overhead cable (30°05'37N 121°53'81E) spans Xihou Men; vertical clearance 49 m.

Chinese Notice 3/T65/23 [NP32A-No 54-Wk 43/23]

**China - Zhoushan Qundao - Xiushan Dao —
Vertical clearances**

227

Paragraph 7.134 2 lines 1-6 *Replace by:*

- 2 Between Xiushan Dao (7.140) and Wayaomen Shan, with vertical clearances 21 m (30°12'13N 122°10'55E) and 37 m (30°11'97N 122°10'73E).

Across the main channel of Guishan Hangmen to Guan Shan with a vertical clearance of 43 m (30°12'63N 122°11'00E).

Paragraph 7.134 4 line 7 *For unknown Read* 54 m

Chinese Chart 13361 (2021) [NP32A-No 51-Wk 40/23]

China – East coast – Hangzhou Wan — Pilotage

239

After Paragraph 7.210 1 line 7 *Insert:*

Dushan No 2 Anchorage (7.233).
Caiqishan No 2 Anchorage (7.233).

Chinese Notice 19/693/22 [NP32A-No 15-Wk 32/22]

**China - Approaches to Shanghai -
Nangang Shuidao — Anchorages;
wrecks; obstructions**

253

Paragraph 8.33 2-3 *Replace by:*

- 2 No 6 (31°23'30N 121°36'70E).
No 7 (31°23'70N 121°35'80E).
No 8 (31°24'00N 121°34'90E).
No 9 (31°24'35N 121°34'00E).
No 10 (31°24'75N 121°32'95E).
No 11 (31°25'30N 121°31'70E).
- 3 **Caution.** Numerous wrecks and obstructions lie within and in the vicinity of the anchorages. Depths in this area are changeable. Shoal areas may be present within these anchorages. Contact local authorities for the latest depth information.

GB Chart 1603 Ed.7 (2022) [NP32A-No 57-Wk 45/23]

**China - Changjiang Kou - Baoshan Hangdao —
Anchorage; wreck**

255

Paragraph 8.37 2 lines 3 *Replace by:*

Baoshan Nanmaodi (31°30'20N 121°23'65E). An obstruction (31°29'76N 121°24'03E), reported (2021), lies within the anchorage area.

Chinese Notice 11/328/22 [NP32A-No 3-Wk 31/22]

**China – Shanghai – Huangpu Jiang —
Hazards; mooring buoys**

258

Paragraph 8.56 1 lines 1-2 including heading *Replace by:*

**Hazards
8.56**

- 1 **Mooring buoys** are moored throughout Huangpu Jiang and may exist within the fairways.

Salvage vessels and dredger signals. Salvage vessels by day fly a square green flag and in addition display the following signals:

GB Chart 1601 (2022) [NP32A-No 20-Wk 47/22]

**China - Chang Jiang - Shanghai -
Baoshan Hangdao — Directions; wreck**

266

After Paragraph 8.95 1 line 3 *Insert:*

Clear of a dangerous wreck (31°25'30N 121°31'11E), reported (2022), thence:

Chinese Notice 29/1071/22 [NP32A-No 36-Wk 36/23]

NP32B China Sea Pilot Volume 4 (2022 Edition)

**China - Yellow Sea - Haizhou Wan - Lanshan —
Directions for entering harbour**

60

Paragraph 2.72 4 *Replace by:*

- 4 Alternatively, from a position about 15 miles ENE of Dashan Dao (above), the track leads generally W to a position in the vicinity of No 301 Light Buoy (starboard hand) (35°06'21N 119°54'24E), at the start of the Lanshan Gangqu Deep-Water Channel.

Paragraph 2.73 4-6 *Replace by:*

- 4 **Lanshan Gangqu Deep-Water Channel.** From a position in the vicinity of No 301 Light Buoy (starboard hand) (35°06'21N 119°54'24E) the channel, marked by light buoys (lateral) leads generally W to the Crude Oil Terminal (2.76).

- 5 **Lanqiao Approach Channel to North Basin.** From a position in the Lanshan Gangqu Deep-Water Channel, NW of No 366 Light Buoy (port hand) (35°05'66N 119°26'86E), the track leads WNW through a channel, marked by light buoys (lateral), into the North Basin.

NP32B

6 **Approach to the bulk terminal.** From a position in the vicinity of No 355 Light Buoy (starboard hand) (35°06'·34N 119°30'·97E), within the Lanshan Gangqu Deep-Water Channel, a channel marked by light buoys (lateral) leads WNW to the bulk terminal (2.78).

UKHO [NP32B-No 42-Wk 46/23]

China - Yellow Sea - Rizhao Gang — Anchorage; obstruction

61

Paragraph 2.89 3 lines 1-4 *Replace by:*

3 No 5 Anchorage- 35°12'·96N Vessels of
vessels awaiting 119°44'·92E 100 000 tonnes
tide and orders and over. Depths
from 20 to 30 m.
An obstruction,
reported (2022),
lies in the SW part
of the anchorage.

UKHO [NP32B-No 13-Wk 14/23]

China - Yellow Sea - Outer approaches to Qingdao Gang - Dongjiakou Zui to Lian Dao — Directions; buoyage

64

Paragraph 2.112 4 line 9 *Replace by:*

...Lingshan Wan (35°51'·00N 120°06'·00E), keeping clear of numerous mooring buoys, situated within the channel, passing:

Chinese Notice 51/1694/22 [NP32B-No 36-Wk 38/23]

China - Yellow Sea - Jiaozhou Wan - Qingdao — Anchorages; obstruction

70

Paragraph 2.150 2 lines 4-6 *Replace by:*

...about 8 to 38 m, mud. A 3-6 m shoal patch lies in the SW corner and an obstruction lies in the NE corner of the anchorage. M3 Light Buoy (special) marks the NW corner.

Chinese Notice 3/45/23 [NP32B-No 17-Wk 22/23]

China - Yellow Sea - Haiyang Gangqu — Directions; marine farms

74

After Paragraph 2.170 4 line 2 Insert:

Caution. Numerous marine farms lie within the approaches to the port.

Chinese Notice 52/1746/22 [NP32B-No 38-Wk 39/23]

China - Yellow Sea - Shandong Bandao - Zhangjiabu — Outer anchorage; caution

74

After Paragraph 2.173 4 line 5 Insert:

Caution. It has been reported (2022) that uncharted aquaculture areas exist W and SE of the anchorage. Mariners using the anchorage are advised to exit the anchorage following the same route by which they entered to avoid the breeding areas.

UKHO [NP32B-No 14-Wk 14/23]

China - Yellow Sea - Lidao — Directions; wrecks

77

After Paragraph 2.186 4 line 4 Insert:

Caution. Numerous wrecks lie within the approaches to the N and S channels.

Chinese Notice 52/1745/22 [NP32B-No 39-Wk 39/23]

China - Yellow Sea - Shandong Bandao - Weihai — Directions for entering harbour; north entrance

90

Paragraph 3.71 3 lines 4-7 *Replace by:*

From a position W of Liugong Dao (3.56) the track then leads W through a channel marked by light buoys (lateral and cardinal), passing S of a breakwater (37°30'·61N 122°08'·16E) extending SSW from the shore, to South Wharf (37°30'·31N 122°07'·40E) (3.74).

GB Chart 1316 (2022) [NP32B-No 15-Wk 15/23]

China - Yellow Sea - Weihai to Yantai — Directions; V-AIS

91

Paragraph 3.88 3 lines 1-2 *Replace by:*

3 The track then leads W, in a channel marked by V-AIS, keeping clear of numerous wrecks and obstructions, passing:

Chinese Notice 5/91/23 [NP32B-No 40-Wk 43/23]

China - Yellow Sea - Weihai to Yantai — Directions

92

Paragraph 3.88 4 line 11 *For Clear Read S*

Chinese Notice 5/91/23 [NP32B-No 41-Wk 43/23]

China - Bohai Haixia- Yantai Gang Xigangqu Port — Outer anchorages; depths

96

Paragraph 3.129 1 line 9 *For 17 Read 11*

Chinese Notice 30/1081/23 [NP32B-No 32-Wk 35/23]

China – Bo Hai Haixia – Penglai — Harbour

98

Paragraph 3.142 1 lines 1–6 *Replace by:*

1 **Position and function.** Penglai, a sub port of Yantai (3.92) has three port areas, namely: Penglai Lao Gang (37°49'·73N 120°44'·17E), on the W side of Penglai Tou; Penglai Donggang, also known as Penglai Xingang (37°49'·15N 120°50'·44E), the newer large port; Penglai Donggangqu Dajin (37°49'·50N 120°54'·00E); and Luanjiakou (37°47'·00N 120°38'·30E).

Chinese Notice 24/22 [NP32B-No 3-Wk 51/22]

China – Bo Hai Haixia – Penglai — Limiting conditions; depths

98

After Paragraph 3.143 1 line 5 *Insert:*

Penglai Donggangqu Dajin has a least charted depth of 10·6 m in the entrance channel.

Chinese Notice 24/22 [NP32B-No 4-Wk 51/22]

China – Bo Hai Haixia – Penglai — Harbour; layout

98

Paragraph 3.145 1 line 1 *For two Read three*

After Paragraph 3.145 1 line 4 *Insert:*

Penglai Donggangqu Dajin (37°49'·50N 120°54'·00E); a basin protected from the N by an L-shaped breakwater.

Chinese Notice 24/22 [NP32B-No 5-Wk 51/22]

China – Bo Hai Haixia – Penglai — Harbour; development

99

Paragraph 3.145 2 *Delete*

Chinese Notice 24/22 [NP32B-No 6-Wk 51/22]

China – Bo Hai Haixia – Penglai — Directions

99

After Paragraph 3.146 3 line 10 *Insert:*

Penglai Donggangqu Dajin. From a position in the vicinity of 37°50'·98N 120°53'·86E the track leads S, through the channel marked by light buoys (lateral), for about 1½ miles, passing:

W of a light beacon (red pole, 8 m in height) (37°49'·69N 120°53'·95E), exhibited from the head of the breakwater (3.145).

Thence the track leads into the basin and to the required berth.

Chinese Notice 24/880,881 22 [NP32B-No 7-Wk 51/22]

China – Bo Hai Haixia – Penglai — Berths

99

After Paragraph 3.147 2 line 12 *Insert:*

Penglai Donggangqu Dajin has three berths; the largest is Berth No 3 (37°49'·42N 120°54'·17E), which has a length of 312 m and can handle vessels up to 50 000 dwt.

Chinese Notice 24/22 [NP32B-No 8-Wk 51/22]

China - Bohai Haixia - Xiaobing Dao — Anchorage; buoys

101

Paragraph 3.167 2-3 *Replace by:*

2 **Anchorage** can be obtained N of a group of islets which extend 1½ miles E from Xiaobing Dao, in 9 to 13 m. The islets provide partial shelter from the S. Mooring buoys (38°50'·45N 121°33'·94E) are moored in the bay, E of the anchorage.

Chinese Notice 51/1693/22 [NP32B-No 37-Wk 38/23]

China – Liaodong Bandao – Dalian Gang — Arrival information; outer anchorages; pilotage

102

Paragraph 3.176 1-3 *Replace by:*

1 Anchorage may be obtained as follows in designated anchorages:

Name	Position	Remarks
No 1 Cargo Vessels Quarantine Anchorage	38°56'·24N 121°43'·94E	Cargo vessels for quarantine and waiting, in depths 6 to 17 m, mud. The E boundary is adjacent to the narrow S-going lane of the TSS (3.178).
No 2 Cargo Vessels Quarantine Anchorage	38°58'·41N 121°44'·76E	Cargo vessels for quarantine and waiting, in depths 9 to 12 m, mud. The approach channel for Heshangdao Donggangqu, marked by light buoys (lateral), crosses the NE corner of the anchorage.
Oil Tankers Quarantine Anchorage	38°58'·50N 121°41'·44E	Tankers for quarantine and waiting, in depths 6 to 9 m. A dangerous wreck (38°58'·60N 121°42'·50E) lies to the E of the anchorage.
Heizuizi Anchorage	38°56'·80N 121°38'·18E	Depths 3 to 6 m, providing a sheltered anchorage.

GB Chart 3695 (2022) [NP32B-No 1-Wk 46/22]

NP32B

China - Bo Hai - Laizhou Wan — Directions; marine farm

120

Paragraph 4.15 ² *Replace by:*

- ² **From Longkou and Laizhou.** From a position off the entrance to either harbour (4.80) the route leads generally W for about 27 miles to the vicinity of 37°38'·00N 119°28'·90E, thence generally N for about 43 miles, passing between oilfields, before altering WNW for about 35 miles to the vicinity of 38°30'·00N 118°40'·00E where it divides for Tianjin or Caofeidian as above.

Chinese Notice 47/1556/22; GB Chart 1294 Ed3 (2021)
[NP32B-No 24-Wk 33/23]

China - Bo Hai - Laizhou Wan — Directions; wrecks; obstructions; marine farm

122

Paragraph 4.35 ¹ lines 1–5 *Replace by:*

- ¹ **Caution.** Numerous wrecks, obstructions and extensive marine farm areas, some of which are not individually charted, exist along the entire route.
From a position in the vicinity of 38°05'·00N 120°24'·60E, within the Changshan Shuidao Precautionary Area, the route leads initially SSW, passing:

Chinese Chart 11840 (2021) [NP32B-No 25-Wk 33/23]

China - Bo Hai - Longkou Gang — Outer anchorages; obstruction

122

Paragraph 4.42 ² lines 5–6 *Replace by:*

- | | | |
|---|---------------------------|---|
| 4 | 37°39'·76N
120°10'·38E | Unrestricted use.
An obstruction lies
near the E limit of
the anchorage. |
|---|---------------------------|---|

Chinese Notice 50/1639/22 [NP32B-No 21-Wk 22/23]

China - Bo Hai - Longkou - Wai Hangdao — Directions; obstruction

123

After Paragraph 4.48 ⁴ line 4 *Insert:*

Caution. An obstruction (37°38'·46N 120°17'·06E), with a depth of 5.5 m, lies on the S limit of the fairway.

Chinese Notice 50/1640/22 [NP32B-No 18-Wk 22/23]

China - Bo Hai - Longkou - Approach to Longkou Neigang — Directions; obstruction

123

Paragraph 4.49 ² lines 5–13 *Replace by:*

The track then curves to the E and joins Wai Hangdao (4.48) leading towards the entrance to Longkou Neigang and its associated berths.

Chinese Notice 50/1640/22 [NP32B-No 19-Wk 22/23]

China - Bo Hai - Laizhou Wan - Laizhou Gang — Directions; leading lights

125

Paragraph 4.71 *Replace by:*

- ¹ From a position in the NNE channel between Nos 229 and 300 Light Buoys (37°30'·05N 119°58'·76E), the track leads S for 1¼ miles through a channel marked by light buoys (lateral) to a position close E of the No 305 Light Buoy (37°28'·29N 119°58'·68E).

Laizhou Gang Leading Lights:

- Front light (red and white triangle, point up, on a red and white framework tower, 19 m in height) (37°26'·24N 120°01'·04E).
² Rear light (red and white triangle, point down, on a red and white framework tower, 32 m in height) (37°26'·05N 120°01'·24E) (2½ cables from front light).

The alignment of these lights leads SE for about 2½ miles through the channel, marked by light buoys (lateral), to the harbour entrance.

- ³ **Useful mark:**
Power Station Harbour breakwater light (white column, red bands, 6 m in height) (37°26'·62N 120°00'·76E).

Chinese Notice 37/1291/22 [NP32B-No 35-Wk 37/23]

China - Bo Hai - Laizhou Wan — Directions; marine farm; platforms; wreck

126

Paragraph 4.75 ¹ *Replace by:*

- ¹ **From Longkou.** From a position W of Longkou (37°39'·17N 120°18'·57E), the route leads W for about 30 miles to the vicinity of 37°38'·00N 119°28'·90E; it then leads N for about 40 miles to a position NE of BZ26-2 Platform (38°17'·54N 119°15'·79E), thence alters WNW for about 40 miles to the vicinity of 38°30'·00N 118°40'·00E.
² **From Laizhou.** From a position in the vicinity of 37°34'·00N 119°52'·30E, N of Laizhou Gang (37°25'·00N 119°57'·00E), the route leads about 20 miles WNW to join the route from Longkou in the vicinity of 37°38'·00N 119°28'·90E.

Chinese Notice 47/1556/22; GB Chart 1294 Ed3 (2021)
[NP32B-No 26-Wk 33/23]

**China - Bo Hai - Laizhou Wan —
Directions; marine farm; platforms; wreck**

126

Paragraph 4.80 1-9 *Replace by:*

1 **Caution.** A large marine farm (37°45'·87N 119°43'·27E) lies to the E of KL6-1PAP Platform (lit) (37°48'·66N 119°37'·50E).

From Longkou. From a position in the vicinity of Longkougang No 0 Light Buoy (port hand) (4.48) the route leads generally W, passing:

2 N of an extensive area of marine farms, and:
Clear of shoal and spoil grounds (37°39'·26N 120°06'·98E), marked by a light buoy (isolated danger).

The track leads to a position in the vicinity of Laizhou Gang Light Buoy (37°39'·80N 120°00'·19E) (4.69), then continues W, passing:

3 S of a dangerous wreck (37°42'·70N 119°49'·40E), reported (2022), thence:

N of a dangerous wreck (37°34'·50N 119°39'·28E), reported (2022), marked by a light buoy (isolated danger).

The track then continues to the vicinity of 37°38'·00N 119°28'·90E, SW of KL16-1WHPA Platform (lit).

4 **From Laizhou secondary entrance channel.** From a position in the vicinity of 37°34'·00N 119°52'·30E, at the entrance to the buoyed channel leading SSE to the port of Laizhou, the route leads generally WNW for about 20 miles, passing:

5 NNE of a dangerous wreck (37°34'·50N 119°39'·28E) (above).

Thence the track continues to the vicinity of 37°38'·00N 119°28'·90E, SW of KL16-1WHPA Platform (lit).

6 **The combined track** then leads N passing:
W of KL10-4WHPA Platform (lit) (37°42'·16N 119°35'·18E), thence:

W of a dangerous wreck (37°45'·44N 119°33'·23E), reported (2019), marked by a light buoy (isolated danger), thence:

7 E of a safety operating area, centred on 37°53'·00N 119°12'·00E, within which entry is restricted. A stranded wreck (37°48'·94N 119°19'·25E), marked by a light buoy (isolated danger), is situated near the SE boundary of this area. Thence:

8 Clear of KL3-2CEPA Platform (lit) (37°57'·59N 119°27'·82E), thence:

E of Lukenyutai (90001) Platform (37°57'·72N 119°13'·91E), thence:

Clear of KL3-2WPFB Platform (37°59'·53N 119°21'·23E), thence:

9 Clear of a dangerous wreck (38°01'·42N 119°22'·17E), marked by a light buoy (isolated danger), thence:

W of BZ34 Oilfield (38°07'·45N 119°32'·00E), comprising numerous platforms, thence:

E of a dangerous wreck (38°10'·02N 119°21'·15E), thence:

E of BZ26-3 WHP-B Platform (lit) (38°14'·11N 119°16'·06E), and:

10 W of CEP Platform (38°12'·81N 119°33'·26E), within BZ28-2 Oilfield, thence:
E of BZ26-2 Platform (38°17'·54N 119°15'·79E), and:

W of the BZ28-1NW Platform (38°19'·66N 119°37'·02E), noting an obstruction 6 miles NW.

11 The track then alters WNW, passing:
NNE of BZ26-2 Platform (38°17'·54N 119°15'·79E), thence:

NNE of WHPB Platform (38°22'·49N 119°05'·64E) in BZ19-4 Oilfield, thence:

Clear of BZ19-6WPHA Platform (38°25'·59N 119°03'·85E), thence:

12 NNE of a dangerous wreck (38°24'·86N 118°48'·84E), marked by a light buoy (isolated danger) with an unmarked dangerous wreck, position approximate, 2½ miles ESE.

The track then continues WNW to the vicinity of 38°30'·00N 118°40'·00E, where it joins the routes from Laotieshan Shuidao (4.25), Changshan Shuidao and Miaodao Haixia (4.23).

*(Directions for Tianjin Gang continue at 4.26,
for Huanghua Gang at 4.124,
and for Caofeidian at 4.27)*

(Directions for Dongying Gang are given at 4.96)

Chinese Notice 47/1556,1557/22; Chinese Notice 31/1153/22; GB Chart 1294 Ed3 (2021)

[NP32B-No 27-Wk 33/23]

**China - Laizhou Wan - Weifang Gang —
Pilotage; wreck**

127

Paragraph 4.88 2 line 7 *Replace by:*

No 3 37°22'·00N 119°19'·00E, noting the dangerous wreck (37°22'·43N 119°19'·40E), which lies close NE.

Chinese Chart 11840 (2021) [NP32B-No 28-Wk 33/23]

**China - Laizhou Wan - Weifang Gang —
Directions; wreck**

127

After Paragraph 4.90 1 line 5 Insert:

SE of a stranded wreck (37°28'·54N 119°25'·66E), reported (2018), marked by a light buoy (isolated danger), thence:

Chinese Chart 11840 (2021) [NP32B-No 29-Wk 33/23]

**China - Laizhou Wan - Weifang Gang —
Directions; fish havens**

127

After Paragraph 4.90 3 line 6 Insert:

Caution. Numerous fish havens, many of which may not be individually charted, lie SE of the buoyed channel.

Chinese Chart 11840 (2021) [NP32B-No 30-Wk 33/23]

NP32B

China - Bo Hai - Dongying Gang — Outer anchorages; obstruction

128

Paragraph 4.94 2 lines 7-8 *Replace by:*

No 2 Anchorage, dangerous cargo, centred on 38°07'·20N 119°07'·32E, depth 13 to 14 m. An obstruction lies at the W extremity of the anchorage.

Chinese Notice 1/2/23 [NP32B-No 20-Wk 22/23]

China - Bo Hai - Bohai Wan - Huanghua Gang — Arrival information; outer anchorages; obstruction

130

Paragraph 4.119 1 lines 3-4 *Replace by:*

No 1 Quarantine Anchorage (38°25'·77N 118°10'·73E) in depths of about 8 to 9 m, mud. An obstruction, reported (2022), lies in the E part of the anchorage.

Chinese Notice 7/140/23 [NP32B-No 22-Wk 22/23]

China - Bohai Wan - Huanghua Gang — Arrival information; outer anchorages

130

Paragraph 4.119 2 line 2 *For* (unrestricted) *Read* (dangerous cargo)

Chinese Notice 30/1111/22 [NP32B-No 34-Wk 37/23]

China - Bo Hai - Bo Hai Wan - Tian Jin Gang — Directions; obstruction

135

Paragraph 4.152 3 line 6 *Replace by:*

...Ship Lock (4.136), passing NNE of an obstruction (38°59'·04N 117°43'·90E), position approximate, reported (2023):

Chinese Notice 30/1077/23 [NP32B-No 31-Wk 35/23]

China - Bo Hai - Jingtang — Anchorages; obstructions

139

Paragraph 4.197 1 line 3-5 *Replace by:*

No 1 Anchorage; General Bulk Cargo Anchorage (39°09'·22N 119°08'·84E), a large anchorage, depths from 13 m to 19 m, mud and sand. Obstructions are reported (2023) to lie in the W and SW parts of the anchorage.

Paragraph 4.197 2 line 1-3 *Replace by:*

- 2 No 3-1 Anchorage; Large Bulk Vessel Anchorage (38°59'·80N 119°08'·10E), depths from 18 to 22 m, mud. Obstructions are reported (2023) to lie in the S part of the anchorage.

Chinese Notice 30/1078/23 [NP32B-No 33-Wk 35/23]

China - Bo Hai - Liaodong Wan - Bayuquan — Arrival information; outer anchorages; dangerous wreck

156

After Paragraph 4.339 1 line 1 *Insert:*

No 1 (40°21'·78N 121°57'·89E), with depths of 7 to 13 m, mud. Spoil Ground A lies on the NE limit of the anchorage. A dangerous wreck, marked by a light buoy (isolated danger), lies in the SW corner of the anchorage.

Paragraph 4.339 3 *Delete*

Chinese Notice 4/69/23; GB Chart 1280 (2021)
[NP32B-No 23-Wk 22/23]

South Korea - South-west coast - Jangjuk Sudo — Directions; ODAS buoy

169

Paragraph 5.43 6 line 2 *Replace by:*

...where a light (5.42) is exhibited; an ODAS buoy (lit) is moored about 3¼ cables NNE of the point.

Korean Notice 16/307/22 [NP32B-No 2-Wk 48/22]

South Korea - West coast - Sangwangdeungdo — Directions; wrecks

186

After Paragraph 5.135 1 line 2 *Insert:*

Clear of three dangerous wrecks (35°42'·15N 125°31'·73E, 35°45'·61N 125°48'·68E and 35°56'·57N 125°46'·18E), position approximate, thence:

Korean Chart 3100 (2021)
[NP32B-No 10-Wk 10/23]

South Korea - West coast - Gunsan Hang and approaches — Limiting conditions; controlling depths

188

Paragraph 5.153 2 *Replace by:*

- 2 Ships with a draught of 5·5 to 8·2 m can enter the inner harbour depending on the height of the tide, the limiting factor being the bar at the river entrance. Depths of less than 1 m exist within the fairway in Area No 2 (5.161). An under-keel clearance of 0·6 m is required. The fairway over the bar is very narrow and therefore wind and tidal streams are also factors that may need to be taken into consideration. Vessels exceeding a draught of 4·6 m should not attempt to enter if there is a heavy swell.

Korean Chart 3521 (2022) [NP32B-No 43-Wk 49/23]

South Korea - West coast - Gunsan Hang and approaches — Berths; depths

190

Paragraph 5.167 ¹ line 3 *Replace by:*

...alongside of about 4 m.

Korean Chart 3521 (2022) [NP32B-No 44-Wk 49/23]

South Korea - West coast - Boryeong — Anchorages; wrecks

195

Paragraph 6.17 ¹ lines 3–4 *Replace by:*

A1 (36°20'·53N 126°29'·25E), depths 14 to 21 m. For use of vessels less than 10 000 gt. Numerous dangerous wrecks lie E of the anchorage.

Paragraph 6.17 ² lines 6–8 *Replace by:*

Quarantine anchorage (36°11'·05N 126°18'·06E), adjacent to the pilot boarding area, depths about 17 to 20 m. A wreck lies in the N part of the anchorage.

Korean Chart 3100 (2021); ENC KR5F2O32 (18.006); ENC KR5F234O (4.003) [NP32B-No 11-Wk 10/23]

South Korea - West coast - Boryeong — Directions; wrecks

195

After Paragraph 6.24 ² line 3 *Insert:*

WNW of a dangerous wreck (36°21'·21N 126°28'·82E), position approximate, thence:

Korean Chart 3100 (2021) [NP32B-No 12-Wk 10/23]

South Korea - West coast - Pyeongtaek Hang — Depth

205

Paragraph 6.103 ¹ line 5 *For 11 m Read 10 m*

UKHO [NP32B-No 9-Wk 10/23]

South Korea - West coast - Palmido to Ando — Directions; shoal

215

After Paragraph 6.176 ⁵ line 2 *Insert:*

ESE of 3·1 m shoal (37°11'·36N 126°10'·47E), on a bank, with depths less than 10 m, extending ¾ miles SW, thence:

GB Chart 1258 (2022) [NP32B-No 16-Wk 16/23]

NP33 Philippine Islands Pilot (2021 Edition)

South China Sea, Philippines Sea, Sulu Sea and Celebes Sea - Navigational dangers and hazards — Piracy and armed robbery

3

Paragraph 1.16 ¹⁻³ including heading *Replace by:*

Recommended practice

1.16

¹ Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6112, Q6113 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

² Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Reporting

1.16a

¹ **International Maritime Bureau (IMB)**. Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website (www.icc-ccs.org).

² The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:

IMB Piracy Reporting Centre

Tel: +60 3 2031 0014

E-mail: imbsecurity@icc-ccs.org

See *ADMIRALTY List of Radio Signals Volume 1(2)* and *The Mariner's Handbook*.

³ **Information Fusion Centre**. The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.

The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia and surrounding waters for the purpose of enhancing security and maintaining the freedom of navigation for vessels.

⁴ Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:

Website: www.ifc.org.sg

Tel: +65 6594 5728 / +64 9626 8965

Email: information_fusion_centre@defence.gov.sg

⁵ For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

UKHO

[NP33-No 26-Wk 18/22]

NP33

South China Sea, Philippines Sea, Sulu Sea and Celebes Sea - Radio facilities — Jamming, spoofing and cyber-attacks

6

After Paragraph 1.43 1 line 6 including Headings *Insert*:

Jamming, spoofing and cyber-attacks

International Fusion Centre

1.43a

1 Merchant vessels operating in the VCR area (see 1.16a) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)* and chart *Q6112*.

UKHO [NP33-No 27-Wk 18/22]

Philippines - Mindoro Strait to Celebes Sea - East of Cuyo Islands — Directions; light

61

Paragraph 2.15 2 line 7 *For* 11°36'·43N 121°41'·12E *Read* 11°35'·77N 121°41'·89E

Philippine Notice 10/42/22 [NP33-No 44-Wk 47/23]

Philippines - Palawan - East coast - South Verde Island to Puerto Princesa — Directions; buoy

85

Paragraph 3.132 4 lines 7-9 *Replace by*:

...Bancaobancaon Point (9°43'·38N 118°46'·12E) (3.147).

Philippine Notice 9/38/22 [NP33-No 39-Wk 46/23]

Philippines - Palawan - East coast - Puerto Princesa — Arrival information; pilotage

86

Paragraph 3.142 1 lines 1-4 *Replace by*:

1 Pilotage is compulsory. There are three pilot boarding positions for all foreign vessels:

Pilot station (inbound) (9°43'·49N 118°43'·36E).

Pilot station (inbound) (9°44'·47N 118°43'·48E).

Pilot station (outbound) (9°44'·23N 118°43'·29E).

Philippine Notice 9/38/22 [NP33-No 40-Wk 46/23]

Philippines - Palawan - East coast - Puerto Princesa — Directions for entering harbour; buoy

86

Paragraph 3.147 2 lines 1-3 *Replace by*:

2 **Entry.** From a position S of Bancaobancaon Point, the track leads WNW through the TSS to the pilot boarding position (3.142), passing:

Philippine Notice 9/38/22 [NP33-No 41-Wk 46/23]

Philippines - Palawan - East coast - Puerto Princesa — Directions for entering harbour; buoy

87

Paragraph 3.147 5 line 7 *Replace by*:

...thence:

Philippine Notice 9/38/22 [NP33-No 42-Wk 46/23]

Philippines - Palawan - East coast - Puerto Princesa to Rasa Island — Directions; buoy

88

Paragraph 3.162 1 lines 5-7 *Replace by*:

...Point (9°43'·38N 118°46'·12E) (3.147), the track leads SE, passing:

Philippine Notice 9/38/22 [NP33-No 43-Wk 46/23]

Malaysia - Borneo - Alert Patches — Directions; reef; depth

130

Paragraph 5.125 5 lines 1-3 *Replace by*:

5 SE of an isolated reef (4°11'·08N 118°11'·88E), least depth 1.9 m, thence:

Malaysian Notice 7/106/22; ENC MY4C8425 (4.001) [NP33-No 38-Wk 41/23]

Philippines - Davao City — Directions; light

193

Paragraph 7.258 1 lines 4-6 *Replace by*:

White stone monument, (25 m in height) (7°04'·51N 125°37'·54W), about 1½ cables SSW of Santa Ana Light (7.259). Often mistaken for the lighthouse.

Major lights:

Panacan Light (white concrete column) (7°09'·17N 125°39'·76E).

Paragraph 7.259 5 lines 4-5 *Replace by*:

E of Panacan Light (7.258), thence:

Philippine Notice 12/63/20 [NP33-No 2-Wk 16/21]

Philippines - Cuyo East Pass — Directions; light

205

Paragraph 8.32 2 lines 5-6 *For* 11°36'·43N 121°41'·12E *Read* 11°35'·77N 121°41'·89E

Philippine Notice 10/42/22 [NP33-No 45-Wk 47/23]

Philippines - Tablas Stait - East side - Bantoncillo Island to Pucio Point — Directions; light

225

Paragraph 8.162 2 line 8 *For* 11°36'·43N 121°41'·12E *Read* 11°35'·77N 121°41'·89E

Philippine Notice 10/42/22 [NP33-No 46-Wk 47/23]

**Philippines - Sibuyan Sea - Romblon Passage
— Directions**

229

Paragraph 8.192 3 lines 1–10 *Replace by:*

- 3 W of Lugbung Island (12°35'·41N 122°14'·74E), fronting the entrance to Port Romblon (8.193). The island has hills at each end. A reef extends 1¼ cables from the NE point of the island. Shoals extend up to 4 cables SW and W from the island (see 8.197). Thence:

Philippine Chart 4451 (2021) [NP33-No 29-Wk 41/22]

**Philippines - Sibuyan Sea -
Port Romblon — Directions**

229-230

Paragraph 8.197 3-8 *Replace by:*

- 3 ESE of Sasaigan Point (12°36'·10N 122°15'·05E), the N end of Lugbung Island (8.192), thence:

WNW of Sabang Point (12°35'·65N 122°15'·95E). A light (white concrete tower and dwelling, 5 m in height) is exhibited 1½ cables NE of Sabang Point. Thence:

WNW of a shoal extending about 5 cables SSW from Sabang Point; a light buoy (W cardinal) marks the SSW extremity of the shoal.

- 4 The track then continues SSW to a position W of a reef, awash, extending 2 cables W from Agbatan Point (12°35'·06N 122°16'·10E) (8.193). It then leads ESE into Port Romblon, through a channel marked by light buoys (lateral and cardinal), between the above reef and Rosas Point (12°34'·82N 122°15'·76E). Thence:

NNE of a light beacon, standing 1 cable N of Binagon Point (12°34'·74N 122°15'·97E), thence:

Direct to the anchorage or berth.

- 5 If bound for N harbour the track passes between the reef extending W from Agbatan Point and the shoal extending SSW from Sabang Point.

Approach from north-west. From a position W of Tinang Islet (12°36'·59N 122°15'·27E) the track leads SE, passing:

- 6 SW of Baluarte Point (12°35'·31N 122°14'·39E), the W point of Lugbung Island. A shallow rocky reef extends 3½ cables WNW from the point. Thence:

SW of the shoals extending from Nagbagbagan Point (Logbon Point) (12°35'·03N 122°14'·41E). A shallow rocky reef extends 4 cables SW from the point. Thence:

- 7 The track then leads ENE for 1½ miles, in mid-channel, passing:

NNW of Bangud Island (12°34'·05N 122°14'·34E) (8.192), thence:

SSE of Guinojoan Point (12°35'·10N 122°14'·81E), the SE point of Lugbung Island. A light buoy (S cardinal) is moored close SE of the point. Thence:

- 8 NNW of Macabasa Point (12°34'·67N 122°15'·27E).

The track then continues ENE for 3 cables to a position W of the reef, extending W from Agbatan Point (12°35'·06N 122°16'·10E) (8.193). It then leads into Port Romblon, as previously described.

Philippine Chart 4451 (2021) [NP33-No 30-Wk 41/22]

**Philippines - Panay - West side —
Directions; light**

247

Paragraph 8.312 1 line 2 *For* 11°36'·43N 121°41'·12E *Read* 11°35'·77N 121°41'·89E

Philippine Notice 10/42/22 [NP33-No 47-Wk 47/23]

**Philippines - Guimaras Strait —
Directions; lights**

250

After Paragraph 8.342 2 line 10 *Insert:*

San Enrique Light (10°36'·93N 122°43'·48E) (8.373).

Bredco Light (10°41'·08N 122°56'·22E) (8.373).

Philippine Chart 4445; ENC PH4ILOST
[NP33-No 22-Wk 03/22]

**Philippines - Guimaras Strait —
Directions; lights**

255

After Paragraph 8.373 1 line 3 *Insert:*

Bredco Light (tower) (10°41'·08N 122°56'·22E).

Philippine Chart 4445 [NP33-No 23-Wk 03/22]

**Philippines - Guimaras Strait - Bacolod —
Directions; lights**

256

Paragraph 8.387 1 lines 1–4 *Replace by:*

Major lights:

Bredco Light (10°41'·08N 122°56'·22E) (8.373).

Approach from south. From a position on the coastal route WNW of the N end of logiog Bank (10°32'·13N 122°47'·09E) (8.379) the track leads NE, passing:

Philippine Chart 4445 [NP33-No 24-Wk 03/22]

**Philippines - Luzon - San Bernardino Strait -
Matnog Bay — Berths; Caution**

279

Paragraph 9.134 1 line 4 *Replace by:*

...14.5 m.

Caution. Attention is drawn to submarine cables in the vicinity of the anchorage, in the N part of the bay.

Philippines Notice 8/51/21 [NP33-No 18-Wk 42/21]

NP33

Philippines - Leyte - Ormoc Bay - Panalian Point — Anchorage

312

Paragraph 9.381 1 lines 6-7 *Replace by:*

Anchorage may be obtained off the pierhead in 13 m, keeping clear of a submarine cable.

ENC PH2CVZ40 (16.001) [NP33-No 48-Wk 47/23]

Philippines - Cebu Strait - Siquijor Island — Directions; lights

335

Paragraph 10.160 1 lines 6-9 *Replace by:*

Minarcahan Point Light (white GRP tower, 5 m in height) (9°17'·74N 123°37'·61E).

Cambalaguio Light (white GRP tower, 10 m in height) (9°06'·33N 123°33'·42E).

Philippine Notice 04/14/22; Philippine SD Vol 1
[NP33-No 33-Wk 30/23]

Philippines - Cebu Strait - West part — Directions; wrecks

336

Paragraph 10.162 4 lines 1-6 *Replace by:*

- 4 ESE of Bogo Shoal (10°13'·54N 123°51'·19E). Osteng and Lagundi Shoals lie 3 and 8 cables W of Bogo Shoal. Numerous wrecks were reported (2022) off the coast between Minglanilla and Bogo Shoal. Thence: ESE of a dangerous wreck (10°13'·70N 123°51'·77E).

Philippine Notice 1/22 [NP33-No 28-Wk 18/22]

Philippines - Cebu Strait - West part - Boljoon — Anchorage; submarine cable

336

Paragraph 10.164 1 lines 5-7 *Replace by:*

Anchorage. Temporary anchorage in 37 to 46 m may be obtained, keeping clear of a submarine cable, off the mouth of Losapon River, close S of Boljoon.

Philippine Notice 10/49/22 [NP33-No 51-Wk 47/23]

Philippines - Cebu - Cebu Harbour — Vertical and horizontal clearances

338

Paragraph 10.176 including heading *Replace by:*

Vertical and horizontal clearances 10.176

- 1 Opon-Mandaue (Mandaue-Mactan) Bridge (10°19'·18N 123°57'·35E):
Vertical clearance — 22·0 m (MHSL).
Horizontal clearance — 113 m.

- 2 Marcelo Fernan Bridge (10°19'·58N 123°58'·00E):
Vertical clearance — 22·0 m (MHSL).
Horizontal clearance — 113 m.
Lights are exhibited from the supports of both bridges on the NW and SE sides of the fairway.
- 3 The Cebu-Cordova Link Expressway Bridge spans the channel between Shell Island (10.188) and Cebu Island (10°17'·32N 123°53'·81E):
Vertical clearance — 51 m (MSL).
Horizontal clearance — 27 m.

Philippine Chart 4446 (2022) [NP33-No 31-Wk 10/23]

Philippines - Cebu Strait - Cebu Harbour — Arrival information; outer anchorages

338

Paragraph 10.180 *Replace by:*

- 1 Outer anchorages are established as follows:
Southern approach:
Foreign vessels (10°14'·20N 123°51'·90), in depths from about 20 to 50 m.
Foreign vessels over 30 000 gt (10°15'·03N 123°53'·70E).
Foreign vessels over 12 m draught (10°13'·80N 123°51'·80E), in depths from about 29 to 84 m.
Domestic vessels (10°15'·05N 123°52'·68E), in depths from about 11 to 16 m.
- 2 **Northern approach:**
Domestic vessels (10°21'·69N 124°00'·65E).
Domestic vessels waiting to berth (10°20'·99N 124°00'·04E); a dangerous wreck lies in the W part of the anchorage.
Several numbered anchor berths lie within Magellan Bay (10°20'·32N 124°01'·16E). An obstruction (10°20'·14N 124°01'·54E), with a swept depth 10·1 m, lies in the E part of the bay.
- 3 Anchorages, for vessels waiting to berth, and quarantine anchorages (10.193) are established E of Cautit Island (10.191) and SE of the Container Terminal (10.194).

Philippine Notice 10/54/22; Philippine Chart 4446 (2022)
[NP33-No 52-Wk 47/23]

Philippines - Cebu - Cebu Harbour — Arrival information

338

Paragraph 10.184 1 *Replace by:*

- 1 The quarantine station is established on Cautit Island. For quarantine anchorage, see 10.193.

Philippine Chart 4446 (2022) [NP33-No 49-Wk 47/23]

Philippines - Cebu - Cebu Harbour — Directions; anchorages

340

Paragraph 10.191 3 lines 1-2 *Replace by:*

- 3 The track then leads NNE, passing: ESE of the waiting and quarantine anchorages (10.193), thence:

Philippine Chart 4446 (2022) [NP33-No 50-Wk 47/23]

**Philippines - Cebu - Cebu Harbour —
Directions; bridge**

340

Paragraph 10.191 3 lines 5-7 *Replace by:*

W of Shell Island (10°17'·11N 123°54'·08E) (10.188) passing beneath Cebu - Cordova Link Expressway Bridge (10.176) and thence generally NE into Cebu Harbour passing NNW of Shell Island.

Philippine Chart 4446 (2022) [NP33-No 32-Wk 10/23]

**Philippines - Cebu - Approaches to
Cebu Harbour — Directions; wreck**

340

After Paragraph 10.192 3 line 1 *Insert:*

SE of a dangerous wreck (10°20'·93N 123°59'·95E), position approximate, thence:

Philippine Notice 10/63/21 [NP33-No 25-Wk 12/22]

**Philippines - Cebu Strait - Cebu Harbour —
Anchorages and moorings**

341

Paragraph 10.193 including heading *Replace by:*

**Anchorages and moorings
10.193**

- 1 Designated anchor berths are established E of Cautit Island as follows:
Lighting anchorage (10°16'·61N 123°53'·18E); maximum 130 m LOA.
Lighting anchorage (10°16'·76N 123°53'·25E); maximum 130 m LOA.
Quarantine anchorage (10°16'·94N 123°53'·38E).

- 2 Designated numbered anchor berths, for vessels waiting to berth, are situated E and SE of Cebu International Port (10.194).

Three quarantine anchor berths, for foreign and domestic vessels, are established SE and S of Cebu International Port, NW of the fairway. An anchorage area (10°17'·84N 123°55'·30E), for domestic vessels waiting for redocking, is situated SE of the fairway.

Philippine Notice 10/54/22; Philippine Chart 4446 (2022) [NP33-No 53-Wk 47/23]

**Philippines - Cebu Strait - Siquijor Island —
Directions; light**

342

Paragraph 10.201 1 line 4 *For* 9°18'·08N 123°37'·25E
Read 9°17'·74N 123°37'·61E

Philippine Notice 04/14/22 [NP33-No 34-Wk 30/23]

**Philippines - Bohol Sea - Siquijor Island —
Directions; lights**

350

Paragraph 10.253 3 lines 4-6 *Replace by:*

Minarcahan Point Light (9°17'·74N 123°37'·61E) (10.160).
Cambalaguio Light (9°06'·33N 123°33'·42E) (10.160).

Philippine Notice 04/14/22; Philippine SD Vol 1 [NP33-No 35-Wk 30/23]

**Philippines - Bohol Sea -
Siquijor Island — Lights**

351

Paragraph 10.265 1 line 6 *For* metal *Read* aluminium

Paragraph 10.265 1 lines 10-12 *Replace by:*

Minarcahan Point Light (9°17'·74N 123°37'·61E) (10.160).
Cambalaguio Light (9°06'·33N 123°33'·42E) (10.160).

Philippine Notice 04/14/22; Philippine SD Vol 1 [NP33-No 36-Wk 30/23]

**Philippines - Bohol Sea - Siquijor Island -
Lazi Bay — Directions; light**

352

Paragraph 10.267 2 lines 8-9 *Replace by:*

SW of Cambalaguio Point (9°06'·14N 123°33'·64E), from the W side of which Cambalaguio Light (10.160) is exhibited.

Philippine Notice 04/14/22; Philippine SD Vol 1 [NP33-No 37-Wk 30/23]

**Philippines - Luzon - South-east coast -
Canimo Island — Light**

388

After Paragraph 11.89 2 line 5 *Insert:*

Canimo Island Light (white concrete tower, 8 m in height) (14°07'·75N 123°03'·16E).

Philippine Notice 4/17/21 [NP33-No 3-Wk 29/21]

**Philippines - Luzon - South-east coast -
Canimo Island — Light**

391

After Paragraph 11.116 2 line 8 *Insert:*

Major light:
Canimo Island Light (11.89).

Philippine Notice 4/17/21 [NP33-No 4-Wk 29/21]

NP33

Philippines - Luzon - South-east coast - Canimo Island — Light

393

After Paragraph 11.130 1 line 9 *Insert*:

Major light:

Canimo Island Light (11.89).

Philippine Notice 4/17/21 [NP33-No 5-Wk 29/21]

Philippines – Leyte – Surigao Strait – Cabugan Chico Island — Directions; dangerous rock

423

Paragraph 12.111 5 *Replace by*:

- 5 ENE of Cabugan Chico Island (10°25'·83N 125°13'·36E), cone-shaped. A bank with 7·6 m over the outer end, extends 4 cables from the NE side, leaving a narrow channel, in which overfalls occur, between the islands. A dangerous rock lies in the centre of the channel. Another rock lies about 3¾ cables W. Thence:

GB4475 Ed. 3 (2021) [NP33-No 19-Wk 51/21]

Philippines - Dinagat - Melgar Bay — Anchorages

426

Paragraph 12.129 6 *Replace by*:

- 6 From this position the track leads into Panikian Cove in the N, Tagabak Cove in the E and Tagbabui Cove in the S; a good anchorage may be obtained. **Anchorages.** Anchorage may be obtained E of Kambagio Point and Melgar village in about 35 to 60 m, coral, protected by the drying reef.

Philippine Notice 6/38/21 [NP33-No 11-Wk 40/21]

Philippines - Dinagat - Libjo Bay — Anchorages

427

After Paragraph 12.137 1 line 8 *Insert*:

Anchorage may also be obtained about 1 mile SW of Tamoyauas Point (12.135) in depths of about 48 m, sand and shells.

Philippine Notice 6/37/21 [NP33-No 12-Wk 40/21]

Philippines - Dinagat - Looc Bay — Anchorages

428

Paragraph 12.140 2 lines 3-7 *Replace by*:

Anchorage for smaller vessels may be obtained between the Puyo Island and the coast, in 20 to 35 m, but it is exposed to N winds.

Anchorage for larger vessels may be obtained about 1 mile N of Berrugosa Point (12.135) and about 1 mile N of Puyo Island, in about 30 to 50 m, sand and shell.

Philippine Notice 6/35/21 [NP33-No 13-Wk 40/21]

Philippines - Dinagat - Malinao Inlet — Anchorages

429

After Paragraph 12.149 6 line 12 *Insert*:

Malinao Inlet

12.149a

- 1 **Anchorage** may be obtained off Malinao Inlet (10°14'·74N 125°39'·03E) (12.149) in depths of about 35 m, sand.

Philippine Notice 6/36/21 [NP33-No 14-Wk 40/21]

Philippines - Dinagat - Gaas Bay — Anchorages

429

After Paragraph 12.150 3 line 7 *Insert*:

Anchorage may also be obtained about 1½ miles SE of Peninsula Point (12.149) in depths of around 35 m, and about 1 mile S of the point in depths of about 10 to 45 m, rock and sand. Care is required to remain clear of numerous reefs, rocks and obstructions.

Philippine Notice 6/34/21 [NP33-No 15-Wk 40/21]

Philippines – Siargao Island – Dinagat Sound — Directions

429

Paragraph 12.154 1 *Replace by*:

- 1 From a position ENE of Belisan Point (9°48'·68N 125°42'·92E), the route leads generally NNE to a position WNW of Malayo Reef (10°02'·20N 125°56'·50E) and then ENE to a position NE of Sugbuhan Point (10°03'·68N 126°03'·78E).

GB4475 Ed. 3 (2021) [NP33-No 20-Wk 51/21]

Philippines – Siargao Island – Dinagat Sound — Directions

429-430

Paragraph 12.158 1-5 *Replace by*:

- 1 From a position ENE of Belisan Point (9°48'·68N 125°42'·92E), the track leads initially NE and then NNE, passing:
ESE of Halian Island (9°55'·45N 125°48'·60E) (12.149) and of numerous rocks and obstructions, which lie up to 3 miles E through NE of the island, thence:

- 2 WNW of Kangbangyo Island (9°54'·50N 125°54'·00E), thence:
 WNW of Cowhagan Island (9°55'·37N 125°53'·60E), joined by a drying reef to Kangbangyo Island, thence:
 WNW of Megancub Islet (9°55'·35N 125°56'·09E), thence:
 ESE a dangerous rock (9°57'·58N 125°51'·76E), the outer most of a number of obstructions, thence:
- 3 WNW of Dahican Island (9°57'·62N 125°58'·11E), mangrove covered except for a small wooded area in the middle. It forms, together with Kangun Islet, the SW side of Litalit Bay. Thence:
 WNW of a dangerous rock (10°01'·93N 125°55'·82E), close W of Malayo Reef (10°02'·20N 125°56'·50E), separated from Kambiling Islet, a drying sand cay, by a deep channel in which there are several shoals.
- 4 From this position the track leads ENE, passing: SSE of the E-most of chain of reefs (10°05'·17N 125°59'·60E), thence:
 Clear of Sugbuhan Reef (10°05'·81N 126°01'·89E) (12.52), thence:
 NNW of Sugbuhan Point (10°03'·68N 126°03'·78E) (12.52), the N point of Siargao Island, from where Punta Alegria Light is exhibited.
 The track continues to a position NE of Sugbuhan Point (12.52).

(Directions are given for Siargao Island E coast at 12.51)

GB4475 Ed. 3 (2021) [NP33-No 21-Wk 51/21]

Philippines - Hinatuan Passage - Banug Strait — Anchorage

432

Paragraph 12.172 *Replace by:*

Spare 12.172

Philippine Notice 5/22/21 [NP33-No 6-Wk 33/21]

Philippines - Hinatuan Passage - Port Surigao — Anchorage; pilotage

432

Paragraph 12.174 *Replace by:*

- 1 **Outer anchorages** are established as follows:
 (9°48'·30N 125°30'·82E), vessels greater than 3000 gt;
 (9°48'·82N 125°30'·47E), vessels greater than 3000 gt;
 (9°47'·38N 125°30'·38E), vessels of 3000 gt or less;
 (9°47'·55N 125°30'·28E), vessels of 3000 gt or less;
 (9°47'·77N 125°30'·12E), vessels of 3000 gt or less;
 (9°47'·88N 125°32'·13E), dangerous cargo;
 (9°46'·40N 125°30'·48E), shelter;
 (9°46'·28N 125°30'·80E), lay-up;
 (9°49'·00N 125°27'·58E), general.
- 2 **Pilotage** is compulsory with certain exceptions. Pilot boarding positions are as follows:
 Foreign vessels (good weather) (9°51'·50N 125°28'·50E), 1 mile N of Basol Island;

Foreign vessels (bad weather) (9°51'·00N 125°29'·92E), 1 mile NE of Basol Island;
 Domestic vessels (9°47'·72N 125°30'·67E), 1 mile NE of Bilanbilan Point.

For further information see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Tugs: two for ship handling, several for barge towing.

Paragraph 12.177 *Replace by:*

Spare 12.177

Philippine Notice 5/22/21 [NP33-No 7-Wk 33/21]

Philippines - Hinatuan Passage - Bayagnan Island to Talavera Island — Anchorages

433

After Paragraph 12.182 2 line 9 Insert:

Bayagnan Island 12.182a

- 1 **Anchorage** may be obtained off the NE coast of Bayagnan Island (12.169), SE of Sugbu Islet, in depths of about 50 m, mud.

Banug Strait 12.182b

- 1 **Anchorage** may be obtained E of Talavera village, which stands on the N end of Talavera Island (12.171), in depths of about 65 m, or E of Sili Point (12.171) in about 70 m, mud.

Philippine Notice 5/22/21 [NP33-No 8-Wk 33/21]

Philippines - Hinatuan Passage - Taganito — Anchorage; harbour

434

After Paragraph 12.189 1 line 7 Insert:

Taganito 12.189a

- 1 **Description.** Taganito (9°32'·85N 125°49'·38E) stands S of Male Islet (12.187).

Anchorage may be obtained in the bay NW of the town, E of Pagbuy Rocks and Bagong Islet (12.187), depths about 40 m, sand.

Berths. A pier extends NW from the town.

Philippine Notice 5/22/21 [NP33-No 9-Wk 33/21]

Philippines - Siargao Island - Dapa — Anchorage

435

Paragraph 12.196 4 lines 1-4 *Replace by:*

- 4 **Anchorage** may be obtained on the NE side of Dapa Channel (12.193), SE of Pamay Bay (12.197), in depths of about 50 m, sand, mud.

Philippine Notice 5/24/21 [NP33-No 10-Wk 33/21]

NP33

Philippines - Mindanao - Hinadkaban Bay — Anchorages

436

Paragraph 12.204 2 lines 5-9 *Replace by:*

Anchorage may be obtained about 1½ miles NW of Kaba Point in depths of about 30 to 40 m, mud and sand. There are strong currents in the passage N of the anchorage.

Anchorage may be obtained for smaller vessels W of Kaba Point, partially sheltered from the NE monsoon.

Caution. A 14 m sounding (9°30'·58N 125°53'·22E) was reported (2017) within the anchorage.

Philippine Notice 6/33/21 [NP33-No 16-Wk 40/21]

Philippines - Mindanao - Carrascal Bay — Anchorages

437

After Paragraph 12.210 3 line 5 *Insert:*

Anchorage may also be obtained about 1 mile E of Ludguron Island in about 42 m, mud.

Philippine Notice 6/39/21 [NP33-No 17-Wk 40/21]

Philippines - Mindanao - East coast - Lianga Bay — Light

443

Paragraph 13.20 1 line(s) 4-5 *For* 8°39'·03N 126°05'·89E
Read 8°38'·05N 126°05'·98E

Philippines Notice 11/57/20 [NP33-No 1-Wk 07/21]

NP34 Indonesia Pilot Volume 2 (2022 Edition)

Indonesia - Navigational dangers and hazards — Piracy and armed robbery

3

After Paragraph 1.15 1 *Insert:*

Recommended practice 1.15a

- 1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6112, Q6113 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

- 2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

UKHO

[NP34-No 6-Wk 18/22]

Indonesia - Navigational dangers and hazards — Piracy and armed robbery

3-4

Paragraph 1.16 1-3 including heading *Replace by:*

Reporting 1.16

- 1 **International Maritime Bureau (IMB).** Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of the current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website (www.icc-ccs.org).

- 2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:

IMB Piracy Reporting Centre

Tel: +60 3 2031 0014

E-mail: imbsecurity@icc-ccs.org

See *ADMIRALTY List of Radio Signals Volume 1(2)* and *The Mariner's Handbook*.

- 3 **Information Fusion Centre.** The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.

The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia, and surrounding waters, for the purpose of enhancing security and maintaining the freedom of navigation for vessels.

- 4 Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:

Website: www.ifc.org.sg

Tel: +65 6594 5728 / +64 9626 8965

Email: information_fusion_centre@defence.gov.sg

For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

UKHO

[NP34-No 7-Wk 18/22]

Indonesia - Navigational dangers and hazards — Piracy and armed robbery

4

Paragraph 1.17 1-2 including heading *Replace by:*

Spare 1.17

UKHO

[NP34-No 8-Wk 18/22]

After Paragraph 1.49 1 line 6 *Insert*:

**Indonesia - Radio facilities —
Jamming, spoofing and cyber-attacks**

7

Jamming, spoofing and cyber-attacks

International Fusion Centre

1.49a

- 1 Merchant vessels operating in the VCR area (see 1.16) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)* and chart *Q6112*.

UKHO [NP34-No 9-Wk 18/22]

**Indonesia – Pulau Kangean – Teluk Ketapang —
Directions; alignment**

87

Paragraph 4.17 3 line 1 *For* (057°) *Read* (050°)

GB Chart 3726 (2022) [NP34-No 19-Wk 51/22]

**Indonesia - Madura - North coast —
Directions; oil platform**

101

After Paragraph 4.123 2 line 4 *Insert*:

S of BTJT-B Platform (6°38'·19S 113°19'·63E),
thence:

Indonesian Notice 13/153/22 [NP34-No 32-Wk 12/23]

**Indonesia - Bali - Celukanbawang —
Anchorages**

118

Paragraph 5.41 3 lines 4–7 *Replace by*:

Outer anchorage is available in designated areas, as follows:

Zone A (8°11'·31S 114°50'·89E), cargo and tanker anchorage; a dangerous wreck (8°11'·42S 114°50'·87E), reported (1985), lies in the S part of the anchorage.

Zone B (8°11'·13S 114°50'·59E), emergency anchorage.

Indonesian Notice 5/50/22 [NP34-No 12-Wk 40/22]

**Indonesia – Bali – Selat Badung –
Pelabuhan Sanur — Anchorage;
submarine cable**

124

Paragraph 5.74 2 lines 7–8 *Replace by*:

Caution. Several submarine cables are laid within the bight, N of Pelabuhan Sanur. See 1.55.

Indonesian Notice 8/88/22 [NP34-No 13-Wk 45/22]

**Indonesia - Lombok - Selat Lombok -
Pemenang — Anchorages; directions**

128

Paragraph 5.100 including heading *Replace by*:

Pemenang

5.100

- 1 **General information.** Pemenang (8°23'·53S 116°05'·92E), a small ferry port, lies on the SE coast of Teluk Kambal, entered between Tanjung Kecinan (8°24'·24S 116°03'·46E), a steep mountainous spur, and Tanjung Sirrah (5.89) 3½ miles NE. In the NW monsoon, the anchorages are not always suitable. However, when a NW wind blows in Selat Lombok, there is sometimes a light wind between NNE and NE in the bay.

Local knowledge is recommended.

- 2 **Directions.** From a position in the vicinity of 8°22'·78S 116°03'·66E, the track follows a two-way route leading E, passing:

S of a 6·5 m shoal (8°22'·61S 116°04'·80E).

Thence the track leads SE to a position close NW of the main jetty, passing:

NE of a 2·5 m shoal (8°23'·03S 116°05'·28E), marked by a beacon (N cardinal), thence:

SW of a 3·5 m shoal (8°22'·97S 116°05'·81E), thence:

NE of a light buoy (starboard hand) (8°23'·25S 116°05'·67E).

- 3 **Anchorages.** Designated anchorages for large vessels, repairs and quarantine lie within areas centred on 8°23'·20S 116°04'·15E, depths 22 to 40 m.

Berth. A jetty, length 50 m with a depth alongside of about 2 m, lies at N the end of a 150 m pier.

Indonesian Notice 21/231, 232/22

[NP34-No 42-Wk 35/23]

**Indonesia - Pulau Sumbawa - North coast -
Bima — Limiting conditions; depths**

151

Paragraph 6.80 1 lines 1–2 *Replace by*:

- 1 **Controlling depths.** The least depth along the recommended track is about 17 m but lesser depths exist on the approach to the berths. Contact the local authorities for the latest information on depths and authorised draughts.

Indonesian Notice 18/205/22 [NP34-No 35-Wk 30/23]

**Indonesia - Pulau Sumbawa - North coast -
Bima — Arrival information; outer anchorages**

151

Paragraph 6.81 1 line 3 *Replace by*:

Outer anchorages. Designated anchorages areas have been established as follows:

Sea Trial Anchorage (8°22'·36S 118°42'·28E), depths of around 49 to 56 m.

Hazardous Material Anchorage (8°22'·67S 118°42'·29E), depths of around 41 to 52 m.

Pilotage is not compulsory.

Indonesian Notice 18/205/22 [NP34-No 36-Wk 30/23]

NP34

Indonesia - Pulau Sumbawa - North coast - Bima — Harbour; general layout

151

Paragraph 6.82 1 lines 1–5 *Replace by:*

- 1 **General layout.** The harbour area, which lies in the inner part of Teluk Bima, consists of the alongside berths at Bima and the Bima Fuel Terminal, 1 mile farther S. Anchorages have been designated throughout the bay (6.84).

Indonesian Notice 18/205/22 [NP34-No 37-Wk 30/23]

Indonesia - Pulau Sumbawa - North coast - Bima — Directions

151-152

Paragraph 6.83 *Replace by:*

- 1 **Pelabuhan Bima.** From a position in the outer part of Teluk Bima the recommended track leads S towards Benteng Utara (8°23'81S 118°41'77E), a narrow promontory which stands on the W side of the entrance to the inner part of the bay. The track passes:

W of Tanjung Batuputih (8°20'80S 118°44'00E), thence:

- 2 W of Tanjung Buntu (8°23'32S 118°42'13E); a light (red framework tower, 15 m in height) is exhibited at the N end of the point. Thence: E of Benteng Utara, the edge of the reef-fringed point being marked by a light (green beacon) (8°23'81S 118°41'86E).

The track then leads SSW for 6 cables, passing: WNW of Benteng Selatan, a reef-fringed point, marked by a light (red beacon) (8°24'61S 118°41'88E).

- 3 The track then leads SSE for approximately 2 miles, towards the port, passing:

ENE of a high rocky point (8°24'88S 118°41'51E) from which a light (green beacon) is exhibited, thence:

WSW of Tanjung Londe (8°25'31S 118°42'35E) and Tanjung Tampa (8°25'77S 118°42'76E).

From a position in the vicinity of 8°26'59S 118°42'71E approaches can be made for berthing at Pelabuhan Bima (6.84).

- 4 **Bima Fuel Terminal.** Vessels proceeding to the Bima Fuel Terminal (8°28'55S 118°45'E), or to the inner anchorages (6.84) farther S of the harbour, should continue SW, passing:

SE of Pulau Kambing (8°26'98S 118°41'73E), which rises steeply from the sea on its S side; a flat hill in the N part of the island houses the tombs of former royalty and is regarded as sacred ground.

- 5 The track then leads S, passing:

W of an unnamed point (8°27'52S 118°42'62E)

from which Sungai Padolo enters the bay, thence:

W of Tanjung Lawata (8°28'25S 118°42'68E) and then as directed to either anchor or proceed alongside. A light (white beacon) is exhibited from Wadumbolo (8°28'50S 118°42'55E), 1 cable N of the jetty.

Indonesian Notice 18/205/22; ENC ID4264R4 (2.001);
ENC ID5325R5 (4.002) [NP34-No 38-Wk 30/23]

Indonesia - Pulau Sumbawa - North coast - Bima — Anchorages; berths

152

Paragraph 6.84 *Replace by:*

- 1 **Anchorages and moorings.** Designated anchorages have been established in the following areas:

Vessel Maintenance Anchorage (8°26'60S 118°41'82E), depths of around 15 to 18 m.

Emergency Anchorage (8°26'56S 118°42'43E), depths of around 18 to 23 m.

- 2 Ship Anchorage (8°26'72S 118°42'33E), depths of around 18 to 25 m.

Nusantara Pier Port Basin Area (8°26'88S 118°42'35E), depths of around 12 to 24 m.

Public Pier Port Basin Area (8°27'16S 118°42'37E), depths of around 6 to 23 m.

Government Vessel Anchorage (8°27'37S 118°42'00E) depths of around 16 to 20 m.

- 3 Specific Destination Anchorage (8°27'57S 118°42'03E), depths of around 16 to 19 m.

Repairing Vessel Anchorage (8°29'41S 118°41'77E), depths of around 11 to 16 m.

Dead Vessel Anchorage (8°29'50S 118°41'89E), depths of around 10 to 16 m.

- 4 **Pelabuhan Bima** (8°26'74S 118°42'82E) handles passenger and cargo vessels. The public pier is situated at the end of reclaimed land forming S portion of the port; it is 190 m long. Two additional jetties, 60 m in length extend from the N side of reclaimed area, which is marked by a light (white beacon) (8°26'86S 118°42'83E).

- 5 A further land reclamation (8°26'76S 118°42'96E) extending NNE of the land forming the S portion of the port, has two T-shaped jetties extending WNW. It is reported that the port can handle vessels of up to 5000 dwt.

- 6 **Bima Fuel Terminal** (8°28'55S 118°42'41E) consists of a jetty with dolphins extending 2 cables WNW from the shore at Wadumbulo. There is a charted depth of about 11 m alongside. Four mooring buoys laid S of the jetty in a least charted depth of around 9 m can handle vessels of 6500 dwt and 89 m LOA.

Indonesian Notice 18/205/22; ENC ID4264R4 (2.001)
[NP34-No 39-Wk 30/23]

Indonesia - Flores - South coast - Teluk Ende — Anchorages

180

Paragraph 7.85 2 *Replace by:*

- 2 **Anchorages.** Least depths in the bay are found off the N shore, where good anchorage may be obtained, remaining clear of a submarine cable which extends S, then SE, from Noktahabuabu (8°47'67S 121°26'12E). During the NW monsoon vessels will lie here more comfortably than in Pelabuhan Ende, but landing will be more difficult.

Indonesian Notice 12/144/22 [NP34-No 20-Wk 03/23]

Indonesia - Kalimantan - Satui Muara — Light

226

Paragraph 9.95 2 line(s) 3-4 *Delete*

Indonesian Notice 52/672/21 [NP34-No 10-Wk 25/22]

Indonesia - Kalimantan - Satui Muara — Light

227

Paragraph 9.97 2 line(s) 1-3 *Replace by:*

- 2 S of a dangerous wreck (4°10'·96S 115°25'·07E), thence:

Paragraph 9.99 1 line(s) 1-4 *Replace by:*

- 1 The port consists of three anchorage areas which lie SSE of the river entrance, as follows:

Indonesian Notice 52/672/21 [NP34-No 11-Wk 25/22]

Indonesia - Kalimantan - Selat Laut — Directions

234

Paragraph 10.43 1-6 *Replace by:*

- 1 From a position about 9 miles SW of Tanjung Petang (3°36'·51S 115°58'·05E), the track initially leads ENE, within the swept channel (10.38), to a position in the vicinity of the fairway light buoy (safe water) (3°40'·70S 115°57'·50E), passing:

SSE of Pegatan (3°36'·53S 115°55'·43E), a village.

- 2 The track then leads NNE and N, following a recommended track within a swept channel, passing:

ESE of Tanjung Petang (3°36'·49S 115°58'·02E)

from which a light (white metal framework tower, 19 m in height) is exhibited, thence:

ESE of Tanjung Kramat (3°33'·75S 115°59'·64E)

standing at the S entrance point to Sungai Pegatan (10.63). A stranded wreck lies on the point.

- 3 ESE of Gosong Kramat (3°32'·20S 116°00'·30E), a bank which dries in the middle. A buoy (starboard hand) is moored at the N end of the bank. Thence:

ESE of a light beacon (E cardinal) (3°30'·94S 116°01'·09E) standing on a shallow patch N of Gosong Kramat.

- 4 **Caution.** Fishing stakes may be encountered off the E coast of Kalimantan between Tanjung Petang (3°36'·51S 115°58'·05E) and Tanjung Kramat (3°33'·75S 115°59'·64E).

UKHO; Indonesian Notice 11/128/22

[NP34-No 21-Wk 10/23]

Indonesia - Kalimantan - Selat Laut — Directions

234-235

Paragraph 10.44 1-4 *Replace by:*

- 1 From a position E of the light beacon (E cardinal) (3°30'·94S 116°01'·09E) (10.43) the recommended track leads N, within a swept channel, to a position WNW of Tanjung Serdang (3°28'·90S 116°02'·30E) (10.39).

Thence the recommended track divides, leading either N to Batulicin (10.62) or generally NNE through Selat Laut, passing:

- 2 Through Precautionary Area 2 (3°28'·10S 116°01'·51E), thence:

ESE of Pulau Anaksuwangi, an islet 1 cable E of Pulau Suwangi, thence:

ESE of Pulau Tampakan (3°22'·00S 116°03'·80E) (10.38), thence:

- 3 WNW of a stranded wreck (3°22'·09S 116°04'·98E), thence:

ESE of Gosong Payung (3°20'·00S 116°05'·25E), a drying bank, marked on its NE extremity by a light beacon (starboard hand).

- 4 Thence the recommended track continues NNE to a position SSE of the Indocement Terminal (3°17'·00S 116°06'·53E) at Tarjun (10.61).

Caution. Numerous dangers lie outside the swept channel, especially within the tortuous section of the route E of Pulau Suwangi.

- 5 **Useful marks:**

Palo Palo (3°31'·75S 116°03'·27E) (234 m in height), a hill.

Light (white beacon) (3°27'·16S 116°01'·44E).

Batulicin Light (white metal framework tower, 20 m in height) (3°26'·86S 116°00'·49E).

(Directions continue in reverse at 10.45)

Indonesian Notice 11/128/22 [NP34-No 22-Wk 10/23]

Indonesia - Kalimantan - Selat Laut — Directions

235

Paragraph 10.45 3-6 *Replace by:*

- 3 On the alignment (257°) of the leading lights and daymark, the track leads WSW, between STSA and STS B areas (10.49), to the swept N entrance channel leading along the N coast of Pulau Laut and into Selat Laut, passing:

- 4 SSE of a dangerous wreck (3°10'·49S 116°20'·82E), ENE of Tanjung Pemancingan, thence:

Clear of the fairway light buoy (safe water) (3°12'·39S 116°19'·95E), thence:

SSE of a dangerous wreck (3°11'·76S 116°19'·60E).

- 5 The track then leads WNW, passing: SSW of a light buoy (starboard hand) (3°12'·01S 116°18'·45E).

NNE of North Pulau Laut Coal Terminal (3°12'·30S 116°17'·20E) (10.52) which extends NE from Tanjung Pemancingan.

- 6 Thence the recommended track leads W, passing: N of a stranded wreck (3°12'·30S 116°15'·55E) on the edge of the coastal bank N of Tanjung Kemuning (3°12'·60S 116°15'·50E), which is marked by a light buoy (port hand).

- 7 Thence the track leads SW, then WSW, through the channel giving access to Kotabaru (10.48), Stagen (10.60) and the Indocement Terminal at Tarjun (10.61), passing:

SE of Alfa I and Bravo I anchorages (10.51a), thence;

NW of Kotabaru (3°14'·50S 116°12'·90E), thence;

SE of Tanjung Langadei (3°15'·05S 116°10'·50E), a low point covered in mangroves, thence;

NP34

- 8 SE of Alfa II and Bravo II anchorages (10.51a).
Thence the recommended track leads WSW, passing:

Through Precautionary Area 3 (3°16'·90S 116°08'·82E), thence:

Between No 1 and 2 Light Buoys, moored N of Tanjung Ayun (3°18'·50S 116°06'·85E).

Thence the recommended track continues WSW to a position SSE of the Indocement Terminal (3°17'·00S 116°06'·53E) at Tarjun (10.61).

- 9 **Caution.** It has been reported that the approach to Selat Laut from N by night is not easy owing to numerous shore lights, which make it difficult to distinguish leading lights and light buoys, and also because North Pulau Laut Coal Terminal protrudes into the channel.

(Directions continue in reverse at 10.44)

Indonesian Notice 11/128/22 [NP34-No 23-Wk 10/23]

Indonesia - Kalimantan - Pulau Laut - Kotabaru — Anchorages

236

Paragraph 10.49 1 lines 3-8 *Replace by:*

Outer anchorages. There are two deep-water anchorage areas, which lie off the NE coast of Pulau Laut:

Paragraph 10.49 2 *Replace by:*

STS A (3°10'·52S 116°23'·62E); reported depths from about 16 to 20 m.

STS B (3°12'·29S 116°24'·04E); reported depths from about 19 to 23 m.

Indonesian Notice 11/128/22 [NP34-No 24-Wk 10/23]

Indonesia - Kalimantan - Pulau Laut - Kotabaru — Anchorages

236

After Paragraph 10.51 3 line 4 *Insert:*

Anchorages 10.51a

- 1 The designated anchorages for Kotabaru are as follows.
- Alfa I (3°12'·65S 116°13'·73E), a fuel oil tanker anchorage; depths from 6 to 12 m.
- Bravo I (3°13'·41S 116°12'·88E), a cargo anchorage; depths from 4 to 7 m.
- 2 Alfa II (3°15'·59S 116°10'·28E), a CPO tanker anchorage; depths from 4 to 9 m.
- Bravo II (3°16'·15S 116°09'·60E), a cargo anchorage; depths from 8 to 9 m.

Indonesian Notice 11/128/22 [NP34-No 25-Wk 10/23]

Indonesia - Kalimantan - Selat Laut - Batulicin — Directions; anchorages

237

Paragraph 10.62 1 *Replace by:*

- 1 **General information.** Batulicin (3°26'·50S 116°00'·30E), a small port used by national vessels, lies on the W side of Selat Laut, at the entrance to Sungai Batulicin.

Directions. From a position WNW of Tanjung Serdang (3°28'·90S 116°02'·30E) (10.39) a fairway leads N to Bravo III anchorage, passing W of Pulau Suwangi (10.38) and through Precaution Area 1 (3°27'·22S 116°01'·00E).

- 2 **Useful marks:**

Batulicin Light (white metal framework tower, 20 m in height) (3°26'·86S 116°00'·49E), exhibited from a position 5 cables S of the river entrance.

Anchorage. Bravo III (3°25'·71S 116°00'·93E), a cargo anchorage with depths from 9 to 12 m, is situated in the channel about 1 mile N of the port.

Indonesian Notice 11/128/22 [NP34-No 26-Wk 10/23]

Indonesia - Kalimantan - Selat Laut — Anchorages

237

Paragraph 10.64 including heading *Replace by:*

**Spare
10.64**

UKHO

[NP34-No 27-Wk 10/23]

Indonesia - Kalimantan - East coast - Teluk Adang — Limiting conditions; controlling depth

243

Paragraph 10.113 1 lines 1-3 *Replace by:*

- 1 **Controlling depths.** The channel has a reported least depth of about 5 m (2022).

Indonesian Notice 8/83/22 [NP34-No 14-Wk 45/22]

Indonesia - Kalimantan - East coast - Teluk Adang — Arrival information; anchorages

243

Paragraph 10.114 1 *Replace by:*

- 1 **Port operations.** The port operates 24 hours a day.
- Outer anchorages.** The designated anchorage areas are as follows:
- Transshipment anchorage (1°39'·00S 116°39'·00E);
Emergency anchorage (1°46'·07S 116°19'·43E);
Unrestricted anchorage (1°46'·45S 116°18'·69E);
Dead Ship anchorage (1°47'·64S 116°13'·55E).
- On departure, depending on draught, vessels complete loading in the vicinity of the pilot boarding position (1°42'·88S 116°38'·06E) where a mooring buoy is moored. Barge steaming time is approximately 9 to 10 hours to the area.

Indonesian Notice 8/83/22 [NP34-No 15-Wk 45/22]

**Indonesia – Kalimantan – East coast –
Teluk Adang — Directions for entering harbour**

243

Paragraph 10.115 1 lines 1–9 *Replace by:*

- 1 **Approaches.** From E, vessels may proceed direct to the pilot boarding position (1°42'88S 116°38'06E). From S vessels should pass 10 miles E of Tanjung Mandu (1°46'40S 116°26'90E) thereby passing the dangers off this coastline.

Entrance channel. A channel, partially marked by light buoys (lateral), leads initially W, then generally WSW, from the pilot boarding position (10.114) to Tanahmerah Coal Terminal (10.116), following a recommended route.

Indonesian Notice 8/83/22 [NP34-No 16-Wk 45/22]

**Indonesia – Kalimantan – Sungai Kutei Delta –
Muara Pegah — Depths; directions**

249

Paragraph 10.160 1 lines 1–4 *Replace by:*

- 1 **Main channel.** The navigable channel, leading to Samarinda, initially through Muara Pegah thence Muara Jawa, is 37 miles long with a width of between 60–70 m. A least depth of about 3 m can be maintained mid-channel within Muara Pegah.

Contact the local authority for the latest information regarding depths within the channels.

Paragraph 10.163 3 lines 1–6 *Replace by:*

- 3 Common rear light (white triangle, point down, on white beacon) (4 cables from front light).
The alignment (315·7°) of these lights leads into the narrow channel of Muara Pegah until the second set of leading lights is reached. It is necessary to keep SW of the leading line in order to maintain deep water.

Paragraph 10.163 4 line(s) 1–6 *Replace by:*

- 4 Rear light (white triangle, point down, on white beacon, 14 m in height) (2 cables from front light).
The alignment (350·3°) of these lights leads N over the bar until the third set of leading lights is reached. It is necessary to keep E of the leading line in order to maintain deep water.

Paragraph 10.163 6 lines 7–10 *Delete*

ENC ID400158 (4.000) [NP34-No 17-Wk 45/22]

Indonesia - Sulawesi - Tanjung Rangasa —light

264

Paragraph 11.24 2 line 3 *Replace by:*

...tower, 25 m in height) (3°33'44S 118°55'84E);...

Indonesian Notice 15/175/22 [NP34-No 28-Wk 10/23]

Indonesia - Sulawesi - Tanjung Rangasa —light

266

Paragraph 11.36 2 lines 5–6 *Replace by:*

Tanjung Rangasa Light (3°33'44S 118°55'84E) (11.24).

Indonesian Notice 15/175/22 [NP34-No 29-Wk 10/23]

Indonesia - Sulawesi - Tanjung Rangasa —light

277

Paragraph 11.103 2 lines 11–12 *Replace by:*

Tanjung Rangasa Light (3°33'44S 118°55'84E) (11.24).

Indonesian Notice 15/175/22 [NP34-No 30-Wk 10/23]

Indonesia - Sulawesi - Tanjung Rangasa —light

280

Paragraph 11.129 2 lines 2–3 *Replace by:*

Tanjung Rangasa Light (3°33'44S 118°55'84E) (11.24).

Indonesian Notice 15/175/22 [NP34-No 31-Wk 10/23]

**Indonesia - Kalimantan – East coast -
Pulau Nunukan - Nunukan — Directions; wreck**

308

Paragraph 12.151 4 line 11 *Replace by:*

...height) is exhibited, thence:
NE of a dangerous wreck (masts) (4°05'24N 117°44'30E).

ENC ID300059 (7.008) [NP34-No 18-Wk 49/22]

**Indonesia - Sulawesi - South coast -
Tanjung Papanambeya — Directions; light**

317

Paragraph 13.43 2 lines 3–6 *Replace by:*

Tanjung Papanambeya Light (white metal framework tower, 24 m in height) (5°33'96S 120°11'32E); visible between 270°–051°, close SW of Bulukumba (5°33'60S 120°12'00E).

Indonesian Chart 138 (2022) [NP34-No 43-Wk 47/23]

**Indonesia - Sulawesi - Teluk Bone - Bajowe —
Directions; lights; reefs**

322

Paragraph 13.82 2-3 *Replace by:*

- 2 **Passage.** From E or N the track leads SW from the open sea, passing:
SE of the light beacon (starboard hand) (4°30'37S 120°27'43E) marking the E extremity of Karang Torea, thence:
NW of Karang Totopela; a light beacon (port hand) (4°31'83S 120°27'76E) marks the NE extremity of the reef. Another beacon (4°32'37S 120°26'78E) marks its W extremity. Thence:

NP34

- 3 SE of two detached reefs (4°31'·58S 120°26'·26E), thence:
SE of the light beacon (starboard hand) (4°32'·46S 120°26'·13E) that lies 2¼ miles E of the head of the pier, thence W to the anchorage. Another light beacon (port hand) is exhibited 1 mile WSW of the starboard hand beacon.

Caution. During the SE monsoon, the light beacon standing at the E extremity of Karang Torea can be difficult to distinguish.

Indonesian Chart 138 (2022) [NP34-No 44-Wk 47/23]

Indonesia - Sulawesi - Teluk Bone - Approach to Palopo — Directions; depth

327

After Paragraph 13.122 1 line 7 *Insert:*

SW of a 1.7 m shoal (3°10'·47S 120°32'·38E),
thence:

Corr. UKHO [NP34-No 33-Wk 12/23]

Indonesia - Sulawesi - Teluk Bone - Palopo — Directions; depths

328

Paragraph 13.128 1 lines 1-10 *Replace by:*

- 1 On passing NE of Batu Labue (3°00'·80S 120°14'·30E) (13.122), vessels should make directly for the anchorage off the port, passing:

NE of a shoal patch (3°00'·22S 120°14'·43E), depth 6.8 m, about 6 cables NNE from Batu Labue, thence:

NE of a shoal patch (2°59'·71S 120°14'·07E), depth 7.2 m; several shoal patches with depths of less than 0.5 m lie close SW.

Thence the track leads to a position WSW of a 6.9 m shoal (2°58'·70S 120°14'·13E), marked close E by a light beacon (starboard hand). The anchorage or alongside berths may then be approached, noting a dangerous wreck in position 2°58'·97S 120°13'·41E.

ENC ID500327 (1.000) [NP34-No 40-Wk 33/23]

Indonesia - Sulawesi - Teluk Bone - Palopo — Berth; depth

329

Paragraph 13.129 3 lines 1-9 *Replace by:*

- 3 **Palopo-Karang Karangan.** An oil terminal lies at Karang Karangan (3°07'·12S 120°15'·62E), 9 miles S of Palopo. The terminal consists of a concrete T-head sea-island berth, with attendant dolphins, lying 1 mile offshore (3°06'·98S 120°16'·55E). There are depths of about 10 m alongside. A pipeline, which has been laid across the coastal reef, connects the sea-island with the shore where there is a tank farm (3°07'·03S 120°15'·56E) (13.122) and a small village.

ENC ID500327 (1.000) [NP34-No 41-Wk 33/23]

Sulawesi – Selat Pelang – Luwuk — Limiting conditions; congestion

361

Paragraph 14.105 1 *Delete*

Indonesian Notice 45/583/21 [NP34-No 1-Wk 15/22]

Sulawesi – Selat Pelang – Luwuk — Arrival information; outer anchorages

361

Paragraph 14.106 1 lines 1-2 *Replace by:*

- 1 **Outer anchorages.** Designated anchorages areas are as follows:

Unrestricted anchorage (0°56'·60S 122°48'·40E).
Transshipment anchorage (0°56'·60S 122°48'·67E).
Tanker anchorage (0°56'·60S 122°48'·86E).
Emergency anchorage (0°57'·07S 122°48'·05E).
Dead vessel anchorage (0°57'·15S 122°48'·05E).

- 2 **Pilotage** is not available.

See *ADMIRALTY List of Radio Signals Volume 6(4)*.

Indonesian Notice 45/583/21 [NP34-No 2-Wk 15/22]

Sulawesi – Selat Pelang – Luwuk — Directions

362-363

Paragraph 14.108 1 lines 1-9 *Replace by:*

- 1 From a position about 1¼ miles E of Tanjung Tumbuk (14.107), a recommended track leads WNW thence WSW to the entrance of Teluk Lalong (14.107), marked by light beacons (lateral). Thence as required for the appropriate berth within the main harbour.

Vessels proceeding to the oil terminal will reportedly be requested to anchor first. The chart is the best guide for the approach to the oil terminal.

Indonesian Notice 45/583/21 [NP34-No 3-Wk 15/22]

Sulawesi – Selat Pelang – Luwuk — Basins and berths; anchorage

363

Paragraph 14.109 1 line 1 *Delete*

Indonesian Notice 45/583/21 [NP34-No 4-Wk 15/22]

Indonesia - Sulawesi - North coast - Tanjung Arus to Tanjung Kandi — Directions; light

402

Paragraph 16.45 2 line 5 *For* (1°18'·57N 121°27'·12E)
Read (1°18'·72N 121°26'·67E)

ENC ID3342R1 (5.000) [NP34-No 45-Wk 48/23]

Indonesia - Sulawesi - North coast - Tanjung Kandi to Tanjung Sumalata — Directions; light

403

Paragraph 16.55 1 line 5 *For* (1°18'·57N 121°27'·12E)
Read (1°18'·72N 121°26'·67E)

ENC ID3342R1 (5.000) [NP34-No 46-Wk 48/23]

**Sulawesi - North coast - Pelabuhan Kwandang
— Anchorages**

406

Paragraph 16.72 5 line(s) 1-7 *Replace by:*

- 5 **Anchorage.** The following designated anchorage areas are situated within the bay:

Cargo and passenger vessel anchorage (0°52'·27N 122°54'·70E).

Emergency anchorage (0°52'·87N 122°54'·61E).

Dead vessel anchorage (0°52'·87N 122°54'·95E).

Indonesian Notice 45/584/21 [NP34-No 5-Wk 15/22]

**Indonesia - Sulawesi - North coast -
Tanjung Besar — Terminal; anchorage**

406

After Paragraph 16.72 6 line 8 *Insert:*

**Special Terminal PT
16.72a**

- 1 **General information.** Special Terminal PT (0°57'·40N 123°00'·10E) is a T-shaped jetty serving a power station.

Directions. The terminal is approached from the NNW, via the entrance channel.

Anchorage. A designated anchorage has been established in a position centred on 0°57'·48N 123°00'·29E.

Indonesian Notice 14/167/22 [NP34-No 34-Wk 14/23]

NP35 Indonesia Pilot Volume 3 (2021 Edition)

**Indonesia - Navigational dangers and hazards —
Piracy and armed robbery**

3

After Paragraph 1.16 2 line 8 *Insert:*

**Recommended practice
1.16a**

- 1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6112, Q6113 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.
- 2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Paragraph 1.17 1-2 including heading *Replace by:*

**Reporting
1.17**

- 1 **International Maritime Bureau (IMB).** Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website (www.icc-ccs.org).

- 2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:

IMB Piracy Reporting Centre

Tel: +603 2031 0014

E-mail: imbsecurity@icc-ccs.org

For further information, see *ADMIRALTY List of Radio Signals Volume 1(2)* and *The Mariner's Handbook*.

- 3 **Information Fusion Centre.** The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.

The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia and surrounding waters for the purpose of enhancing security and maintaining the freedom of navigation for vessels.

- 4 Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:

Website: www.ifc.org.sg

Tel: +65 6594 5728 / +64 9626 8965

Email: information_fusion_centre@defence.gov.sg

- 5 For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Paragraph 1.18 1-2 including heading *Replace by:*

**Spare
1.18**

UKHO

[NP35-No 13-Wk 18/22]

**Indonesia - Radio facilities —
Jamming, spoofing and cyber attacks**

7

After Paragraph 1.52 1 line 6 *Insert:*

Jamming, spoofing and cyber-attacks

**International Fusion Centre
1.52a**

- 1 Merchant vessels operating in the VCR area (see 1.17) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)* and chart Q6113.

UKHO

[NP35-No 14-Wk 18/22]

NP35

Indonesia - Selat Rote — Light

86

Paragraph 3.56 1 line(s) 5 *Replace by:*

...approaching from W or N.
Tanjung Sulamu Light (white 8-sided tower)
(10°02'·72S 123°36'·46E).

Indonesian Notice 38/494/21 [NP35-No 2-Wk 43/21]

Indonesia - Selat Rote — Light

88

After Paragraph 3.77 1 line 10 *Insert:*

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

Indonesian Notice 38/494/21 [NP35-No 3-Wk 43/21]

Indonesia - Pulau Semau - Selat Semau — Directions; major light

88

Paragraph 3.77 including existing Section IV Notice Week
43/21 *Replace by:*

1 Major lights:

1 Tenau S Light Beacon (10°11'·60S 123°31'·79E)
(3.84).

Tenau Light (10°11'·38S 123°31'·80E) (3.84).

Kupang (Fort Concordia) Light (white metal
framework tower, 15 m in height) (10°09'·71S
123°34'·49E).

2 Tanjung Kulun Light (white metal framework
tower, 16 m in height) (10°07'·54S
123°26'·74E).

Pulau Kera Light (10°05'·29S 123°33'·21E) (3.56).

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

ENC ID5323R3 (3.000) [NP35-No 23-Wk 50/23]

Indonesia - Selat Semau - Tenau — Directions for entering harbour; major light

89

Paragraph 3.84 1 line 2 *Replace by:*

Tenau Light (GRP tower, 10 m in height) (10°11'·38S
123°31'·80E).

Tenau S Light Beacon (10°11'·60S 123°31'·79E).

ENC ID5323R3 (3.000) [NP35-No 24-Wk 50/23]

Indonesia - Selat Rote — Light

90

After Paragraph 3.91 1 line 9 *Insert:*

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

After Paragraph 3.100 1 line 7 *Insert:*

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

Indonesian Notice 38/494/21 [NP35-No 4-Wk 43/21]

Indonesia - Selat Rote — Light

91

After Paragraph 3.105 3 line 6 *Insert:*

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

Indonesian Notice 38/494/21 [NP35-No 5-Wk 43/21]

East Timor - North coast - Tibar Bay — Depths; anchorages; directions; berths

97

Paragraph 3.159 1 lines 1-5 *Replace by:*

1 **Position and function.** Tibar Bay (8°34'·00S
125°28'·70E) lies 6 miles W of Dili (3.163). The port
consists of a deep-water container terminal, situated
in the SW of the bay.

Paragraph 3.160 1 lines 1-2 *Replace by:*

1 **Controlling depth.** There is a least charted depth
of about 16 m in the entrance channel.

After Paragraph 3.160

Arrival information 3.160a

1 **Outer anchorages.** A number of designated
anchorages, prefixed TB, are situated from 5 miles W
to 2¼ miles NE of the entrance to the port.

Caution. An underwater rock (8°33'·24S 125°
25'·85E) lies in the NE part of TB08 anchorage.

Paragraph 3.161 1 lines 1-2 *Replace by:*

1 **General layout.** The port is approached from the
NW, between two reefs extending SSW from Asu Inur
(8°33'·46S 125°28'·86E) and NNE from Kaskadol
(8°34'·09S 125°28'·29E), the points that form the
entrance to Tibar Bay.

2 The container terminal, built on reclaimed land, is
located in the SW part of the bay. A swinging basin
(8°34'·04S 125°28'·59E) NE of the container terminal
is encompassed by reefs and is marked by light
buoys (cardinal).

After Paragraph 3.161

Directions for entering harbour 3.161a

1 Tibar Bay Leading Lights:

Front light (8°34'·32S 125°28'·88E).

Rear light (8°34'·39S 125°28'·95E) (1 cable from
front light).

From a position in the vicinity of FB-01 Light Buoy
(safe water) (8°32'·92S 125°27'·46E) the alignment
(134·5°) of these lights lead SE for 1½ miles into the
harbour basin, passing:

2 Between No 1 and No 2 Light Buoys (lateral),
marking the extremities of the reefs fronting
the harbour entrance.

Thence the track leads S to the container terminal.

Paragraph 3.162 *1* lines 1–2 *Replace by:*

- 1* The container terminal (8°34'·23S 125°28'·52E) is a 630 m long quay, with depths from about 16 to 18 m.

Australian Chart 907 Ed1 (2022)

[NP35-No 18-Wk 09/23]

East Timor - North coast - Dili — Depths

99

Paragraph 3.164 *1* line 2 *For* 12·0 m *Read* 8·1 m

Paragraph 3.164 *1* line 2 *For* 4·1 m *Read* 2·9 m

Australian Chart 901 Ed.3

[NP35-No 16-Wk 07/23]

Timor-Leste - North coast - Dili — Anchorage; wreck

99

Paragraph 3.165 *3* lines 3–7 *Replace by:*

General Cargo Vessels Anchorage (8°32'·25S 125°33'·70E), depths 12 to 56 m. A foul patch lies in the NE part of the anchorage.

Australian Notice 10/433/21

[NP35-No 1-Wk 34/21]

East Timor - North coast - Dili — Anchorages

99

Paragraph 3.165 *3* including existing Section IV Notice week 34/21 *Replace by:*

- 3* **Outer anchorages.** Designated anchorages are as follows:

DH01 (8°31'·26S 125°34'·52E);
 DH02 (8°30'·98S 125°35'·04E);
 DH03 (8°30'·97S 125°35'·61E);
 DH04 (8°31'·75S 125°34'·10E);
 DH05 (8°31'·76S 125°34'·53E);
 DH06 (8°31'·50S 125°34'·94E);
 DH07 (8°31'·50S 125°35'·36E);
 DH08 (8°31'·50S 125°35'·76E);
 DH09 (8°31'·91S 125°35'·36E);
 DH10 (8°31'·92S 125°35'·77E).

Australian Chart 901 Ed.3

[NP35-No 17-Wk 07/23]

Indonesia - Pulau-pulau Tanimbar - Karang Barasadi — Directions; light beacon

119

Paragraph 4.99 *5* line 6 *Replace by:*

...on account of the seas breaking on it, and is marked on its NE side by a light beacon (port hand), thence:

Indonesian Notice 26/310/22

[NP35-No 25-Wk 50/23]

Indonesia - Pulau-pulau Aru - West of Pulau Trangan — Shoal; light beacon

150

Paragraph 5.102 *1* *Replace by:*

- 1* A shoal (6°39'·65S 133°26'·75E), with a depth of about 9 m, marked by a light beacon (port hand), and a shoal (6°34'·10S 133°23'·75E), with a depth of 13·5 m, lie about 39 miles off the W coast of Pulau-pulau Aru.

Indonesian Notice 26/308/22

[NP35-No 26-Wk 50/23]

Indonesia - Pulau-Pulau Aru - Pulau Enu — Marine nature reserve

151

Paragraph 5.106 *1* including heading *Replace by:*

Marine nature reserves

5.106

- 1* Marine and conservation reserves have been established as follows:

Within the waters surrounding the islands of Pulau Penambulai (6°23'·00S 134°50'·00E), Pulau Baun and Pulau Workai.

Within an area centred on 6°58'·00S 134°36'·00E.

For details on marine reserves within Indonesian waters, see 1.66.

Indonesian Notice 19/211/22

[NP35-No 22-Wk 31/23]

Aru Sea - Pulau Enu to Tanjung Ngoni — Directions; wreck

154

After Paragraph 5.133 *1* line 3 *Insert:*

Clear of a dangerous wreck (7°13'·20S 134°10'·96E), reported (2021), thence:

Indonesian Notice 45/590/21

[NP35-No 12-Wk 14/22]

Indonesia - Pulau-pulau Aru - South-west of Pulau Trangan — Shoal; light beacon

154

Paragraph 5.133 *2* lines 2–3 *Replace by:*

E of a shoal (7°04'·24S 133°38'·91E), with a depth of 6·4 m (reported 1977) and marked by a light beacon (starboard hand), thence:

Indonesian Notice 26/309/22

[NP35-No 27-Wk 50/23]

Indonesia - Pulau-Pulau Aru - Pulau Wamar - Dobo — Anchorages

156

Paragraph 5.147 *1* *Replace by:*

- 1* **Anchorages.** Designated anchorage areas as follows:

Anchorage (5°45'·60S 134°14'·80E), depths from 7 to 24 m, mud;

Emergency anchorage (5°46'·05S 134°15'·25E), depths from 6 to 24 m, sand and coral;

NP35

Dead vessel area (5°45'75S 134°16'07E), depths less than 5 m, sand.

Anchorage may also be obtained in the roadstead in depths from 15 to 34 m.

Indonesian Notice 41/530/21 [NP35-No 6-Wk 51/21]

Indonesia - Selat Haruku — Directions; wreck; rock

173

Paragraph 6.106 1-3 Replace by:

1 **Track.** From S, the track initially leads N through the strait, which is entered between Tanjung Meriam (3°37'90S 128°21'30E), on Pulau Ambon, and Tanjung Batukapal, on Pulau Haruku, both prominent points, passing:

W of Pulau Batukapal (3°38'07S 128°24'04E), an islet lying close off Tanjung Batukapal, particularly prominent when entering the strait from S, thence:

2 E of Pulau Batulompa (3°35'80S 128°21'34E), an above-water rock, 2 miles N of Tanjung Meriam, thence:

E of a rock awash (3°35'57S 128°21'33E), reported (2018), close N of Pulau Batulompa. A dangerous wreck lies 2½ cables WNW of the rock. Thence:

3 E of Pulau Batudua (3°32'41S 128°20'92E), a group of above-water rocks, 2 miles WSW of Pulau Pombo (6.105), thence:

W of Pulau Pombo (6.105), marked by a light beacon (W cardinal) on its W side.

4 **Note.** The strait is easy to navigate in good visibility, even at night, as there are good aids to navigation. Although Pulau Pombo may be passed on either side, the preferred track, particularly at night, lies between Pulau Ambon and Pulau Pombo.

Useful marks:

5 Tulehu Light (white metal framework tower, 6 m in height) (3°35'41S 128°20'58E).

Pelauw Light (3°30'23S 128°26'34E) (6.76).

White minaret surmounting the mosque at Kailolo (3°32'07S 128°24'87E).

Indonesian Notices 40/520; 523(T)/21

[NP35-No 7-Wk 51/21]

Indonesia - Ceram Sea - Approaches to Sela Sagewin — Directions

216

Paragraph 8.12 1-5 Replace by:

1 From a position SW of Tanjung Sele (1°25'73S 130°55'92E), at the S end of the swept channel, the track through the swept channel leads generally NW, passing:

NE of Karang Magdal (1°28'00S 130°33'70E), a coral reef with a below-water rock and a shoal, with a depth of 2.0 m, marked by a buoy (starboard hand), 5 cables NE.

2 Thence the track continues NW, following a two-way recommended route, passing:

NE of a shoal patch (1°24'93S 130°30'21E), with a depth of 2.6 m, lying 8 cables ENE of Pulau Pentakoef, the E-most island of Pulau-pulau Penyu (8.7), thence:

SW then W of Karang Elanglout (1°20'30S 130°30'40E), consisting of two drying coral patches, 2 miles apart.

3 Thence the recommended route leads N, to a position W of Pulau-pulau Kabu, from where the line of bearing of 024° of Batanta Light (white metal framework tower, 10 m in height) (0°54'61S 130°36'51E) leads NNE, passing:

4 WNW of Pulau-pulau Kabu (1°08'81S 130°34'04E), consisting of three wooded islands and an islet with high trees, with Pulau Ifmun, the most important from where Pulau Ifmun Light (white beacon) is exhibited, thence:

WNW of Tanjung Wasaget (0°58'75S 130°38'12E) (8.11), thence:

5 WNW of Tanjung Dadi (0°57'65S 130°38'10E) (8.11).

Thence the recommended route continues to lead NNE to a position NW of the NW extremity of Pulau Sagewin (0°56'60S 130°39'00E), a high, wooded, island, at the W entrance to Selat Sagewin.

(Directions continue for Selat Sagewin at 10.56)

ENC ID400212 (5.000)

[NP35-No 20-Wk 28/23]

Indonesia - Ceram Sea - Tanjung Openta to Pulau Fuilu — Anchorages and harbours

219

After Paragraph 8.24 Insert:

Anchorages and harbours

Misool Island Anchorage Area

8.24a

1 An unrestricted designated anchorage (1°45'40S 130°30'02E) is situated about 1 mile NE of Pulau Feminkanaan (8.23); depths from about 30 to 42 m.

Misool Marine Terminal

8.24b

1 A designated anchorage area (1°33'66S 130°34'23E), radius 1 mile, is centred about ¾ miles E of Misool Marine Terminal (8.23).

ENC ID400212 (5.000)

[NP35-No 21-Wk 28/23]

Indonesia - South of Pulau Biak - Tanjung Yemdene to Pulau Rurbasbeba — Directions; obstruction

252

After Paragraph 9.85 1 line 5 Insert:

SSW of an obstruction (1°11'34S 136°02'64E), thence:

Indonesian Notice 53/684/21

[NP35-No 8-Wk 10/22]

**Indonesia - Jasirah Doberai - Kantinim —
Directions; berths**

278

Paragraph 10.46 1-4 including heading *Replace by:*

**Kantinim
10.46**

1 **Position and function.** Kantinim (1°07'·56S 131°13'·65E) is a small port which services the town of the Yef Lio (1°08'·61S 131°15'·75E), 2½ miles inland. Katinim is fronted by Pulau Makmak (1°07'·20S 131°12'·80E). The port exports logs and timber products.

Controlling depth. There is a least depth of 4·9 m in the approaches.

2 **Directions for entering harbour.** From a position in the alternative route (10.20), E of Pulau Kabra (1°03'·50S 131°09'·50E), the track leads ESE between drying reefs to a position about 1 mile NW of Pulau Sagamun (1°04'·73S 131°13'·81E). It then leads SE, passing:

Between shoal patches 6 cables NW of Pulau Sagamun, marked by light buoys (lateral).

Thence the track leads SSE, passing:

3 Between Pulau Sagamun and Pulau Eflalo (1°05'·22S 131°13'·50E), an islet 5 cables SW. A reef, which dries in places, extends about 2¼ cables S of Pulau Sagamun and a 4·9 m shoal patch lies about 1 cable NE of Pulau Eflalo.

4 Thence the track leads S, passing:

Between Pulau Yef Kerem (1°05'·57S 131°13'·57E) and a reef which covers and uncovers 3¾ cables E, thence:

E of a drying reef (1°06'·70S 131°13'·40E) lying 2½ cables E of Pulau Makmak (1°07'·20S 131°12'·80E), wooded, and fringed by mangroves.

Thence as required for the anchorage or alongside berths.

5 **Anchorage** may be obtained NW of the port pier, in a depth of about 12 to 14 m.

Berths:

A T-shaped pier (1°07'·67S 131°13'·52E), about 200 m in length, depths about 3 to 5 m.

A naval base pier (1°06'·77S 131°13'·68E) lies about 9 cables N of the port.

Indonesian Chart 213 (2020) [NP35-No 9-Wk 12/22]

**Indonesia - Jasirah Doberai - Selat Sele —
Directions; beacon**

281

After Paragraph 10.76 4 line 10 Insert:

The track then leads as required into Selat Sele, passing WNW of a light beacon (isolated danger) (0°58'·34S 131°13'·47E).

Indonesian Chart 213 (2020) [NP35-No 10-Wk 12/22]

**Indonesia - North Maluku - Palau Ternate -
Ternate — Arrival information; restricted area**

321

After Paragraph 11.208 2 line 5 Insert:

Restricted area. An area into which entry is restricted lies NNE of Yani Wharf (11.211), centred on 0°46'·93N 127°23'·38E, with a radius of 110 m.

ENC ID300385 (3.000) [NP35-No 19-Wk 14/23]

**Indonesia - Celebes Sea - Pulau Makalehi —
Directions; wreck**

331

Paragraph 11.277 4 lines 4-7 *Replace by:*

E of Pulau Makalehi (2°44'·15N 125°10'·20E), a hilly island, from the W extremity of which Pulau Makalehi Light (11.276) is exhibited. A stranded wreck lies about 7 cables NE of the island. Thence:

ENC ID300183 (2.011) [NP35-No 15-Wk 48/22]

**Pulau Sangihe - West coast - Tahuna —
Directions; anchorages**

333

Paragraph 11.289 2 line(s) 1-7 *Replace by:*

2 **Track.** From a position W of Tanjung Bunakeng (3°35'·61N 125°29'·04E) the track leads E to a position, about 4 cables NNW of Tanjung Bunakeng Light, at the start of the port entry channel.

The recommended track then leads ENE into Teluk Tahuna. Thence the chart is the best guide for the approach to the desired berth or anchorage.

Paragraph 11.290 1 line(s) 1-3 *Replace by:*

1 **Anchorage.** A number of designated anchorages are situated within Teluk Tahuna, as follows:

Dead vessel anchorage (3°36'·28N 125°29'·17E).

Vessel repair anchorage (3°36'·32N 125°29'·57E).

Dangerous goods anchorage (3°36'·43N 125°29'·58E).

Tanker anchorage (3°36'·37N 125°29'·75E).

Emergency anchorage (3°36'·46N 125°29'·74E). A

dangerous wreck (3°36'·45N 125°29'·77E), reported (2018), is situated within the anchorage area.

Unrestricted anchorage (3°36'·45N 125°29'·94E).

Indonesian Notice 44/572/21 [NP35-No 11-Wk 14/22]

NP36

NP36 Indonesia Pilot Volume 1 (2021 Edition)

Indonesia - Navigational dangers and hazards — Piracy and armed robbery

3

After Paragraph 1.15 2 line 3 *Insert*:

Recommended practice

1.15a

- 1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts *Q6112*, *Q6113* and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.
- 2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Paragraph 1.16 1-2 including heading *Replace by*:

Reporting

1.16

- 1 **International Maritime Bureau (IMB).** Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website (www.icc-ccs.org).
- 2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:
IMB Piracy Reporting Centre.
Tel: +60 3 2031 0014
E-mail: imbsecurity@icc-ccs.org
For further information, see *ADMIRALTY List of Radio Signals Volume 1(2)* and *The Mariner's Handbook*.
- 3 **Information Fusion Centre.** The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.
The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia and surrounding waters for the purpose of enhancing security and maintaining the freedom of navigation for vessels.
- 4 Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:
Website: www.ifc.org.sg
Tel: +65 6594 5728 / +64 9626 8965
Email: information_fusion_centre@defence.gov.sg
- 5 For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Paragraph 1.17 1-2 including heading *Replace by*:

Spare 1.17

UKHO

[NP36-No 24-Wk 18/22]

Indonesia - Radio facilities — Jamming, spoofing and cyber-attacks

6

After Paragraph 1.47 2 line 2 *Insert*:

Jamming, spoofing and cyber-attacks

International Fusion Centre

1.47a

- 1 Merchant vessels operating in the VCR area (see 1.16) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS.
For further details see *ADMIRALTY List of Radio Signals Volume 6(4)*, and charts *Q6112* and *Q6113*.

UKHO

[NP36-No 25-Wk 18/22]

Indonesia – Regulations — Marine pollution

7

Paragraph 1.55 including heading *Replace by*:

Pollution of the sea

1.55

- 1 Indonesian Government Laws prohibit the discharge of garbage and waste matter into the sea.

Flying of the national flag

1.55a

- 1 The Indonesian national flag should be flown at sea when in Indonesian territorial waters (1.3). It should be flown not lower than any other flag, and it should not be smaller than the vessel's national ensign or any other flag displayed.

Indonesian Notice 9/102/22

[NP36-No 33-Wk 48/22]

Indonesia - Sumatera - Teluk Semangka — Pilotage

61

After Paragraph 3.86 3 line 9 *Insert*:

Pilotage

3.86a

- 1 A compulsory pilotage area has been established in the NW part of the bay, N of Karangberak (3.94). Pilots board in position 5°39'17S 104°42'50E or 5°39'79S 104°38'08E. Contact the local authorities for further details.

Indonesian Notice 26/354/21

[NP36-No 9-Wk 36/21]

**Indonesia - Sumatera -
Teluk Semangka — Pilotage**

61

Paragraph 3.89 2 line(s) 1-3 *Replace by:*

- 2 **Pilotage.** See 3.86a; a mooring master boards at the anchorage (5°33'79S 104°38'08E).

Indonesian Notice 26/354/21 [NP36-No 10-Wk 36/21]

**Indonesia - Sumatera - Teluk Semangka -
Wainipah — Pilotage; anchorage**

62

After Paragraph 3.95 1 line 7 Insert:

Caution. The approaches to the anchorage lie within a compulsory pilotage area (3.86a).

Indonesian Notice 26/354/21 [NP36-No 11-Wk 36/21]

**Indonesia - Sumatera - Teluk Semangka -
Tanjung — Pilotage; anchorage**

62

After Paragraph 3.96 1 line 4 Insert:

Caution. The approaches to the anchorage lie within a compulsory pilotage area (3.86a).

Indonesian Notice 26/354/21 [NP36-No 12-Wk 36/21]

**Indonesia - Sumatera - Teluk Semangka -
Pelabuhan Kotaagung — Pilotage**

62

After Paragraph 3.97 1 line 5 Insert:

Pilotage. See 3.86a.

Indonesian Notice 26/354/21 [NP36-No 13-Wk 36/21]

**Indonesia - Java Sea - Selat Karimata -
Gosong Mampango — Directions**

76

Paragraph 4.35 4 lines 7-8 *For* 3°34'78S 109°09'88E
Read 3°34'74S 109°10'64E

ENC ID300286 (3.000) [NP36-No 52-Wk 30/23]

**Indonesia - Java Sea - Selat Karimata -
Gosong Mampango — Directions**

77

Paragraph 4.43 1 line 8 *For* 3°34'78S 109°09'88E *Read*
3°34'74S 109°10'64E

ENC ID300286 (3.000) [NP36-No 53-Wk 30/23]

**Indonesia - Java Sea - Teluk Jakarta -
Approaches to Tanjungpriok —
Directions; dangerous wreck**

84

After Paragraph 4.91 2 line 10 Insert:

SSW of a dangerous wreck (6°01'17S
106°48'72E), thence:

Indonesian Notice 40/458/22 [NP36-No 47-Wk 21/23]

**Indonesia - Java Sea - Approaches to
Tanjungpriok — Directions; wrecks**

84

Paragraph 4.92 1 *Replace by:*

1 **East of Pulau Peniki.** Having taken the offshore route (4.71) from N into account, and from a position about 10 miles E of Pulau Peniki (5°41'67S 106°42'72E), the route leads S for a distance of approximately 20 miles, passing:

Paragraph 4.92 3-5 *Replace by:*

3 Clear of a depth of 9.1 m (5°52'38S
106°53'56E), reported (1980) and a depth of
12.8 m (5°52'95S 106°53'38E), reported
(1975), thence:

E of Karang Susuh (5°53'62S 106°51'04E), thence:
E of a dangerous wreck (5°55'62S 106°51'37E),
marked by a light buoy (isolated danger); an
isolated depth of 10.5 m, reported (2020), lies
4¾ cables SW. Thence:

4 E of a steep-to reef (5°56'72S 106°50'62E),
thence:

E of Pulau Damar Besar (5°57'41S 106°50'53E)
from where a light (4.88) is exhibited, and:

Clear of a dangerous wreck (5°57'38S
106°53'12E); a light buoy (isolated danger) is
moored about 3¾ cables W of the wreck. Thence:

E of Pulau Damar Kecil (4.89).

The track then leads to a position in the vicinity of
the pilot boarding position (6°01'67S 106°52'92E) at
the N end of the approach channel.

West of Pulau Peniki. From a position W of Pulau
Peniki, the route to the harbour leads SE towards
Pulau Damar Besar, passing:

Indonesian Notices 22/254, 255, 256/23

[NP36-No 51-Wk 27/23]

**Indonesia - Jakarta - Pelabuhan Tanjung Priok
— Arrival Information; anchorage**

85

Paragraph 4.105 2 line 5 *Replace by:*

...anchorage; depths from about 10 to 14 m.

Indonesian Notice 13/161/21 [NP36-No 8-Wk 22/21]

NP36

Indonesia - Jawa - East of Tanjung Karawang - Patimban — Port

96

After Paragraph 5.38 5 line 9 *Insert*:

Patimban

General information

5.38a

- 1 **Position and function.** The port of Patimban (6°13'77S 107°54'40E) lies about 62 miles E of the Port of Tanjungpriok (4.99) and is reported to be a deep sea port developed with the intention of reducing congestion at Tanjungpriok. Patimban is still under development, but open for limited operations (2020). It is expected to be fully completed by 2027.

Limiting conditions

5.38b

- 1 **Controlling depths.** The approach channel is dredged to 10 m (2020). The channel extends the length of the harbour, from 1½ miles NNE of the breakwater to the wharf. Charted depths outside the channel and in the turning basin are 5 to 10 m.

Arrival information

5.38c

- 1 **Outer anchorages.** Designated anchorages are situated on both sides of the approach channel as follows:

Zone A (6°09'51S 107°56'08E); laid up vessels; depths about 17 to 20 m; mud.

Zone B (6°10'29S 107°55'70E); emergency anchorage; depths about 8 to 15 m; mud.

- 2 Zone C (6°10'30S 107°57'51E); post panamax container vessels; depths about 17 to 19 m; mud.

Zone D (6°10'89S 107°57'22E); panamax container vessels; depths about 14 to 17 m; mud.

Zone E (6°11'49S 107°56'94E); container vessels; depths about 11 to 14 m; mud.

- 3 Zone F (6°11'93S 107°56'24E); tugboat anchorage; depths about 8 to 10 m; mud.

Zone G (6°12'01S 107°56'71E); quarantine anchorage; depths about 10 m; mud and sand.

Zone H (6°10'73S 107°58'39E); post panamax quarantine anchorage; depths about 17 m; mud.

Zone I (6°11'61S 107°57'96E); long term development anchorage; depths about 11 to 16 m; mud and sand.

- 4 **Regulations concerning entry.** Vessels should follow the 26 mile long, two-way route entry system established for traffic navigating through the restricted area and offshore platforms of Ardjuna Oilfield. See 5.10 for more information.

Harbour

5.38d

- 1 **General layout.** The harbour of Patimban is sheltered by two breakwaters at its NNE end and comprises a narrow dredged channel leading towards a turning circle and wharf. The wharf, joined to the shore by narrow causeways, has two berths extending NNE and ESE respectively.

Development. Major land reclamation is in progress (2020) within the breakwaters on both sides of the dredged channel and wharf.

Directions for entering harbour

5.38e

- 1 Approaches for Patimban should be made from the N using the port entry channel, a two-way route system entered in the vicinity of 5°49'65S 108°00'66E. The route leads S, SSW and SW, between the oil platforms of Ardjuna Oilfield, towards Patimban's outer anchorages. The route then leads SSW, between the anchorages, for about 2¾ miles before entering the dredged approach channel (5.38b), marked by light buoys (special and lateral).

Berths

5.38f

- 1 A wharf stands at the SW end of the harbour. Two berths extend from it in an L-shape, both with a depth alongside of 10 m. The E berth has a length of about 440 m and the S berth has a length of about 300 m.

Indonesian Notice 49/605/20; Indonesian Charts 528/20 and 539/20; [NP36-No 2-Wk 05/21]

Indonesia - Jawa - Patimban — Directions

96

Paragraph 5.38e 1 existing Section IV Notice Week 05/21 *Replace by*:

- 1 Approaches for Patimban should be made from the N using the port entry channel, a two-way route system entered in the vicinity of the fairway buoy (safe water) (5°49'71S 108°00'66E). The route, marked by light buoys (lateral and special), initially leads S, SSW and SW, between the oil platforms of Ardjuna Oilfield, towards Patimban's outer anchorages.
- 2 The route then leads SSW, between the anchorages, for about 2¾ miles before entering the dredged approach channel (5.38b), marked by light buoys (special and lateral).

(Directions are given for PT Jawa Satu Power Terminal at 5.42a)

Paragraph 5.41 including heading *Delete*

Indonesian Notice 40/514/21 [NP36-No 16-Wk 51/21]

Indonesia - Jawa - PT Jawa Satu Power Terminal — Port

97

After Paragraph 5.42 1 line 6 including Heading *Insert*:

PT Jawa Satu Power Terminal

5.42a

- 1 **General information.** PT Jawa Satu Power Terminal (6°08'48S 107°44'56E), an LNG terminal, lies 10½ miles WNW of the port of Patimban (5.38a) and 6 miles NE of Teluk Ciasem (5.42).

Arrival information. The terminal is approached by a recommended track, leading from the approach to Patimban.

2 **Directions.** From the vicinity of 6°07'·20S 107°58'·85E, within the Patimban port entry channel (5.38c), the recommended track leads W, passing: N of a light buoy (starboard hand) (6°07'·44S 107°58'·11E), thence:

S of the production platforms, associated with Ardjuna Oil Terminal (5.38) and the offshore safety zone (5.10), and:

3 N of Tanjung Bobos (6°11'·20S 107°49'·11E). Thence, from a position N of Tanjung Pamanukan (6°12'·00S 107°47'·60E) the track continues W to the platform.

Anchorage may be obtained in Patimban anchorage area Zone B (emergency anchorage). See 5.38c.

Berths. SBMs.

Indonesian Notice 40/514/21; GB Chart 3729/21;
Indonesian Chart 79/18 [NP36-No 17-Wk 51/21]

Jawa - North coast - Tanjung Tanah to Pulau Mandalika — Directions; light

98

After Paragraph 5.49 7 line 2 *Insert:*

Pekalongan Light (6°51'·53S 109°41'·55E) (5.70)

Paragraph 5.51 2 line(s) 3-4 *Delete*

Indonesian Notice 43/557/21 [NP36-No 18-Wk 09/22]

Jawa - North coast - Tanjung Tanah to Pulau Mandalika - Pelabuhan Pekalongan — Directions; light

101

Paragraph 5.70 1 *Replace by:*

1 **Major lights:**

Pekalongan Light (white metal framework tower, 14 m in height) (6°51'·53S 109°41'·55E), 1½ cables S of the head of the W breakwater.

Approaches. The port is approached from the N between channel marks and entered between two concrete moles.

When approaching from E, Bantang Light 3½ miles ESE, and the light beacon 1 mile N of it, are useful marks.

Indonesian Notice 43/557/21 [NP36-No 19-Wk 09/22]

Indonesia - North coast of Jawa - Semarang — Limiting conditions; depth

101

Paragraph 5.74 1 line(s) 2 *Replace by:*

...buoyed channel is 9·4 m at MLLW, with a maximum...

ENC ID5091R1 (6.000) [NP36-No 22-Wk 12/22]

Indonesia - North coast of Jawa - Semarang — Directions; light

102

Paragraph 5.77 1 line(s) 7 *For* (6°57'·10S 110°25'·00E)
Read (6°57'·15S 110°25'·11E)

ENC ID5091R1 (6.000) [NP36-No 23-Wk 12/22]

Indonesia - Jawa - North coast - Pelabuhan Batang — Anchorages

103

After Paragraph 5.82 2 line 5 *Insert:*

Pelabuhan Batang 5.82a

1 **General information.** Pelabuhan Batang (6°52'·70S 109°44'·92E) lies at the mouth of Kali Sambung. An approach channel, marked by light buoys (lateral), leads S to the harbour.

Anchorage. Designated anchorage areas have been established as follows:

2 Quarantine anchorage (6°51'·23S 109°44'·49E);
Cargo vessel anchorage (6°51'·23S 109°44'·76E);
Bulk vessel anchorage (6°51'·50S 109°44'·49E);
STS area (6°51'·50S 109°44'·76E);
Emergency anchorage (6°51'·53S 109°44'·13E).

Indonesian Notices 2/15-20/22

[NP36-No 28-Wk 30/22]

Indonesia - Selat Bangka - Approaches to Pelabuhan Muntok — Directions; shoal

112

After Paragraph 6.33 2 line 8 *Insert:*

Clear of a shoal (2°16'·24S 105°17'·48E) with a depth of 8·6 m, reported (2020), thence:

Corr. UKHO [NP36-No 7-Wk 22/21]

Indonesia - Selat Bangka - Tanjung Selokan to Tanjung Ular — Directions; wreck

112

Paragraph 6.33 2 lines 9-10 including Existing Section IV Notice Week 22/21 *Replace by:*

Clear of a dangerous wreck (2°16'·25S 105°17'·44E), thence:

Indonesian Notice 34/448 & 449/21

[NP36-No 15-Wk 43/21]

NP36

Indonesia - Sumatera - East coast - Selat Banka — Directions; wreck

112

After Paragraph 6.34 1 line 1 *Insert*:

Clear of a dangerous wreck (2°06'35S
105°00'22E), thence:

Indonesian Notice 1/6/23 [NP36-No 37-Wk 05/23]

Indonesia - Sumatera - East coast - Sungai Banyuasin — Depth

116

After Paragraph 6.68 2 line 3 *Insert*:

Depths 6.68a

- 1 There is a least reported depth of 2 m (2022) within the two-way fairway (6.73).

Indonesian Notice 9/94/22 [NP36-No 34-Wk 48/22]

Indonesia - Sumatera - East coast - Sungai Banyuasin — Directions

117

Paragraph 6.73 1-3 *Replace by*:

- 1 The river is entered between Tanjung Kampeh Light Beacon (white metal framework beacon, 16 m in height) (2°11'28S 104°54'94E) and Sungai Palembang No 1 Light Beacon (white triangle, apex down, on white metal framework structure, 11 m in height) (2°12'42S 104°55'77E), nearly 1½ miles SE. From a position 6½ cables SE of Tanjung Kampeh Light Beacon, the recommended track leads initially SW for about 7 miles, through a two-way fairway marked by light buoys (lateral), passing:

- 2 NW of a dangerous wreck (2°11'90S 104°55'42E), thence:

NW of Tanjung Apiapi, on which stands a light beacon (port hand) (2°17'00S 104°50'95E).

Thence the recommended track leads generally SSW for about 6 miles, to the vicinity of Zone Passenger anchorage (6.75a), passing:

- 3 ESE of a drying shoal (2°19'64S 104°48'71E); a second drying shoal, on which lies a stranded wreck, is situated 1¼ miles SSW.

The track then follows the N branch of the river, N of Pulau Rimau, to Ramba Oil Terminal (6.74).

- 4 **Useful marks:**

Sungai Palembang No 3 Light Beacon (2°14'43S 104°54'90E) (6.59) and No 4 Light Beacon (white triangle, apex down, on white metal framework tower, 12 m in height) (2°14'86S 104°54'56E).

- 5 Radio mast (6.54) standing at Tanjung Buyut (2°19'28S 104°54'88E).

Light beacon (starboard hand) (2°20'48S 104°47'34E).

Indonesian Notice 9/94/22; ENC ID400160 (5.007)
[NP36-No 35-Wk 48/22]

Indonesia - Sumatera - East coast - Sungai Banyuasin — Anchorage

117

After Paragraph 6.75 2 line 5 *Insert*:

Anchorage and harbours

Zone Passenger Anchorage

6.75a

- 1 Zone Passenger Anchorage (2°22'09S 104°48'11E), situated within Sungai Banyuasin (6.67), has a reported depth of about 2 m (2022).

Indonesian Notice 9/94/22 [NP36-No 36-Wk 48/22]

Indonesia - Pulau Bangka - Selat Bangka — Directions; wreck

119

After Paragraph 6.89 2 line 7 *Insert*:

Clear of a dangerous wreck (1°38'82S
105°15'00E), reported (2021), and:

Indonesian Notice 50/652/21 [NP36-No 26-Wk 22/22]

Indonesia - Pulau Bangka - Teluk Klabat — Anchorage

120

After Paragraph 6.92 5 *Insert*:

Anchorage

6.92a

- 1 Designated anchorage areas are established as follows:

Sea trials (1°32'27S 105°38'90E), depth 10 m;
Emergency (1°32'26S 105°39'16E), depth 10 m;
Dead vessels (1°32'38S 105°39'16E), depth 10 m;
Cargo vessels (1°37'30S 105°43'73E), depth 6 m.

Indonesian Notice 22/243/22 [NP36-No 68-Wk 38/23]

Indonesia - Selat Gelasa - Selat Baur — Directions; shoal

125

After Paragraph 7.20 1 line 9 *Insert*:

Clear of an isolated shoal (2°58'78S 107°18'34E),
with a depth of 14 m, thence:

UKHO [NP36-No 38-Wk 10/23]

Indonesia - Selat Gelasa - Selat Baur — Directions; shoal

125

Paragraph 7.20 1 including existing Section IV Notice
Week 10/23 *Replace by*:

- 1 From a position W of Pulau Kasenga (3°02'75S 107°20'98E), the route through the N part of the strait continues N to a position E of Pulau Gelasa (2°24'82S 107°04'39E), a distance of approximately 38 miles, passing:

E of Pulau Geresik (3°00'·10S 107°16'·25E), a densely populated, low, thickly wooded island, surrounded by a steep-to reef situated on the W side of the narrows of the strait. Thence:

W of Tanjung Ayerlancur (2°52'·94S 107°20'·34E), a high, blunt point, from where a light (7.16) is exhibited, and:

UKHO [NP36-No 45-Wk 20/23]

**Indonesia - Pulau Belitung -
Selat Mendanau — Directions**

127

Paragraph 7.32 *s* line(s) 8–9 *Replace by:*

*(Directions for entry to
Tanjungpandan are given at 7.38;
directions for Tanjung Batu Port are given at 7.40a)*

Indonesian Notice 33/382/22 [NP36-No 48-Wk 21/23]

**Indonesia - Pulau Belitung - Tanjung Batu —
Directions; anchorage; berth**

128

After Paragraph 7.40 *i* line 4 *Insert:*

**Tanjung Batu Port
7.40a**

1 Description. Tanjung Batu Port (2°53'·77S 107°33'·00E), is situated on the W side of Pulau Belitung Island and is best approached from the N where the S portion of the recommended fairway is swept to 10 m.

2 Directions. From the vicinity of a light buoy (safe water) (2°44'·61S 107°28'·95E), the track leads initially SSE for 5 miles, passing:

ENE of Kerang Perlak (2°47'·10S 107°29'·40E) (7.32), a rock which dries, marked by a light buoy (starboard hand), and:

WSW of Jumangin (7.32).

3 The track then leads generally SSW for 4 miles, passing:

WNW of Pulau Tikus (7.32) and the reef surrounding it; a number of shoal patches, underwater rocks and shoal patches lie up to 1½ miles S, and:

4 ESE of Pulau Sebongkok (7.32); several shoal patches lie within 5 cables of the island.

The track then leads generally E and ENE for about 2½ miles, passing N of a shoal (2°53'·71S 107°31'·13E) with a depth of 5·0 m, to a position in the vicinity of Tanjung Batu jetty.

5 Anchorage may be obtained 1 mile W of the N end of the jetty, with a further emergency anchorage centred on (2°53'·14S 107°32'·07E). Vessels waiting to berth should anchor about 4 cables NNE of the N end of the jetty, in depths of about 10 m.

Berth. A T-shaped jetty extends 5 cables NNW from Tanjung Batu, length about 206 m.

Indonesian Notice 33/382/22 [NP36-No 49-Wk 21/23]

**Indonesia - North-east coast of Pulau Bangka -
Pangkalbalam — Directions**

133

Paragraph 7.64 *4* *Replace by:*

4 The track then leads NW, taking care to avoid charted shoals and reefs, while passing SW of the reefs extending SW from Pulau Panjang, and passing clear of a 3·3 m shoal patch (2°10'·13N 106°14'·47E).

The track then leads SW of the drying reefs of Karang Gerek (2°08'·70S 106°14'·70E). The track then leads generally N or NNW, clear of Karang Gosong (2°08'·20S 106°14'·00E), marked on its E side by Karang Gosong Light.

The track then leads into Pelabuhan Pangkalpinang (7.65) to a position E of a light buoy (safe water) (2°06'·41S 106°12'·97E) marking the entrance channel leading to Pangkalbalam, remaining clear of the drying reefs and shoal patches at Karang Kapal (2°06'·28S 106°14'·20E) and a 4·7 m patch close S of the light buoy.

ENC ID400053 (3.004) [NP36-No 63-Wk 31/23]

**Indonesia - North-east coast of Pulau Bangka -
Pelabuhan Pangkalpinang —
Limiting conditions; depths**

133

Paragraph 7.66 *1* *Replace by:*

1 Controlling depths. Charted depths along the recommended track are less than 3 m. Shoal areas and drying patches lie close to the track. Entry is limited to vessels with a maximum draught of 5·0 m with suitable tide and daylight berthing.

Indonesian Notice 20/220/22 [NP36-No 64-Wk 31/23]

**Indonesia - North-east coast of Pulau Bangka -
Pelabuhan Pangkalpinang —
Arrival information; outer anchorages**

133

Paragraph 7.67 *1* lines 2–6 *Replace by:*

Outer anchorages. Anchorage may be obtained in a position about 1¼ miles NW of Karang Kapal (2°06'·18S 106°14'·04E), a drying reef, in 6 m, mud, and 2 miles N of the reef, in 10 m, mud and sand.

Vessels awaiting HW may obtain anchorage in an area centred on 2°06'·22S 106°12'·70E.

ENC ID400053 (3.004); Indonesian Notice 20/220/22 [NP36-No 65-Wk 31/23]

**Indonesia - North-east coast of Pulau Bangka -
Pelabuhan Pangkalpinang —
Directions for entering harbour**

133

Paragraph 7.69 *Replace by:*

1 Landmarks:

Sapat (2°36'·24S 106°40'·91E) (7.62).

Gebang Besar (2°36'·45S 106°27'·57E) (7.62).

Gebang (2°37'·51S 106°25'·44E) (7.62).

Mangkol (2°14'·38S 106°05'·92E) (7.62).

NP36

Approach. Vessels coming from Selat Gelasa can follow the directions given at 7.62, passing clear of Karang Gosong, thence proceed to an anchorage (7.67), or to the entrance channel, marked by a light buoy (safe water) (2°06'41S 106°12'97E).

2 **Entry.** The recommended track leads WNW through a channel marked by light buoys and light beacons, passing:

SSW of a patch (2°05'80S 106°10'91E), which dries, marked by a light beacon (starboard hand) (2°05'86S 106°10'93E), thence:

NNE of a light beacon (white triangle, point up, on white beacon) (2°05'65S 106°09'98E).

3 The track then continues via the channel, marked by light buoys (lateral), and through Baturusa II Bridge (7.66).

Caution. Fish traps lie off a sandbank situated on the N side of the channel entrance.

Indonesian Notice 20/220/22 [NP36-No 66-Wk 31/23]

Indonesia - North-east coast of Pulau Bangka - Pelabuhan Pangkalpinang — Anchorages; directions

134

Paragraph 7.73 including heading *Replace by:*

**Spare
7.73**

UKHO [NP36-No 67-Wk 31/23]

Indonesia - Java Sea - Selat Karimata - Gosong Mampango — General information; routes; topography

137

Paragraph 8.6 2 line 2 *For 3°34'78S 109°09'88E Read 3°34'74S 109°10'64E*

Paragraph 8.7 1 lines 4-5 *For 3°34'78S 109°09'88E Read 3°34'74S 109°10'64E*

ENC ID300286 (3.000) [NP36-No 54-Wk 30/23]

Indonesia - Java Sea - Selat Karimata - Gosong Mampango — General information; natural conditions

138

Paragraph 8.10 6 line 7 *For 3°34'78S 109°09'88E Read 3°34'74S 109°10'64E*

ENC ID300286 (3.000) [NP36-No 55-Wk 30/23]

Indonesia - Java Sea - Selat Karimata - Gosong Mampango — Directions

138

Paragraph 8.13 1 line 6 *For 3°34'78S 109°09'88E Read 3°34'74S 109°10'64E*

ENC ID300286 (3.000) [NP36-No 56-Wk 30/23]

Indonesia - Java Sea - Selat Karimata - Gosong Mampango — Directions

139

Paragraph 8.14 2 lines 1-3 *Replace by:*

2 SW of a group of shoals (3°27'89S 109°56'11E), with a least depth of about 10 m, thence as described at 8.13, remaining clear of the dangerous wrecks.

ENC ID300286 (3.000) [NP36-No 57-Wk 30/23]

Indonesia - Kalimantan - West coast - Pontianak — Directions; light

148

After Paragraph 9.12 1 line 6 Insert:

Tanjung Intan Lighthouse (0°01'85N 109°10'21E) (9.56).

Indonesian Notice 10/112/22 [NP36-No 29-Wk 47/22]

Indonesia - Kalimantan - West of Pulau Lemukutan — Directions; wreck

148

After Paragraph 9.14 2 line 3 Insert:

Clear of a dangerous wreck (0°50'84N 108°13'64E), reported (2021), thence:

GB Chart 3482 (2022) [NP36-No 44-Wk 18/23]

Indonesia - Kalimantan - West coast - Pontianak — Directions; light

151

After Paragraph 9.35 2 line 1 Insert:

Tanjung Intan Lighthouse (0°01'85N 109°10'21E) (9.56).

Indonesian Notice 11/112/22 [NP36-No 30-Wk 47/22]

Indonesia - Kalimantan - West coast - Pontianak — Limiting conditions; vertical clearance

153

After Paragraph 9.53 1 line 2 Insert:

Vertical clearance. An overhead cable (0°01'44N 109°14'97E), with a vertical clearance of 48 m, spans the channel N of Pulau Baharu (9.52).

Indonesian Notice 10/106/22 [NP36-No 31-Wk 47/22]

Indonesia - Kalimantan - West coast - Pontianak — Directions; light

153

After Paragraph 9.56 1 line 2 Insert:

Major light:

Tanjung Intan Lighthouse (white structure) (0°01'85N 109°10'21E).

Indonesian Notice 10/112/22 [NP36-No 32-Wk 47/22]

**Indonesia - Kalimantan - West coast -
Sungai Sambas Besar — Directions; buoy**

155

Paragraph 9.65 3 lines 5–6 *Replace by:*

To the vicinity of MPMT Light Buoy (safe water)
(1°11'·98N 108°52'·42E).

Indonesian Notice 14/162/22 [NP36-No 41-Wk 14/23]

**Indonesia - Kalimantan - West coast -
Sungai Sambas Besar — Directions; buoy**

155

Paragraph 9.68 1 lines 4–5 *Replace by:*

...MPMT Light Buoy (safe water) (1°11'·98N 108°52'·42E).

Indonesian Notice 14/162/22 [NP36-No 42-Wk 14/23]

**Indonesia - Kalimantan West Coast -
Kijing — Port**

156

After Paragraph 9.70 4 line 7 *Insert:*

**Kijing
9.70a**

1 **General information.** Kijing Terminal (0°30'·75N 108°54'·70E), E of Pulau Temaju (9.65), is under ongoing development (2021). On completion the port will consist of liquid and dry bulk facilities, container and multi-purpose terminals.

Controlling depth. Contact the local authorities for the latest information on depths and authorised draughts.

Pilotage. Pilots board in the following positions:

A (0°32'·99N 108°50'·18E);

B (0°27'·14N 108°51'·43E).

Local knowledge is advisable.

Restricted area. Anchoring is prohibited in a circular area fronting the jetty.

Directions. The approach channels are marked by light buoys.

Anchorage. Designated areas are as follows:

Sea Trial Area (0°29'·89N 108°46'·42E); depth about 22 m.

3 Container Vessels Anchorage (0°30'·70N 108°47'·71E); depths from about 20 to 22 m. Vessels greater than 200 m LOA anchor in the W part of the anchorage.

Transshipment Anchorage (0°31'·06N 108°49'·43E); depths from about 20 to 22 m.

Dry Bulk Anchorage (0°29'·51N 108°47'·63E); depths from about 21 to 27 m. Vessels greater than 150 m LOA anchor in the W part of the anchorage.

4 Liquid Bulk Anchorage (0°28'·92N 108°47'·30E); vessels greater than 200 m LOA; depth about 24 m.

Multipurpose Anchorage (0°28'·42N 108°47'·30E); depth about 24 m.

Liquid Bulk Anchorage (0°28'·68N 108°48'·25E); vessels less than 200 m LOA; depth about 19 to 22 m.

5 Quarantine Anchorage (0°28'·76N 108°49'·39E); depths from about 10 to 22 m.

Maintenance Anchorage (0°28'·42N 108°50'·52E); depths from about 10 to 20 m.

Emergency Anchorage (0°26'·62N 108°52'·25E); depth around 10 m.

Dead Vessels Anchorage (0°27'·09N 108°52'·25E); depth around 10 m.

6 Government Vessels Anchorage (0°31'·17N 108°52'·85E); depths from about 5 to 10 m.

B3 Vessels Anchorage (0°27'·00N 108°48'·00E); depth about 25 m.

Berth. A T-shaped jetty (0°30'·02N 108°52'·62E), with about 1000 m of berthing space at its head, extends about 1¾ miles W from the shore. Contact local authorities for details on depths alongside.

Indonesian Notices 32/429/21; 38/488–489–490/21; ENC ID400531 [NP36-No 14-Wk 43/21]

**Indonesia - Selat Riau - Northern part —
Directions; light beacon**

171

Paragraph 10.78 2 lines 5–9 *Replace by:*

E of Pulau Ngenang (1°00'·50N 104°10'·00E), a hilly island. A rock awash (0°59'·60N 104°11'·16E) lies 7 cables ESE of the island. Thence:

Indonesian Notice 1/3/21 [NP36-No 4-Wk 11/21]

**Indonesia - Pulau Bintan- Selat Riau -
Tanjunguban — Wreck**

172

Paragraph 10.84 1 lines 1–5 *Replace by:*

1 A designated anchorage area (1°06'·30N 104°10'·80E), depths from about 3 to 50 m, is located N of Pulau Tanjungsauh (1°02'·80N 104°10'·30E). A light buoy (safe water) lies in the centre of the anchorage. A dangerous wreck (1°06'·05N 104°09'·56E) lies on the W limit of the anchorage.

UKHO [NP36-No 39-Wk 12/23]

**Indonesia - Pulau Bintan - Tanjunguban —
Directions; entrance channel**

172

After Paragraph 10.89 2 *Insert:*

**Entrance Channel
10.89a**

1 From a position 1 mile NNE of the pilot station (10.85), the recommended track leads E thence SE, through the fairway, to a position SW of the berths.

GB Chart 3937 Ed. 11 (2022) [NP36-No 50-Wk 21/23]

NP36

Indonesia - Pulau Batam - Selat Riau - Kabil — Directions; precautionary area

173

Paragraph 10.102 1-4 including existing Section IV Notices Weeks 04/21, 25/22 & 12/23 *Replace by:*

- 1 From a position E of Karang Galang (1°09'·51N 104°11'·09E) (10.79), the recommended track leads SW through a channel, partially marked by light buoys (lateral), and Precautionary Area 1 (1°07'·97N 104°10'·68E), passing:
SE of Karang Galang, thence:
- 2 NW of two dangerous wrecks (1°08'·83N 104°11'·72E and 1°08'·77N 104°11'·93E), thence:
NW of a designated anchorage area (1°06'·30N 104°10'·80E) (10.84), and:
Clear of 8-9 m shoal (1°06'·81N 104°09'·84E).
- 3 The recommended track then continues SW to a position SE of Citranusa Kabil Port (10.108). Thence the recommended track leads SSW thence S to a position E of the port of Kabil.
Caution. A small detached reef lies in position 1°03'·60N 104°08'·63E.
- 4 **Useful marks:**
Light beacon (triangle, apex down, on white beacon) (1°03'·04N 104°08'·41E).

GB Chart 3831 Ed15 (2022) [NP36-No 43-Wk 14/23]

Indonesia - Pulau Batam - Kabil — Directions; leading lights

173

Paragraph 10.102 1-2 *Replace by:*

- 1 From a position E of Karang Galang (1°09'·51N 104°11'·09E) (10.79), the track leads SW through a channel, marked by light buoys (lateral), passing:
SE of Karang Galang (10.79), thence:
- 2 NW of two dangerous wrecks (1°08'·83N 104°11'·72E and 1°08'·77N 104°11'·93E), thence:
NW of a designated anchorage area (1°06'·30N 104°10'·80E) (10.84).

Indonesian Notice 48/592;593/20

[NP36-No 1-Wk 04/21]

Indonesia - Pulau Batam - Kabil — Directions

173

Paragraph 10.102 1-4 including existing Section IV Notice Week 04/21 *Replace by:*

- 1 From a position E of Karang Galang (1°09'·51N 104°11'·09E) (10.79), the recommended track leads SW, through a channel partially marked by light buoys (lateral), passing:

- 2 SE of Karang Galang, thence:
NW of two dangerous wrecks (1°08'·83N 104°11'·72E and 1°08'·77N 104°11'·93E), thence:
NW of a designated anchorage area (1°06'·30N 104°10'·80E) (10.84).
- 3 The recommended track then continues SW to a position SE of Citranusa Kabil Port (10.108). Thence the recommended track leads SSW, thence S, to a position E of the port of Kabil.
Caution. A small detached reef lies in position 1°03'·60N 104°08'·63E.
- 4 **Useful marks:**
Light beacon (triangle, apex down, on white beacon) (1°03'·04N 104°08'·41E).

Paragraph 10.103 1-2 *Replace by:*

- 1 When approaching from S the recommended track leads WNW from Selat Riau, between the fringing reefs of Pulau Pencaras (0°58'·49N 104°10'·57E) and Pulau Ngenang (10.78), passing:
S of a rock awash (0°59'·60N 104°11'·16E) off the SE side of Pulau Ngenang.
The recommended track then leads generally N, passing:
- 2 Between Pulau Kila (0°59'·49N 104°08'·70E) and Pulau Ngenang. The track passes between a light buoy (starboard hand) (0°59'·56N 104°09'·36E) marking a drying reef off the S side of Pulau Ngenang and a light beacon (port hand, 6 m in height) (0°58'·73N 104°09'·32E) marking a drying reef off the N side of Pulau Air Raja. Thence:

Indonesian Notice 52/671/21 [NP36-No 27-Wk 25/22]

Indonesia - Pulau Batam - Selat Riau - Kabil — Directions; depth

173

Paragraph 10.102 1-4 including existing Section IV Notices Week 04/21 and Week 25/22 *Replace by:*

- 1 From a position E of Karang Galang (1°09'·51N 104°11'·09E) (10.79), the recommended track leads SW, through a channel partially marked by light buoys (lateral), and Precautionary Area 1, passing:
SE of Karang Galang, thence:
- 2 NW of two dangerous wrecks (1°08'·83N 104°11'·72E and 1°08'·77N 104°11'·93E), thence:
NW of a designated anchorage area (1°06'·30N 104°10'·80E) (10.84), and:
Clear of 8-9 m shoal (1°06'·81N 104°09'·84E).
- 3 The recommended track then continues SW to a position SE of Citranusa Kabil Port (10.108). Thence the recommended track leads SSW thence S to a position E of the port of Kabil.
Caution. A small detached reef lies in position 1°03'·60N 104°08'·63E.

4 **Useful marks:**
Light beacon (triangle, apex down, on white beacon)
(1°03'·04N 104°08'·41E).

**Indonesia - Pulau Bintan - East coast -
Selat Kijang — Vertical clearance**

177

UKHO [NP36-No 40-Wk 12/23]

Paragraph 10.143 2 line(s) 1-6 *Delete*

**Indonesia - Selat Riau - Northern part —
Directions; beacon**

175

Indonesian Notice 20/613/20 [NP36-No 3-Wk 06/21]

Paragraph 10.127 1 lines 1-5 *Replace by:*

1 From a position in the vicinity of Tanjungpinang pilot
boarding position (10.130) and WSW of an obstruction
(10.126), the track initially leads WNW approximately
10 miles, passing:

**Indonesia - Pulau Bintan - East coast - Kijang
— Arrival information**

177

SSW of a 1.9 m shoal patch (0°54'·57N
104°23'·82E), thence:

After Paragraph 10.144 2 line 5 Insert:

Indonesian Notice 1/6/21 [NP36-No 5-Wk 11/21]

Local knowledge. See 10.138.

**Indonesia - Selat Riau - Northern part —
Directions; beacon; buoy**

175

UKHO [NP36-No 59-Wk 30/23]

Paragraph 10.127 3 lines 1-13 *Replace by:*

**Indonesia - Pulau Bintan - East coast -
Kijang — Directions**

178

3 Clear of an obstruction (0°55'·74N 104°19'·43E),
which lies 1½ miles SSW of Pulau Terkulai
(0°57'·23N 104°20'·29E), a flat and sandy
island covered with coconut palms and
surrounded by a reef. A light (white metal
framework tower, 20 m in height), visible
between 290°-109·5° (179·5°), is exhibited
from its W end. A 3 m patch lies about
1½ miles SE of the island. Thence:

After Paragraph 10.148 6 line 4 Insert:

Approach from north-east. Vessels with local
knowledge may approach the port from N passing W
of Pulau Mapor (10.136).

Indonesian Notice 1/4, 5/21 [NP36-No 6-Wk 11/21]

From a position W of Pulau Mangkil Besar (10.136)
a recommended route, marked by light buoys (lateral)
leads generally WSW to a position SE of PT Bintan
Alumina Indonesia facility (10.150).

**Indonesia - Pulau Bintan - East coast —
Marine nature reserves**

176

Vessels inbound to Kijang should continue in a
WSW direction, passing N of Pulau Pendigan
(0°53'·90N 104°37'·92E).

After Paragraph 10.138 1 line 3 Insert:

The track then leads generally SSW following a
two-way recommended route leading through Selat
Kijang; vessels can make approaches as required for
berthing, the chart being the best guide.

**Marine nature reserves
10.138a**

ENC ID400065 (5.001) [NP36-No 60-Wk 30/23]

1 Marine nature reserves have been established
along the E coast of Pulau Bintan and around Pulau
Mapor (10.136). Contact the local authority for details
on restrictions.

ENC ID400065 (5.001) [NP36-No 58-Wk 30/23]

**Indonesia - Pulau Bintan - East coast -
Kijang — Berths**

178

**East coast of Pulau Bintan - Tanjung Jang to
Tanjung Berakit — Directions**

177

After Paragraph 10.150 1 line 5 Insert:

Paragraph 10.141 3 line(s) 3 *Replace by:*

...thence:

NE of Tanjung Berakit Anchorage Area B (1°09'·68N
104°44'·78E) (10.151a), thence:

PT Bintan Alumina Indonesia is a bauxite and
alumina processing facility. The main jetty (0°54'·41N
104°39'·17E) is 440 m in length; the deepest berth has
a depth alongside of about 16 m. Close SE of the
berth is a swinging circle, radius 1 cable, in which
anchoring is prohibited.

Indonesian Notice 43/556/21 [NP36-No 20-Wk 09/22]

ENC ID5065R1 (5.001) [NP36-No 61-Wk 30/23]

NP36

East coast of Pulau Bintan - Selat Riau — Anchorage

178

After Paragraph 10.151 1 line 1 *Insert*:

Anchorage and harbours

Tanjung Berakit Anchorage Area B 10.151a

- 1 Tanjung Berakit Anchorage Area B (1°09'·68N 104°44'·78E), SE of Tanjung Berakit, about 13 miles long and 2 miles wide, depths about 25 to 34 m, sand. A dangerous wreck (1°09'·89N 104°42'·60E) lies on the SSW margin of the anchorage. Permission of Indonesian authorities is required prior to use.

Indonesian Notice 43/556/21 [NP36-No 21-Wk 09/22]

Indonesia - Pulau Bintan - Tanjung Berakit — Anchorage; caution

178

Paragraph 10.151a existing Section IV Notice Week 09/22
Replace by:

Anchorage and harbours

Tanjung Berakit 10.151a

- 1 Anchorage Area B (1°09'·68N 104°44'·78E) has been established SE of Tanjung Berakit, depths about 25 to 34 m, sand. Permission of Indonesian authorities is required prior to use.

Caution. A dangerous wreck (1°09'·89N 104°42'·60E) lies on the SSW margin of the anchorage. A number of structures, appearing to be fishing traps, have been reported (2023) in the NW half of the anchorage.

UKHO [NP36-No 46-Wk 20/23]

Indonesia - Pulau Bintan - East coast — Anchorage

178

Paragraph 10.151a existing Section IV Notice Week 20/23
Replace by:

Anchorage and harbours

Tanjung Berakit 10.151a

- 1 Anchorage Area B (1°09'·68N 104°44'·78E) has been established SE of Tanjung Berakit, depths about 25 to 34 m, sand. Permission of Indonesian authorities is required prior to use.

Caution. A dangerous wreck (1°09'·89N 104°42'·60E) lies on the SSW margin of the anchorage. A number of structures, appearing to be fishing traps, have been reported (2023) in the NW half of the anchorage.

PT Bintan Alumina Indonesia 10.151b

- 1 PT Bintan Alumina Indonesia anchorage (0°57'·59N 104°42'·74E) has depths from around 14 to 21 m and is marked by light buoys (special).

Caution. See 10.138.

ENC ID400065 (5.001) [NP36-No 62-Wk 30/23]

NP37 West Coasts of England and Wales Pilot (2022 Edition)

United Kingdom – Regulations — Maritime and Coastguard Agency

6

Paragraph 1.52 1 line 5 *For Her Read His*

UKHO [NP37-No 6-Wk 47/22]

United Kingdom – Distress and rescue — Rescue services

10

Paragraph 1.86 2 line 1 *For Her Read His*

England - Bristol Channel - Bideford Bay — Marine farm

69

After Paragraph 3.25 2 line 1 Insert:

Marine farm. A marine farm (51°03'·57N 4°21'·57W), marked by light buoys (special), lies in the bay about 6¾ miles ENE of Hartland Point.

Corr. Kingfisher 4/11/2022 [NP37-No 22-Wk 31/23]

England - River Severn - Lyde Rock — Tidal streams; currents

124

After Paragraph 4.217 2 line 6 Insert:

Caution. Strong counter-currents may be encountered in the Lyde Rock (4.207) area.

UKHO [NP37-No 19-Wk 28/23]

Wales - South coast - Milford Haven — Pilotage

138

Paragraph 5.50 2 line 6 *For 4½ Read 5*

H102 Port of Milford Haven (2022)
[NP37-No 18-Wk 24/23]

Wales - South coast - Milford Haven — Anchorage; obstruction

145

Paragraph 5.73 2 lines 5-7 *Replace by:*

...obtaining a good hold. There is a dangerous wreck, marked by Dakotian Light Buoy (E cardinal), lying 4 cables E of Dale Point. An obstruction, depth 6.5 m, lies close NE of the wreck.

GB Chart 3274 Ed13 (2022) **[NP37-No 21-Wk 30/23]**

Wales - South coast - Milford Haven — Anchorages

145

After Paragraph 5.74 2 line 3 *Insert:*

Anchoring, fishing and diving are prohibited within areas, 50 m radius, surrounding two wrecks (51°41'84N 4°58'57W and 51°41'93N 4°57'05W)

3 Anchoring and fishing are prohibited in an area, 100 m radius, surrounding SM 1 Mooring Buoy (51°41'92N 4°58'14W) (5.68).

GB Chart 3275 Ed.16 (2022) **[NP37-No 20-Wk 30/23]**

Wales - South coast - Milford Haven — Depths

145-146

Paragraph 5.76 2-5 *Replace by:*

	<i>Berths and approaches</i>	<i>Depths</i>
2	South Hook LNG Terminal 1	17.0 m (2022)
	South Hook LNG Terminal 2	18.4 m (2022)
	Puma Energy Milford Terminal 1	17.6 m (2022)
	Puma Energy Terminal 1 approach	16.1 m (2022)
	Puma Energy Milford Terminal 2	10.2 m (2022)
	Puma Energy Milford Terminal 3	7.1 m (2020)
	Puma Energy Milford Terminal 3 approach	5.5 m (2020)
	Valero Terminal 8	15.5 m (2022)
3	Valero Terminal 7	13.8 m (2022)
	Valero Terminal 6	18.5 m (2022)
	Valero Terminal 1	18.5 m (2022)
	Valero Terminal 2	13.7 m (2022)
	Valero Terminal 3	11.2 m (2022)
	Valero Terminal 4	5.8 m (2022)
	Valero Terminal 5	5.8 m (2022)
	Valero Terminal 5 approach	5.2 m (2020)
4	Valero Terminal swinging area (Vessels > 275 m LOA)	9.3 m (2021)
	Valero Terminal swinging area (Vessels < 275 m LOA)	11.0 m (2021)

Berths and approaches

Depths

Dragon LNG Terminal 1	13.6 m (2022)
VPOT 2	15.1 m (2022)
VPOT 3	10.3 m (2022)
VPOT swinging area	11.9 m (2020)
Milford Docks Channel	1.4 m (2017)
Port of Pembroke approaches	4.0 m (2022)
Pembroke Dock RoRo Ferry Terminal	7.7 m (2022)
Port of Pembroke 1	5.0 m (2022)
Port of Pembroke 2	5.9 m (2022)
Port of Pembroke 3	1.8 m (2022)
W Pennar Power Station approach channel	1.0 m (2016)
W Pennar Power Station berth	0.8 m (2016)
Carr Jetty NE side	8.6 m (2012)
Carr Jetty NW side	5.5 m (2012)

Milford Haven Port Authority Notice 13/22

[NP37-No 5-Wk 45/22]

Wales - South-west coast - River Cleddau above Pembroke Dock — Vertical clearance

150

Paragraph 5.92 5 line 2 *For* 36 m *Read* 33 m

Port of Milford Haven Notice 14/23

[NP37-No 12-Wk 08/23]

Wales - West coast - Aberystwyth — Speed limit

168

After Paragraph 6.40 1 line 4 *Insert:*

Traffic regulations. A speed limit of 8 kn is in force between May and September within an area encompassing the approaches to the harbour; the area is marked by seasonal buoys (special).

Cyngor Sir Ceredigion Notice 4(T)22

[NP37-No 14-Wk 11/23]

Wales - West coast - Caernarfon Bay — Tidal energy device

185

Paragraph 7.40 1 including heading *Replace by:*

Tidal energy device

7.40

1 Testing of a tidal energy device (53°17'80N 4°47'76W) takes place 3½ miles W of South Stack (7.43). The minimum clearance of the device is 20 m. See also 1.12.

Corr. Minesto UK Ltd 04/02/22 **[NP37-No 3-Wk 31/22]**

NP37

Wales - West coast - Caernarfon Bay — Directions; tidal energy device

186

Paragraph 7.43 4 line 8 *Replace by:*

Clear of an obstruction (53°17'·80N 4°47'·76W),
depth 20 m, comprising a tidal energy device
(7.40), thence:

Corr. Minesto UK Ltd 04/02/22 [NP37-No 4-Wk 31/22]

Wales - Anglesey - Conwy Bay — Depths

198

Paragraph 7.111 2 lines 6-9 *Replace by:*

...in mid-channel of around 2 m. An inner bar, 3 cables
farther S, which lies between Pool, and Outer Road
(53°18'·19N 4°02'·18W), has a least depth in mid-channel
of around 2 m.

GB Chart 1463 (2022) [NP37-No 1-Wk 26/22]

Wales - North coast - Conwy — Speed limit

200

After Paragraph 7.116 1 line 9 *Insert:*

Speed limit of 10 kn is in force.

Conwy Notice 16/22 [NP37-No 13-Wk 10/23]

England - Port of Liverpool — Development; ferry terminal

219

After Paragraph 8.65 4 line 8 *Insert:*

Development 8.65a

1 Works are in progress (2023) for the construction of
a new ferry terminal in the vicinity of 53°24'·75N
3°00'·16W.

Corr. Ashfords 20/04/22 [NP37-No 15-Wk 11/23]

England - River Mersey - Port of Liverpool — Harbour; hazards

219

After Paragraph 8.66 2 line 10 *Insert:*

3 **Transfer of cargo** between tankers takes place at
Tranmere Oil Terminal (8.82). Mersey VTS will issue
local navigational warnings when transfer operations
are taking place.

Mersey Docks and Harbour Company Notice 77/22
[NP37-No 17-Wk 20/23]

England - West coast - Morecambe Bay — Buoy

242

Paragraph 9.23 2 lines 8-11 *Replace by:*

The port of Barrow-in-Furness (9.56) lies inside the
NW entrance to the bay and is approached through a
buoyed channel from SEA 1 Light Buoy (53°59'·75N
3°14'·09W).

Paragraph 9.24 1 lines 1-5 *Replace by:*

1 Vessels bound for Barrow-in-Furness embark their
pilots in the vicinity of SEA 1 Light Buoy (53°59'·75N
3°14'·09W) and vessels for Heysham embark their
pilots in the vicinity of No 2 Light Buoy (53°58'·55N
3°01'·85W).

Corr. Trinity House 24/09/22 [NP37-No 8-Wk 08/23]

England - West coast - Morecambe Bay — Buoy

243

Paragraph 9.30 1-2 *Replace by:*

1 From a position WNW of Morecambe Light Buoy
(9.15) the route to the pilot boarding position W of
SEA 1 Light Buoy (53°59'·75N 3°14'·09W), which lies
at the entrance to the channel leading to the port of
Barrow-in-Furness, leads about 10 miles NE, passing:
NW of Lune Deep Light Buoy (S cardinal)
(53°56'·07N 3°12'·90W) (9.29), thence:

2

SE of Barrow Wind Farm (9.23).
Deep-draught vessels ensure passage NW of
SEA 1 Light Buoy so as to enter the buoyed channel
on the leading line (9.65).

*(Directions continue for Barrow-in-Furness
at 9.65)*

Corr. Trinity House 24/09/22 [NP37-No 9-Wk 08/23]

England - West coast - Morecambe Bay — Buoy

252

Paragraph 9.59 1 lines 5-9 *Replace by:*

The pilot boarding position is situated in the vicinity
of SEA 1 Light Buoy (53°59'·75N 3°14'·09W); the pilot,
who also covers the in-dock berthing, boards
approximately 2 hours before HW at Ramsden Dock
entrance.

Paragraph 9.60 1 lines 8-9 *Replace by:*

SEA 1 Light Buoy (9.65) and East Scar Light Buoy
(54°03'·40N 3°09'·85W).

Paragraph 9.64.2 2 lines 7-10 *Replace by:*

Between Bar Light Buoy and Piel Harbour it has
been reported that the tidal streams are at least 30%
stronger than those between Outer Bar and SEA 1
Light Buoys.

Corr. Trinity House 24/09/22 [NP37-No 10-Wk 08/23]

England - West coast - Morecambe Bay — Buoy

253

Paragraph 9.65 2 lines 3-8 *Replace by:***Outer Channel Leading Lights on Foulney Twist.**

From the pilot boarding position at SEA 1 Light Buoy (starboard hand) (53°59'·75N 3°14'·09W), the alignment (040·7°) of the leading lights on Foulney Twist leads 3¾ miles through the buoyed outer channel:

Paragraph 9.65 4 lines 1-3 *Replace by:*

4 NW of SEA 1 Light Buoy, thence:

Corr. Trinity House 24/09/22 [NP37-No 11-Wk 08/23]

Isle of Man - South-east coast - Douglas Head — Directions; wreck

282

After Paragraph 10.105 5 line 8 *Insert:*

Clear of a dangerous wreck (54°04'·30N 4°18'·60W), thence:

Isle of Man Government Notice 06/22 [NP37-No 16-Wk 12/23]

Isle of Man - South-west coast - Port Erin — Anchorage; submarine cable

295

Paragraph 10.165 2 lines 3-4 *Replace by:*

Caution. Care should be taken not to anchor near the submarine cable which is laid through this bay.

H102 Alcatel Submarine Networks (2022) [NP37-No 2-Wk 31/22]

NP38 West Coast of India Pilot (2023 Edition)**Maldives - Thiladhunmathee Atolls — Directions; principal marks**

107

Paragraph 2.343 1 *Replace by:*1 **Landmarks:**

Radio mast (red and white bands, obstruction light), not charted, reported (2004), standing on Neykurendhoo (6°32'·50N 72°58'·70E).

Numerous radio masts (red and white bands, obstruction light), standing on Kulhudhuffushi (2.347).

Majid Al Firdhaus Mosque (white and green) (6°37'·54N 73°03'·92E) on Kulhudhuffushi (2.347).

Radio mast (red and white bands, obstruction light), not charted, reported (2004), standing on Hanimaadhoo (2.339).

UKHO [NP38-No 12-Wk 49/23]

Maldives - Thiladhunmathee Atolls - Kulhudhuffushi — Anchorage; useful marks

108

Paragraph 2.347 2 *Replace by:*2 **Development.** There are plans (2022) to develop the port to receive cargo directly from India.**Local knowledge** is recommended.**Useful marks:**

Majid Al Firdhaus Mosque (2.343).

Radio masts (2.343).

Anchorage may be obtained W of the island within a designated area centred on 6°37'·01N 73°02'·19E; depths range from about 35 to 45 m, sand.

Berth. The quay (6°36'·91N 73°03'·96E) is about 200 m in length.

Other facilities. Hospital; SSCC extensions issued.

UKHO [NP38-No 13-Wk 49/23]

India - West coast - Palk Bay — Directions; light

143

After Paragraph 3.156 5 line 5 *Insert:*

Dhanushkodi Light (9°10'·65N 79°25'·12E) (4.124).

Indian Notice 19/22 [NP38-No 6-Wk 43/23]

India - West coast - Palk Bay - Pāmban Island — Directions; light

159

After Paragraph 4.110 1 *Insert:*2 **Major lights:**

Dhanushkodi Light (9°10'·65N 79°25'·12E) (4.124).

Indian Notice 19/22 [NP38-No 7-Wk 43/23]

India - West coast - Palk Bay - Pāmban Island — Directions; light

161

After Paragraph 4.124 2 *Insert:*3 **Major lights:**

Dhanushkodi Light (red and white, checkered, 49 m in height) (9°10'·65N 79°25'·12E), exhibited from the vicinity of the SE extremity of Pāmban Island.

Indian Notice 19/22 [NP38-No 8-Wk 43/23]

India - West coast - Palk Bay - Pāmban Island — Directions; light

167

After Paragraph 4.169 2 line 8 *Insert:*

Dhanushkodi Light (9°10'·65N 79°25'·12E) (4.124).

Indian Notice 19/22 [NP38-No 9-Wk 43/23]

NP38

India - Malabar coast - Mormugao Harbour — Anchorage; wreck

205

Paragraph 6.152 2 line 4 *Replace by:*

...anchorage, and a dangerous wreck (15°26'·75N 73°42'·18E) lies in the NE part of the anchorage.

Corr. Hydropac 352/23/63 31/01/23

[NP38-No 5-Wk 34/23]

India - Gulf of Kachchh - Mundra - Navināl Creek — Directions; leading lights

281

Paragraph 9.122 2 lines 3-5 *Delete*

Paragraph 9.122 3 *Delete*

Indian Notice 24/212/22

[NP38-No 4-Wk 20/23]

India - West coast - Terekhol River to Mālvān Bay — Directions; wrecks

212

Paragraph 7.13 3 lines 4-5 *Replace by:*

WSW of a dangerous wreck (15°44'·00N 73°34'·00E), position approximate, thence:

Indian Notice 12/120/22

[NP38-No 3-Wk 15/23]

India - West coast - Myria Head to Port Dābhol — Directions; light

220

After Paragraph 7.90 3 line 6 *Insert:*

Kelshi Light (17°51'·74N 73°04'·93E) (7.128).

Indian Notice 19/174/22

[NP38-No 10-Wk 43/23]

India - West coast - Port Dābhol to Kumbaru Point — Directions; light

223

After Paragraph 7.128 2 line 5 *Insert:*

Kelshi (Anjarle) Light (octagonal black tower, white bands, 30 m in height) (17°51'·74N 73°04'·93E).

Indian Notice 19/174/22

[NP38-No 11-Wk 43/23]

India - West coast - Mumbai Harbour — Anchorages; wrecks

233

Paragraph 7.211 2 lines 5-6 *Replace by:*

A dangerous wreck (18°55'·92N 72°52'·32E) lies 1½ cables NNW of J3 anchorage.

UKHO

[NP38-No 1-Wk 15/23]

India - West coast - Mumbai Harbour — Anchorages; wrecks

233

Paragraph 7.211 3 lines 1-3 *Replace by:*

- 3 **Deep water anchorages.** Three deep water anchorages are established in the vicinity of 18°54'·15N 72°52'·00E. A dangerous wreck (18°53'·71N 72°51'·80E), position approximate, lies within DW1 Anchorage.

Indian Notice 11/107/22

[NP38-No 2-Wk 15/23]

NP39 South Indian Ocean Pilot (2020 Edition)

Indian Ocean — Piracy; recommended practice

3

Paragraph 1.29 1-2 including heading *Replace by:*

Recommended practice

1.29

1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on chart Q6099 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*.

2 Additional guidance can be found in *Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea*.

Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Corr. UKHO (16/02/22)

[NP39-No 8-Wk 42/22]

France - Indian Ocean - Mayotte - Banc de la Prudente — Anchorage

84

Paragraph 3.92 1 line(s) 1-6 including heading *Replace by:*

Spare
3.92

UKHO

[NP39-No 1-Wk 40/20]

Madagascar - North-west coast - Baie de Bombetoka — Traffic regulations

125

After Paragraph 5.47 2 line 4 *Insert:*

Traffic regulations

5.47a

- 1 Anchoring is prohibited on the alignment (132·5°) of Nosy Beza Leading Lights (5.54).

French Notice 8/L9 2012 4.8.6.3/21

[NP39-No 6-Wk 17/21]

Madagascar - Port d'Ehoala — Pilotage; restricted area

165

Paragraph 7.22 ¹ line 7 *Replace by:*

...hours. Pilot boards in position 25°05'·11S 47°01'·16E.
Restricted area. Anchoring and underwater activity are prohibited within an area surrounding a submarine cable laid SW, then SSE, from Pointe Libanona (25°02'·30S 46°59'·82E) (7.31).

French Notice 5/180/21; ENC FR460540 (2.003)
[NP39-No 5-Wk 14/21]

Seychelles - Mahé - Port Victoria — Anchorages

241

Paragraph 10.137 ¹ *Replace by:*

¹ There are eighteen numbered anchorage berths, with maximum permissible draughts (reported 2012), as follows:

<i>Anchorage number</i>	<i>Maximum draught</i>	<i>Location</i>
1 - 8 *	No restriction **	Centred 5 miles NE of the port
9 - 11	To be decided by Harbour Master	Centred 1 mile NW of Sainte Anne
12	8·00 m	Centred 1 mile NW of Sainte Anne
13	4·50 m	Outer Harbour
14	5·00 m	Outer Harbour
15 - 16	8·00 m	Outer Harbour
17 - 18	8·00 m	Cerf Passage *

* Nos 1 and 2 are designated dangerous cargo anchorages.

** Harbour Master allocates berth after receipt of vessel arrival/departure information.

Corr. Port Victoria 01/08/2022 **[NP39-No 10-Wk 46/23]**

France - Indian Ocean - Île de La Réunion - Port Réunion — Anchorages; traffic regulations

250

Paragraph 11.33 ³ line(s) 1-3 *Delete*

After Paragraph 11.35 ¹ Insert:

**Traffic regulations
11.35a**

¹ **Prohibited anchorage.** For the protection of submarine cables anchoring is prohibited within two areas centred on 20°55'·51S 55°17'·92E and 20°55'·12S 55°20'·08E, lying E and W of Port Est respectively. Anchoring is also prohibited within an area (11.57) lying in Baie de la Possession, E of Port Est.

² See also 11.25 (Baie de Saint-Paul) and 11.16 (Cap la Houssaye (11.21) S-wards). For regulations, see 11.10.

French Notice 33/P10/20 **[NP39-No 2-Wk 40/20]**

France - Indian Ocean - Île de La Réunion - North coast — Prohibited anchorages

253

After Paragraph 11.57 ¹ line 5 Insert:

² **Prohibited anchorages.** For the protection of submarine cables anchoring is prohibited, as follows:
 Baie de la Possession (11.26), centred on 20°55'·12S 55°20'·08E.
 Port Sainte-Marie (11.62) centred on 20°53'·03S 55°32'·77E.

For further information, local authorities should be consulted.

French Notice 33/P10/20 **[NP39-No 3-Wk 40/20]**

France - Indian Ocean - Île de La Réunion - Port Sainte-Marie — Anchorage

254

Paragraph 11.62 ² line(s) 5-8 *Replace by:*

Prohibited anchorage see 11.57

French Notice 33/P10/20 **[NP39-No 4-Wk 40/20]**

Republic of Mauritius - Rodriguez Island - Port Mathurin — Directions

272

Paragraph 11.216 ² line(s) 1-13 *Replace by:*

² ENE of Western Patch (19°39'·16S 63°24'·67E), which can always be seen in daylight, thence: Over a patch (19°39'·21S 63°24'·90E), with a depth of 6·6 m. Deeper water is charted W of the patch. Thence: WSW of underwater rocks (19°39'·38S 63°25'·15E) at the W end of Middle Ground (11.197). When Booby Island (19°39'·97S 63°23'·37E) bears 252°, the track leads SE to the anchorage (11.218).

Paragraph 11.217 ¹ line(s) 1-8 *Replace by:*

¹ From the anchorage, the track leads generally S, with the observatory on Pointe Venus bearing 167°, to a position at the entrance to the harbour channel marked by light beacons (lateral), standing on drying reefs on each side.

Thence the track leads generally SW and S through the harbour channel between the reefs, marked by light beacons (lateral), to a position within the turning basin.

Indian Chart 2531 (2020) **[NP39-No 7-Wk 31/21]**

NP39

Indian Ocean - Île Amsterdam - East coast — Anchorages

293

Paragraph 13.23 1 lines 1-2 *Replace by:*

- 1 **Mouillage du Chaudron** (37°50'·67S 77°36'·05E) is sheltered from NW winds and has a depth of 31 m, sand and gravel. There are no landing facilities nearby.

Mouillage Ribault (37°48'·00S 77°35'·19E), the safest anchorage, is situated 5 cables SE of...

ENC FR47170B (2.000); French SD L9

[NP39-No 9-Wk 30/23]

NP40 Irish Coast Pilot (2019 Edition)

Ireland - West coast - Bearhaven and Castletownbere Harbour — Arrival information; pilotage

70

Paragraph 3.73 *Replace by:*

- 1 Pilotage for Castletownbere is compulsory for non-fishing vessels over 50 m LOA but is recommended for all vessels over 40 m LOA as local knowledge is required. The pilot boards in Bearhaven (3.64). For further details, see 3.32 and *ADMIRALTY List of Radio Signals Volume 6(1)*.

Corr. Castletown Harbour Master 27/04/23

[NP40-No 68-Wk 51/23]

Ireland - South coast - Cork Harbour — Anchorages

105

Paragraph 3.310 1 lines 1-4 *Replace by:*

- 1 **Anchorage Area B** (51°46'·02N 8°16'·55W), lies E of Ringabella Bay and W of the outer track of the East Channel directional light. Vessels up to 130 m LOA may use this anchorage. All other vessels should contact the Port Authority (3.303) for approval and will be subject to compulsory pilotage. Vessels should not anchor close to the track of the directional light or within one mile of Roches Point.

- 2 **Caution.** OFE1 Buoy (special, seasonal) is moored in the centre of the anchorage.

UKHO

[NP40-No 37-Wk 10/23]

Ireland - South-east coast - Waterford — Pilotage

120

Paragraph 4.42 1 line(s) 6-11 *Replace by:*

Pilots normally board in position 52°08'·98N 6°58'·55W, 5 cables E of East Pier from a white cutter marked "PILOTS" in black letters. In bad weather a vessel may be directed to a boarding position (52°13'·50N 6°56'·42W), NW of Duncannon (4.51), where the pilot can embark in calmer water.

GB Chart 2046 Ed8 (2021)

[NP40-No 13-Wk 17/21]

Ireland - South-east coast - Waterford Harbour - River Barrow — Depths

128

Paragraph 4.89 1 lines 1-2 *Replace by:*

- 1 The minimum charted depth over the bar (4.97) is about 2·0 m.

Depths over the bar and within the River Barrow are subject to change and in some cases can be shoaler than charted. Contact local authorities for the latest information.

New Ross Port Information Updates

[NP40-No 9-Wk 48/20]

Ireland - South-east coast - River Barrow to New Ross — Vertical clearances

128

Paragraph 4.93 1 line(s) 2 *For 7·1 Read 5·6*

GB 2046 Ed. 8 (2021)

[NP40-No 14a-Wk 17/21]

Ireland - South-east coast - Waterford Harbour - River Barrow — Bridge; vertical clearance

128

After Paragraph 4.93 1 line 7 Insert:

- 2 Rose Fitzgerald Kennedy Bridge (52°21'·39N 6°59'·63W), spans the river from Pink Point (4.99) and has a vertical clearance of 36 m.

New Ross Port Information Updates

[NP40-No 10-Wk 48/20]

Ireland - South-east coast - River Barrow to New Ross — Vertical clearances

128

Paragraph 4.93 2 existing Section IV Notice Week 48/20 *Replace by:*

- 2 Rose Fitzgerald Kennedy Bridge (52°21'·39N 6°59'·63W), spans the river from Pink Point (4.99) and has a vertical clearance of 35 m.

GB 2046 Ed. 8 (2021)

[NP40-No 14b-Wk 17/21]

Ireland - South-east coast - Waterford Harbour - River Barrow — Directions; depths

129

Paragraph 4.97 1 lines 1-12 *Replace by:*

- 1 There is a bar across the entire width of the River Barrow which extends nearly 7½ cables upstream from Barrow Bridge between the bridge and Garraunbaun Rock (52°17'·40N 7°00'·95W), a point on the W shore.

A channel marked by light buoys (lateral) leads NNW across the bar. The depths across the bar are subject to change. See 4.89.

New Ross Port Information Updates

[NP40-No 11-Wk 48/20]

**Ireland - East coast - Arklow Harbour —
Submarine cable and pipelines**

148

After Paragraph 5.103 *1* line 6 *Insert*:

Caution. Attention is drawn to the submarine cable and pipelines laid NE of the entrance.

Paragraph 5.104 *1* including heading *Replace by*:

**Spare
5.104**

Irish Notice 25/22 [NP40-No 34-Wk 09/23]

**Ireland - East coast - Dublin Bay —
Restricted area**

153

After Paragraph 5.160 *1* line 9 *Insert*:

- 2 **Restricted area.** Entry is prohibited within 150 m of light buoys (special) in the following positions:
53°17'·60N 6°04'·20W;
53°19'·13N 6°02'·48W;
53°19'·63N 6°02'·46W;
53°20'·10N 6°02'·40W.

Dublin Port Company Notice 45/19 [NP40-No 1-Wk 41/19]

Ireland - Dublin Bay — Restricted area

153

Paragraph 5.160 *1* including existing Section IV Notice Week 41/19 *Replace by*:

- 1 **TSS** are established N and S of Burford Bank (53°19'·29N 6°01'·38W) for vessels entering Dublin Bay. Although these schemes are not IMO-adopted, Rule 10 of *International Regulations for Preventing Collisions at Sea (1972)* applies to them.

Area to be avoided. Burford Bank; see chart.
Inshore traffic zones are established between the North Burford TSS and Baily and between the South Burford TSS and Dalkey Island.

ENC GB40808A [NP40-No 27-Wk 48/21]

Ireland - East coast - Port of Dublin — Depths

157

Paragraph 5.186 *1* lines 1-2 *Replace by*:

- 1 Maintained depths in the entrance channel and fairway are as follows:
From No 1 Light Buoy (starboard hand) (5.204) to Eastern Breakwater (53°20'·69N 6°12'·19W) 9·5 m;
From Eastern Breakwater to Alexandra Basin West (5.205) 7·8 m;
From Alexandra Basin West to No 20 Light Buoy (port hand) 7·3 m;
From No 20 Light Buoy (port hand) to Thomas Clarke Bridge 6·0 m.

DPC Notice 12.3/21 [NP40-No 28-Wk 04/22]

Ireland - Port of Dublin — Depths

157

Paragraph 5.186 *1* including existing Section IV Notice Week 04/22 *Replace by*:

- 1 Maintained depths are as follows:
Approach channel and fairway to Eastern Breakwater (53°20'·69N 6°12'·19W) — 9·5 m;
From Eastern Breakwater to Alexandra Basin West (5.205) — 7·8 m;
From Alexandra Basin West to No 20 Light Buoy (port hand) — 7·3 m;
From No 20 Light Buoy (port hand) to Thomas Clarke Bridge (53°20'·76N 6°13'·65W) — 6·0 m.
- 2 The port is subject to silting and the Port Authority should be contacted for the latest depth information.

Dublin Port Company Notice 49/22 [NP40-No 38-Wk 11/23]

Ireland - Port of Dublin — Under-keel clearance

157

After Paragraph 5.186 *Insert*:

**Under-keel clearance
5.186a**

- 1 An UKC of 1·0 m is required at all times when manoeuvring within the fairway and the basins.
An UKC of 0·5 m is required at all stages of the tide for vessels alongside a berth.

Dublin Port Company Notices 49/22 & 12.1/22 [NP40-No 39-Wk 11/23]

Ireland - East coast - Dublin — Anchorage

157

Paragraph 5.192 *1* lines 1-11 *Replace by*:

- 1 Dublin Bay Anchorage (53°18'·81N 6°04'·98W), with a radius of 5 cables, is divided into 4 quadrants, numbered 1 to 4; with depths from 12 to 18 m. The bottom is sand over stiff marl. The anchorage is very exposed and untenable during strong gale force winds, particularly from the E. During these conditions shelter must be found elsewhere.

Caution. A submarine cable passes close N of this anchorage.

- 2 Anchorage quadrants will be assigned by VTS Dublin, and where the draft of the vessel allows the westerly quadrants will be used first. The maximum number of vessels that can be accommodated in the anchorage is four; one per quadrant.

The anchorage is within the pilotage district and pilotage may be compulsory.

- 3 Vessels departing Dublin Port, intending to use the anchorage, must request permission in advance; the use of the anchorage for departing vessels is limited to 24 hours but may be extended with permission from the Harbour Office.

Correction Dublin port 24/02/21 [NP40-No 15-Wk 18/21]

NP40

Ireland - East coast - Dublin — Anchorage; regulations

157

Paragraph 5.192 including existing Section IV Notice Week 18/21 *Replace by:*

- 1 Dublin Bay Anchorage (53°18'·81N 6°04'·98W), with a radius of 5 cables, is divided into 4 quadrants, numbered 1 to 4; with depths from 12 to 18 m. The bottom is sand over stiff marl. The anchorage is very exposed and untenable during strong gale force winds, particularly from the E. During these conditions shelter must be found elsewhere.

Caution. A submarine cable passes close N of this anchorage.

- 2 Anchorage quadrants will be assigned by VTS Dublin, and where the draught of the vessel allows the westerly quadrants will be used first. The maximum number of vessels that can be accommodated in the anchorage is four; one per quadrant.

The anchorage is within the pilotage district and pilotage may be compulsory.

- 3 Vessels departing Dublin Port, intending to use the anchorage, must request permission in advance; the use of the anchorage for departing vessels is limited to 24 hours but may be extended with permission from the Harbour Office.

Vessels approaching from seawards, requesting to use the Dublin Bay Anchorage, will generally be routed to the anchorage via South Burford TSS.

Dublin Port Company Notice 2.1/22

[NP40-No 56-Wk 38/23]

Ireland - East coast - Port of Dublin — Pilotage

157

Paragraph 5.194 *1* lines 1-5 *Replace by:*

- 1 **Pilot station.** The pilot station (53°20'·77N 6°12'·19W) is situated on Eastern Breakwater.

Pilot boarding. For vessels using the NE approach, pilots board in the following positions:

53°21'·40N 6°00'·40W.

53°20'·40N 6°03'·00W for vessels less than 160 m LOA or as directed by VTS;

For vessels using the SE approach, pilots board in the following positions:

53°17'·30N 6°00'·70W.

53°18'·70N 6°03'·00W for vessels less than 160 m LOA or as directed by VTS;

Dublin Port Company

[NP40-No 6-Wk 30/20]

Ireland - East coast - Dublin — Pilotage

157

Paragraph 5.194 *1* including existing Section IV Notice Week 30/20 *Replace by:*

- 1 **Pilot station.** The pilot station (53°20'·77N 6°12'·19W) is situated on Breakwater Road.

Pilot boarding. For vessels using the NE approach, pilots board in the following positions:

North Outer – 53°21'·40N 6°00'·40W;

North Inner – 53°20'·40N 6°03'·00W, for vessels less than 160 m LOA or as directed by VTS.

For vessels using the SE approach, pilots board in the following positions:

South Outer – 53°17'·30N 6°00'·70W;

South Inner – 53°18'·70N 6°03'·00W, for vessels less than 160 m LOA or as directed by VTS.

See *ADMIRALTY List of Radio Signals Volume 6(1)*.

Dublin Port Company Notice 2.1/22

[NP40-No 57-Wk 38/23]

Ireland - East coast - Port of Dublin — Regulations

158

Paragraph 5.195 *1-2* *Replace by:*

Traffic regulations

5.195

- 1 **North and South Burford TSS**, with lanes N and S of Burford Bank (5.164), give access to Dublin Bay. A traffic separation roundabout has been established centred on Dublin Bay Light Buoy (5.204). All vessels entering or leaving are required to do so by way of this buoy.

- 2 Vessels arriving and departing will be directed by VTS to follow either North Burford or South Burford TSS, regardless of origin or destination. All vessels should have appropriate passage plans for either route.

Regulations concerning entry

5.195a

- 1 **Speed limits.** A 9 kn speed limit applies between Poolbeg Lighthouse (5.202) and Port Operations Centre, Eastern Breakwater (53°20'·69N 6°12'·19W). A 4 kn speed limit applies in all basins throughout the port and in the river W of Port Operations Centre, Eastern Breakwater.

East Link Toll Bridge. For regulations governing this bridge see 5.199.

- 2 **Small craft regulations.** *Dublin Port Company's Small Craft (Leisure) Regulations* require that between Dublin Bay fairway buoy and Poolbeg Lighthouse, small craft shall not navigate inside the fairway and should remain outside the line of the buoys.

W of Poolbeg Light House small craft should keep to the S of the fairway.

- 3 If it is necessary to cross the fairway, they shall do so at right angles.

Small craft are prohibited from entering the berths and basins within the port.

Dublin Port Company

[NP40-No 7-Wk 30/20]

Ireland - East coast - Port of Dublin — Regulations

158

Paragraph 5.195 *1-2* existing Section IV Week 30/20 *Replace by:*

- 1 **North and South Burford TSS**, with lanes N and S of Burford Bank (5.164), give access to Dublin Bay. A traffic separation roundabout has been established centred on Dublin Bay Light Buoy (5.204). All vessels entering or leaving are required to do so by way of this buoy.

2 Vessels arriving and departing will be directed by VTS to follow either North Burford or South Burford TSS, regardless of origin or destination. All vessels should have appropriate passage plans for either route.

Vessels are prohibited from meeting or overtaking within the constrained section of the channel between Buoys No 7/8 and No 9/10.

Dublin Port Company Notice 2/21

[NP40-No 12-Wk 10/21]

Ireland - Port of Dublin — Traffic regulations

158

Paragraph 5.195 1-2 including existing Section IV Notices Weeks 30/20 and 10/21 *Replace by:*

1 **North and South Burford TSS**, with lanes N and S of Burford Bank (5.164), give access to Dublin Bay. A traffic separation roundabout has been established centred on Dublin Bay Light Buoy (5.204). All vessels entering or leaving are required to do so by way of this buoy.

2 Vessels arriving and departing will be directed by VTS to follow either North Burford or South Burford TSS, regardless of origin or destination. All vessels should have appropriate passage plans for either route.

Vessels are prohibited from meeting or overtaking within the constrained section of the channel between Buoys No 7/8 and No 9/10.

3 When tankers are alongside Berth 48 the following temporary controls will be enforced:

All vessels shall observe a speed restriction of 5 kn passing Berth 48.

There shall be no contraflow passing Berth 48.

There shall be no overtaking passing Berth 48.

Outbound vessels shall pass Berth 48 with as wide a margin as is safe and practicable.

Regulations concerning entry

5.195a

1 **Speed limits.** A 9 kn speed limit applies between Poolbeg Lighthouse (5.202) and Port Operations Centre, Eastern Breakwater (53°20'·69N 6°12'·19W). A 4 kn speed limit applies in all basins throughout the port and in the river W of Port Operations Centre, Eastern Breakwater.

See also the temporary controls at 5.195.

2 **Small craft regulations.** *Dublin Port Company's Small Craft (Leisure) Regulations* require that between Dublin Bay fairway buoy and Poolbeg Lighthouse, small craft shall not navigate inside the fairway and should remain outside the line of the buoys.

W of Poolbeg Light House small craft should keep to the S of the fairway.

3 If it is necessary to cross the fairway, they shall do so at right angles.

Small craft are prohibited from entering the berths and basins within the port.

Dublin Port Company Notice 14/22

[NP40-No 30-Wk 22/22]

Ireland - East coast - Dublin — Traffic regulations

158

Paragraph 5.195 including existing Section IV Notice Week 22/22 *Replace by:*

1 **North and South Burford TSS**, with lanes N and S of Burford Bank (5.164), give access to Dublin Bay. A traffic separation roundabout has been established centred on Dublin Bay Light Buoy (5.204). All vessels entering or leaving are required to do so by way of this buoy.

2 Vessels arriving and departing will be directed by VTS to follow either North Burford or South Burford TSS, regardless of origin or destination. All vessels should have appropriate passage plans for either route.

No vessel shall enter the channel/fairway unless it has been confirmed by VTS that it may do so and that the intended berth is clear. Vessels awaiting access to a berth may not be permitted to wait off that berth or at any place in the river.

3 Vessels are prohibited from meeting or overtaking within the constrained section of the channel between Buoys No 7/8 and No 9/10.

When tankers are alongside Berth 48 the following temporary controls will be enforced:

All vessels shall observe a speed restriction of 5 kn passing Berth 48.

There shall be no contraflow passing Berth 48.

There shall be no overtaking passing Berth 48.

Outbound vessels shall pass Berth 48 with as wide a margin as is safe and practicable.

4 Gas tankers, when navigating in the fairway channel, shall not proceed against traffic moving in the opposite direction. At least 1 mile separation between vessels shall be maintained both ahead and astern of gas carriers when proceeding in the same direction.

Regulations concerning entry

5.195a

1 **Speed limits.** A 9 kn speed limit applies between Poolbeg Lighthouse (5.202) and Port Operations Centre, Eastern Breakwater (53°20'·69N 6°12'·19W). A 4 kn speed limit applies in all basins throughout the port and in the river W of Port Operations Centre, Eastern Breakwater.

See also the temporary controls at 5.195.

2 **Small craft regulations.** *Dublin Port Company's Small Craft (Leisure) Regulations* require that between Dublin Bay fairway buoy and Poolbeg Lighthouse, small craft shall not navigate inside the fairway and should remain outside the line of the buoys.

W of Poolbeg Light House small craft should keep to the S of the fairway.

3 If it is necessary to cross the fairway, they shall do so at right angles.

Small craft are prohibited from entering the berths and basins within the port.

Dublin Port Company Notice 2.1/22

[NP40-No 58-Wk 38/23]

NP40

Ireland - East coast - Dublin — Port services

161

Paragraph 5.207 ¹ including heading *Replace by:*

Spare 5.207

Correction Dublin port 24/02/21

[NP40-No 16-Wk 18/21]

Ireland – Howth Harbour to Lambay Island and Rogerstown Inlet — Anchorages; submarine cables

169

Paragraph 6.34 ¹ line(s) 1-3 *Replace by:*

- ¹ **Anchorages.** In fine weather, a vessel may anchor temporarily, anywhere clear of submarine cables and a wreck (53°26'·70N 6°01'·04W), between Howth (53°23'·59N 6°04'·07W) and Lambay Island, 6 miles N.

Paragraph 6.35 ³ line 6 *Replace by:*

...depth 3 m, clear of a submarine cable.

IMA Notice 20/2019

[NP40-No 2-Wk 41/19]

Ireland - East coast - Loughshinny — Anchorage; submarine cable

169

After Paragraph 6.37 ² line 7 *Insert:*

Caution. Care should be taken not to anchor near the submarine cable extending E from Pier Perch (53°32'·72N 6°04'·82W).

H102 Alcatel Submarine Networks (2022)

[NP40-No 33-Wk 31/22]

Ireland - East coast - Drogheda — Limiting conditions; controlling depths

171

Paragraph 6.49 ¹⁻² *Replace by:*

- ¹ **Controlling depths.** From the river entrance to the Gas Pipeline Crossing (53°43'·22N 6°18'·69W) close west of Tom Roes Point Terminal, the channel is maintained to a depth of 2·2 m and thereafter at 1·6 m to the quays in the town of Drogheda.
- ² **Caution.** Near gale to storm events may reduce the depths at the seaward approaches and river entrance. For the latest information contact the Harbour Master.

Correspondence Drogheda Port Company (06/01/2022)

[NP40-No 29-Wk 19/22]

Ireland - East coast - Dundalk — Limiting conditions; under-keel clearance

173

After Paragraph 6.64 ¹ line 3 *Insert:*

Under-keel clearance. All vessels transiting inwards or outwards, and at all times whilst manoeuvring, shall maintain a minimum under-keel clearance of 10% of the vessel's draft.

Dublin Port Company Notice D-02.1/2022

[NP40-No 51-Wk 24/23]

Ireland - East coast - Carlingford Lough — Route; channel

177

Paragraph 6.88 ¹ line 5 *Replace by:*

Greenore Channel (54°02'·76N 6°08'·49W) leads generally WNW from a...

GB Chart 2800 Ed. 8 (2015) [NP40-No 54-Wk 38/23]

Ireland - East coast - Carlingford Lough — Depths

177

Paragraph 6.89 ¹ lines 1-6 *Replace by:*

- ¹ Greenore Channel (6.88) between Green Island and a point 8 cables NW of Stalka Rock (54°02'·66N 6°07'·96W) is dredged to a depth of 5·1 m. The harbour authority should be consulted to ascertain the latest depth information.

Corr. Warrenpoint Port Authority 05/12/22; GB Chart 2800 Ed. 8 (2015) [NP40-No 55-Wk 38/23]

Northern Ireland - Strangford Narrows — Underwater turbine

186

Paragraph 6.161 ¹⁻² including heading *Replace by:*

Spare 6.161

SIMEC Atlantis Energy

[NP40-No 3-Wk 45/19]

Northern Ireland - East coast - Strangford Narrows — Underwater turbine

186

Paragraph 6.161 ¹⁻² including heading and existing Section IV Notice Wk 45/19 *Replace by:*

Underwater turbine 6.161

- ¹ An underwater turbine (54°23'·05N 5°33'·80W), marked by light buoys (special), is located about 3¾ cables ENE of Audley's Point (6.169).

ENC GB502159

[NP40-No 35-Wk 10/23]

**Northern Ireland – Strangford Narrows —
Underwater turbine**

188

Paragraph 6.168 3 lines 9–11 *Delete*

SIMEC Atlantis Energy [NP40-No 4-Wk 45/19]

**Northern Ireland – East coast -
Strangford Narrows — Underwater turbine**

189

After Paragraph 6.169 2 line 8 *Insert:*

SW of an underwater turbine (54°23'·05N
5°33'·80W) (6.161), thence:

ENC GB502159 [NP40-No 36-Wk 10/23]

**Northern Ireland – North Channel –
North of Burr Point – Skullmartin —
Directions; light buoy**

198

Paragraph 7.33 2 line(s) 2 *For* 54°31'·84N *Read* 1
54°32'·39N

GB Chart 1411 Ed.8 (2021) [NP40-No 17-Wk 25/21]

**Northern Ireland – North Channel – Ballywater -
Skullmartin Rock — Directions; light buoy**

199

Paragraph 7.35 1 line(s) 1–8 *Replace by:*

- 1 From the position E of Burial Island (54°29'·34N
5°25'·63W) (7.17) the route leads NNW to the
entrance to Belfast Lough, passing:
ENE of Skullmartin Rock (54°32'·32N 5°27'·15W),
which dries and is marked by a prominent beacon
(port hand); Skullmartin Light Buoy (port hand) is
moored 1¼ miles E. Thence:

GB Chart 1411 Ed.8 (2021) [NP40-No 18-Wk 25/21]

**Northern Ireland – Port of Belfast —
Limiting conditions; depths**

206

Paragraph 7.82 1 *Replace by:*

- 1 The following are the dredged depths maintained in
the Victoria Channel:
No 1 Light Buoy (54°41'·67N 5°46'·51W) to No 16
Light Beacon (54°38'·19N 5°52'·41W): 9·3 m.
No 16 Light Beacon to East Twin Island Light Beacon
(54°37'·35N 5°53'·56W): 9·1 m.
East Twin Island Light Beacon to S end of Stormont
Wharf: 8·9 m.
2 S end Stormont Wharf to Barnett Dock: 6·2 m.
Barnett Dock to the S limit of Albert Quay ramp:
6·0 m.
Albert Quay ramp to the S limit of the port: 5·0 m.

Herdman Channel and Musgrave Channel, on the
NW and SE sides of the harbour, respectively, have a
maintained depth of 6·9 m.

Belfast Harbour Notice 3/22 [NP40-No 31-Wk 24/22]

**Northern Ireland – Port of Belfast —
Arrival information; VTS**

206

Paragraph 7.85 1 *Replace by:*

Vessel movements are controlled by Belfast Port
Control (calling Belfast VTS). For further details and
requirements for arrival and departure reports see
ADMIRALTY List of Radio Signals Volume 6(1).

Corr. Belfast Harbour 01/11/22

[NP40-No 53-Wk 29/23]

**Northern Ireland – East coast -
Belfast — Pilotage**

206

Paragraph 7.87 1-3 *Replace by:*

Pilotage is compulsory within the port limits, with
the following exemptions:

- All vessels less than 20 m LOA;
- Fishing vessels with a registered LOA less than
47·5 m;
- Vessels, other than fishing vessels, 20 m LOA and
over, but less than 47·5 m LOA;
- HM vessels and foreign warships;
- Vessels navigating to or from Carrickfergus Harbour
(7.74).

For full exemptions and more details see
ADMIRALTY List of Radio Signals Volume 6(1).

2 **Pilot station and boarding.** The pilots are
stationed at Belfast and board vessels at one of three
positions, lettered A to C:

- A.** For vessels with a draught greater than 10·2 m
(deep-draught) or vessels 300 m or more in
length, the pilot boards in position 54°43'·70N
5°40'·50W, about 1¼ miles SE of Cloghan Jetty
(54°44'·18N 5°42'·35W).

Outbound, the pilot will disembark E of No 1 and
No 2 Light Buoys (lateral), about ¾ miles SW of
Cloghan Jetty.

- B.** For vessels with a draught between 8·0 m
and 10·2 m, or vessels 100 m or more, but
less than 300 m in length, the pilot boards in
an area centred on 54°42'·33N 5°43'·51W,
about 2 miles ENE of the entrance to Victoria
Channel. The pilot must have boarded before
passing the W limit of the pilot boarding area.
Outbound, pilot will disembark E of No 4 Light Buoy
(54°40'·92N 5°48'·26W).

- C.** For vessels over 20 m but less than 100 m in
length, the pilot boards in position 54°40'·90N
5°48'·50W close W of No 3 and No 4 Light
Buoys.

Outbound, pilot will disembark E of No 6 Light Buoy
(54°40'·24N 5°49'·71W).

Pilot launches are painted black with orange or red
superstructure and the word PILOT in black letters on
each side.

NP40

- 5 **Ordering a pilot.** Pilots should be given as much notice as possible and not less than 2 hours prior to arrival at Belfast Fairway Light Buoy.

They may be ordered through Belfast VTS.
For further details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Belfast Harbour Notice 20/22 [NP40-No 67-Wk 40/23]

Northern Ireland - East coast - Port of Belfast — Arrival information; speed restriction

206

After Paragraph 7.88 2 *Insert:*

Vessels are required to keep wake to a minimum within an area spanning the main channel in the vicinity of Clarence Wharf.

Belfast Harbour Notice 4/23 [NP40-No 59-Wk 38/23]

Northern Ireland - Port of Belfast — Basins and berths; depths

207

Paragraph 7.97 1 lines 7-12 *Replace by:*

Oil Berth 4: 305 m between dolphins; depth 10.5 m.
D1 Quay: 480 m in length; approach depth 9.3 m, depth alongside 10.2 m.
Victoria Terminal 3 (Container Terminal): 375 m in length; depth 8.3 m.

Paragraph 7.97 2 lines 1-2 *Replace by:*

- 2 Victoria Terminals 1 and 2 RoRo berths: depth 7.2 m.

Belfast Harbour Notice 3/22 [NP40-No 32-Wk 24/22]

Northern Ireland - Larne — Pilotage

212

Paragraph 7.136 1 line 7 *Replace by:*

...54°52'·67N 5°47'·68W, 1 mile N of Larne No 1 Light Buoy.

Port of Larne Harbour Master [NP40-No 5-Wk 03/20]

Northern Ireland - Larne — Pilotage

212

Paragraph 7.136 including existing Section IV Notice Week 03/20 *Replace by:*

- 1 Pilotage is compulsory for all vessels, except:
Vessels under 45 m without a bow thruster;
Vessels under 75 m with operational bow thruster, berthing/unberthing in daylight, light winds and slack water;
HM ships and foreign warships;
Lighthouse authority vessels;
Fishing vessels less than 47.5 m.
- 2 Pilots should be requested either through ships' agents or from Larne Port Control Centre (7.133) at least 24 hours prior to arrival.

Pilots board in position 54°52'·67N 5°47'·67W, 1 mile N of Larne No 1 Light Buoy.

For further details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Corr Port of Larne

[NP40-No 52-Wk 24/23]

Ireland - South-west coast - Dingle Bay - Dingle Harbour — Directions

235

Paragraph 8.120 5-6 *Replace by:*

- 5 SW of Black Point (52°07'·44N 10°15'·73W) on which stands Lough Tower, and clear of a drying reef, marked by a light buoy (starboard hand), extending ¾ cable from the point, thence:

NE of Flaherty Point (52°07'·41N 10°16'·03W), thence:

To a position 1¼ cables N of Flaherty Point. The track then leads 3¼ cables WNW through a dredged channel marked by light buoys (lateral), passing NNE of Foheragh Point (52°07'·43N 10°16'·33W).

- 6 Thence, from a position 5½ cables S of the harbour entrance, the white sector (181°-183°), astern, of Dingle Fishery Harbour Centre Sector Light (pole) (52°07'·43N 10°16'·59W) and the white sector (001°-003°) of Dingle Harbour Directional Light (mast) (52°08'·34N 10°16'·53W) lead N into the harbour.

GB Chart 2790 Ed.5 (2020)

[NP40-No 8-Wk 37/20]

Ireland - West coast - Slyne Head — Directions; shoal

270

After Paragraph 10.33 2 line 5 *Insert:*

Clear of a 15.3 m patch (53°22'·01N 10°12'·74W), thence:

H102 *RV Keary* (2022)

[NP40-No 44-Wk 20/23]

Ireland - West coast - Rock Island to Slyne Head - Inner Passage — Directions; shoal

271

Paragraph 10.37 4 lines 1-2 *Replace by:*

- 4 NE of a 3.7 m shoal (53°15'·55N 9°51'·10W), lying on the same bank of Kenny Rock, thence:

NE of a 6.5 m isolated shoal (53°15'·92N 9°52'·59W), and:

GB Chart 2709 (2022)

[NP40-No 42-Wk 13/23]

Ireland - West coast - Rock Island to Slyne Head - Inner Passage — Directions; shoals

271

Paragraph 10.37 5-6 *Replace by:*

- 5 NE of Tonyeal Rocks (53°17'·25N 9°56'·74W), a group of dangerous sunken rocks over the shoalest parts of which the sea breaks, thence:

SW of Saint Macdara's Island (53°18'31N 9°55'25W), which has a large boulder on its summit, keeping within 4 cables of Mac Point, its NW extremity, in order to avoid a 8.5 m rocky patch and a 8.7 m shoal patch lying 6½ cables off the W side and 5½ cables off the SW side of the island, respectively.

6 **Lead.** The white sector (311°–325°) of CroaghnaKeela Island Light (53°19'37N 9°58'13W) leads through the fairway between Saint Macdara's Island and Tonyeal Rocks which is only 6 cables wide.

Caution. The 8.5 m rocky patch and 8.7m shoal patch off the W and SW side of the Saint Macdara's Island, respectively, lie in this sector.

(Directions continue farther N through Big Sound at 10.58)

GB Chart 2709 Ed. 3 (2022) **[NP40-No 46-Wk 21/23]**

Ireland - West coast - Rock Island to Slyne Head - Inner Passage — Directions; shoal patches

271

Paragraph 10.38 2 *Replace by:*

2 W of Namackan Rocks, the alignment (063°) of Birmore Point (53°16'25N 9°47'59W) and Lettercallow Hill leads between Carrickadoolagh (53°14'97N 9°50'99W), the W Namackan Rock, and Kenny Rock (53°15'35N 9°51'45W) (10.37), noting 8.8 m (53°15'26N 9°51'27W) and 4.6 m (53°15'12N 9°50'97W) shoal patches 1 cable NNW and SSE of the track.

GB Chart 3339 Ed. 5 (2022) **[NP40-No 60-Wk 38/23]**

Ireland - West coast - Kilkieran Bay — Directions; shoal

272

After Paragraph 10.43 3 line 9 Insert:

E of a 4.9 m shoal (53°16'69N 9°45'36W), thence:

H102 Geological Survey Ireland/INFOMAR (2022) **[NP40-No 61-Wk 38/23]**

Ireland - West coast - Approaches to Bertraghboy Bay and Roundstone Bay — Directions; shoals

273

Paragraph 10.51 2 lines 1–5 *Replace by:*

2 The white sector (034°–045°) of CroaghnaKeela Island Light (53°19'40N 9°58'13W) leads between these dangers noting an 8.7 m shoal (53°16'68N 10°02'10W) and a 9.4 m shoal (53°17'97N 10°00'17W), about 1 mile S and 5 cables E of Mile Rocks, respectively.

GB Chart 2096 (2011) **[NP40-No 41-Wk 13/23]**

Ireland - West coast - Slyne Head — Directions; shoals

273

After Paragraph 10.54 1 line 6 Insert:

NNE of a 15.3 m patch (53°22'01N 10°12'74W), thence:

NNE of a 13.4 m patch (53°21'73N 10°11'08W), thence:

H102 RV Keary (2022) **[NP40-No 45-Wk 20/23]**

Ireland - West coast - Slyne Head — Directions; shoals

273

Paragraph 10.54 including existing Section IV Notice Week 20/23 *Replace by:*

1 **Leading marks.** The line of bearing 111° of Saint Macdara's Island (53°18'31N 9°55'25W) (10.37) open S of CroaghnaKeela Island (2 miles WNW) (10.49) leads ESE, passing:

SSW of Ferroon Breaker (53°23'34N 10°12'09W), thence:

NNE of a 15.3 m patch (53°22'01N 10°12'74W), thence:

2 NNE of a 13.4 m patch (53°21'73N 10°11'08W), thence:

SSW of Iris Shoal (53°22'69N 10°09'87W), thence: Between Mullauncarrickscoltia (53°22'39N 10°07'32W) and Thanymore Shoals (53°20'80N 10°07'21W), thence:

SSW of a 4.7 m patch (53°22'04N 10°04'64W).

H102 RV Keary (2022) **[NP40-No 49-Wk 22/23]**

Ireland - West coast - Approaches to Bertraghboy Bay and Roundstone Bay — Directions; rocks

273

Paragraph 10.55 1 lines 1–5 *Replace by:*

1 Thence the track turns E between Murvey Rock (53°22'26N 10°01'57W), easy to identify and surrounded by numerous drying and underwater rocks and patches within 6½ cables, and Wild Bellows Rock (1¼ miles SSW) which a vessel should endeavour to sight and when covered may be identified by breakers.

GB Chart 2709 Ed. 3 (2022) **[NP40-No 47-Wk 21/23]**

Ireland - West coast - Approaches to Bertraghboy Bay and Roundstone Bay — Directions; shoals; rocks

273

Paragraph 10.55 1 including existing Section IV Notice Week 21/23 *Replace by:*

1 Thence the track turns E between Murvey Rock (53°22'26N 10°01'57W), easy to identify and surrounded by numerous drying and underwater rocks and patches within 6½ cables, and Wild Bellows Rock (1¼ miles SSW) which a vessel should endeavour to sight and when covered may be identified by breakers.

NP40

Caution. Numerous shoals and rocks exist along the track, some of which may be uncharted.

Leading mark. The line of bearing 085° of Knockboy (53°21'52N 9°50'57W) leads along the inshore route, passing:

H102 *RV Keary* (24/04/23) [NP40-No 50-Wk 22/23]

Ireland - West coast - Approaches to Bertraghboy Bay and Roundstone Bay — Directions; shoal patch

273

Paragraph 10.55 2 line 7 *Replace by:*

S of Caulty Rock (53°21'59N 9°59'47W), a 6.7 m shoal patch lies 3 cables SSW.

GB Chart 2709 Ed. 3 (2022) [NP40-No 48-Wk 21/23]

Ireland - West coast - Approaches to Bertraghboy Bay and Roundstone Bay — Directions; shoal patch

273

Paragraph 10.55 2 including existing Section IV Notice Week 21/23 *Replace by:*

- 2 N of Wild Bellows Rock (53°20'64N 10°03'00W), thence:
S of Shark Patches (53°21'73N 10°00'78W), thence:
N of Sunk Bellows (53°20'57N 10°00'33W), thence:
S of Caulty Rock (53°21'59N 9°59'47W), a 6.1 m shoal patch lies 3 cables SSW.

GB Chart 1820 Ed. 3 (2022) [NP40-No 62-Wk 38/23]

Ireland - West coast - South Sound to Galway Bay - Doolin Point — Directions; lights

277

After Paragraph 10.81 1 line 5 Insert:

Doolin Pier Leading Lights:

Front light (red triangle, point up, on metal post) (53°00'91N 9°24'31W).

Rear light (similar structure, point down) (53°00'90N 9°24'29W) (32 m from front light).

The alignment (125.8°) of these lights leads SE towards the pier, in a channel ½ cable wide, with Doolin Point (10.72) to the NE and Crab Island (10.75) to the SW.

GB Chart 3339 Ed. 5 (2022) [NP40-No 63-Wk 38/23]

Ireland - West coast - Aran Islands - Inisheer — Anchorage; light

277

Paragraph 10.84 1 *Replace by:*

- 1 A small vessel may find a temporary anchorage, in 13 m, sand, sheltered from SW winds, between 2 and 3 cables off North Strand (53°03'96N 9°31'13W), a small sandy beach at the N end of Inisheer. A power cable is laid close E of this anchorage.

Close W of North Strand there is a pier, with depths of up to 4 m on the inner face. A light (pole, 3 m in height) (53°04'10N 9°31'34W) is exhibited from the pier head; the white sector (150°–266°) leads clear of the coastal bank on both sides to the berth.

H102 Commissioners of Irish Lights (2022) [NP40-No 43-Wk 16/23]

Ireland - West coast - Approaches to Galway Bay - Rossaveel — Development

282

After Paragraph 10.116 3 line 4 Insert:

Development. Works are in progress (2023) to reclaim land SW of the harbour to construct a new deep-water quay and storage area. A new navigation channel will be created for access to the new berths.

IMA Notice 8/23 [NP40-No 64-Wk 38/23]

Ireland - West coast - Galway Bay - Mutton Island — Submarine cable

283

Paragraph 10.124 1 line 6 *Replace by:*

...NNE). Care must be taken to avoid a submarine cable that lies close SSE of the anchorage.

Corr. Kingfisher Bulletin 28/04/22 [NP40-No 40-Wk 11/23]

Ireland - West coast - Clew Bay — Anchorage; submarine cable

303

After Paragraph 11.106 1 line 3 Insert:

Caution. A submarine cable is laid within the bay, E of Oldhead.

Corr. Subcom 04/10/22 [NP40-No 65-Wk 40/23]

Ireland - North-west coast - Tory Sound — Directions; wreck

349

After Paragraph 12.260 3 Insert:

A dangerous wreck (55°14'86N 8°12'70W), position approximate, reported (2023), lies about 3½ cables S of the SE part of Tory Island.

H102 Irish Lights (2023) [NP40-No 66-Wk 40/23]

Northern Ireland - Londonderry Port — Name

359

Paragraph 13.1 2 line 2 *Replace by:*

...Foyle Port (55°02'51N 7°15'81W) (13.68), situated...

Paragraph 13.1 3 line 5 *For Londonderry Port Read Foyle Port*

Corr. UKHO 16/04/21 [NP40-No 19-Wk 26/21]

Northern Ireland - Londonderry Port — Name

368

Paragraph 13.61 1 line 11 *For* Londonderry Port *Read* Foyle Port

Paragraph 13.64 section heading *For* Londonderry Port *Read* Foyle Port

Paragraph 13.64 1 line 2 *For* Londonderry Port *Read* Foyle Port

Paragraph 13.64 3 line 2 *For* Londonderry Port *Read* Foyle Port

Paragraph 13.68 heading *For* Londonderry Port *Read* Foyle Port

Paragraph 13.68 1-4 *Replace by:*

1 Foyle (Londonderry) Port (55°02'·51N 7°15'·81W) is situated at Lisahally on the E bank of the river Foyle where it enters Lough Foyle, 14 miles from the sea. The lough is accessible at all states of the tide and the main channel through it is well marked and lighted. Off Moville (55°11'·17N 7°02'·53W), 2½ miles within the entrance, there is a secure anchorage (13.78) for vessels awaiting passage to Foyle Port.

2 The port is a medium sized commercial port well suited to cater for the industrial development in the area and is the only one of importance on the N coast of Ireland.

Londonderry (55°00'·00N 7°19'·00W). The city was originally situated on a hill, 36 m high, on the W bank of the river Foyle 23 miles from the open sea, but has since extended considerably to both banks.

3 Principal industries: agriculture is one of the main factors in the economy of the hinterland; there is a wide range of manufacturing industries.

Trade. Principal exports are coal and scrap metal.

Imports include: fertilisers, feeding stuffs, grain, chemicals, coal, diesel and fuel oils, petroleum and timber.

Corr. UKHO 16/04/21

[NP40-No 20-Wk 26/21]

Northern Ireland - North coast - Foyle Port and approaches — Pilotage

369-370

Paragraph 13.81 1-5 including existing Section IV Notice Week 26/21 *Replace by:*

1 **Pilotage** in the approaches to Lough Foyle, Lough Foyle and the river Foyle is compulsory. The pilot station is located at Greencastle (55°12'·10N 6°59'·14W) on the NW shore about 5 cables inside the entrance to the lough.

Outer Pilotage Area extends to seaward of the Foyle Port Limit and is enclosed by the Donegal coast to the W and a line joining the following points:

2 55°11'·67N 6°57'·97W (Magilligan Point);
55°13'·60N 6°51'·00W;
55°15'·50N 6°51'·00W;
55°15'·50N 6°55'·30W;
55°14'·23N 6°55'·35W (Inishowen Head).

Pilotage in the Outer Pilotage Area is compulsory for vessels of more than 120 m LOA.

Inner Pilotage Area extends from the outer Foyle Port Limit to Craigavon Bridge (13.83).

3 Pilotage is compulsory for the following vessels:

All vessels greater than 50 m LOA.

All passenger vessels greater than 35 m LOA.

All vessels carrying marine pollutants in bulk.

All vessels carrying dangerous goods.

All vessels in ballast which are not gas free.

All vessels engaged in towing or pushing, where the composite length of the tug and tow or tug and vessel being pushed is greater than 50 m.

4 Any vessel greater than 20 m LOA which is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre, or its ability to comply with all the requirements of COLREGS and/or STCW.

Any vessel manoeuvring with the assistance of tugs. The following vessels are exempt from pilotage: British and Foreign Warships.

5 Lifeboats of the RNLi and other ships used by the emergency services when on active service.

Any vessel which is moving from berth to berth, provided a mooring line is kept ashore throughout the entirety of the move and which is not suffering a defect or deficiency that affects its ability to manoeuvre, provided the visibility is at least 5 cables.

General Lighthouse Authority Tenders.

6 Vessels less than 70 m LOA engaged in dredging.

All vessels under the command and control of a Master or Deck Officer holding a Pilotage Exemption Certificate.

Pilot boarding. In the Outer Pilotage Area pilots embark vessels greater than 120 m LOA in the vicinity of Foyle Light Buoy (55°15'·32N 6°52'·62W).

7 In the Inner Pilotage Area they embark vessels less than 120 m LOA off Greencastle (55°12'·10N 6°59'·14W).

Outward bound vessels, or vessels shifting berth, should notify the Harbour Master during office hours giving the ship's name, draught, time of departure and destination.

For further details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Corr. UKHO 16/4/21; LFO Notice 2/21

[NP40-No 24-Wk 29/21]

Northern Ireland - Londonderry Port — Name

370

Paragraph 13.81 1 line 8 *For* Londonderry Port *Read* Foyle Port

Paragraph 13.81 3 line(s) 1-3 *Replace by:*

3 **Inner Pilotage Area** extends from the outer Foyle Port Limit to Craigavon Bridge (13.83).

Corr. UKHO 16/04/21

[NP40-No 21a-Wk 26/21]

NP40

Northern Ireland - North coast - Foyle Port and approaches — Regulations

370

Paragraph 13.82 1 line(s) 1-2 *Replace by:*

- 1 When visibility is less than 3 cables, the port will be closed to all ships over 100 m LOA and all ships carrying dangerous goods or marine pollutants in bulk. When visibility is less than 5 cables, ships must not pass each other in the channel. When visibility is less than 1 mile, ships proceeding in the same direction in the channel must remain 1 mile apart.
- 2 A ship carrying dangerous goods or marine pollutants in bulk is prohibited from passing another ship carrying dangerous goods in the channel, and must maintain 1 mile separation from another ship carrying dangerous goods.
- 3 A ship carrying dangerous goods or marine pollutants in bulk is prohibited from passing a ship in the channel, unless the Harbour Master has granted his permission.

Copies of port bye-laws may be obtained through ships' agents, or from the harbour office.

LFO Notice 2/21 [NP40-No 25-Wk 29/21]

Northern Ireland - Londonderry Port — Name

370

Paragraph 13.83 1 line(s) 4-5 *Replace by:*

...jetty at Pennyburn (13.101). Queen's Quay (13.102) is sometimes used by small cruise ships.

Corr. UKHO 16/04/21 [NP40-No 21b-Wk 26/21]

Northern Ireland - Londonderry Port — Name

371

Paragraph 13.87 1 line 3 *For Londonderry Port Read Foyle Port*

Paragraph 13.87 2 line 7 *For Londonderry Port Read Foyle Port*

Corr. UKHO 16/04/21 [NP40-No 22-Wk 26/21]

Northern Ireland - Londonderry Port — Name

373

Paragraph 13.93 heading *For Londonderry Port Read Foyle Port*

Corr. UKHO 16/04/21 [NP40-No 23-Wk 26/21]

Northern Ireland - North coast - River Bann and Coleraine — Arrival information

376

Paragraph 13.114 2 lines 7-10 *Replace by:*

Pilotage is compulsory for the following vessels:
Vessels greater than 30 m in length;
Vessels carrying marine pollutants or dangerous goods;
Vessels in ballast which are not gas free;
Vessels engaged in towing or pushing;
Any vessel greater than 20 m in length restricted in its ability to manoeuvre;
Any vessel manoeuvring with the assistance of tugs.
Pilotage is available for smaller craft and should be requested through ships' agents, the Harbour Office, Coleraine, or by telephoning the pilot direct.

Coleraine Harbour Notice 1/21 [NP40-No 26-Wk 30/21]

NP41 Japan Pilot Volume 1 (2021 Edition)

Japan — Regulations

8

Paragraph 1.65 1 line(s) 8 *Replace by:*

...authorities.

Indication of course and destination. Vessels navigating within a port or in its vicinity shall use the visual signals described in the geographical chapters.

Codes and guidance for AIS signals can be found on the Japan Coast Guard website at the link below:
www.kaiho.mlit.go.jp/syoukai/soshiki/toudai/navigation-safety/pdf/ri-hu.pdf

Japanese Publication 303 [NP41-No 12-Wk 20/22]

Japan - Honshu - West coast - Yuya Wan — Storm signals

83

Paragraph 3.17 1 lines 7-8 *Replace by:*

...located in the cove.

UKHO [NP41-No 43-Wk 30/23]

Japan - Honshu - North-west coast - Senzaki Ko — Regulations

84

Paragraph 3.24 2 *Replace by:*

- 2 **Typhoon and Tsunami warning.** Nagato City Committee issues information to concerned parties in the port area, including advice on precautions to be taken. Mariners should obtain details from Senzaki Coast Guard Station.

Outer anchorage. In Senzaki Ko, vessels up to 5000 dwt may anchor, clear of aquaculture facilities, in 8 to 15 m.

Caution. The deeper water in the E part of the port is unsuitable in NE winds.

Japanese Port Regulation Law (1.65) applies.

Local knowledge is recommended.

Japanese Publication 302 Ed. 2023

[NP41-No 36-Wk 28/23]

**Japan - Honshu - West coast - Susa Ko —
Storm signals**

86

Paragraph 3.32 ¹ lines 3–4 *Replace by:*

...Japanese Lifeboat Station.

UKHO [NP41-No 44-Wk 30/23]

**Japan - Honshu - West coast - Hamada Ko —
Anchorages and moorings**

89-90

Paragraph 3.50 ¹⁻² *Replace by:*

- ¹ **Anchorages and moorings.** Vessels may anchor in the commercial basin in about 20 m, E of the New West Breakwater, N of Nagahama Wharf, remaining clear of the fairway.

- ² Contact the harbour master for details.

Japanese Publication 302 [NP41-No 5-Wk 20/22]

**Japan - Honshu - West coast - Esaki Ko —
Storm signals**

90

Paragraph 3.52 ¹ lines 5–6 *Replace by:*

...are used by numerous fishing boats.

UKHO [NP41-No 45-Wk 30/23]

**Japan - Honshu - North-west coast -
Misumi Ko — Regulations**

90

After Paragraph 3.53 ¹ line 6 Insert:

Japanese Port Regulation Law (1.65) applies. ¹

Japanese Publication 302 Ed. 2023
[NP41-No 37-Wk 28/23]

**Japan - Honshu - West coast - Yunotsu Ko —
Storm signals**

90

Paragraph 3.54 ¹ line 5 *Replace by:*

...from the NE shore.

UKHO [NP41-No 46-Wk 30/23]

**Japan - Honshu - West coast - Etomo Ko —
Storm signals**

92

Paragraph 3.72 ¹ line 7 *Delete*

UKHO [NP41-No 47-Wk 30/23]

**Japan - Oki Shoto - Saigo Ko —
Vertical clearance**

96

Paragraph 3.107 ² line(s) 2 *For 16 Read 18*

Japanese Notice 2/12/22 [NP41-No 17-Wk 21/22]

**Japan - Oki Shoto - Dogo - Saigo Ko —
Regulations**

96

After Paragraph 3.107 ² line 4 Insert:

Japanese Port Regulation Law (1.65) applies.

Japanese Publication 302 Ed. 2023
[NP41-No 38-Wk 28/23]

**Japan - Honshu - North coast - Sakai Ko —
Arrival information; anchorage**

98

After Paragraph 3.120 ¹ Insert:

Large vessels may obtain anchorage in the vicinity of 35°32'·50N 133°18'·60E.

Japanese Publication 302 Ed. 2023
[NP41-No 39-Wk 28/23]

Japan - Honshu - Sakai Ko — Pilotage

98

Paragraph 3.121 ¹ lines 1–4 *Replace by:*

- ¹ **Pilotage** is not compulsory. Pilots board in position 35°33'·00N 133°18'·97E.

Japanese Notice 48/587/22 [NP41-No 27-Wk 03/23]

**Japan - Honshu - North coast - Sakaiminato —
Traffic regulations**

98

Paragraph 3.122 ¹ lines 1–4 *Replace by:*

¹ **Airport restrictions.** Air draught restrictions apply within a sector (35°28'·84N 133°12'·46E) in Section 3 which extends WSW from the SW end of the runway at Miho Airport. See diagram on the Japanese chart for details.

In case of stormy weather, vessels may be instructed by the Harbour Master to refrain from anchoring within 3 miles of the light centred on 35°29'·09N 133°13'·08E.

Japanese Publication 301 [NP41-No 11-Wk 20/22]

**Japan - Honshu - West coast - Tsuruga Ko —
Outer anchorages**

114

Paragraph 4.73 ¹ *Replace by:*

- ¹ The quarantine anchorage (35°40'·98N 136°02'·38E) is situated at the entrance to Jogu Wan (4.77) and affords secure anchorage in 20 m, mud. Vessels carrying dangerous cargoes must anchor in the quarantine anchorage or Section 2 or 4 of the port. Contact the local authorities for instruction.

Japanese Publication 302 [NP41-No 6-Wk 20/22]

NP41

Japan – Honshu – West coast – Tsuruga Ko — Traffic regulations; prohibited anchorage

114

After Paragraph 4.75 1 line 7 *Insert*:

Anchoring is prohibited within 6 cables of the head of Mariyama Breakwater and, in Section 2 and 4, within the area W of a line extending N from the same position.

Japanese Publication 302 [NP41-No 7-Wk 20/22]

Japan - Honshu - Wakasa Wan - Tsuruga Ko — Traffic regulations; prohibited area

114

Paragraph 4.75 1-2 including existing Section IV Notice Week 20/22 *Replace by*:

- 1 **Restricted areas.** Entry into an area 30 m from any tanker carrying a flammable, dangerous cargo at anchor or berthed alongside is restricted to vessels authorised by the Harbour Master. Tankers carrying such cargo exhibit a banner marked LOADED FLAMMABLE DANGEROUS SUBSTANCE, visible by day and night.
- 2 Anchoring is prohibited within 6 cables of the head of Mariyama Breakwater and, in Section 2 and 4, within the area W of a line extending N from the same position.

Japanese Notice 4/42/23 [NP41-No 51-Wk 30/23]

Japan - Honshu - Wakasa Wan - Tsuruga Ko — Harbour; development

116

Paragraph 4.78 1 lines 1-3 *Replace by*:

- 1 Works are in progress (2021) for the construction of new berths E of Mariyama South A Quay (4.85).

Japanese Notice 4/42/23 [NP41-No 52-Wk 30/23]

Japan - Honshu - West coast - Tsuruga Ko — Storm signals

116

Paragraph 4.80 1 including heading *Replace by*:

Spare 4.80

UKHO [NP41-No 48-Wk 30/23]

Japan - Honshu - North coast - Kanazawa Ko — Basins and berths

121

Paragraph 4.118 including heading *Replace by*:

Basins and berths

4.118

- 1 Major berths are as follows:
 - Ohama Wharf (36°37'·57N 136°36'·38E), 290 m in length, depth alongside about 12 m; vessels up to 30 000 dwt.
 - Sekiyu Quay (36°37'·15N 136°36'·60E), 600 m in length, depth alongside about 5·5 m; vessels up to 5000 dwt.
 - Gorojima Wharf (36°36'·85N 136°37'·03E), 240 m in length, depth alongside about 5 m at W end; vessels up to 10 000 dwt.
 - Gokuden Wharf (36°36'·63N 136°37'·32E), 540 m in length, depth alongside about 8 m; vessels up to 12 000 dwt.
 - Tomizu Wharf (36°36'·53N 136°37'·09E), 370 m in length, depth alongside about 8 m; vessels up to 12 000 dwt.
 - Muryoji Wharf (36°36'·53N 136°36'·82E). Nos 2 and 3 have a total length of 260 m, depth alongside about 10 m; cruise vessels up to 100 000 dwt.
- 2

Japanese Publication 302 Ed. 2023 [NP41-No 40-Wk 28/23]

Japan - Honshu - North-west coast - Hegura Shima — Storm signals

122

Paragraph 4.135 1 lines 5-6 *Replace by*:

...painted water tower stands nearby.

UKHO [NP41-No 49-Wk 30/23]

Japan - Honshu - North-west coast - Ogi Ko — Storm signals

126

Paragraph 5.15 3 lines 5-6 *Delete*

UKHO [NP41-No 50-Wk 30/23]

Japan - Honshu - West coast - Nanao Ko — Arrival information; pilotage

128

Paragraph 5.28 3 line 3 *Replace by*:

37°07'·57N 137°06'·97E (for vessels of 30 000 gt or more).

Japanese Publication 302 Ed. 2023 [NP41-No 29-Wk 28/23]

**Japan - Honshu - North-west coast - Nanao Ko
— Basins and berths**

129

Paragraph 5.31 2 lines 1-5 *Replace by:*

- 2 Ota Wharf and Ota Dolphin Berth (37°03'·42N 136°59'·56E) at the head of reclaimed land. Ota Wharf is about 640 m in length; depths alongside range from about 9 to 12 m. Vessels up to 18 000 dwt.

UKHO [NP41-No 59-Wk 52/23]

**Japan - Honshu - West coast -
Fushiki-Toyama Ko — Arrival information;
outer anchorages**

131

Paragraph 5.48 3 lines 3-5 *Replace by:*

...12 m, mud, good holding ground. The anchorage is not suitable for large vessels; swell occurs suddenly with N winds.

Caution. Attention must be paid to *Aigame* (5.5), See also 5.54.

Japanese Publication 302 Ed. 2023
[NP41-No 30-Wk 28/23]

**Japan - Honshu - West coast - Himekawa Ko —
Arrival information**

133

After Paragraph 5.75 1 line 4 *Insert:*

Japanese Port Regulation Law (1.65) applies.

Japanese Publication 302 Ed. 2023
[NP41-No 31-Wk 28/23]

**Japan - Honshu - West coast - Himekawa Ko —
Basins and berths; depths**

134

Paragraph 5.78 2 lines 5-7 *Replace by:*

West Wharf (37°02'·41N 137°50'·17E) has two berths. No 3, the largest, is about 170 m in length with depth of about 9·5 m; maximum 19 000 dwt.

Japanese Publication 302 Ed. 2023
[NP41-No 32-Wk 28/23]

**Japan - Honshu - West coast - Kashiwazaki Ko
— Arrival information**

136

After Paragraph 5.106 2 line 7 *Insert:*

Japanese Port Regulation Law (1.65) applies.

Japanese Publication 302 Ed. 2023
[NP41-No 33-Wk 28/23]

**West coast of Honshu - Sakata Ko to
Akita Funagawa Ko — Directions; superbuoy**

148

After Paragraph 5.209 2 line 3 *Insert:*

Offshore marks:

Superbuoy (special) (38°58'·48N 139°36'·03E).

After Paragraph 5.210 1 line 3 *Insert:*

Clear of a superbuoy (5.209), thence:

Japanese Notice 37/644/21 [NP41-No 2-Wk 51/21]

**Japan - Honshu - North-west coast -
Noshiro Ko — Arrival information**

154

After Paragraph 5.249 1 line 5 *Insert:*

Japanese Port Regulation Law (1.65) applies.

Japanese Publication 302 Ed. 2023
[NP41-No 34-Wk 28/23]

**Japan - Honshu - East part of Mutsu Wan -
Ominato Ko — Mooring buoy**

163

Paragraph 6.51 1 line(s) 1-2 *Replace by:*

- 1 **Moorings.** A mooring buoy (41°14'·93N 141°08'·60E) is situated in the inner harbour.

Japanese Notice 4/45/22 [NP41-No 18-Wk 21/22]

**Japan - Hokkaido - Tsugaru Kaikyo -
Hakodate Ko and approaches —
Hazards; signals; anchorages and moorings**

168

Paragraph 6.91 1 line(s) 1-7 *Replace by:*

- 1 **Ferries.** There are a large number of ferry sailings to and from the port. Car ferries from/to North Wharf are to use South passage to enter and leave harbour. Car ferries from/to Tsugaru Kaikyo Ferry Pier are to use South Passage for entry and North Passage for departure. Ferries leaving Hakodate by South Passage may pass incoming traffic starboard to starboard.

Paragraph 6.93 2-3 *Replace by:*

- 2 **Flag signals** are in use within Hakodate Ko as follows:

Signal	Meaning
Second substitute, flag 1	Proceeding to the mooring facilities in Section 1
3 Second substitute, flags 2, E	Proceeding to the mooring facilities between Bandai Wharf and Wakamatsu Wharf in Section 2

NP41

Signal	Meaning
Second substitute, flags 2, W	Proceeding to the mooring facilities between Benten Wharf A and Hakodate Dock 4 in Section 2
Second substitute, flag 3	Proceeding to the mooring facilities in Section 3
4 Second substitute, flags 4, N	Proceeding to the mooring facilities between Cosmo Oil Dolphin and Minatocho Mooring Piles in Section 4
Second substitute, flags 4, S	Proceeding to the mooring facilities between Minatocho Wharf and North Wharf in Section 4

Paragraph 6.99 *1* including heading *Replace by:*

Anchorage and moorings 6.99

- 1* **Mooring buoy** of holding capacity 10 000 dwt is situated in Section 2 of the port, NE of the dry dock. **Anchorage** may be obtained as follows:
- Within Section 3 on the E side of the fairway, mud. The holding ground is reported to be poor, especially during strong NW winds.
 - Within Section 5; room is limited due to the presence of the sea-berth (6.101), mooring buoys and submarine pipelines.

Japanese Publication 304 [NP41-No 13-Wk 21/22]

Japan - Hokkaido - Tsugaru Kaikyo - Hakodate Ko and approaches — Alongside berths

169

After Paragraph 6.101 *3* line 5 *Insert:*

Wakamatsu Wharf (41°46'·40N 140°43'·30E) is 360 m in length and has a depth alongside of about 9 m. Vessels up to 90 000 dwt can be accommodated.

Japanese Publication 304 [NP41-No 14-Wk 21/22]

Honshu - East coast - Kashima Ko to Onahama Ko - Hitachi Ko — Foul ground

178

Paragraph 7.52 *1* line(s) 1-10 *Replace by:*

- 1* **Outer anchorages.** The quarantine anchorage area (36°29'·19N 140°38'·20E) lies NNE of the S extremity of East Breakwater, close N of the detached offing breakwater. Foul ground exists within the anchorage. **Pilotage** is not compulsory. Pilots are available during daylight hours, and board in position 36°28'·22N 140°39'·18E. **Anchoring is prohibited** within an area (36°29'·52N 140°37'·73E) which extends to approximately 1 cable W of East Breakwater.

Japanese Notice 24/371/21 [NP41-No 1-Wk 36/21]

Japan - Honshu - East coast – Onahama Ko — Alongside berths

182

After Paragraph 7.82 *4* *Insert:*

- 5* **International Trade Terminal.** Higashiko Quay (36°55'·89N 140°53'·64E) has two berths over a continuous length of about 600 m. No 1, the largest berth, is 370 m in length with a depth alongside around 18 m; maximum 120 000 dwt; dry cargo and bulk.

Japanese Publication 301 Supplement 4
[NP41-No 41-Wk 28/23]

Honshu - East coast – Onahama Ko to Ishinomaki Ko - Soma Ko — Basins and berths

184

Paragraph 7.106 *1* lines 1-4 *Replace by:*

- 1* **Anchorage and moorings.** Designated anchorage areas for vessels carrying dangerous cargo have been established as follows:

N of North Breakwater, centred on 37°51'·98N 140°57'·93E. Foul ground and a submarine cable lie in the vicinity of the anchorage.

S of North Breakwater, centred on 37°51'·19N 140°57'·69E. Foul ground and a submarine pipeline lie within and in the vicinity of the anchorage.

No 1 Wharf (37°50'·05N 140°57'·45E) has eight berths. Nos 3, 4, and 5 are each 130 m in length with a depth alongside of about 7 m, maximum 5000 dwt; cement and dry bulk.

Japanese Notice 43/722/21 [NP41-No 3-Wk 07/22]

Japan – Honshu – East coast – Ishinomaki Ko — Limiting conditions; vertical clearance

188

After Paragraph 7.141 *1* line 4 *Insert:*

Kawaminato Bridge (38°25'·18N 141°18'·73E) spans the river 2¾ cables farther N with a vertical clearance of about 12 m.

Japanese Notice 36/424/22 [NP41-No 22-Wk 45/22]

Japan - Honshu - Osu Saki to Ryori Saki — Directions; superbuoy

193

After Paragraph 7.177 *4* line 5 *Insert:*

Clear of a superbuoy (special) (38°51'·47N 141°53'·67E), thence:

Japanese Notice 49/606/22 [NP41-No 28-Wk 03/23]

**Japan - Honshu - East coast - Kamaishi Ko —
Arrival information; weather**

198

After Paragraph 7.207 2 line 2 *Insert*:

In periods of stormy weather, vessels may be instructed by the Harbour Master to refrain from anchoring within an area encompassing the approach to Public Wharf, between the E end of the oil terminal and E end of the breakwater at Kamaishi Gyoko (7.208).

Japanese Publication 301 Suppl. 5/23

[NP41-No 57-Wk 47/23]

**Japan - Honshu - East coast - Kamaishi Ko —
Basins and berths; depth; oil terminal**

199

Paragraph 7.210 1 line 4 *For 11.5 Read 10*

After Paragraph 7.210 2 line 5 *Insert*:

Iwate-ken Oil Terminal (39°15'·77N 141°53'·87E) consists of a T-headed dolphin jetty; depths alongside about 9.5 m.

Japanese Publication 301 Suppl. 5/23

[NP41-No 58-Wk 47/23]

**Japan - Honshu - North-east coast - Kuro Saki —
Directions; superbuoy**

201

After Paragraph 7.221 3 line 10 *Insert*:

Clear of a superbuoy (special) (40°07'·00N 142°04'·00E), thence:

Japanese Notice 47/580/22

[NP41-No 26-Wk 01/23]

**Japan - Honshu - North-east coast - Mi Saki —
Directions; superbuoy**

201

After Paragraph 7.221 4 line 7 *Insert*:

Clear of a superbuoy (special) (40°13'·48N 142°00'·78E), thence:

Japanese Notice 45/502/22

[NP41-No 24-Wk 49/22]

**Japan - Honshu - East coast - Hachinohe Ko —
Anchorage; pilotage**

204

Paragraph 7.239 1 *Replace by*:

- 1 Hachinohe Ko Committee issues information to concerned parties in the port area, including advice on precautions to be taken. In case of evacuation advisory, a self-controlled anchorage area is established in the waters fronting the LNG Terminal. Mariners should obtain details from Hachinohe Coast Guard Station.

Paragraph 7.241 1 including existing Section IV Notice Wk 26/22 *Replace by*:

- 1 Pilotage is not compulsory. If required, pilots board as follows:

LNG carriers (40°35'·50N 141°33'·80E).

Other vessels (40°34'·90N 141°33'·10E).

Pilot may also board within the quarantine anchorage (7.240).

For further details, see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Japanese Publication 301 Supplement 4

[NP41-No 42-Wk 28/23]

**Japan - Honshu - East coast - Hachinohe Ko —
Arrival information; pilotage**

204

Paragraph 7.241 1 *Replace by*:

- 1 Pilotage is not compulsory. If required, pilots board at the following positions:

40°35'·50N 141°33'·80E.

40°34'·90N 141°33'·10E.

For further details, see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Japanese Notice 17/152/22; Japanese Publication 301 (2021)

[NP41-No 19-Wk 21/22]

**Japan - Honshu - East coast - Hachinohe Ko —
Traffic regulations; prohibited area**

204

After Paragraph 7.242 1 line 7 *Insert*:

Entry is prohibited within an area bounded by the Middle Breakwater (detached), Hattaro North Breakwater and the LNG berth (7.252), during the entry or departure of LNG tankers.

Japanese Publication 301

[NP41-No 10-Wk 20/22]

**Japan - Honshu - West coast - Hachinohe —
Traffic signals**

204-205

Paragraph 7.247 2 *Replace by*:

Signal

Meaning

Day; black cone point up.

Priority for entering:

i Inbound vessels may proceed.

Night; white light flashing every 2 seconds.

ii Outbound vessels of 200 gt or more shall not leave.

iii Outbound vessels of less than 200 gt may proceed.

NP41

<i>Signal</i>	<i>Meaning</i>
Day; black square.	Priority for departure:
Night; red light flashing every 2 seconds.	i Outbound vessels may proceed.
	ii Inbound vessels of 200 gt or more should wait outside the fairway except in Section 2 (but limited to W of the E end of Kawaragi S Breakwater), keeping clear of outbound vessels.
	iii Inbound vessels of less than 200 gt may proceed.
Day; two black cones points together.	Passage allowed:
Night; one red followed by one white light flashing every 3 seconds.	i Inbound vessels of 200 gt or more shall wait out of the fairway except in Section 2, keeping clear of vessels navigating in the passage.
	ii Outbound vessels of 200 gt shall not move, but wait.
	iii Vessels less than 200 gt can enter or leave.
Day; two black cones points together above a red square flag.	Passage not allowed:
Night; three red followed by three white lights flashing every 6 seconds.	i Entry and departure are prohibited except for vessels designated by the Harbour Master.
Japanese Publication 301	[NP41-No 4-Wk 19/22]

Japan – Hokkaido – West coast – Otaru to Ofuyu Misaki — Directions; beacon

218

Paragraph 8.76 ¹ lines 5–6 *Delete*

Japanese Notice 33/378/22 [NP41-No 20-Wk 43/22]

Japan – Hokkaido – West coast – Ishikariwan Ko — Development

219

After Paragraph 8.80 ¹ line 8 *Insert*:

Works are in progress (2022) at the NW extremity of Timber Quay (8.82) in Shinko-Higashi.

Japanese Notice 44/531/22 [NP41-No 25-Wk 50/22]

Japan – Hokkaido – West coast – Ishikariwan Ko — Development

219

Paragraph 8.80 including existing Section IV Notice Week 50/22 *Replace by*:

- ¹ **General layout.** The port consists of two basins protected by breakwaters; Shinko-Higashi, which is entered close SE of the harbour entrance, and Shinko-Chuo, which lies 1 mile SSW of Shinko-Higashi. North Breakwater, a detached breakwater, extends about 2½ miles NE/SW.

- ² **Development.** Works are in progress (2021) to extend the N Breakwater.

Works are in progress (2023) for the construction of wind turbines within an area centred on (43°12'68N 141°15'48E).

Works are in progress (2022) at the NW extremity of Timber Quay (8.82) in Shinko-Higashi.

Fish havens lie in the approaches to the port.

Japanese Notice 19/5193(T)/23

[NP41-No 54-Wk 36/23]

Japan – Hokkaido – West coast – Ishikariwan Ko — Directions; beacon

219

Paragraph 8.81 ¹ lines 1–4 *Replace by*:

- ¹ From a position about 4 miles NW of the head of North Breakwater, the track leads SE to the entrance and then SSW into the harbour.

Japanese Notice 33/378/22

[NP41-No 21-Wk 43/22]

Japan – Hokkaido – North-west coast – Rumoi Ko — Arrival information; pilotage

220

Paragraph 8.94 ¹⁻² *Replace by*:

- ¹ **Outer anchorage.** Vessels may anchor off the port, outside of the breakwaters and within the port limits. The quarantine anchorage is centred on position 43°58'00N 141°37'16E.

Vessels carrying dangerous cargoes may only anchor in Section 4 (8.95) of the port.

Pilotage is not compulsory, but is strongly recommended. Pilots will normally board as follows:

N entrance (43°59'05N 141°36'69E);

S entrance (43°57'75N 141°36'24E).

- ² During strong winds, particularly in the winter, pilots may be unable to board outside the breakwaters. In this case, the pilot will stand by on a tug, near the N entrance, and board the vessel within Section 4 in the vicinity of 43°58'51N 141°37'81E.

For further details, see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO

[NP41-No 23-Wk 46/22]

Japan – Hokkaido – South coast – Muroan Ko — Basins and berths; anchorages and moorings

239

Paragraph 9.42 ¹ lines 1–5 including heading *Replace by*:

Anchorages and moorings 9.42

- ¹ Both inner and outer harbours provide good holding ground on a mostly sand bottom. The inner harbour is sheltered from winds from N, E, and SW, but is open to W winds (9.32). Vessels carrying dangerous cargoes must anchor in Section 3 of the port, N of the fairway.

Japanese Publication 304 Supplement 5

[NP41-No 35-Wk 28/23]

Japan - Hokkaido - South-west coast - Tomakomai Ko — Traffic regulations

242

Paragraph 9.67 1 line(s) 5-6 *Replace by:*
Within Sections 1 and 2.

Japanese Publication 304 [NP41-No 15-Wk 21/22]

Japan – Hokkaido – South coast – Tomakomai Ko — Traffic signals

242

Paragraph 9.71 1 lines 4-6 *Replace by:*

The following signals displayed by Tomakomai Signal Station (42°37'84N 141°37'42E) (9.72) are in use for Tomakomai Fairway within Section 2 and within Section 1, west of a line 353° from position 42°38'62N 141°39'93E, at the W end of the W Quay of Central South Wharf:

Japanese Publication 304 [NP41-No 8-Wk 20/22]

Japan – Hokkaido – South coast – Tomakomai Ko — Traffic signals

243

Paragraph 9.71 6 line(s) 1-3 *Replace by:*

6 The following signals displayed by Yufutsu Signal Station (42°38'96N 141°40'26E) are in use for Yufutsu Fairway in Section 1, east of a line 353° from position 42°38'62N 141°39'93E, at the W end of the W Quay of Central South Wharf:

Japanese Publication 304 [NP41-No 9-Wk 20/22]

Japan - Hokkaido - South-west coast - Tomakomai Ko — Traffic signals

243

Paragraph 9.71 11 *Replace by:*

11 Flag signals in use for the indication of course and destination are as follows:

<i>Signals</i>	<i>Meaning</i>
Second substitute, flag C.	Proceeding to the mooring facilities in Section 1 between Kaihatsu Ferry Wharf and Central N Wharf No 1 E Quay.
Second substitute, flag N.	Proceeding to the mooring facilities in Section 1 between Central N Wharf No 2 and Maruichi Steel Tube Quay.

Japanese Publication 304 [NP41-No 16-Wk 21/22]

Japan – Hokkaido – South coast – Tomakomai Ko — Traffic signals

243

Paragraph 9.71 11-13 including existing Section IV Notice Week 21/22 *Replace by:*

11 Flag signals in use for the indication of course and destination are as follows:

<i>Signals</i>	<i>Meaning</i>
Second substitute, flag C.	Proceeding to the mooring facilities in Section 1 between Kaihatsu Ferry Wharf and Central N Wharf No 2 Quay.
12 Second substitute, flag N.	Proceeding to the mooring facilities in Section 1 between Central N Wharf No 3 and Maruichi Steel Tube Quay.
Second substitute, flag E.	Proceeding to the mooring facilities in Section 1 between Yufutsu Wharf and Central S Wharf W Quay.
13 Second substitute, flag S.	Proceeding to the mooring facilities in Section 1 between Hokuren Pier and Tomakomai Wharf.
Second substitute, flags 2, E.	Proceeding to the mooring facilities in Section 2 between Irifune Wharf and N Wharf in Section 2.
14 Second substitute, flags 2, W.	Proceeding to the mooring facilities in Section 2 at W Wharf or S Wharf.

Japanese Publication 304 [NP41-No 55-Wk 47/23]

Japan – Hokkaido – South coast – Tomakomai Ko — Berths

244

Paragraph 9.76 2-3 *Replace by:*

- 2 **Central North Wharf** (42°38'79N 141°39'75E) consists of six berths. The SE part of the wharf has the deepest berths, three in number, for a continuous length of about 700 m. Nos 2 and 3 are the largest berth with a length of 260 and 256 m respectively and depths of about 11.5 to 12.5 m; maximum 30 000 dwt.
- 3 **Central South Wharf** (42°38'61N 141°40'25E) has four berths. Nos 1 and 2 are the largest berths, each 240 m in length with a depth of 12 m; maximum 30 000 dwt.
Yufutsu Wharf (42°39'15N 141°41'91E) has six berths for a total berthing space of about 1130 m. Nos 1 and 5, the largest berths, are 280 and 240 m in length respectively, with a depth of about 12 m; maximum 30 000 dwt.

Japanese Publication 304 [NP41-No 56-Wk 47/23]

NP41

Japan – Hokkaido – South coast – Tomakomai Ko — Berths

244

Paragraph 9.76 2-3 including existing Section IV Notice Week 47/23 *Replace by:*

2 **Central North Wharf** (42°38'·79N 141°39'·75E) consists of six berths. The SE part of the wharf has the deepest berths, three in number, for a continuous length of about 700 m. Nos 2 and 3 are the largest berths with a length of 260 and 256 m respectively and depths of about 11 to 12·5 m; maximum 30 000 dwt.

3 **Central South Wharf** (42°38'·61N 141°40'·25E) has four berths. Nos 1 and 2 are the largest berths, each 240 m in length with a depth of 12 m; maximum 30 000 dwt.

Yufutsu Wharf (42°39'·15N 141°41'·91E) has six berths for a total berthing space of about 1130 m. Nos 1 and 5, the largest berths, are 280 and 240 m in length respectively, with a depth of about 12 m; maximum 30 000 dwt.

Japanese Notice 26/299/23 [NP41-No 60-Wk 52/23]

Japan - Hokkaido - South-east coast - Erimo Misaki to Kushiro Ko — Directions; light buoy

247

After Paragraph 9.98 4 line 3 Insert:

SE of a light buoy (special) (42°52'·50N
144°06'·45E), thence:

Japanese Notice 11/129/23 [NP41-No 53-Wk 31/23]

NP42A Japan Pilot Volume 2 (2023 Edition)

Shikoku - Muroto Nada - O Shima to I Shima — Directions; buoy

74

Paragraph 3.9 2 lines 1-3 *Replace by:*

2 SE of Yuki-no-Se (33°43'·96N 134°35'·47E), a rocky patch which is usually marked by breakers. and:
Clear of a light buoy (special) (33°43'·08N
134°37'·67E), thence:

Japanese Notice 18/215/23 [NP42A-No 1-Wk 35/23]

Honshu - Mikawa Wan - Kinuura Ko — Outer anchorages

123

Paragraph 5.151 *Replace by:*

1 **Quarantine Anchorage** (34°48'·30N 136°57'·22E) has been established SE of the entrance, in 12 to 15 m, mud.

Other anchorages. A number of anchor berths (not charted) have been established as follows:

Vessels less than 3000 gt — N and E of the Quarantine Anchorage; radius 200 m.

2 Vessels between 3000 and 10 000 gt — W of the entrance channel; radius 300 m.

Vessels of 10 000 gt or more — E of the entrance channel; radius 400 m.

Contact the Port Authority for details and instructions.

3 **Caution.** A light buoy (starboard hand) 3 cables SE of the anchorage marks the SW side of shoals extending from the E shore of Chita Wan.

Smaller vessels may be permitted to anchor inside the breakwaters, see 5.161.

Japanese Publication 301 Suppl. 5/23

[NP42A-No 3-Wk 47/23]

Honshu - Mikawa Wan - Kinuura Ko — Traffic regulations; restricted area

123

After Paragraph 5.153 1 line 7 Insert:

A voluntary no-anchoring area has been established in the centre of Chita Wan, up to 4 miles SSE of the entrance to Kinuura Ko.

Japanese Publication 301 Suppl. 5/23

[NP42A-No 4-Wk 47/23]

Honshu - Tokyo Wan - Yokohama — Outer anchorage

172

Paragraph 8.74 5 line 7 *For TK Read NR*

Japanese Notice 20/234/23

[NP42A-No 2-Wk 42/23]

Honshu - Tokyo Wan - Yokohama — Outer anchorage

172

Paragraph 8.74 5 including existing Section IV Notice Week 42/23 *Replace by:*

5 **Other anchorages** have been established as follows:

ON (35°27'·38N 139°45'·02E); for vessels offshore loading operations.

N4 (35°22'·49N 139°41'·09E); for vessels offshore loading operations.

NR (35°21'·88N 139°41'·13E); tank cleaning and bunkering vessels.

Caution. A number of obstructions are charted within the anchorage areas.

Japanese Publication 301 Suppl. 5/23

[NP42A-No 5-Wk 47/23]

NP42B Japan Pilot Volume 3 (2022 Edition)

Western approaches to Kanmon Kaikyo -
Myoken Saki to Ai-no-Shima —
Fish havens; marine farms

51

After Paragraph 2.23 1 line 2 Insert:

Fish havens and marine farms exist along this part of the coast; the chart is the best guide.

Japanese Chart 1267 (2023) [NP42B-No 4-Wk 30/23]

Seto Nakai - Kanmon Kaikyo —
Traffic regulations

54-55

Paragraph 2.49 1-8 Replace by:

1 A selected extract of the regulations for Kanmon Kaikyo is given below, but mariners should note that the full text of the law is the only authoritative statement and can be obtained from the local authorities. See also:

www6.kaiho.mlit.go.jp/kanmon/info/tab/user_guide/en.pdf

Compulsory use of the fairway. All vessels of 300 gt and above are to use the mandatory fairway, except in case of emergency.

Anchoring is normally prohibited except in the following cases:

To remain clear of a marine accident.

When a vessel is not under command.

To provide help to people and ships in danger or distress.

In other circumstances, after authorisation by the Maritime Authority.

2 **Towing.** A vessel towing in Kanmon Passage shall proceed such that its after end, and the after end of the last vessel or objects being towed, are in a single line; notwithstanding the provisions of Article 9 paragraph 1 of Japanese Port Regulations Law (1.55) which states that in specified ports, when vessels tow other vessels or objects, the distance between the bow of the towing vessel and the after end of the last vessel or object on the tow shall not exceed 200 m.

3 **Overtaking** of any large vessel, without good reason, should be avoided, especially in a situation where the large vessel has reduced speed to avoid a head on situation in the narrows with a vessel proceeding in the opposite direction; steering of such vessels being much affected by their reduction in speed.

Vessels must not overtake other vessels in Hayatomo Seto Waterway.

4 **Special navigation rules.** The following extracts are from the Special Navigation Rules for vessels proceeding through Kanmon Kaikyo:

Article 39:

1. A vessel proceeding along Kanmon Passage (2.56) and Kanmon No. 2 Fairway (2.55) shall proceed on the starboard side of the passage if possible.

2. A vessel intending to enter Kanmon Passage from Tanoura Ku (2.210) shall enter the passage from the area E of the line drawn at 321.5° from a position bearing 067°, 1980 m distance, from Moji Saki Lighthouse (white tower, 7 m in height) (33°57'73N 130°57'78E).

3. A power driven vessel of less than 300 gt when proceeding W through Hayatomo Seto (2.82) may deviate from the navigation rule specified in paragraph 2.

4. A power driven vessel proceeding E in Hayatomo Seto under paragraph 1 must pass other vessels navigating under the paragraph 3 on their starboard side.

5. A power driven vessel proceeding through Hayatomo Seto against the tidal stream shall maintain a speed over the ground at least 4 knots greater than the speed of the current.

6. In Wakamatsu Passage (2.126) and Okudokai Passage (2.118), a vessel of 500 gt or more shall keep to the central part of the fairway; other vessels shall keep to the starboard side of the fairway.

7. When a vessel proceeding along Kanmon Passage and another proceeding through Sunatsu Passage (2.170), Tobata Passage (2.127), Wakamatsu Passage (2.126), or Kanmon No. 2 Passage (2.55) are expected to meet each other, the vessel proceeding through these fairways shall keep out of the way of the vessel proceeding along Kanmon Passage.

8. When a vessel proceeding along Kanmon No. 2 Passage and another vessel proceeding through Anse Passage (2.125) are expected to meet each other in Kanmon Passage No. 2, the vessel proceeding through Anse Passage shall keep out of the way of the vessel proceeding along Kanmon No. 2 Passage.

9. When a vessel proceeding along Kanmon No. 2 Passage and another vessel proceeding through Wakamatsu Passage are expected to meet each other in Kanmon Passage, the vessel proceeding through Wakamatsu Passage shall keep out of the way of the vessel proceeding along Kanmon No. 2 Passage.

10. When a vessel proceeding along Tobata Passage and another vessel proceeding through Wakamatsu Passage are expected to meet each other in Kanmon Passage the vessel proceeding through Wakamatsu Passage shall keep out of the way of the vessel proceeding along Tobata Passage.

11. When a vessel proceeding along Wakamatsu Passage and another vessel proceeding through Okudokai Passage are expected to meet each other, the vessel proceeding through Okudokai Passage shall keep out of the way of the vessel proceeding along Wakamatsu Passage.

Kanmon Martis User Manual (2023); UKHO

[NP42B-No 3-Wk 27/23]

NP42B

Seto Naikai – Sua Nada – Tokuyama-Kudamatsu — Harbour; development

94

After Paragraph 3.92 *1* line 2 *Insert*:

Construction works are in progress (2023) at the outer end of Harumi Wharf No 9 (3.110).

Japanese Notice 23/267/23 [NP42B-No 9-Wk 49/23]

Seto Naikai – Beppu Wan – Oita Ko — Harbour; development

134

After Paragraph 5.50 *1* *Insert*:

Development 5.50a

1 **Ozai Hakuchi.** Construction works are in progress (2023) at the W end of Ozai Public Wharf (5.68).

Japanese Notice 20/230/23 [NP42B-No 8-Wk 42/23]

Seto Naikai – Hayase Seto – Mitsugo Shima — Harbour; development

178

After Paragraph 6.139 *1* *Insert* :

Harbour 6.139a

1 **Development.** Works are in progress (2023) for the construction of a third berth, close NE of No 2.

Japanese Notice 11/5089(T)/23
[NP42B-No 5-Wk 31/23]

Seto Naikai – Mizushima Ko — Traffic signals

271

Paragraph 9.112 *11-15* *Replace by*:

11 First substitute, flag M. Leaving, passing E of Kami-Mizu Shima (Vessels leaving the port using the Inner Harbour Passage and entering Mizushima Traffic Route may display the “First substitute P” instead of “First substitute M”, if they are required to display “First substitute P” under the provisions of Article 7 of the Maritime Traffic Safety Law.)

First substitute, flag T. Leaving, passing W of Kami-Mizu Shima.

12 Second substitute, flag A. Proceeding towards mooring facilities between W Public 2-6 m landing place and ENEOS Mizushima Refinery, Factory A Quays.

Second substitute, flag B. Proceeding between E public landing place and ENEOS Mizushima Refinery, Factory B Quays or towards mooring facility on Yobimatsu Fairway.

13 Second substitute, flag C. Proceeding towards mooring facilities between Asahi Kasei C7 Pier and Taiheiyō Cement Pier.

Second substitute, flag D. Proceeding towards mooring facilities between JFE A Quay and JFE Coal Loading Pier.

Second substitute, flags T, H. Proceeding towards mooring facility on Takahashi Kawa Fairway or at Otoshima.

14 Second substitute, flags T, S. Proceeding towards mooring facility on Tamashima Chiku (excluding Otoshima).

Second substitute, flags F, M. Proceeding towards the area S of JFE (anchorages A to E).

15 Second substitute, flags F, T. Proceeding towards the area S of Tamashima Harbour Island (anchorages F to P).

Japanese Pub 303 Sup 6/23 [NP42B-No 6-Wk 33/23]

Seto Naikai – Approaches to Uno Ko – Nao Shima Suido — Traffic regulations

282

After Paragraph 9.175 *1* line 8 *Insert*:

Eastbound vessels passing between Kazura Shima and Kojin Shima (34°27'43N 133°57'71E) should navigate, as far as safe and prudent, close to the NW part of Kojin Shima.

Japanese Navigation Safety Guidance (2021)
[NP42B-No 2-Wk 50/22]

Honshu – Osaka Wan – Osaka — Traffic regulations; prohibited areas

356

Paragraph 12.73 *1* lines 6–9 *Replace by*:

Vessels are prohibited from approaching or anchoring within 50 m of any LNG vessel.

Paragraph 12.73 *2* *Replace by*:

2 Vessels are prohibited from approaching within 30 m of any tanker within the port carrying dangerous flammable cargo, reduced to 15 m for vessels anchored in Kizugawa Unga.

Tankers carrying such cargo exhibit a banner marked CARRYING FLAMMABLE DANGEROUS SUBSTANCE, visible by day and night.

Japanese Pub 303 Sup 6/23 [NP42B-No 7-Wk 33/23]

Seto Nakai – Osaka — Berth; obstruction

360

Paragraph 12.88 4 lines 4–6 *Replace by:*

K Quay (34°37'·16N 135°24'·62E) has two berths; maximum alongside depth of about 11 m; vessels up to 15 000 dwt. An obstruction exists in position 34°37'·19N 135°24'·65E.

Japanese Notice 30/335/22 [NP42B-No 1-Wk 43/22]

NP42C Japan Pilot Volume 4 (2023 Edition)

**Sakishima Gunto - Yaeyama Retto -
Ishigaki Shima - Ishigaki Ko — Berth**

66

After Paragraph 2.44 2 line 4 Insert:

Shinko Cruise Terminal (24°19'·65N 124°08'·47E). A quay, about 420 m in length, is situated at the SW end of the reclaimed land (2.41); design depth is 10·5 m; cruise ships up to 330 m LOA and 172 000 gt have reportedly been accommodated.

UKHO [NP42C-No 5-Wk 47/23]

**Okinawa Gunto - Aka Kaikyo —
Directions; shoal**

84

After Paragraph 3.62 1 line 6 Insert:

SW of a 6·5 m isolated shoal (26°13'·15N 127°16'·60E), thence:

Japanese Notice 26/5279(T)/23 [NP42C-No 6-Wk 52/23]

**Kyushu - Shimabara Wan - Hondo Seto —
Directions; vertical clearances**

211

Paragraph 9.13 3 *Replace by:*

3 **Vertical clearance.** A bridge (32°27'·12N 130°12'·24E), marked by lights, lies about 2¾ cables S of the N entrance to the channel at Hondo Ko Light Beacon (9.16). This bridge has a vertical clearance of 17 m.

A fixed bridge (32°26'·88N 130°12'·25E), marked by lights, lies about 5 cables S of the N entrance. This bridge has a vertical clearance of 16 m.

4 A lifting bridge (32°26'·74N 130°12'·26E), marked by lights, is located about 6¼ cables S of the N entrance to the channel. It is manned continuously from about 0630 to 2000 hours (times extended slightly in summer). The bridge is raised as required to permit passage.

5 Four overhead power cables span the channel at different points along its length. The N-most power cable has a minimum safe vertical clearance at 18 m.

Navigable width. The channel has a maintained width of 50 m.

Japanese Publication 305 Supplement 2 [NP42C-No 1-Wk 28/23]

Kyushu - Shimabara Wan — Marine farms

218

After Paragraph 9.61 2 Insert:

Marine Farms

9.61a

1 Marine farms are situated in the area; the chart is sufficient guide.

Japanese Notice 14/164/23 [NP42C-No 3-Wk 32/23]

**Kyushu - North-west coast - Karatsu Ko —
Berth**

298

Paragraph 13.113 1 *Replace by:*

1 **Higashiko Quay** (33°28'·18N 129°57'·93E). No 1, the largest berth, is 230 m in length and has a depth alongside of about 9 m; maximum 10 000 dwt.

Japanese Notice 15/177/23 [NP42C-No 4-Wk 33/23]

**Kyushu - North-west coast - Hakata Ko —
Vertical clearance; bridge**

300

Paragraph 13.129 1 *Replace by:*

1 Aratsu O-hashii Bridge (33°35'·99N 130°23'·03E) has a vertical clearance of 38 m.

Kashii-Kamome O-hashii Bridge (33°38'·75N 130°24'·71E) has a vertical clearance of 14 m.

Japanese Notice 6/74/23 [NP42C-No 2-Wk 30/23]

**NP43 South and East Coasts of Korea,
East Coast of Siberia and Sea of Okhotsk Pilot
(2020 Edition)**

**South Korea — Regulations; emission control
areas**

7

After Paragraph 1.55 2 line 7 Insert:

Emission Control Areas

1.55a

1 The South Korean Ministry of Oceans and Fisheries has established emission control areas in accordance with Article 10(1) of the Special Act on the Improvement of Air Quality in Port Areas, Etc. and Article 3(2) of Enforcement Rules of the same act.

For further information, see the Ministry of Oceans and Fisheries website at www.mof.go.kr

Korean Notice 50/21 [NP43-No 70-Wk 21/22]

NP43

South Korea - Jeju do - South-west coast - Marado to Chagwido — Directions; major light

84

Paragraph 2.12 1 line(s) 8-10 *Delete*

Korean Notice 35/640/20; LL2661/20

[NP43-No 33a-Wk 42/20]

South Korea - Jeju do - South-west coast - Marado — Directions; major light

84

Paragraph 2.12 1 including existing Section IV Notice Week 42/20 *Replace by:*

1 Landmarks:

Sanbansan (33°14'50N 126°18'80E), a dome-shaped mountain which rises steeply from the coast; it is the most prominent feature of the SW portion of Jeju do.

Gosanak (33°18'41N 126°09'88E), a rocky peak standing at the W end of Jeju do.

Major lights:

Marado Light (white metal pipe, 11 m in height) (33°07'05N 126°16'16E).

Korean Notice 45/934/20; LL 2661

[NP43-No 39-Wk 02/21]

South Korea - Jeju do - South-west coast - Marado — Directions; light

84

Paragraph 2.12 1 including existing Section IV Notice Week 02/21 *Replace by:*

1 Landmarks:

Sanbansan (33°14'50N 126°18'80E), a dome-shaped mountain which rises steeply from the coast; it is the most prominent feature of the SW portion of Jeju do.

Gosanak (33°18'41N 126°09'88E), a rocky peak standing at the W end of Jeju do.

Major lights:

Marado Light (white round concrete tower, 32 m in height) (33°07'00N 126°16'16E).

Korean Notice 24/469/22

[NP43-No 81-Wk 14/23]

South Korea - Jeju do - South-west coast - Marado to Chagwido — Directions; major light

84

Paragraph 2.13 1 *Replace by:*

1 From a position SSW of Marado (33°07'09N 126°16'06E) the track leads NNW, passing:

WSW of Marado from where a light (white metal column, 11 m in height) (33°07'05N 126°16'16E) is exhibited. The island has a vertical rocky face 33 m high on its E side; there are dwellings on the W side of the island. Marado is steep-to except for reefs extending a short distance from its N and S extremities. An ODAS light float (special) lies 12 miles W of Marado, in position 33°05'00N 126°02'00E. Thence:

Korean Notice 35/640/20; LL2661/20

[NP43-No 33b-Wk 42/20]

South Korea - Jeju do - Marado to Aewolgot - West coast — Directions; wreck

84

After Paragraph 2.14 1 line 6 *Insert:*

Clear of a dangerous wreck (33°24'07N 126°05'32E), position approximate, thence:

GB Chart 3480

[NP43-No 79-Wk 43/22]

South Korea - Jeju do - North-west coast - Aewol Hang — Directions; light

86

After Paragraph 2.25 1 line 5 *Insert:*

Directions. Aewol Hang is approached within the white sector (230.5°-235.5°) of Aewol Hang E Breakwater Light (white round concrete tower, 15 m in height) (33°28'18N 126°19'67E), passing between the breakwaters, and thence to the required berth.

Korean Notice 47/1108/19

[NP43-No 1a-Wk 10/20]

South Korea - Jeju do - North-west coast - Aewol Hang — Directions; wreck

86

After Paragraph 2.25 1 line(s) 5 including existing Section IV Notice Week 10/20 *Insert:*

Directions. Aewol Hang is approached within the white sector (230.5°-235.5°) of Aewol Hang E Breakwater Light (white round concrete tower, 15 m in height) (33°28'18N 126°19'67E), passing between the breakwaters, and thence to the required berth.

Caution. A dangerous wreck (33°29'26N 126°21'25E), position approximate, lies within the white sector (230.5°-235.5°) of Aewol Hang E Breakwater Light.

Korean Notice 12/172/20

[NP43-No 24-Wk 17/20]

South Korea - Jeju do - North-west coast - Aewol Hang — Directions; light

86

Paragraph 2.25 2 lines 5-7 *Delete*

Korean Notice 47/1108/19

[NP43-No 1b-Wk 10/20]

South Korea - Jeju do - East coast - Udo Sudo — Directions; wreck

90

After Paragraph 2.59 4 line 4 *Insert:*

Clear of a dangerous wreck (33°30'70N 126°55'70E), position approximate, thence:

Korean Notice 51/1189/19

[NP43-No 2-Wk 10/20]

South Korea - Jeju do - South coast - Gaeminpogot to Marado — Directions; major light

91

Paragraph 2.67 2 line(s) 5 *Delete*

Korean Notice 35/640/20; LL2661/20

[NP43-No 34a-Wk 42/20]

South Korea - Jeju-do - South-west coast - Marado — Directions; major light

91

Paragraph 2.67 *2* including existing Section IV Notice Week 42/20 *Replace by:*

2 Major lights:

Seogwipooehang Breakwater Light (red round concrete floodlit tower, 15 m in height) (33°13'·97N 126°34'·04E)
Marado Light (33°07'·05N 126°16'·16E) (2.12).

Korean Notice 45/934/20; LL 2661

[NP43-No 40a-Wk 02/21]

South Korea - Jeju-do - South-west coast - Marado — Directions; light

91

Paragraph 2.67 *2* including existing Section IV Notice Week 02/21 *Replace by:*

1 Major lights:

Marado Light (33°07'·00N 126°16'·16E) (2.12).

Korean Notice 24/469/22

[NP43-No 82-Wk 14/23]

South Korea - Jeju-do - South coast - Gaeminpogot to Marado — Directions; major light

91

Paragraph 2.68 *4* line(s) 10–12 *Replace by:*

The track then leads to a position SSW of Marado (33°07'·09N 126°16'·06E) from where a light (2.13) is exhibited. The islets and rocks N of Marado are described at 2.15.

Korean Notice 35/640/20; LL2661/20

[NP43-No 34b-Wk 42/20]

South Korea - Jeju-do - South-west coast - Marado — Directions; major light

91

Paragraph 2.68 *4* including existing Section IV Notice Week 42/20 *Replace by:*

4 SSE of Hodo (Beomseom) (33°13'·08N 126°30'·99E); steep-to with precipitous rocky sides and a flat summit. Thence:
SSE of Sebyeolgot (33°13'·62N 126°28'·29E), a low rocky point. A light beacon (E cardinal) marks a drying rock close SE of the point. Thence:
Clear of a dangerous wreck (33°07'·90N 126°26'·03E), position approximate.

The track then leads to a position SSW of Marado (33°07'·09N 126°16'·06E) from where a light (2.12) is exhibited. The islets and rocks N of Marado are described at 2.15.

Korean Notice 45/934/20; LL 2661

[NP43-No 40b-Wk 02/21]

South Korea - Geomangchigak to Hwangjedo — Directions; wreck

100

After Paragraph 2.129 *2* line 6 *Insert:*

Clear of a dangerous wreck (34°05'·59N 126°57'·45E), position approximate, thence:

GB Chart 3365/21

[NP43-No 57-Wk 48/21]

South Korea - South coast - Gyedo — Directions; depth

104

Paragraph 2.150 *3* line 9 *For* 4·8 m *Read* 3·1 m

Korean Notice 29/571/22

[NP43-No 86-Wk 52/23]

South Korea - South approach to Deungnyang Man - Main route west-north-west of Daechilgido — Marine farms

108

Paragraph 2.174 *4* line 4 *Replace by:*

...from the point.
WNW of two marine farms (34°29'·53N 127°03'·95E), thence:

Korean Notice 38/276/21

[NP43-No 61-Wk 50/21]

South Korea - South coast - Pyeongildo to Seopdo — Directions; marine farms

109

After Paragraph 2.181 *2* line 10 *Insert:*

Caution. Numerous marine farms (2.3) lie close to the track.

Korean Notice 36/266/21

[NP43-No 58-Wk 49/21]

South Korea - Pyeongildo - Sadong Hang — Marine farms

110

After Paragraph 2.184 *1* line 5 *Insert:*

Caution. Marine farms exist in the vicinity.

Korean Notice 17/119/21

[NP43-No 49-Wk 26/21]

South Korea - South-south-east approach to Deungnyang Man — Directions; marine farms

111

Paragraph 2.194 *1* line 6 *Replace by:*

...with a village on its W side. A number of marine farms lie NE of Budo. Thence:

Korean Notice 36/266/21

[NP43-No 59-Wk 49/21]

NP43

South Korea - South-south-east approach to Deungnyang Man - Dongamdo to Deungnyang Man — Marine farms

111

Paragraph 2.194 *s* lines 1-3 *Replace by:*

- 8 The track then leads N into Deungnyang Man, passing clear of two marine farms (34°29'·53N 127°03'·95E), to a position 2 miles W of the W point of Sorokdo (34°30'·62N 127°05'·89E).

Korean Notice 38/276/21 [NP43-No 62-Wk 50/21]

South Korea - South coast - Geogeum Sudo — Vertical clearance

111

Paragraph 2.199 *i* lines 1-4 *Replace by:*

- 1 Geogeum Bridge (34°30'·03N 127°07'·70E), spanning the W entrance to Geogeum Sudo between Sorokdo and Geogeumdo, 1 mile S, has a vertical clearance of 21 m.

ENC KR647A93 [NP43-No 26-Wk 22/20]

South Korea - South coast - Geogeum Sudo — Directions; marine farm

112

Paragraph 2.203 *s* *Replace by:*

- 5 S of an isolated 8·4 m shoal (34°30'·45N 127°04'·85E).
The track then leads NW for a short distance to a position about 1½ miles W of the W point (34°30'·60N 127°05'·89E) of Sorokdo.

UKHO [NP43-No 36-Wk 49/20]

South Korea - South coast - Deungnyang Man — Directions; marine farm

113

Paragraph 2.210 *i* *Replace by:*

- 1 From a position about 1½ miles W of the W point of Sorokdo (34°30'·60N 127°05'·89E) the track leads NNE, passing:
WNW of the marine farm (34°30'·95N 127°05'·15E), lying W of Sorokdo (2.203), thence:

UKHO [NP43-No 37-Wk 49/20]

South Korea - South coast - Jimaseom to Yeondo — Directions; offshore platform

114

Paragraph 2.217 *z* lines 7-8 *Replace by:*

N of an offshore platform (lit) (34°19'·15N 127°36'·43E) and across the S approaches to Yeoja Man and Gamang Man.

Korean Notice 3/75/20 [NP43-No 3-Wk 10/20]

South Korea - South coast - Jimaseom to Yeondo — Offshore platforms

114

Paragraph 2.217 *z* including existing Section IV Notice Week 10/20 *Replace by:*

- 2 S of Tanggeonyeo (34°21'·98N 127°30'·62E), from where a light (white 8-sided concrete tower, 10 m in height) is exhibited. Tanggeonyeo is a conical rock; a smaller rock, 4 m high, lies close off the S side of Tanggeonyeo. Thence:
N of an offshore platform (lit) (34°19'·15N 127°36'·43E) and across the S approaches to Yeoja Man and Gamang Man, thence:
S of an offshore platform (lit) (34°21'·85N 127°42'·63E).

Korean Notices 3/75/20; 24/485/21

[NP43-No 51-Wk 34/21]

South Korea - South coast - South-west of Yeondo — Offshore platform

114

After Paragraph 2.221 *i* line 3 *Insert:*

Clear of an offshore platform (lit) (34°21'·85N 127°42'·63E), thence:

Korean Notice 24/485/21 [NP43-No 52-Wk 34/21]

South Korea - South coast - Geumodo - Geumo Sudo — Prohibited area

116

Paragraph 2.229 *i-2* *Replace by:*

- 1 **Description.** Geumo Sudo (34°33'·50N 127°44'·69E), the channel separating Guemodo from the islands at the S entrance to Gamang Man (2.242), is deep and free from dangers in the fairway. It has a least width of 3 cables and depths from 12 to 15 m in its E and W approaches.
- 2 **Prohibited area.** During the period of heavy fog, from 1st April to 31st July every year, navigation by tankers of 50 gt or more and vessels carrying chemical products or sand is prohibited within an area covering the approaches to Geumo Sudo. The limits are as follows:
34°33'·93N 127°45'·13E; 34°33'·13N 127°45'·43E;
34°32'·98N 127°43'·46E; 34°33'·63N 127°43'·46E.

Korean Chart 2412/19 [NP43-No 4-Wk 10/20]

South Korea - South coast - Ando Hang — Vertical clearance; bridge

116

Paragraph 2.230 *i* line(s) 5-7 *Replace by:*

Vertical clearance. A bridge, with a vertical clearance of 19 m, spans the S entrance to the harbour. A power cable, with a safe vertical clearance of 36 m, also spans the entrance close NE of the bridge.

Korean Notice 35/636/20 [NP43-No 35-Wk 42/20]

**South Korea - Yeosu Haeman —
General information; VTS**

125

Paragraph 3.16 1-3 *Replace by:*

- 1 A VTS is in operation for Yeosu Haeman and its approaches. The service also covers Yeosu Hang and Gwangyang Hang.

For full details and a list of reporting points see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO **[NP43-No 5-Wk 10/20]**

**South Korea - South coast - Outer approaches
to Gwangyang Hang — Directions; wreck**

125

After Paragraph 3.22 1 line 5 Insert:

Clear of a dangerous wreck (34°31'·60N 128°16'·40E), position approximate, thence:

Korean Notice 23/462/21 **[NP43-No 50-Wk 32/21]**

**South Korea - South coast - Jwasarido —
Directions; offshore platform**

125-126

After Paragraph 3.22 1 line 9 Insert:

From a position about 2½ miles S of Goam (34°29'·87N 128°28'·57E) (3.13) the track leads WNW, passing:

SSW of Gukdo (34°32'·62N 128°26'·63E) (3.13), thence:

SSW of Jwasarido (34°33'·62N 128°20'·68E) (3.26). A light (white 8-sided concrete tower, 13 m in height) is exhibited from an islet close off the SW point of Jwasarido. Thence:

Clear of a dangerous wreck (34°31'·60N 128°16'·40E), position approximate, thence:

SSW of an offshore platform (lit) (34°33'·29N 128°15'·69E), thence:

Korean Notice 33/694/21 **[NP43-No 54-Wk 46/21]**

**South Korea - South coast - Approaches to
Gwangyang Hang — Directions; wreck**

126

Paragraph 3.22 3 lines 1-3 *Replace by:*

- 3 SSW of Gudolseo (34°37'·31N 128°07'·07E), from where a light (white round concrete tower, 14 m in height) is exhibited, thence: Clear of a dangerous wreck (34°33'·44N 128°04'·37E), position approximate.

Korean Notice 6/137/21 **[NP43-No 48-Wk 14/21]**

**South Korea - South coast - Approach to
Gwangyang Hang — Directions; wreck**

125-126

Paragraph 3.22 1-3 including existing Section IV Notices Weeks 46/21, 32/21 and 14/21 *Replace by:*

- 1 From a position about 2½ miles S of Goam (34°29'·87N 128°28'·57E) (3.13) the track leads WNW, passing:

SSW of Gukdo (34°32'·62N 128°26'·63E) (3.13), thence:

SSW of Jwasarido (34°33'·62N 128°20'·68E) (3.26). A light (white 8-sided concrete tower, 13 m in height) is exhibited from an islet close off the SW point of Jwasarido. Thence:

- 2 Clear of a dangerous wreck (34°31'·00N 128°19'·00E), position approximate, thence:

Clear of a dangerous wreck (34°31'·60N 128°16'·40E), position approximate, thence:

SSW of an offshore platform (lit) (34°33'·29N 128°15'·69E), thence:

- 3 SSW of Galdo (34°34'·00N 128°11'·20E), which shows as four peaks from SE. Its coasts are mostly steep-to with no dangers beyond 5 cables offshore. A rock 63 m high, close SSE of Galdo, is prominent from SW. Thence: NNE of Sejondo (34°29'·95N 128°05'·03E), from where a light (3.21) is exhibited, thence:

- 4 SSW of Gudolseo (34°37'·31N 128°07'·07E), from where a light (white round concrete tower, 14 m in height) is exhibited, thence: Clear of a dangerous wreck (34°33'·44N 128°04'·37E), position approximate.

- 5 The track then leads to a position 3 miles SSW of Baekseo (34°37'·87N 127°59'·63E) (3.20), from where a light is exhibited.

Useful mark:

Heukcho Light (black round concrete tower, red band, 14 m in height) (34°36'·40N 128°15'·59E).

(Directions continue for Yeosu Hang and Gwangyang Hang at 3.36 and for an inshore route to Samcheonpo Hang at 3.101)

Korean Notice 6/122/22 **[NP43-No 75-Wk 36/22]**

**South Korea - South coast -
Yeosu Haeman — Anchorages**

128

Paragraph 3.39 1 lines 3-9 *Replace by:*

D-1, designated for VLCCs, centred on 34°37'·71N 127°58'·66E. No 2 quarantine anchorage lies within the N part of D1 anchorage area in position 34°39'·13N 127°57'·87E.

D-2, with a radius of 4 cables centred on 34°40'·18N 127°53'·85E, and depths from 19 to 21 m. Unrestricted.

ENC KR4F4H20 **[NP43-No 6-Wk 10/20]**

NP43

South Korea - Yeosu Hang — Tugs

129

After Paragraph 3.51 1 line 7 *Insert*:

Tugs. Vessels over 1500 gt and vessels over 1000 gt carrying dangerous cargo require the use of a tug. For further details, including exclusions, contact the port authority.

UKHO

[NP43-No 7-Wk 10/20]

South Korea - South coast - Gwangyang Hang — Depths

131

Paragraph 3.67 1-3 *Replace by*:

- 1 The least charted depths within the fairways and channels of Gwangyang Hang are as follows:
Fairway 1 (34°51'·40N 127°47'·40E); 21·0 m on NE edge of fairway.
Fairway 2 (34°52'·00N 127°45'·50E); 13·1 m on SW edge of fairway.
Myodo Sudo (34°51'·98N 127°42'·59E); 8·1 m SW of Sodangdo.
- 2 Fairway 3 (34°52'·65N 127°45'·50E); 21·0 m in the centre of the fairway.
Fairway 4 (34°52'·70N 127°46'·15E); 14·9 m on the NE edge of fairway.
Container terminal approach (34°54'·69N 127°41'·68E); 15·1 m.
- 3 Channel leading to the HYSCO Berth (34°55'·00N 127°35'·68E) (3.92) at Yulchon; 9·6 m.
Channel leading to the berths at Taeindo (34°56'·25N 127°46'·11E) (3.94); 5·5 m.
Channel leading to Hadong Power Station (34°56'·75N 127°49'·50E) (3.95); 16·5 m.

ENC KR647B26; KR647B25; KR647B14; KR64713B

[NP43-No 55-Wk 47/21]

South Korea - Yeosu Hang — Tugs

131

After Paragraph 3.72 1 line 2 *Insert*:

Tugs

3.72a

- 1 For details see 3.51.

UKHO

[NP43-No 8-Wk 10/20]

South Korea - South coast - Gwangyang Hang — Directions; lights; buoys

133

Paragraph 3.81 1-2 *Replace by*:

- 1 From a position in Myodo Sudo 2 cables NE of the E end of the western GS Caltex Product Terminal (34°51'·83N 127°43'·88E) the track leads 2½ cables SSW into a channel, thence S for a farther 3½ cables to the coal pier.

Korean Notice 25/486/22

[NP43-No 83-Wk 33/23]

South Korea - South coast - Gwangyang Hang — Anchorage; obstruction

133

Paragraph 3.85 3 line(s) 4-8 *Replace by*:

...127°41'·85E) is the deepest, with depths from 10 to 13 m. Two obstructions lie in the E part of K-13 anchorage.

Hadong Power Station Anchorage (34°56'·64N 127°49'·68E). Close off the berths, with charted depths from 16 to 35 m. A foul area and an obstruction (34°56'·60N 127°49'·62E) lie within the anchorage.

ENC KR64724B; KR647B17 [NP43-No 56-Wk 47/21]

South Korea - South coast - Approaches to Samcheonpo Hang — Directions

136

Paragraph 3.110 2 lines 1-2 *Replace by*:

WSW of a large fish haven (34°47'·41N 128°09'·60E).

Thence the track continues NNW, following the recommended route, passing:

Paragraph 3.110 3 lines 6-7 *Replace by*:

...shoal; the island is rugged.

Thence the recommended route leads N, passing: E of Janggot (34°49'·76N 128°05'·21E), the...

Paragraph 3.110 4 lines 1-8 *Replace by*:

- 4 E of Moseom (34°50'·64N 128°04'·95E), an above-water rock.

The track then leads to the vicinity of the pilot boarding area for Samcheonpo Hang, 2½ miles WSW of Yulpomal (34°53'·30N 128°08'·00E). Yulpomal is a high precipitous point from where a light (white round concrete tower, 5 m in height) is exhibited. Bonghwasan (34°53'·78N 128°07'·80E) is prominent from a distance.

Korean Notice 50/1108/20

[NP43-No 45-Wk 07/21]

South Korea - South coast - Geojedo - Gyeonnaeryang Haehyeop — Traffic regulations

146

After Paragraph 3.159 1 line 5 *Insert*:

Traffic regulations. Vessels with a length of tow longer than 90 m or a width of a barge wider than 25 m are prohibited from passing beneath Geoje Bridge (below).

Korean Notice 47/973/21

[NP43-No 69-Wk 18/22]

South Korea - South coast - Gyeonnaeryang Haehyeop — Directions; marine farm

146

After Paragraph 3.159 5 line 6 *Insert*:

Clear of a marine farm (34°50'·47N 128°27'·35E), which lies in the centre of the channel, thence:

Korean Notice 43/300/21

[NP43-No 68-Wk 06/22]

**South Korea – Tongyeong Hang – Nae Hang —
Vertical clearance; bridge**

147

After Paragraph 3.162 1 line 8 *Insert*:

A bridge (34°50'·50N 128°25'·57E), vertical clearance unknown, spans the entrance to Nae Hang (3.164).

ENC KR648A39 (6.011) [NP43-No 76-Wk 36/22]

**South Korea – Busan New Port —
Prohibited area**

156

Paragraph 3.226 2 lines 5-7 *Delete*

GB Chart 1163 (2020) [NP43-No 31-Wk 38/20]

**South Korea – South coast – Sobyongdaedo —
Obstructions; fish havens**

149

Paragraph 3.177 1 line 4 *Replace by*:

...SE. Numerous fish havens lie within the channel.

Korean Notice 36/754/21 [NP43-No 60-Wk 49/21]

**South Korea – South coast – Busan New Port —
Directions; directional light**

156

Paragraph 3.228 2 lines 5-6 *Replace by*:**Useful mark:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'·46N 128°46'·10E) marking the fairway on the N side of the harbour.

Korean Notice 45/1052/19 [NP43-No 11-Wk 10/20]

**South Korea – South coast – Geojedo -
Okpo Hang — Directions; lights**

151

Paragraph 3.195 2 lines 1-6 *Delete*

Korean Notice 2/47/20 [NP43-No 9-Wk 10/20]

**South Korea – South coast – Geojedo -
Okpo Hang — Directions; lights**

152

Paragraph 3.203 *Replace by*:**South Korea – Busan New Port — Directions**

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 10/20 *Replace by*:**1 Landmarks:**

Ongnyeobong (34°51'·15N 128°41'·60E).
Gangmangsan (34°55'·32N 128°42'·42E).

Major lights:

Yangjamchwi Light (34°53'·70N 128°45'·09E)
(3.195).

2 **Track.** There are no specific directions for entering Okpo Hang, the chart being sufficient guide.

Useful marks:

Okpo Hang N Breakwater Light (red round concrete tower, 11 m in height) (34°53'·82N 128°43'·05E).
Okpo Hang S Breakwater Light (white round concrete tower, 11 m in height) (34°53'·69N 128°43'·17E).

Korean Notice 2/47/20 [NP43-No 10-Wk 10/20]

1 From a position WSW of Cheonsudaemal (35°01'·44N 128°48'·34E), vessels bound for Busan New Port continue NNW, thence N, to enter No 5 Fairway, marked by light beacons (lateral), passing: W of a detached breakwater (35°02'·88N 128°47'·44E), from each end of which a light is exhibited, thence:

2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'·52N 128°46'·69E) (3.238), from where a light is exhibited.

Busan New Port (Sinhang) Inner Leading Lights:

Front light (square metal tower, 101 m in height) (35°04'·97N 128°49'·68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

3 From a position in No 5 Fairway E of Yeondo, the alignment (061·1°) of these lights leads ENE into Busan New Port, passing between the islet of Horando (3.224) and a prohibited area (3.226).

Useful marks:

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'·46N 128°46'·10E) marking the fairway on the N side of the harbour.

4 Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'·88N 128°47'·25E).

Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'·88N 128°47'·63E).

South Korea – Busan New Port — Directions

155

After Paragraph 3.223 4 line 7 *Insert*:

(Directions for Busan New Port
are given at 3.228)

Paragraph 3.223 5-6 *Replace by*:

5 Vessels bound for Masan Hang and other ports W and NW round Busan New Port No C Light Buoy (safe water) (35°01'·44N 128°47'·31E) and continue NW to No 1 pilot boarding position. The vicinity of this buoy is a Precautionary Area.

(Directions continue at 3.238)

UKHO [NP43-No 28-Wk 28/20]

UKHO [NP43-No 29-Wk 28/20]

NP43

South Korea - South coast - Busan New Port — Directions; wreck; useful marks

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 28/20 *Replace by:*

1 From a position WSW of Cheonsudaemal (35°01'44N 128°48'34E), vessels bound for Busan New Port continue NNW, thence N, to enter No 5 Fairway, marked by light beacons (lateral), passing: W of a detached breakwater (35°02'88N 128°47'44E), from each end of which a light is exhibited, thence:

2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'52N 128°46'69E) (3.238), from where a light is exhibited.

Busan New Port (Sinhang) Inner Leading Lights:
Front light (square metal tower, 101 m in height) (35°04'97N 128°49'68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

3 From a position in No 5 Fairway E of Yeondo, the alignment (061.1°) of these lights leads ENE into Busan New Port, passing between the islet of Horando (3.224) and a prohibited area (3.226).

Caution. A dangerous wreck (35°04'47N 128°47'86E), position approximate, marked by V-AIS, lies in the approach to Hanjin Newport Container Terminal (3.229), within the white sector (269°-271°) of Busan New Port Directional Light.

4 **Useful marks:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'46N 128°46'10E) marking the fairway on the N side of the harbour. Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'88N 128°47'25E).

6 Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'88N 128°47'63E).

UKHO; South Korean Notices 21/312/20; 26/435/20; ENC KR65886D; **[NP43-No 30-Wk 31/20]**

South Korea - Busan New Port — Directions; prohibited area; light

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 31/20 *Replace by:*

1 From a position WSW of Cheonsudaemal (35°01'44N 128°48'34E), vessels bound for Busan New Port continue NNW, thence N, within the white sector (000.9°-002.9°) of a light (white 8-sided tower, 27 m in height) (35°04'66N 128°47'11E), through No 5 Fairway, marked by light beacons (lateral), passing:

W of a detached breakwater (35°02'88N 128°47'44E), from each end of which a light is exhibited, thence:

2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'52N 128°46'69E) (3.238), from where a light is exhibited.

Busan New Port (Sinhang) Inner Leading Lights:

Front light (square metal tower, 101 m in height) (35°04'97N 128°49'68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

3 From a position in No 5 Fairway E of Yeondo, the alignment (061.1°) of these lights leads ENE into Busan New Port, passing NNW of Horando (3.224).

4 **Caution.** A dangerous wreck (35°04'47N 128°47'86E), position approximate, marked by V-AIS, lies in the approach to Hanjin Newport Container Terminal (3.229), within the white sector (269°-271°) of Busan New Port Directional Light.

5 **Useful marks:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'46N 128°46'10E) marking the fairway on the N side of the harbour. Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'88N 128°47'25E).

6 Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'88N 128°47'63E).

GB Chart 1163 (2020)

[NP43-No 32-Wk 38/20]

South Korea - South coast - Busan New Port — Directions; caution

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 38/20 *Replace by:*

1 From a position WSW of Cheonsudaemal (35°01'44N 128°48'34E), vessels bound for Busan New Port continue NNW, thence N, within the white sector (000.9°-002.9°) of a light (white 8-sided tower, 27 m in height) (35°04'66N 128°47'11E), through No 5 Fairway, marked by light beacons (lateral), passing:

W of a detached breakwater (35°02'88N 128°47'44E), from each end of which a light is exhibited, thence:

2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'52N 128°46'69E) (3.238), from where a light is exhibited.

Busan New Port (Sinhang) Inner Leading Lights:

Front light (square metal tower, 101 m in height) (35°04'97N 128°49'68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

3 From a position in No 5 Fairway E of Yeondo, the alignment (061.1°) of these lights leads ENE into Busan New Port, passing NNW of Horando (3.224).

4 **Useful marks:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'46N 128°46'10E) marking the fairway on the N side of the harbour. Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'88N 128°47'25E).

- 5 Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'·88N 128°47'·63E).

Korean Notice 47/1012/20 [NP43-No 44-Wk 03/21]

South Korea - Approaches to Busan New Port and Masan - Jinhae Hang — Pilotage

158

Paragraph 3.242 2 lines 2-4 *Replace by:*

...No 1 pilot boarding area (35°02'·75N 128°44'·57E) in Gadeok Sudo, or at No 3 pilot boarding area (35°04'·18N 128°42'·12E) in the quarantine and waiting...

UKHO [NP43-No 23-Wk 13/20]

South Korea - Approaches to Masan Hang — Directions; wreck

160

After Paragraph 3.264 2 line 8 *Insert:*

WSW of a dangerous wreck (35°10'·05N 128°35'·63E), thence:

Korean Notice 13/228/22 [NP43-No 78-Wk 36/22]

South Korea - South coast - Jinhae Man — Goheyon Fairway

161

Paragraph 3.271 2 lines 1-3 *Replace by:*

- 2 **Goheyon Fairway to Gajodo Sudo.** From a position about 8½ cables N of Hwangdeokdo the route leads SW for 6¾ miles through Goheyon Fairway to...

Korean Chart 2165 (2019) [NP43-No 12-Wk 10/20]

South Korea – South coast – Jinhae Man — Goheyon-Tongyeong Fairway

161

Paragraph 3.271 2 including existing Section IV Notice Week 10/20 *Replace by:*

- 2 **Goheyon-Tongyeong Fairway to Gajodo Sudo.** From a position about 8½ cables N of Hwangdeokdo the route leads SW for 6¾ miles through Goheyon-Tongyeong Fairway to a position about 2 cables SE of Beombyeokdo (34°55'·87N 128°31'·95E), providing access to Gohyeonseong Man (3.285).

Gajodo Sudo to Gyeonnaeryang Haehyeop. This route leads generally SW from a position about 2 cables SE of Beombyeokdo (34°55'·87N 128°31'·95E) through Gajodo Sudo (34°55'·56N 128°31'·96E) for 1 mile, and thence along the NW coast of Geojeo for a farther 2¼ miles to a position about 2 cables W of Myeongdeungdo (34°53'·91N 128°28'·90E).

Korean Notice 3/59/22 [NP43-No 71-Wk 28/22]

South Korea - South coast - Jinhae Man — Goheyon Fairway

162

Paragraph 3.279 5 line 5 *For Tongyeong Fairway Read Goheyon Fairway*

Paragraph 3.281 1 lines 1-4 including heading *Replace by:*

Goheyon Fairway to Gajodo Sudo

(continued from 3.279 and 3.280)

3.281

1 From a position about 8½ cables N of Hwangdeokdo (35°00'·55N 128°37'·28E) the track leads SW through Goheyon Fairway, marked by light buoys (safe water), passing:

Korean Chart 2165 (2019) [NP43-No 13-Wk 10/20]

South Korea – South coast – Jinhae Man — Goheyon-Tongyeong Fairway

162

Paragraph 3.279 5 including existing Section IV Notice Week 10/20 *Replace by:*

(Directions continue for Goheyon-Tongyeong Fairway at 3.281 and for Anjeong Fairway at 3.283)

Paragraph 3.281 1 including heading and existing Section IV Notice Week 10/20 *Replace by:*

Goheyon-Tongyeong Fairway to Gajodo Sudo

(continued from 3.279 and 3.280)

3.281

1 From a position about 8½ cables N of Hwangdeokdo (35°00'·55N 128°37'·28E) the track leads SW through Goheyon-Tongyeong Fairway, marked by light buoys (safe water), passing:

NW of a wreck (34°59'·99N 128°36'·32E) lying in the NE-bound traffic lane. An obstruction with a depth of 7.5 m lies 3 cables S of the wreck, thence:

SE of Gwangicho (34°59'·95N 128°34'·56E), a shoal patch with a least depth of 2.2 m, lying E of Daegwangido (3.283), thence:

Korean Notice 3/59/22 [NP43-No 72-Wk 28/22]

South Korea - South coast - Gajodo Sudo — Directions; fish havens

162

Paragraph 3.282 1 lines 8-9 *Replace by:*

Caution. Numerous fish havens lie within, and in the approaches to, Gajodo Sudo.

Korean Chart 2284/20 [NP43-No 46-Wk 12/21]

South Korea - South coast - Jinhae Man — Goheyon Fairway

163

Paragraph 3.285 1 line 8 *For Tongyeong Fairway Read Goheyon Fairway*

Korean Chart 2165 (2019) [NP43-No 14-Wk 10/20]

NP43

South Korea - South coast - Gohyeon Hang — Basins; berths; anchorages

164

Paragraph 3.289 including heading *Replace by:*

Basins and berths

3.289

- 1 **Basins.** The shipyard is arranged into three basins as follows:

First basin, close W of Jukdo (34°54'·29N 128°36'·36E) (3.287), is divided in two by a pier 7½ cables long which passes over Gyuldo (34°54'·35N 128°36'·01E), an islet 10 m high. A rocky shoal, with a least depth of 7·3 m, extends up to 2 cables NNW of Gyuldo. The berths in the basin have charted depths from about 2 to 14 m alongside;

- 2 Second basin, 6 cables WNW of Jukdo, is separated from the first basin by a long pier. It has quays with charted depths from about 6 to 15 m alongside;

Third basin, 1¼ miles NW of Jukdo, comprises several floating drydocks.

- 3 **Berths.** There are multiple docks and minor jetties S and E of Jukdo with charted depths from about 6 to 10 m alongside. There is also a dolphin pier extending N from a point 3 cables ESE of Jukdo, with depths alongside from 5 to 10 m.

Several berths have been constructed on reclaimed land (34°56'·00N 128°35'·70E), with depths alongside of 11 m or less.

- 4 **Anchorages and moorings.**

The harbour is divided into three unrestricted anchorage areas as follows:

Anchorage Area 1 (34°54'·19N 128°36'·82E);

Anchorage Area 2 (34°54'·82N 128°36'·19E);

Anchorage Area 3 (34°55'·53N 128°35'·15E).

- 5 Three lighted tanker mooring buoys are established off the port as follows:

A Buoy (34°56'·12N 128°34'·07E);

B Buoy (34°55'·83N 128°34'·65E);

C Buoy (34°55'·90N 128°33'·40E).

Korean Chart 2284/20

[NP43-No 47-Wk 12/21]

South Korea - South coast - Busan Hang — Directions; directional light

171

Paragraph 3.330 2 line 6-8 *Replace by:*

The alignment (304·8°) of these lights and the white sector (303·8°-305·8°) of No 1 Fairway Directional Light (white 4-sided metal tower, 23 m in height) (35°06'·78N 129°03'·11E) leads through No 1 Fairway in North Outer Harbour, marked by light beacons (lateral), passing:

Korean Notice 45/1049/19

[NP43-No 15-Wk 10/20]

South Korea - South-east coast - Ulsan Hang — Wreck

180

Paragraph 4.30 2 lines 7-8 *Replace by:*

E2 (35°26'·33N 129°25'·70E) for vessels between 10 000 and 30 000 tonnes. A wreck (35°26'·29N 129°26'·46E) lies in the centre of the anchorage.

GB Chart 898/20

[NP43-No 16-Wk 10/20]

South Korea - Ulsan Hang — Restricted Area

180

Paragraph 4.32 2 line 2 *Replace by:*

...are restricted within 400 m of the four SBMs...

Korean Chart 1756

[NP43-No 17-Wk 10/20]

South Korea - South-east coast - Ulsan Hang — Development

181

Paragraph 4.36 1 *Replace by:*

- 1 Reclamation works are in progress (2021) in the vicinity of 35°27'·27N 129°22'·48E, for the North-East Asia Oil-hub second phase, and for the construction of Ulsan Southern New Port (35°25'·00N 129°22'·00E).

ENC KR65918C (1.035)

[NP43-No 84-Wk 48/23]

South Korea - South-east coast - Ulsan Hang - Ulsan Sin Hang — Directions; directional light

181

Paragraph 4.40 1 lines 9-10 *Replace by:*

The track then follows the buoyed channel to Ulsan Sin Hang, passing through the entrance of the Ulsan Southern New Port development (4.36).

Useful marks:

Nambang Pahoan Light (white 4-sided concrete tower, 19 m in height) (35°24'·47N 129°22'·49E), exhibited from the SE elbow of a breakwater extending about 600 m from the shore.

ENC KR65918C (1.035); South Korean Notice 26/509/22

[NP43-No 85-Wk 48/23]

South Korea - East coast - Wolpo Man — Directions; light

191

Paragraph 4.103 2 lines 3-4 *Delete*

Paragraph 4.104 2 line 3 *For* (4.103) *Read* (4.105)

Paragraph 4.105 1 line 9 *Replace by:*

Wolpo Light (white round concrete tower, 10 m in height) (36°11'·00N 129°23'·51E).

Korean Notice 40/804/21

[NP43-No 64-Wk 01/22]

**South Korea - East coast -
Donghae Hang — Anchorages**

199

Paragraph 4.157 1 lines 7-9 *Replace by:*

Outer anchorages. Seven designated anchorages lie N of the detached breakwater

Paragraph 4.157 2 lines 1-9 *Replace by:*

- 2 **Pilotage** is compulsory but available only during daylight hours. The pilot boards approximately 2 miles E of the N breakwater in the vicinity of 37°29'·70N 129°11'·50E. See *ADMIRALTY List of Radio Signals Volume 6(6)*.

Korean Notice 4/82/20 [NP43-No 18a-Wk 10/20]

**South Korea - East coast -
Donghae Hang — Anchorages**

199

Paragraph 4.158 1 lines 7-11 *Replace by:*

Development. A new detached breakwater is under construction (2019), extending E from a position 2 cables NE of the centre of the N breakwater.

Korean Notice 4/82/20 [NP43-No 18b-Wk 10/20]

**South Korea - East coast -
Donghae Hang — Development**

199

Paragraph 4.158 1 including existing Section IV Notice Week 10/20 *Replace by:*

- 1 **General layout.** The harbour is formed behind a long N breakwater, extending 6 cables SE, and a S breakwater extending 1½ cables N from the mouth of the river Jeoncheon. Inside the breakwaters the harbour consists of a small N basin and a large S basin. The S basin is for the use of cargo vessels. A detached breakwater (37°30'·25N 129°09'·40E) lies N of the entrance.

- 2 **Development.** A breakwater is under construction (2020) to the S of the existing port. This will extend from the shore almost at the S limit of the port for 7 cables in a NE direction before turning NW and extending a farther 7 cables across the current fairway to a point 4 cables ENE of the existing harbour entrance. The construction area is marked by light buoys (special).

Local weather. Prevailing winds from NW, mostly during winter.

Korean Notice 45/913/2020 [NP43-No 41-Wk 02/21]

**South Korea - East coast -
Donghae Hang — Directions**

199

Paragraph 4.159 1-3 *Replace by:*

- 1 **Landmarks:**
Geunsan (37°24'·48N 129°08'·16E) (4.139).
Dutasan (37°25'·53N 129°00'·09E) (4.139).
Choroksan (37°31'·32N 129°04'·22E) (4.139).

Major lights:

Mukho Hang E Breakwater Light (37°32'·37N 129°07'·22E) (4.153).

Mukho Light (37°33'·27N 129°07'·11E) (4.153).

- 2 **Entry.** From a position about 2¼ miles E of the head (37°29'·92N 129°08'·76E) of the N breakwater, the track leads W, then WNW, through a fairway, passing:

SSW of the E head of the detached breakwater (4.158).

- 3 Thence the fairway continues to lead WNW to a position 5½ cables ENE of the head of the N breakwater. The track then leads SW, passing:

SE of the head of the N breakwater (37°29'·92N 129°08'·76E).

Thence the track leads W, into the harbour, passing N of the head of the S breakwater (37°29'·77N 129°08'·66E), from where a light (white round concrete tower, 11 m in height) is exhibited.

- 4 **Useful marks:**

Light (red round concrete tower, 27 m in height) (37°30'·14N 129°09'·85E), exhibited from the E end of the detached breakwater.

Light (yellow round concrete tower, 10 m in height) (37°30'·18N 129°08'·74E), exhibited from the W end of the detached breakwater.

- 5 Light (yellow GRP pillar, 4 m in height), exhibited from the N end of Yukong Sea-Berth (37°29'·76N 129°08'·63E).

Light (white GRP pillar, 6 m in height), exhibited from the end of a pier (37°30'·02N 129°08'·25E) in the N basin.

Korean Notice 45/913/2020 [NP43-No 42-Wk 02/21]

**South Korea - East coast - Anindan —
Anchorage; breakwater**

202

Paragraph 4.180 1 lines 4-12 *Replace by:*

ENE of a detached breakwater (37°44'·96N 128°59'·67E) (4.184a). The breakwater is situated NNE of Anindan (37°44'·41N 128°59'·34E), a promontory which is dark blue and saddle-shaped; the remains of a cairn on its summit form a good landmark for vessels approaching from the SE. And:

Clear of an anchorage area (37°45'·35N 129°00'·76E) (4.184a), thence:

Korean Notice 4/94/22; ENC's KR5G124I and KR678B50 [NP43-No 73-Wk 34/22]

**South Korea - East coast - Gangneung Anin —
Development; breakwater; anchorage**

203

After Paragraph 4.184 1 line 3 *Insert:***Anchorage and harbours****Gangneung Anin****4.184a**

- 1 **General information.** Works are in progress (2022), on the construction of a detached breakwater (37°44'·96N 128°59'·67E) and a bulk terminal jetty (37°44'·85N 128°59'·37E), NNE of Anindan (4.180). These works are part of the Gangneung Anin power plant development.

NP43

2 Aninjin Hang (37°44'·17N 128°59'·38E), a small fishing harbour, is situated 3 cables S of Anindan; lights (round concrete towers, 10 m in height) are exhibited from the breakwater heads.

Directions. A two-way fairway has been established inshore of the detached breakwater.

A number of marine farms lie in both the approaches to and within the fairway.

3 **Useful marks:**

Aninhwaryeok S Breakwater Light (red post, 14 m in height) (37°44'·62N 128°59'·99E).

Aninhwaryeok N Breakwater Light (yellow concrete, 14 m in height) (37°45'·15N 128°59'·31E).

4 Aninhwaryeok S Jetty Light (yellow pile, 9 m in height) (37°44'·79N 128°59'·48E).

Aninhwaryeok N Jetty Light (yellow pile, 8 m in height) (37°44'·92N 128°59'·28E).

Anchorage. An anchorage area (37°45'·35N 129°00'·76E), 660 m radius, is situated ENE of the development; depths of 40 to 70 m, rock and mud.

Korean Notice 4/94/22; ENCs KR5G124I and KR678B50
[NP43-No 74-Wk 34/22]

South Korea – East coast – Gangneung Anin — Directions; turning basin

203

Paragraph 4.184a existing Section IV Notice Week 34/22
Replace by:

Anchorage and harbours

Gangneung Anin 4.184a

1 **General information.** Works are in progress (2022), on the construction of a detached breakwater (37°44'·96N 128°59'·67E) and a bulk terminal jetty (37°44'·85N 128°59'·37E), NNE of Anindan (4.180). These works are part of the Gangneung Anin power plant development.

2 Aninjin Hang (37°44'·17N 128°59'·38E), a small fishing harbour, is situated 3 cables S of Anindan; lights (round concrete towers, 10 m in height) are exhibited from the breakwater heads.

Directions. A two-way fairway has been established inshore of the detached breakwater; a turning basin, radius 300 m, is situated at the NW entrance to the fairway.

A number of marine farms lie in both the approaches to and within the fairway.

3 **Useful marks:**

Aninhwaryeok S Breakwater Light (red post, 14 m in height) (37°44'·62N 128°59'·99E).

Aninhwaryeok N Breakwater Light (yellow concrete, 14 m in height) (37°45'·15N 128°59'·31E).

4 Aninhwaryeok S Jetty Light (yellow pile, 9 m in height) (37°44'·79N 128°59'·48E).

Aninhwaryeok N Jetty Light (yellow pile, 8 m in height) (37°44'·92N 128°59'·28E).

Anchorage. An anchorage area (37°45'·35N 129°00'·76E), 660 m radius, is situated ENE of the development; depths of 40 to 70 m, rock and mud.

Korean Notice 16/299/22 [NP43-No 80-Wk 48/22]

South Korea – East coast - Gisamundan — Directions; light

203

After Paragraph 4.188 1 line 3 Insert:

Gisamundan Light (white round tower, 10 m in height) (38°01'·32N 128°44'·14E).

Paragraph 4.189 4 line(s) 1–4 *Replace by:*

4 ENE of Gisamundan (38°01'·32N 128°44'·16E), a low-lying inconspicuous point, which projects slightly NE; a light (4.188) is exhibited from the point.

Korean Notice 25/506/21 [NP43-No 53-Wk 35/21]

South Korea – East coast - Ayajin Ni — Drying patch; beacon

205

After Paragraph 4.203 3 line 6 Insert:

ENE of a drying patch (38°16'·90N 128°33'·90E), marked by light beacon (E cardinal, 16 m in height). Numerous other shoal patches lie in the vicinity of the beacon. Thence:

Korean Notice 12/217/22; ENC KR 12/217/22
[NP43-No 77-Wk 36/22]

South Korea - Biseonjang to Suwondan - Gonghyeonjin Hang to Suwondan — Obstructions

206

Paragraph 4.204 3 line 14 *Replace by:*

...of Jeodo. Thence:

ENE of two obstructions (38°34'·56N 128°27'·38E and 38°34'·46N 128°27'·08E), both of unknown depth, thence:

Korean Notice 38/779/21 [NP43-No 63-Wk 50/21]

Russia - Zaliv Petra Velikogo - Zaliv Amurskiy — Directions; marine farms

243

After Paragraph 6.55 2 line 9 Insert:

Caution. Extensive marine farms lie at the head of the bay.

Russian Notices 50/5860 & 5861/19
[NP43-No 19-Wk 10/20]

Russia - Zaliv Petra Velikogo - Zaliv Amurskiy - Slavyanka — Pilotage

244

Paragraph 6.58 2 line 3 *For* 42°53'·52N 131°26'·07E *Read* 42°53'·81N 131°26'·07E

Russian Chart 68001 [NP43-No 66-Wk 05/22]

**Russia - Vladivostok - Zaliv Ussuriyskiy —
Regulations; prohibited area**

248

After Paragraph 6.94 1 line 2 *Insert*:

Traffic regulations

6.94a

- 1 A prohibited area (43°04'·46N 132°16'·90E) has been established about 8 cables SW of Mys Sedlovodnyy (6.97).

ENC RU4M9V50 [NP43-No 20-Wk 10/20]

**Russia - Vladivostok - Zaliv Ussuriyskiy -
Bukhta Bol'shogo Kamnya — Prohibited area**

249

After Paragraph 6.99 6 line 5 *Insert*:

Prohibited area. Entry into Bukhta Bol'shogo Kamnya is prohibited to unauthorised vessels. Contact local authorities for further information.

ENC RU4M9V50 [NP43-No 21-Wk 10/20]

**Russia - Vladivostok - Zaliv Ussuriyskiy -
Bukhta Bol'shogo Kamnya — Directions**

249

Paragraph 6.99 7 line 1 *For NE Read NW*

Paragraph 6.99 7 line 4 *For NE Read NW*

Paragraph 6.99 7 line 7 *For NE Read NW*

UKHO [NP43-No 22-Wk 10/20]

**Russia - Vladivostok - Zaliv Strelok —
Marine farms**

258

After Paragraph 7.11 2 line 5 *Insert*:

Marine farms

7.11a

- 1 Numerous marine farms exist within Zaliv Strelok (See 1.24).

Russian Notice 15/1835/20 [NP43-No 25-Wk 20/20]

**Russia - Sea of Japan - Zaliv Nakhodka —
Directions; depth**

264

Paragraph 7.42 2 lines 9–10 *Replace by*:

A broad shoal patch (42°45'·12N 132°54'·56E), with a least depth of 8·1 m, lies 4 cables ESE of the point. Thence:

Russian Chart 68009 (2021) [NP43-No 65-Wk 05/22]

**Russia - Sea of Japan - Zaliv Nakhodka -
Vostochnyy Port — Directions**

269

Paragraph 7.86 4-6 *Replace by*:

- 4 Between two light buoys (lateral) (42°45'·18N 133°02'·88E) at the entrance to Bukhta Vrangelya, thence:
NNE of Mys Petrovskogo (42°44'·80N 133°02'·83E) (7.66).

The track then leads to a position about 3½ cables S of Coal Pier Light (42°45'·11N 133°04'·02E). Vessels proceeding to berths in the ESE part of the harbour should remain well SSW of the Bukhta Vrangelya leading line when passing Rechka Khmylovka in order to clear a shoal (42°44'·54N 133°04'·85E), and dangerous rock (awash), marked on the S side by a light buoy (S cardinal).

- 5 **Rechka Khmylovka.** From the position about 3½ cables S of Coal Pier Light, the track leads SE, passing clear of a shoal (42°44'·62N 133°04'·52E), lying SW of the river's W entrance point; the shoal, marked on its SE side by a light buoy (port hand), has kelp beds and a least depth of 3·3 m. The track then leads to the beginning of the Rechka Khmylovka leading line.

Rechka Khmylovka Leading Lights:

Front light (white rectangle, red stripe, with white diamond topmark, red stripe, 9 m in height) (42°45'·21N 133°05'·11E).

Rear light (similar structure, 11 m in height) (92 m from front light).

- 6 The alignment (024·5°) of these lights leads NNE, passing:

SE of an area being reclaimed (7.85), thence:

Close WNW of a shoal (42°44'·54N 133°04'·85E), marked by light buoys (lateral and cardinal), and with depths less than 0·2 m. A dangerous rock (awash) lies on the shoal.

Useful marks:

Beregovoy Light (red round metal tower, 8 m in height) (42°46'·42N 133°02'·72E).

Light (red round metal tower, white band, with platform, 5 m in height) (42°44'·72N 133°04'·75E) exhibited from a dolphin at the SSW end of the quay.

Russian Chart 68013 (2021) [NP43-No 67-Wk 05/22]

**Russia - Sea of Japan -
Bukhta Preobrazheniye — Directions**

274

Paragraph 7.117 1-3 *Replace by*:

- 1 **Description.** Bukhta Preobrazheniye (42°53'·65N 133°54'·30E) is a narrow inlet affording protection from winds from all directions and is entered N of Ostrov Orekhova (7.116). About half way within the entrance are narrows which divide the inlet into two basins. The navigable width of the entrance, between the 10 m contours, is about ¼ cable. A quay and two floating docks lie on the N side of the outer basin.

- 2 Sokolovka, a settlement at which there is a large fishing station, stands on the shore of a cove NE of Mys Matveyeva, the N entrance point of the inlet.

NP43

Directions. Vessels entering Bukhta Preobrazheniye should pass W of Ostrov Orekhova.

Preobrazheniye Bay Approach Leading lights:

Front light (8-sided tower, 6 m in height) (42°53'·64N 133°53'·62E).

- 3 Rear light (similar structure) (1 cable from front light).

From a position NW of Ostrov Orekhova, the alignment (119·7°) of these lights leads ESE into the harbour.

Preobrazheniye Bay Entrance Leading lights:

Front light (8-sided tower, 7 m in height) (42°53'·78N 133°54'·36E).

- 4 Rear light (similar structure) (165 m from front light).

The alignment (087°) of these lights leads E towards the quay.

Useful mark:

Ostrov Orekhova Light (42°53'·59N 133°52'·95E) (7.116).

Anchorage may be obtained in the vicinity of 42°53'·69N 133°53'·97E; depth 9 m, mud.

ENC RU5M8VB0 (1.003) [NP43-No 38-Wk 50/20]

Russia - Sea of Japan - East of Nakhodka - Bukhta Preobrazheniya — Directions; lights

274

Paragraph 7.117 1-3 including existing Section IV Notice Week 50/20 *Replace by:*

- 1 **Description.** Bukhta Preobrazheniya (42°53'·65N 133°54'·30E) is a narrow inlet affording protection from winds from all directions and is entered N of Ostrov Orekhova (7.116). About half way within the entrance are narrows which divide the inlet into two basins. The navigable width of the entrance, between the 10 m contours, is about ¼ cable. A quay and two floating docks lie on the N side of the outer basin.

- 2 Sokolovka, a settlement at which there is a large fishing station, stands on the shore of a cove NE of Mys Matveyeva, the N entrance point of the inlet.

Directions. Vessels entering Bukhta Preobrazheniya should pass W of Ostrov Orekhova.

Bukhta Preobrazheniya Approach Leading lights:

Front light (8-sided tower, 6 m in height) (42°53'·64N 133°53'·62E).

- 3 Rear light (similar structure) (1 cable from front light).

From a position NW of Ostrov Orekhova, the alignment (119·7°) of these lights leads ESE to the harbour entrance.

Useful mark:

Ostrov Orekhova Light (42°53'·59N 133°52'·95E) (7.116).

Anchorage may be obtained in the vicinity of 42°53'·69N 133°53'·97E; depth 9 m, mud.

Russian Notice 46/4391/20 [NP43-No 43-Wk 02/21]

Russia - Sea of Okhotsk - Sakhalinskiy Zaliv - Proliv Tatarskiy — Pilotage

321

Paragraph 10.5 2 line(s) 5-6 *Replace by:*

...(10.39). Pilots board in position 53°21'·39N 141°41'·46E.

Russian Chart RU62177 Ed 2 (2019)

[NP43-No 27-Wk 27/20]

NP44 Malacca Strait and West Coast of Sumatera Pilot (2022 Edition)

Indonesia - Malacca Strait - Tanjung Jamboaye — Prohibited areas

69

Paragraph 2.25 1 lines 1-2 including heading *Replace by:*

Prohibited areas

2.25

1 Entry is prohibited within an area up to 4½ miles from Pulau Berhala (3°46'·42N 99°29'·90E).

Entry is prohibited in safety zones surrounding wells which are located within an offshore restricted area (5°18'·75N 98°03'·58E) about 34 miles E of Tanjung Jamboaye (5°15'·00N 97°30'·00E) (3.104).

Indonesian Notice 15/177/22

[NP44-No 8-Wk 11/23]

Indonesia - Malacca Strait - Tanjung Jamboaye — Restricted area

69

After Paragraph 2.30 1 line 5 *Insert:*

Clear of an offshore restricted area (5°18'·75N 98°03'·58E), within which a number of wells are situated, thence:

Indonesian Notice 15/177/22

[NP44-No 9-Wk 11/23]

Malacca Strait - Permatang Sedepa — Directions; wrecks

72

After Paragraph 2.47 6 line 6 *Insert:*

7 Clear of a dangerous wreck (2°56'·54N 100°50'·47E), thence:

Clear of a dangerous wreck (2°55'·37N 100°51'·16E), and:

GB Chart 3945 (2022)

[NP44-No 7-Wk 09/23]

Indonesia - Sumatera - Pulau Weh - Teluk Sabang — Directions; anchorages

83

Paragraph 3.20 1 lines 3-6 *Replace by:*

Teluk Sabang. From a position 1 mile NW of Ujung Seukundo (3.17), the track leads E through a fairway, passing between a pair of light buoys (lateral) marking the entrance channel, to the anchorages or berths as required.

Paragraph 3.21 1 lines 2-3 *Replace by:*

Zone F (5°52'77N 95°18'83E), temporary anchorage, depth 25 m.

Zone G (5°53'39N 95°18'40E), unrestricted, depths from 40 to 126 m.

Indonesian Notice 17/197/22 [NP44-No 13-Wk 22/23]

**Indonesia - Malacca Strait - Belawan Channel —
Directions; lights**

102

Paragraph 4.72 *Replace by:*

1 **Leading lights:**

Front light: Beacon No 4 (white metal framework tower) (3°48'14N 98°43'45E).

Rear light: Beacon No 5 (white framework tower) (3°48'06N 98°43'41E) (150 m from front light).

The alignment (200-8°) of these lights leads through the buoyed channel, passing:

2 WNW of No I Light Beacon (4.71). Between positions about 3¼ cables NNW and 5½ cables SW of No I Light Beacon, it is necessary to keep ESE of the leading line in order to maintain deep water. Thence:

WNW of No II Light Beacon (4.71).

3 The track then continues to the intersection of the line of bearing 040°, astern, of No II Light Beacon.

Thence the line of bearing 040°, astern, of No II Light Beacon leads SW through the S part of the buoyed channel, passing:

4 NW of No 4 Light Beacon (3°48'14N 98°43'45E), thence:

Between No 11 Light Buoy (starboard hand) (3°47'97N 98°43'02E) and the container wharf (4.86).

After passing No 11 Light Buoy the recommended track leads generally SW towards Ocean Quay, passing:

NW of Container Terminal (4.86), thence:

5 NW of Pertamina Jetty (4.86) from where lights (4.86) are exhibited, and:

SE of Tanjung Belawan (3°47'76N 98°42'46E), thence:

As required for the vessel's berth.

Useful marks:

Two lights (on dolphins) exhibited from the E and W ends of the T-head of Pertamina Jetty (3°47'44N 98°42'63E) (4.86).

6 Sungai Nunang Light Beacon (triangular topmark, point upwards, on green beacon, 10 m in height) (3°47'45N 98°40'88E), on the N bank of the river.

Light beacon (square topmark on red beacon, 8 m in height) (3°47'26N 98°40'88E), at the NW corner of Belawan town.

Paragraph 4.73 *Replace by:*

**Spare
4.73**

GB Chart 3584 Ed6 (2022) [NP44-No 14-Wk 26/23]

**Indonesia - Sumatera - Tanjung Tanjung to
Tanjung Jumpul — Directions; wreck**

106

Paragraph 4.109 4 line 8 *Replace by:*

...Sungai Asahan, thence:

Clear of a dangerous wreck (3°13'01N 99°55'00E).

GB Chart 3921 (2022)

[NP44-No 6-Wk 09/23]

**Malaysia - Malacca Strait - Pelabuhan Langkawi
and approaches — Directions for entering
harbour; wreck**

132

After Paragraph 5.132 2 line 7 *Insert:*

Caution. A stranded wreck lies in position 6°13'67N 99°52'87E.

Malaysian Notice 10/146/22 [NP44-No 15-Wk 41/23]

**Malaysia - Selat Malacca - Sungai Udang Port —
Arrival information; outer anchorages**

169

Paragraph 6.170 1 line 3 *For* 19 to 31 m *Read* 15 to 31 m

Malaysian Chart MAL 521 (2021)

[NP44-No 5-Wk 44/22]

**Singapore Strait - Tanjung Babi to the
South China Sea — Controlling depths;
tidal streams**

190

Paragraph 7.59 1 lines 4-8 *Replace by:*

20-6 m (1°17'69N 104°19'28E) close to the N limit of the lane. Depths of less than 20 m lie across the separation zone close N, in the vicinity of a rocky patch (1°17'89N 104°19'11E).

Paragraph 7.61 2 *Replace by:*

2 **Overfalls** and eddies may be encountered in the vicinity of the rocky patch (1°17'89N 104°19'11E) (7.59) and up to 1½ miles SSE of this patch.

GB Chart 4042 Ed.9 (2021)

[NP44-No 18-Wk 48/23]

**Singapore Strait - Tanjung Babi to the
South China Sea — Directions**

191

Paragraph 7.63 3 lines 1-4 *Replace by:*

3 S and SE of a rocky patch (1°17'89N 104°19'11E), with depths of less than 20 m, close N of the separation zone. A 16 m patch (1°18'09N 104°18'95E) extends into the W-going lane. Thence:

GB Chart 4042 Ed.9 (2021)

[NP44-No 19-Wk 48/23]

NP44

Singapore Strait - South China Sea to Johor Shoal — Controlling depths

193

Paragraph 7.74 *1* line 6 *For* 1°18'·12N 104°18'·94E *Read*
1°18'·09N 104°18'·95E

GB Chart 4042 Ed.9 (2021) [NP44-No 20-Wk 48/23]

Singapore Strait - South China Sea to Johor Shoal — Directions; depth

194

Paragraph 7.82 *4* line 5 *For* 16·5 m *Read* 16 m

GB Chart 4042 Ed.9 (2021) [NP44-No 21-Wk 48/23]

A bunkering area (1°20'·80N 104°18'·19E) is established about 2½ miles ESE of Tanjung Ramunia. Fallogen Hall Shoal (7.82) lies on the E limit of the area.

These areas lie within the jurisdiction of the Harbour Master at the port of Johor.

UKHO [NP44-No 16-Wk 48/23]

Singapore Strait - Eastern part - Teluk Ramunia — Anchorage; bunkering area

196

Paragraph 7.95 *2* lines 4-10 *Replace by:*

Anchorage may be obtained off the entrance to the bay in depths between the 10 and 20 m depth contours; smaller vessels may anchor closer inshore. The anchorage is exposed during the NE monsoon, which frequently causes an unpleasant swell in the bay.

Singapore - Singapore Strait - Main Strait — Anchorage; rock

208

Paragraph 8.21 *8* line 8 *Replace by:*

...boundary. A rock (1°10'·76N 103°45'·10E) is situated in the S part of the anchorage.

Singapore Notice 4/10/22 [NP44-No 1-Wk 32/22]

Singapore - Sinki Fairway — Directions; obstruction

218

After Paragraph 8.87 *1* line 2 *Insert:*

Clear of a 14·7 m obstruction (1°14'·49N
103°42'·34E), thence:

Singaporean Notice 5/14/22 [NP44-No 10-Wk 11/23]

Singapore - Jurong Island - Tuas F2 Terminal — Depths; berth

228

Paragraph 8.148 *1* lines 6-10 *Replace by:*

...is 22·9 m.

Berths. Nos T203 to T208 have a length of 400 m each and a dredged depth alongside of 23 m.

Singaporean Notice 5/32/22 [NP44-No 11-Wk 11/23]

Singapore Strait - Eastern part - Pelabuhan Johor — Outer anchorages; bunkering area

255

Paragraph 9.103 *2* lines 4-5 *Replace by:*

For outer anchorages within Singapore Port limits, see 9.94. For anchorage within the vicinity of Teluk Ramunia, including a bunkering area, see 7.95.

UKHO [NP44-No 17-Wk 48/23]

Johor Strait - Pelabuhan Johor — Hazards; marine farms

257

Paragraph 9.122 *1* line 3 *Replace by:*

...and The Causeway. Mariners are advised to navigate with caution as it is reported (2022) that marine farms in this area extend beyond the charted limits into the channel.

UKHO [NP44-No 12-Wk 20/23]

Indonesia - Sumatera - West coast — Marine nature reserves

277

After Paragraph 10.105 *3* *Insert:*

Marine nature reserves

10.105a

1 Numerous charted conservation areas are established along the W coast of Sumatera. See 1.77.

Indonesian Notice 30/356/22 [NP44-No 22-Wk 52/23]

Indonesia - Sumatera - West coast — Teluk Tapaktuan — Arrival information; outer anchorages

286

Paragraph 10.175 *1* *Replace by:*

1 **Outer anchorages.** Designated anchorages are situated as follows:

Unrestricted anchorage (3°14'·98N 97°11'·21E);

Quarantine anchorage (3°15'·15N 97°11'·21E).

Local knowledge is needed to move to the anchorage.

Prohibited anchorage. An area in which anchoring is prohibited, lies in the E part of Teluk Tapaktuan between a bearing of 240° from Ujung Batuitam and a bearing of 196° from a position at the head of the bay 1½ cables E of Lhokbingkuang.

Anchoring is prohibited within the turning basin, radius 200 m, centred on 3°15'·05N 97°10'·97E.

Indonesian Notice 6/60/22 [NP44-No 2-Wk 41/22]

**Indonesia – Sumatera – West coast –
Teluk Tapaktuan — Directions for
entering harbour**

286

Paragraph 10.176 1-3 *Replace by:*

- 1 **Entrance channel.** From a position about 1¼ miles S of Ujung Kupiah, the track leads N, passing: E of Batu Kupiah (3°14'·92N 97°10'·70E), a rock awash.
The track then leads as required to the desired anchorage or berth.
Useful mark:
Ujung Butun (3°15'·24N 97°09'·93E).

Indonesian Notice 6/60/22 [NP44-No 3-Wk 41/22]

**Indonesia – Sumatera – West coast –
Teluk Tapaktuan — Berths**

286

Paragraph 10.177 1-2 *Replace by:*

- 1 **Alongside berth.** A T-shaped jetty extends over the coastal reef from a position S of Tapaktuan; depths alongside are about 4 m. It is used by local craft.

Indonesian Notice 6/60/22 [NP44-No 4-Wk 41/22]

**NP45 Mediterranean Pilot Volume 1
(2021 Edition)**

**Spain - South coast - Golfo de Almeria -
Punta Sabinar — Directions; buoy**

90

After Paragraph 2.55 1 line 5 Insert:

Clear of an ODAS light buoy (36°38'·27N 2°41'·24W), thence:

Spanish Notice 1/7/23 [NP45-No 90-Wk 14/23]

**Spain - South coast - Golfo de Almería —
Limiting conditions**

93

Paragraph 2.74 1 *Replace by:*

- 1 Least charted depth in the outer port is about 13 m. Depths in the inner port range between 9 and 12 m. Local authorities should be contacted for the latest information on depths and authorised draughts.

UKHO [NP45-No 45-Wk 50/21]

**Spain – South coast – Cabo de Gata to
Cabo de Palos — Directions; landmarks**

96

After Paragraph 2.104 2 line 10 Insert:

Faro de Mojacar (Faro de Garrucha) Lighthouse (white cupola on white dwelling, 20 m in height) (37°09'·56N 1°50'·01W).

Spanish Notice 43/330/21; Derrotero 6 (2021)
[NP45-No 46-Wk 05/22]

**Spain – South coast – Cabo de Gata to
Cabo de Palos — Directions; major light**

97

After Paragraph 2.104 6 line 6 Insert:

Faro de Mojacar Light — as above.

Spanish Notice 43/330/21; Derrotero 6 (2021)
[NP45-No 47-Wk 05/22]

**Spain – South coast – Punta de la Media Naranja
to Aguilas — Directions; light**

98

Paragraph 2.106 4 lines 5–9 *Replace by:*

SE of Castillo de Garrucha (37°10'·39N 1°49'·49W), 4 cables SSW of the entrance to Puerto de Garrucha (2.116), thence:

Spanish Notice 43/330/21; Derrotero 6 (2021)
[NP45-No 48-Wk 05/22]

**Spain – South coast – Carboneras —
Arrival information; pilotage**

99

Paragraph 2.111 1 lines 3–6 *Replace by:*

Pilotage is compulsory and is available 24 hours. Pilot boarding places are as follows:

A (36°58'·60N 1°52'·00W); vessels equal to or over 140 m LOA.

B (36°58'·40N 1°53'·00W); vessels under 140 m LOA.

Spanish Notice 46/352/21 [NP45-No 58-Wk 11/22]

**Spain – South coast – Carboneras —
Directions; landmark; major light**

100

After Paragraph 2.113 1 line 3 Insert:

Faro de Mojacar Lighthouse (37°09'·56N 1°50'·01W) (2.104).

After Paragraph 2.113 1 line 6 Insert:

Faro de Mojacar Light — as above.

Spanish Notice 43/330/21; Derrotero 6 (2021)
[NP45-No 49-Wk 05/22]

NP45

Spain – South coast – Puerto de Garrucha — Directions; landmarks; major light

100

Paragraph 2.120 2 lines 1–2 *Replace by:*

- 2 Castillo de Garrucha (37°10'·39N 1°49'·49W)
(2.106).

After Paragraph 2.120 2 line 2 *Insert:*

Faro de Mojacar Lighthouse (37°09'·56N 1°50'·01W)
(2.104).

Major lights:

Faro de Mojacar Light (37°09'·56N 1°50'·01W)
(2.104).

Spanish Notice 43/330/21; Derrotero 6 (2021)
[NP45-No 50-Wk 05/22]

Spain – South coast – Puerto de Aguilas — Directions; major light

101

After Paragraph 2.127 1 line 5 *Insert:*

Major lights:

Faro de Mojacar Light (37°09'·56N 1°50'·01W)
(2.104).

Spanish Notice 43/330/21; Derrotero 6 (2021)
[NP45-No 51-Wk 05/22]

Spain - East coast - Cabo de Palos to Cabo de San Antonio — Sierra Gelada Natural Park

106

After Paragraph 2.159 4 line 5 *Insert:*

Sierra Gelada Natural Park encompasses the coastal waters between Ensenada de Benidorm (38°31'·50N 0°08'·00W) and Cabo Toix (38°37'·57N 0°01'·80E), 10 miles farther NE. Areas of integral reserve have been established within the limits of the park. Navigation, anchoring, fishing and many other activities are restricted. Speed limits are in force. Local authorities should be contacted for details.

Spanish Notice 34/269/21 [NP45-No 41-Wk 48/21]

Spain - East coast - Ensenada de Benidorm — Sierra Gelada Natural Park

111

After Paragraph 2.187 1 line 8 *Insert:*

Sierra Gelada Natural Park. See 2.159.

Spanish Notice 34/269/21 [NP45-No 42-Wk 48/21]

Spain - East coast - Ensenada de Altea — Sierra Gelada Natural Park

111

After Paragraph 2.188 1 line 7 *Insert:*

Sierra Gelada Natural Park. See 2.159.

Spanish Notice 34/269/21 [NP45-No 43-Wk 48/21]

Spain - East coast - Ensenada de Altea — Wrecks

111

Paragraph 2.188 2 line 1 *Replace by:*

- 2 **Wrecks and obstructions.** Numerous wrecks and obstructions lie within the bay; their position are best seen on chart.

UKHO [NP45-No 111-Wk 46/23]

Spain - Golfo de Valencia - Valencia — Depths

120

Paragraph 3.31 1 *Replace by:*

- 1 Depths in the entrance channels are as follows:
Canal Sur (South Channel) has a least charted depth of 17 m in the fairway;
Canal Norte (North Channel) has a least charted depth of 14 m in the fairway; shoaler depths lie in the NW part, close to the edge of the channel.

Spanish Chart 4811 (2021) [NP45-No 39-Wk 47/21]

Spain - Golfo de Valencia - Valencia — Berths; depths

121

Paragraph 3.43 1 *Replace by:*

- 1 Dársena Sur (39°26'·10N 0°19'·29W) is a container terminal. The basin is quayed for a total of about 3200 m of berthing space, with depths alongside from 13 to 18 m.

Paragraph 3.44 1 *Replace by:*

- 1 Dársena Este (39°26'·47N 0°18'·42W) handles RoRo and dry cargo. Muelle Dique del Este has alongside depths of around 15 m. Muelle Transversal Dique del Este has alongside depths of around 14 m.

Paragraph 3.45 1 *Replace by:*

- 1 Dársena Xitá (39°26'·86N 0°18'·71W), length about 3200 m, has three berths with depths alongside ranging from 6 to 15 m. Handles containers, chemicals, and RoRo cargoes.

Paragraph 3.46 1 line 2 *For* 8 to 12 m *Read* 6 to 13 m

Paragraph 3.47 1 line 2 *For* 7 *Read* 6

Spanish Chart 4811 (2021) [NP45-No 40-Wk 47/21]

Spain - East coast - Valencia to Cabo de Oropesa — Directions; ODAS superbuoy

123

Paragraph 3.56 3 *Replace by:*

- 3 SE of Cabo Canet (39°40'·30N 0°12'·23W), between the mouths of Río Palancia; a light (39°40'·47N 0°12'·46W) (3.55) is exhibited 2½ cables NW from the cape. Shifting sandbanks form off the mouth of the river during freshets. Canet de Berenguer marina (39°40'·38N 0°12'·08W) lies close N of the point. And:

Clear of an ODAS superbuoy (special) (39°30'·64N 0°12'·14E), thence:

Spanish Notice 17/141/22 (Revised 18/22) [NP45-No 85-Wk 04/23]

Spain - East coast - Valencia to Cabo de Oropesa — Directions; ODAS superbuoy

123

Paragraph 3.56 *3* including existing Section IV Notice Week 04/23 *Replace by:*

- 3* SE of Cabo Canet (39°40'·30N 0°12'·23W), between the mouths of Río Palancia; a light (39°40'·47N 0°12'·46W) (3.55) is exhibited 2½ cables NW from the cape. Shifting sandbanks form off the mouth of the river during freshets. Canet de Berenguer marina (39°40'·38N 0°12'·08W) lies close N of the point. And:
Clear of an ODAS superbuoy (special) (39°31'·20N 0°12'·14E), thence:

Spanish Notice 15/122/23 [NP45-No 112-Wk 46/23]

Spain - East Coast - Golfo de l'Ampolla — Anchorage

133

Paragraph 3.125 *3* lines 1-8 *Replace by:*

- 3* **Local knowledge.** The gulf should not be entered without good local knowledge or the services of a local pilot.

Paragraph 3.125 *6* lines 6-7 *Replace by:*

The track then continues as required.

Spanish Notice 4/31/23 [NP45-No 88-Wk 12/23]

Spain - East coast - Puerto de Barcelona and approaches — Limiting conditions; controlling depth

138

Paragraph 3.167 including heading *Replace by:*

Controlling depth 3.167

- 1* The outer harbour extending N from the S entrance is partially dredged to a least depth of 15.7 m. Other areas range from about 11 to 16 m; for berth depths, See 3.178.

The N entrance leading to Dársena de San Bertrán has depths of about 9 to 12 m; for berth depths, see 3.179.

The Port Authority should be contacted for the latest depth information.

Vertical clearance

3.167a

- 1* The vertical clearance of the bridge, Porta d'Europa (41°21'·90N 2°10'·88E), between Dársena del Morrot and Dársena de San Bertrán is 18.5 m when closed.

An aerial cableway crosses the entrance to Port Vell, with a vertical clearance of 58 m.

ENC ES504891 (10.002) [NP45-No 108-Wk 39/23]

Spain - East coast - Puerto de Palamós — Pilotage

146

Paragraph 3.208 *2* line(s) 1-5 *Replace by:*

- 2* The pilot boards 1.2 miles from Dique de Abrigo, from a pilot vessel which is painted white with a black letter **P** on both sides.

For further information see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Corr. Francesc Oliveras Nolis, Practic de Palamos (26/03/21) [NP45-No 15-Wk 22/21]

Spain - East coast - Cabo d'Oltrera to Cabo Creus — Directions; buoy

148

Paragraph 3.227 *1* *Replace by:*

- 1* From a position ESE of Cabo d'Oltrera the track leads generally NNE for about 16 miles, passing: ESE of Golfo de Roses (42°11'·25N 3°09'·86E) (3.229), and:
Clear of an ODAS light buoy (special) (42°09'·00N 3°26'·77E), thence:

Spanish Notice 21/187/23 [NP45-No 116-Wk 46/23]

Spain - East coast - Golfo de Roses — Directions; marine farm

149

After Paragraph 3.231 *3* line 6 *Insert:*

Clear of a marine farm (42°13'·33N 3°10'·27E), marked by light buoys (special), thence:

Spanish Notice 30/245/21 [NP45-No 31-Wk 40/21]

Spain - Islas Baleares - Ibiza — Marine nature reserves

155

Paragraph 4.8 *1* *Replace by:*

- 1* **Islas Bledas y los islotes Vedrá y Vedranell Marine Reserve** (38°52'·06N 1°12'·35E) encompasses the waters around the two islands. Anchoring and fishing are prohibited. For further details on restrictions see 1.29 and contact the local authorities.

NP45

Los Freus Marine Reserve has been established enclosing a large area between the S end of Isla de Ibiza and the N part of Isla Formentera. On the W side it extends from Punta Jondal (Punta Yondal) (38°51'·34N 1°19'·22E) SSE and SSW to Punta Gabina (38°43'·10N 1°22'·82E), following the general line of the coast. On the E side, it extends from a position close N of Isla Sal Rosa (38°52'·30N 1°24'·38E), to include Islote Malvins del Sur, Islote Malvins del Norte (4.65) and Islotes Los Dados (4.64), then SW to a position 4 cables ESE of Islote La Esponja (4.65), then SE and SW, passing close E of Isla Espardell, to the coast close S of Punta Prima (38°43'·67N 1°28'·36E).

Spanish Notice 21/190/23 [NP45-No 113-Wk 46/23]

Spain - Islas Baleares - Canal de Ibiza — Directions; landmarks

156

Paragraph 4.12 2 *Replace by:*

- 2 Islote Vedrá (38°52'·03N 1°11'·85E), is reddish in colour and has a pronounced cone at its W end and two similar cones at its E end. The islet is steep-to in most places. A light (white truncated conical tower, 3 m in height) (38°51'·78N 1°11'·33E), stands on the W extremity of the islet. Islote Galera and other above-water rocks lie close off the NE side of the islet. Islote Vedranell lies close E.

Spanish Notice 21/190/23 [NP45-No 114-Wk 46/23]

Spain - Isla de Formentera - Puerto de La Savina — Speed limit

159

After Paragraph 4.25 2 line 7 *Insert:*

Speed limit of 15 kn has been established in the approaches to the port S of parallel 38°44'·40N, further reduced to 6 kn from a position abreast of the light (4.27) at the head of Dique de Abrigo and within the port. At all times wake must be minimized.

Spanish Notice ES 23 21; Derrotero 8 (2021)
[NP45-No 23-Wk 30/21]

Spain - Islas Baleares - Ibiza — Anchorages

160

Paragraph 4.35 1 including heading *Replace by:*

Spare 4.35

Spanish Notice 21/190/23 [NP45-No 115-Wk 46/23]

Spain - Islas Baleares - Puerto de Ibiza — Anchorages; submarine cable

167

Paragraph 4.70 1 *Replace by:*

- 1 **Outer anchorages.** Designated anchorages are as follows:

Anchorage A (38°53'·76N 1°26'·04E), WSW of Isla Grossa. Depths from 10 to 20 m, sand, stone and weed.

Anchorage B1 (38°53'·10N 1°27'·85E), for dangerous cargoes, depths from about 42 to 47 m, stone, sand and weed.

Anchorage B2 (38°51'·95N 1°27'·85E), for dangerous cargoes, depths from about 45 to 48 m, sand and weed.

After Paragraph 4.70 2 line 4 *Insert:*

A submarine cable is laid E/W between Anchorage B1 and B2.

ENC ES400479 (5.000) [NP45-No 30-Wk 38/21]

Spain - Islas Baleares - Ibiza — Prohibited anchorage

167

Paragraph 4.70 3 line 2 *Replace by:*

Anchoring is prohibited within the harbour.

Spanish Chart 4791/21 [NP45-No 32-Wk 42/21]

Spain - Islas Baleares - Puerto de Ibiza — Speed restrictions

167

Paragraph 4.70 3 including existing Section IV Notice Week 42/21 *Replace by:*

- 3 See also 1.41.

Anchoring is prohibited within the harbour.

Speed restrictions. Maximum speed in the W approaches to the outer harbour is 15 kn.

Maximum speed in the outer harbour area in the vicinity of Dique Botafoc is 8 kn, or the minimum required to maintain steerage.

Maximum speed in the inner port area is 6 kn, or the minimum required to maintain steerage.

Spanish Notice 03/4.2/23 [NP45-No 87-Wk 08/23]

Spain - Islas Baleares - Isla de Formentera - Ensenada de Tramontana — Anchorage; submarine cables

168

Paragraph 4.76 3 line 4 *Replace by:*

...sand and weed, remaining clear of the artificial reef and submarine cables.

Spanish Notice 27/263/23; ENC ES400479 (5.011)
[NP45-No 117-Wk 46/23]

Spain - Islas Baleares - Mallorca - Bahía de Palma — Directions; wreck

175

After Paragraph 4.117 4 line 4 *Insert*:

Clear of a dangerous wreck (39°29'·20N 2°38'·10E), thence:

Spanish Notice 39/361/23 [NP45-No 119-Wk 47/23]

Spain - Mallorca - Palma — Outer anchorages

176

Paragraph 4.124 1 lines 2-3 *Replace by*:

Non-dangerous cargo (39°32'·67N 2°39'·89E); depths of around 14 to 25 m, sand, shells and stone. Outfall pipes extend into the N part of the anchorage.

ENC ES504211 5.000 [NP45-No 26-Wk 30/21]

Spain - Mallorca - West coast - North-north-west of Morro de Forat — Directions; ODAS buoy

178

After Paragraph 4.142 4 line 3 *Insert*:

Clear of an ODAS light buoy (special) (39°53'·79N 2°43'·45E), thence:

Spanish Notice 25/186/21 [NP45-No 24-Wk 30/21]

Spain - Mallorca - West coast - North-north-west of Morro de Forat — Directions; ODAS buoy

178

Paragraph 4.142 4 including existing Section IV Notice Week 30/21 *Replace by*:

4 NW of Morro de Forat (39°50'·51N 2°46'·02E), with the ruins of a tower standing on it, thence:

NW of Punta Prima (39°51'·33N 2°46'·72E), lying on the N side of the entrance to Cala Tuent (4.153) at the NW end of Mola de Tuent, which is 459 m high with a tower on its summit. Mola de sa Corda (not named) is the N extremity of Mola de Tuent and Cala de la Calobra (4.154) lies close E. Thence:

Spanish Notice 48/374/21 [NP45-No 59-Wk 18/22]

Spain - Mallorca - Ensenada sa Costera — Anchorage; caution

179

After Paragraph 4.152 2 line 4 *Insert*:

Caution. A submarine pipeline is laid within the bay.

Spanish Notice 21/185/22 [NP45-No 86-Wk 04/23]

Algeria - Oued Kiss to Îles Habibas - Ghazaouet — Limiting conditions; depth

217

Paragraph 6.18 *Replace by*:

1 **Depths.** The access channel has a least charted depth of 9·7 m. Contact the local authorities for the latest depth information.

French Notice 30/22; Instructions nautiques D6 [NP45-No 127-Wk 51/23]

Algeria - Golfe d'Oran - Cap Falcon — Prohibited anchorage

220

Paragraph 6.42 including heading *Replace by*:

Spare 6.42

Algerian Chart 301/17 [NP45-No 16-Wk 22/21]

Algeria - Port D'Oran — Controlling depths

222

Paragraph 6.56 1 lines 1-4 *Replace by*:

1 A charted depth of 13·2 m is located close NW of the head of Jettée de Tessala (Traversée du Large) (35°43'·01N 0°37'·65W).

Algerian Chart DZ153 Ed.2 (2017) [NP45-No 14-Wk 22/21]

Algeria - Golfe d'Oran - Port d'Oran — Prohibited anchorage area

222

Paragraph 6.59 1 *Replace by*:

1 **Anchorage** can be obtained in the area N of Jetée Filaoucène, in depths from about 25 to 78 m, sand.

Algerian Chart 153/17 [NP45-No 17-Wk 22/21]

Algeria - Golfe d'Arzew — Prohibited anchorage; restricted areas

224

Paragraph 6.81 1 *Replace by*:

1 **Restricted areas.** Circular limits of restricted areas, radius 480 m, are centred on the two SPM moorings. A restricted area surrounds Arzew-el-Djédid (35°49'·15N 0°15'·18W), within which numerous restrictions apply; contact the local authorities for the latest information.

An area where tankers are prohibited from anchoring is situated in the W part of the bay.

A restricted area (35°51'·59N 0°17'·02W) where anchoring and fishing are prohibited extends E and ENE from Jetée Abri.

Algerian Chart 151/20 [NP45-No 18-Wk 22/21]

NP45

France - Golfe d'Arzew — Restricted areas

224

Paragraph 6.81 ¹ including Existing Section IV Notice Week 22/21 *Replace by:*

- ¹ **Restricted areas.** Circular limits of restricted areas, radius 480 m, are centred on the two SPM moorings.

A restricted area surrounds Arzew-el-Djédid (35°49'15N 0°15'18W); the area is only accessible to tankers bound for the port. Further restrictions may apply and local authorities should be contacted for the latest information.

An area where tankers are prohibited from anchoring is situated in the W part of the bay.

A restricted area (35°51'59N 0°17'02W) where anchoring and fishing are prohibited extends E and ENE from Jetée Abri.

French Notice 29/02(P)/21 [NP45-No 37-Wk 43/21]

Algeria - Golfe d'Arzew - Port d'Arzew — Arrival information; port operations; anchorage; pilotage; tugs

226

Paragraph 6.89 *Replace by:*

- ¹ **Port operations.** For Arzew-el-Djédid, the movement of large gas tankers is suspended if the wind exceeds 20 kn.

Outer anchorages. Anchorage NE of Arzew Harbour and Arzew-el-Djédid is now (2022) normally authorised only in the event of an emergency or to carry out certain activities, after prior agreement with the Port Authority. A number of wrecks and obstructions lie in the area.

Caution. After prolonged winds from the N, a heavy ground swell sets into the Golfe d'Arzew.

- ² **Pilotage** is compulsory for both sections of the port and for the anchorages. See also 1.41. Pilots board as follows:

Arzew Harbour (35°50'85N 0°14'35W), about 2¾ miles E of the head of Jetée Abri.

Arzew-el-Djédid (35°49'91N 0°13'60W), about 1 miles NE of the E entrance.

For Arzew-el-Djédid, a pilot will remain on board during loading.

- ³ **Tugs.** For Arzew Harbour, tugs are compulsory for vessels over 1500 gt; tankers over 50 000 dwt are to use three tugs.

For Arzew-el-Djédid six tugs are required for berthing and four tugs for unberthing. Two tugs remain in attendance during loading.

Traffic regulations. See 6.81.

French Chart 5678 (2022); Instructions nautiques D6 [NP45-No 120-Wk 48/23]

Algeria - Golfe d'Arzew - Port d'Arzew — Harbour; development

226

Paragraph 6.90 *Replace by:*

- ¹ **General layout.** Port d'Arzew is entered from SSE W of Jetée du Large, a mole which extends generally SSE from the vicinity of Fort de la Pointe (35°51'63N 0°17'81W). The W side of the entrance is formed by the head of Jetée Secondaire extending ENE from the gas terminal at the SW corner of the harbour.

An inner harbour is formed by a ruined breakwater extending E from the shore. A broad jetty extends S from the N side of this inner harbour to form a small basin on its E side.

- ² Arzew-el-Djédid is enclosed by two moles extending from the shore. Between the two moles two shorter jetties extend from the shore. The whole is protected from NNE by a detached breakwater and mole. A second detached breakwater, protecting a single jetty, is centred farther ESE.

Mers el Hadjad is located 4 miles E of Arzew-el-Djédid from where jetties extend perpendicular to the coast.

- ³ **Development.** There are plans (2022) to reclaim the area (35°51'05N 0°18'29W) between Môle Methanier (not in use) and Jetée Sud for the creation of new deep water berths.

French Chart 5678 (2022); Instructions nautiques D6 [NP45-No 121-Wk 48/23]

Algeria - Golfe d'Arzew - Port d'Arzew — Directions for entering harbour

226

Paragraph 6.91 *Replace by:*

- ¹ **Landmarks:**

Flare (35°50'48N 0°18'82W).

Six other flares (6.83).

Arzew Harbour. From the vicinity of the pilot boarding ground (6.89), the track leads generally W, passing:

Clear of the light buoy (safe water) (35°50'50N 0°16'00W), thence:

- ² S of a mooring dolphin (35°50'84N 0°17'43W) at the end of a walkway extending SE from Berth P3 lying close NW of the head of Jetée du Large; the dolphin is marked by a light.

The track then leads NW toward the entrance, passing:

SW of the head of Jetée du Large, from which a light (white tower, black top, 14 m in height) (35°50'90N 0°17'46W) is exhibited.

The track then continues as required for the designated berth.

Paragraph 6.92 *Replace by:*

- ¹ **Arzew-el-Djédid.** From the vicinity of the pilot boarding ground (6.89), the track leads towards one of the entrances, as required for the allocated berth. The chart is sufficient guide.

Berth M8 (6.93) is approached in the white sector of a light (tripod, 6 m in height) exhibited from the shore close W of the root of the jetty, which leads between the offshore SPM berths.

Mers el Hadjad. The berth is approached in the white sector of a light (tripod, 12 m in height) exhibited from the head of the berth.

2 **Useful marks:**

- Light (red metal pylon on dolphin, 2 m in height) (35°50'·96N 0°17'·85W), exhibited from a position close to the head of Jetée Secondaire about 3 cables W of the head of Jetée du Large.
- Light (mast, 6 m in height) (35°49'·08N 0°13'·97W), exhibited from the W head of the ESE detached breakwater to Arzew-el-Djédid.

UKHO

[NP45-No 122-Wk 48/23]

Algeria - Golfe d'Arzew - Port d'Arzew — Basins and berths; depths

227

Paragraph 6.93 *Replace by:*

- 1 **Anchorage and moorings.** Two SPM berths (35°49'·58N 0°12'·39W and 35°49'·33N 0°10'·97W) are moored 1¼ and 2¾ miles ENE from Arzew-el-Djédid E breakwater. A single pipeline connects the berths to the shore ½ mile E of the breakwater. Vessels up to 300 000 tonnes can be accommodated.
- 2 **Arzew Harbour.** Main berths are as follows:
 Jetée du Large and Jetée Est (35°51'·17N 0°17'·76W) have a total of three berths capable of taking tankers. P3 the largest berth can accommodate vessels up to 170 000 dwt, 320 m LOA and 17 m draught.
 Jetée Secondaire (35°50'·89N 0°17'·96W). S2 and S3 are the largest berths; vessels up to 220 m in length and draught 9·9 m; LPG, petroleum products and ammonia.
- 3 **Arzew-el-Djédid.** Main berths are as follows:
 Berths B1, B2 and B3 (35°49'·43N 0°15'·00W) are each 480 m in length; vessels up to 404, 400 and 460 m LOA respectively; maximum draught 20 m; tankers between 100 000 and 250 000 tonnes.
 Berth M1 (35°49'·23N 0°15'·57W) is length 480 m in length; vessels up to 480 m LOA and 12·8 m draught; ammonia and condensate.
- 4 Berths M2 and M3 (35°49'·03N 0°15'·45W) are each 460 m in length; LNG vessels up to 480 m LOA and between 40 000 and 170 000 m³; maximum draught 12 and 12·5 m respectively.
 Berths M4 and M5 (35°48'·93N 0°15'·11W) are each 430 m in length; LPG vessels up to 430 m LOA and between 40 000 and 170 000 m³; maximum draught 12 and 12·5 m respectively.
- 5 Berth D1 (35°48'·77N 0°14'·98W) is 360 m in length; LPG vessels up to 480 m LOA and 25 000 tonnes; maximum 12 m draught.
 Berth M6 (35°48'·89N 0°14'·71W) is 480 m in length; LPG vessels up to 426 m LOA and 55 000 tonnes; maximum draught 12·7 m.
 Berth M7 (35°48'·85N 0°13'·82W) is 426 m in length; LNG vessels up to 426 m LOA and 17 m draught.
 Berth M8 (Quai Minéralier) (35°48'·60N 0°11'·64W) is 420 m in length; vessels up to 320 m LOA and 19 m draught.

- 6 **Mers el Hadjad.** AOFJ Jetty (Algeria Oman Fertilizer Pier) (35°48'·69N 0°10'·41W) extends 1500 m N from the shore; a broad loading platform with two berths, angled NNE/SSW, is located at the end of the jetty. The pier lies in front of a fertilizer factory which processes ammonia into urea.

French Chart 5678 (2022); Instructions nautiques D6; ENC GB500838 (11.001) [NP45-No 123-Wk 48/23]

Algeria - Alger — Anchorage; wreck

235

Paragraph 6.155 2 line 3 *Replace by:*

...mud. Two wrecks lie in the S part of the area and a...

Algerian Notice 05/01/23 [NP45-No 91-Wk 15/23]

Algeria - Port de Djen-Djen — Harbour; development; directions; berths

245

Paragraph 6.215 *Replace by:*

- 1 **General layout.** The harbour is protected to N and W by breakwaters, Digue Ouest and Digue Nord respectively, which extend NE and ENE from the shore on the W side of the port. A light (6.201) is exhibited from the head of the N breakwater. The E breakwater, Digue Est, extends NNW from the shore on the E side of the port.
 - 2 Quai Ouest lines the E side of the W breakwater and Quai Général Cargo lines the majority of the W side of the E breakwater.
 A broad wharf (36°49'·35N 5°53'·46E) is situated in the centre of the port. The wharf comprises an E quay parallel to Quai Général Cargo, a W quay parallel to Quai Ouest, and a N quay.
Development. Works are in progress (2020) to complete the construction of a container terminal situated on the central wharf.
 Work is in progress (2020) to extend Quai Ouest; the extension will partially lie along the S side of the N breakwater.
 Work is in progress (2020) E of the E breakwater.
- Directions for entering harbour**
- 6.215a**
- 1 From a position in the vicinity of the pilot boarding area (6.214), the track initially leads SSW about 7½ cables, thence along the line of bearing (215°) of the approach directional light (orange tower) (36°49'·21N 5°54'·01E), to a position about 5 cables E of the N breakwater head (36°50'·14N 5°54'·25E). The track then leads WSW along the line of bearing (250°) of the port entry directional light (orange tower) (36°49'·68N 5°53'·05E), passing:
 - 2 SSE of the head of the N breakwater upon which stands a light (6.201), thence:
 SSE of a short spur (36°49'·96N 5°53'·84E) extending S from the N breakwater, from which a light (green column) is exhibited, and:
 NNW of the head of the E breakwater from which a light (red column) (36°49'·82N 5°53'·87E) is exhibited.
 Thence as required for designated berth.

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3 Useful mark:

Three power station chimneys (36°48'86N 5°52'53E), situated near the root of the W breakwater.

Paragraph 6.216 *Replace by:*

1 Quai Ouest: length 1060 m; alongside depths of 10 to 17 m.

Quai Général Cargo: length 770 m; depth about 9.5 to 11 m.

Quai Mixte: length 250 m; depths of 10 to 11 m.

Three RoRo berths lie in the basin between Quai Général Cargo and Quai Mixte with depths of around 10 m; lesser depths exist close to the ramps.

Algerian Chart 110/19

[NP45-No 22-Wk 23/21]

Algeria - Port de Bejaïa — Restricted areas

247

Paragraph 6.230 *1-2 Replace by:*

1 Outer anchorage, sheltered from all winds except those between N and NE, can be obtained as convenient off the breakwaters at Bejaïa and clear of the pipeline leading to the SPM (6.233). The bottom consists of mud and sand, and the holding ground is good where the mud is hard, but bad where it is soft. However, it is reported that in all weather conditions the pilot will advise a suitable berth. Numerous wrecks lie off the harbour, see 6.231.

2 Pilotage is compulsory within Golfe de Bejaïa and is available 24 hours.

The pilot boarding area (36°45'87N 5°07'00E) lies 8 cables SE of Cap Carbon. In a heavy swell the pilot will board in the harbour entrance. For the SPM, the pilot boards 2 miles NE or NW of the mooring. See also 1.41.

3 Restricted areas:

Entry is restricted into an area (36°44'09N 5°05'46E) surrounding a stranded wreck;

Anchoring and fishing are prohibited within 7 cables of the SPM.

Regulations concerning entry. It is reported that no night movements for tankers with LPG or refined products are allowed. No night berthing for tankers over 80 000 dwt; night departure is allowed.

Algerian Chart 107/19

[NP45-No 19-Wk 22/21]

Algeria - Port de Bejaïa — Arrival information; anchorage; pilotage; prohibited area

247

Paragraph 6.230 *1-2* including existing Section IV Notice Week 22/21 *Replace by:*

1 Outer anchorage can be obtained within an area centred on 36°43'59N 5°10'05E, keeping clear of a restricted area (below) surrounding the SPM berth (6.233) and associated pipeline. Depths are from about 20 to more than 50 m; the bottom consists of mud and sand. The holding ground is good where the mud is hard, but bad where it is soft. However it is reported that in all weather conditions the pilot will advise a suitable berth.

2 Pilotage is compulsory within Golfe de Bejaïa and is available 24 hours.

The pilot boarding area (36°46'37N 5°07'65E) lies 1 mile ESE of Cap Carbon. In a heavy swell the pilot will board in the harbour entrance. For the SPM, the pilot boards 2 miles NE or NW of the mooring. See also 1.41.

3 Restricted areas:

Entry is restricted into an area (36°44'09N 5°05'46E) surrounding a stranded wreck;

Anchoring and fishing are prohibited within 7 cables of the SPM.

Anchoring is prohibited within an area surrounding a submarine pipeline which is laid from shore to the SPM berth (6.233).

Regulations concerning entry. It is reported that no night movements for tankers with LPG or refined products are allowed. No night berthing for tankers over 80 000 dwt; night departure is allowed.

French Notice 13/146/22

[NP45-No 89-Wk 13/23]

Algeria - Approaches to Port de Bejaïa — Wrecks

247

After Paragraph 6.231 *1* line 7 *Insert:*

Hazards. Several wrecks lie in the approaches to the harbour.

A wreck (36°44'84N 5°05'23E), that covers and uncovers, lies close NW of the elbow of Petite Jettée du Large.

Algerian Chart 107/19

[NP45-No 20-Wk 22/21]

Algeria - Approaches to Port de Bejaïa — Directions; wrecks

247

Paragraph 6.232 *1* lines 2-8 *Delete*

Algerian Chart 107/19

[NP45-No 21-Wk 22/21]

Algeria - Golfe de Stora - Skikda and Port Méthanier — Pilotage

250

Paragraph 6.259 *1 Replace by:*

1 Pilotage is compulsory for vessels of 500 gt and over, and is available 24 hours. Pilots board in the following positions:

At 36°54'75N 6°54'66E, for Skikda;

At 36°54'53N 6°56'73E, for Port Méthanier.

See *ADMIRALTY List of Radio Signals Volume 6(3)*. See also 1.41.

ENC GB40855B (12.000)

[NP45-No 105-Wk 34/23]

Algeria - Golfe de Stora - Skikda — Directions

251

Paragraph 6.264 *1 Replace by:*

1 From the pilot boarding position (6.259), the track leads SSW for about 1½ miles to the harbour entrance.

Algerian Chart 152 (2020)

[NP45-No 106-Wk 34/23]

**Algeria - Golfe de Stora -
Port Méthanier — Directions**

251

Paragraph 6.265 1-2 *Replace by:*

- 1 From the pilot boarding position (6.259), the track leads SSE for about 1 mile, passing:
WSW of a SBM (superbuoy, lit) (36°54'53N 6°57'75E), marking a submarine pipeline. A second SBM (superbuoy, lit) is moored 1¼ miles NE. Thence:
- 2 ENE of a light (white tripod tower, 13 m in height) (36°53'56N 6°56'82E), exhibited from the head of Jetée Principale.
Thence the track leads WSW, through a channel marked by light buoys (lateral), passing SSE of the Jetée Principale (6.261) and then to the required berth.
- 3 **Useful marks:**
Light (white pyramid tower, 6 m in height) (36°53'21N 6°56'57E), exhibited from the head of Jetée Secondaire.

French Notice 7/145/21 [NP45-No 7-Wk 16/21]

Algeria - Golfe de Stora - Skikda — Berths; rock

251

Paragraph 6.266 1 lines 7-9 *Replace by:*

...and timber.

Algerian Chart 152 (2020) [NP45-No 107-Wk 34/23]

**Algeria - Golfe d'Annaba - Annaba —
Limiting conditions; controlling depths**

255

Paragraph 6.299 1 lines 1-3 *Replace by:*

- 1 **Controlling depths.** Depths in the approaches and mid-channel through the harbour entrance are generally more than 12 m.
Contact the local authority for the latest information on depths.

Algerian Chart 104 (2023) [NP45-No 103-Wk 29/23]

**Algeria - Golfe d'Annaba - Annaba —
Harbour; seaplane operating area**

256

Paragraph 6.301 2 lines 1-2 *Delete*

Algerian Chart 104 (2023) [NP45-No 104-Wk 29/23]

**Tunisia – Tunisian Plateau – Bancs Kerkenah —
Directions; dangerous wrecks**

283

Paragraph 7.159 2-3 *Replace by:*

- 2 **Track.** From a position E of Cap Afrique (35°30'71N 11°05'17E) the route leads SSE for about 45 miles, passing:
ENE of Ra's Kaboudia (35°13'72N 11°09'12E), from which a light (7.163) is exhibited, thence:
ENE of a dangerous wreck (35°12'37N 11°34'42E), thence:
- 3 ENE of a dangerous wreck (35°05'92N 11°31'98E), marked by No 1 Light Buoy (E cardinal), thence:
ENE of No 2 Light Buoy (E cardinal) (35°02'13N 11°38'38E). A dangerous wreck lies 5 miles ENE. A buoy (starboard hand with E cardinal topmark), 2¼ miles S, marks a wreck with a depth of 3-5 m. Thence:

French Notice 7/144/22 [NP45-No 77-Wk 28/22]

**Tunisia - Mediterranean Sea - Gulf of Gabès —
Route; buoy**

289

Paragraph 7.204 1-2 *Replace by:*

- 1 **Initial route.** From a position SSE of Sfax (34°43'45N 10°46'57E) and S of Bancs Kerkenah No 8 Light Buoy (7.160), in the approaches to Sfax, the track leads initially 25 miles SW to a position SSE of Île Kheneiss (34°22'09N 10°18'71E) (7.208) in the vicinity of 34°03'77N 10°28'62E, SE of the 20 m depth contour of the coastal bank extending SE from Bancs des Sur-Kenis, in the central part of the entrance to the Gulf of Gabès.
- 2 **North route.** From the position at the end of the initial route, the track leads 13 miles WNW and 5 miles NNW to the approaches to La Skhira (34°18'29N 10°09'43E) (7.217).
South-west route. From the position at the end of the initial route, the track leads 18 miles SW to the approaches to Port de Ghannouch (33°55'00N 10°06'00E) (7.223).

Tunisian Notice 9/C2/22 [NP45-No 92-Wk 17/23]

**Tunisia - Mediterranean Sea - Gulf of Gabès —
Directions; wreck**

290

Paragraph 7.208 2 *Replace by:*

- 2 SE of Ra's Burmada (34°31'71N 10°34'02E); a dangerous wreck lies 5¼ miles SSE. Thence:
SE of Ra's Yonga (34°25'22N 10°22'12E), at the end of a low marshy length of coastline, thence:

French Notice 12/144/21 [NP45-No 11-Wk 18/21]

NP45

Tunisia - Mediterranean Sea - Gulf of Gabès — Directions; buoy

290

Paragraph 7.208 4 lines 5–9 *Replace by:*

The track then leads to a position in the vicinity of 34°03'·77N 10°28'·62E, SE of the 20 m depth contour of the coastal bank extending SE from Bancs des Sur-Kenis, noting a dangerous wreck (34°02'·52N 10°32'·42E).

Paragraph 7.210 1 lines 1–4 *Replace by:*

- 1 From a position in the vicinity of 34°03'·77N 10°28'·62E, the track leads SW through open water, passing:

Paragraph 7.211 1 lines 1–3 *Replace by:*

- 1 From a position in the vicinity of 34°03'·77N 10°28'·62E, the track leads SW through open water, passing:

Tunisian Notice 9/C2/22 [NP45-No 93-Wk 17/23]

Tunisia - Gulf of Gabès - Approaches to Zarzis — Directions; wreck

294

After Paragraph 7.239 4 line 12 *Insert:*

NE of a dangerous wreck (33°35'·99N 11°12'·00E), position approximate, thence:

French Notice 5/144/21 [NP45-No 1-Wk 15/21]

Italy - Sicilian Channel - Isola di Pantelleria — Traffic regulations; restricted areas

299

Paragraph 8.14 including heading *Replace by:*

Traffic regulations

8.14

- 1 **Anchoring, fishing and any underwater activity are prohibited** in the vicinity of submarine cables and pipelines. See also 1.48 and 1.64.

Anchoring, fishing and unauthorised diving are prohibited due to the presence of archaeological features in the following areas:

- 36°49'·22N 12°01'·12E; radius 50 m.
36°48'·75N 12°01'·67E; radius 100 m.
36°48'·13N 12°02'·98E; radius 100 m.
2 36°48'·03N 12°03'·03E; radius 50 m.
36°47'·97N 12°02'·78E; radius 50 m.
36°47'·83N 12°03'·42E; radius 300 m.
36°44'·48N 12°02'·18E; radius 100 m.
36°46'·33N 11°57'·30E; radius 50 m.

Contact the Italian authorities for further details.

Entry is prohibited within an area (36°48'·79N 12°01'·68E) off Punta del Gadir, protecting a historic wreck.

Italian Notice 13/13.33/23 [NP45-No 109-Wk 45/23]

Italy – Sicilian Channel – Pantelleria – Porto di Pantelleria — Arrival information; anchorage; speed limit

300

Paragraph 8.22 1-3 *Replace by:*

- 1 **Port operations.** Entry to Porto Vecchio (Old Port) is permitted only by day and in good weather.

Outer anchorages. Designated anchor berths, 4 cables in radius, are located around the island:

- A1 (36°50'·20N 11°55'·24E).
A2 (36°50'·40N 11°55'·84E).
A3 (36°49'·80N 11°59'·14E) (8.27).
2 A4 (36°47'·20N 12°03'·54E) (8.28).
A5 (36°44'·70N 12°02'·94E) (8.29).
A6 (36°47'·20N 11°56'·34E) (8.32).

Anchorage A1, A2 and A3 are for the use of commercial vessels awaiting entry or bunkering, embarkation/disembarkation of personnel, or *force majeure*. Prior authorisation is required.

- 3 Anchorage A4, A5 and A6 may be used by commercial vessels awaiting orders or in case of adverse weather conditions. Prior authorisation is required.

Caution. Anchoring within the harbour is dangerous in NE winds.

Traffic regulations. Anchoring, fishing and any underwater activity are prohibited in the vicinity of submarine cables and pipelines. See also 1.48.

- 4 Anchoring, except at anchor berth A2, fishing, stopping and any other activity are prohibited within a semi-circular area of 1000 m radius centred on the head of Diga Foranea.

Entry is prohibited into an area, radius 200 m, centred on 36°50'·36N 11°56'·82E, due to unexploded ordnance.

- 5 **Speed limit.** Within the harbour all vessels should proceed with care to limit wash and at the minimum speed necessary for their manoeuvrability; where practicable not exceeding 5 kn.

Local knowledge is recommended.

Italian Notices 7/7.41–7.42/22 [NP45-No 71-Wk 28/22]

Italy – Sicilian Channel – Pantelleria – Porto di Pantelleria — Basins and berths

300

Paragraph 8.25 1 lines 7–9 *Replace by:*

Porto Nuovo. Diga Foranea (36°50'·19N 11°56'·30E) is internally quayed with depths up to about 9 m.

Italian Notice 7/7.42/22 [NP45-No 72-Wk 28/22]

Malta - Valletta Harbours — Historic wrecks; exclusion zones

313

Paragraph 8.90 2-3 *Replace by:*

- 2 In the vicinity of submarine cables and pipelines. See also 1.48.

Exclusion zones have been established around the following historic wrecks:

500 m radius:

35°55'·54N 14°33'·92E;
35°54'·29N 14°32'·86E;
35°54'·39N 14°33'·37E;
35°54'·20N 14°36'·47E;
35°53'·29N 14°38'·48E;
35°52'·39N 14°35'·85E;
35°51'·46N 14°36'·34E;
35°53'·59N 14°42'·59E;
35°47'·46N 14°35'·46E.

200 m radius:

35°47'·99N 14°32'·98E.

150 m radius:

35°53'·12N 14°37'·97E;
35°51'·29N 14°36'·84E;
35°47'·91N 14°32'·06E.

Maltese Notice 19/21

[NP45-No 29-Wk 35/21]

Italy - Isole Egadi - Marettimo — Draught

326

Paragraph 9.23 *5* Replace by:

Berth. The inner side of the breakwater of Scalo Nuovo is quayed. Maximum authorised draught is 4 m. Contact the local authorities for the latest information.

Italian Notice 11/11.26/21

[NP45-No 28-Wk 31/21]

**Italy - Sicilia - West coast - Trapani —
Outer anchorages; submarine cable**

330

After Paragraph 9.44 *2* line 4 Insert:

Attention is drawn to a submarine cable laid between anchorages A1 and A2.

Italian Notice 21/21.16/22

[NP45-No 94-Wk 26/23]

**Italy - Sicilia - West coast - Marsala —
Limiting conditions; controlling depth**

333

Paragraph 9.56 *1* Replace by:

Controlling depth. The maximum authorised draught for entry is 4 m (2022). The harbour and its approaches are subject to silting and the Port Authority should be contacted for the latest information on depths and authorised draughts.

Italian Notice 18/18.7/22

[NP45-No 80-Wk 03/23]

**Italy - Sicilia - West coast - Marsala —
Arrival information; tugs**

333

Paragraph 9.57 *1* Replace by:

Vessel traffic service. See 9.34.
Outer anchorages. Designated anchorages, 2 cables in radius, are as follows:
A (37°46'·64N 12°25'·45E).
B (37°46'·10N 12°26'·00E).

Pilotage is compulsory for vessels over 500 gt, and is provided by the Trapani-Marsala Pilotage Authority. The pilot boards in position 37°46'·12N 12°25'·50E, about 1 mile SSW of the head of Diga Foranea. See also 1.41.

Tugs are mandatory for vessels with a draught of 4 m or greater and for any vessel carrying flammable liquids.

Italian Notice 18/18.39/22

[NP45-No 81-Wk 03/23]

**Italy - Sicilia - West coast - Marsala —
Directions; obstructions**

333

Paragraph 9.59 *3* line 6 For SE and E Read NW

UKHO

[NP45-No 125-Wk 50/23]

**Italy - Sicilia - West coast - Marsala —
Directions for entering harbour; obstruction**

334

After Paragraph 9.59 *5* line 2 Insert:

Caution. Due to the presence of an underwater obstruction reported (2022) to lie between Molo di Ponente and Molo di Levante, inbound vessels with a draught of 2 m or greater are required to keep W of the centre of the entrance. Contact the Harbour Master for further details.

Italian Notice 18/18.30/22

[NP45-No 82-Wk 03/23]

**Italy - South coast of Sicilia - Mazara del Vallo —
Arrival information; anchorages; TSS;
pilotage**

334

Paragraph 9.64 *1* line(s) 1-7 Replace by:

Outer anchorages. Designated anchorages have been established as follows:

Nos 1 to 3 lie 1 mile SW of the breakwater.

Nos 4 to 6 lie about 6 miles ESE of Capo Granitola.

Vessels must not remain at anchor longer than 24 hours.

Pilotage is compulsory for vessels of 500 gt and over. Pilot boards in position 37°38'·17N 12°35'·92E. See also 1.41.

For further details see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Traffic separation scheme. A TSS is established in the approaches to the port. The scheme is not IMO-adopted, however, the Italian authorities advise that the principles for the use of the routing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

Italian Notice 23/7/21

[NP45-No 54-Wk 11/22]

**Italy - South coast of Sicilia - Mazara del Vallo —
Arrival information; anchorages; speed limits;
restrictions**

334

Paragraph 9.64 *1-2* including existing Section IV Notice Week 11/22 Replace by:

Outer anchorages. Designated anchorages have been established as follows:

Nos 1 to 3 lie 1 mile SW of the breakwater.

Nos 4 to 6 (9.74a) lie about 6 miles ESE of Capo Granitola.

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Vessels must not remain at anchor longer than 24 hours. Nos 3 and 4 are generally reserved for vessels carrying dangerous cargo.

Pilotage is compulsory for vessels of 500 gt and over. Pilot boards in position 37°38'·17N 12°35'·92E. See also 1.41.

For further details see *ADMIRALTY List of Radio Signals Volume 6(3)*.

- 2 **Traffic regulations.** A TSS is established in the approaches to the port. The scheme is not IMO-adopted, however, the Italian authorities advise that the principles for the use of the routing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

There is a speed limit of 10 kn within the TSS, reducing to 5 kn in the outer basin (avamporto) and 3 kn within the harbour.

Vessels must not navigate within 300 m of any vessel manoeuvring or at anchor, or within 50 m of military vessels alongside.

- 3 Anchoring and fishing are prohibited within extensive areas protecting a gas pipelines, submarine cables and outfalls (see 1.48 and 1.64).

Vessels carrying dangerous cargoes are not authorised to remain in the roadstead, unless awaiting to conduct commercial operations in the harbour. See also 9.10.

Regulations concerning entry. Vessels should remain at least 50 m clear of the head of Diga Antemurale (9.66).

Outbound vessels have right of way.

Italian Notices 8/8.34–8.35/22

[NP45-No 73-Wk 28/22]

Italy - Sicilia - South coast - Mazara del Vallo — Traffic regulations; restricted area

334

Paragraph 9.64 1-2 including existing Section IV Notice Week 28/22 *Replace by:*

- 1 **Outer anchorages.** Designated anchorages have been established as follows:

Nos 1 to 3 lie 1 mile SW of the breakwater.

Nos 4 to 6 (9.75a) lie about 6 miles ESE of Capo Granitola.

Vessels must not remain at anchor longer than 24 hours. Nos 3 and 4 are generally reserved for vessels carrying dangerous cargo.

Pilotage is compulsory for vessels of 500 gt and over. Pilot boards in position 37°38'·17N 12°35'·92E. See also 1.41.

For further details see *ADMIRALTY List of Radio Signals Volume 6(3)*.

- 2 **Traffic regulations.** A TSS is established in the approaches to the port. The scheme is not IMO-adopted, however, the Italian authorities advise that the principles for the use of the routing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

There is a speed limit of 10 kn within the TSS, reducing to 5 kn in the outer basin (avamporto) and 3 kn within the harbour.

Vessels must not navigate within 300 m of any vessel manoeuvring or at anchor, or within 50 m of military vessels alongside.

- 3 Anchoring and fishing are prohibited within extensive areas protecting a gas pipelines, submarine cables and outfalls (see 1.48 and 1.64).

Stopping, anchoring, fishing and any underwater activity are prohibited, in order to protect archaeological remains, within 50 m of position 37°37'·14N 12°33'·35E.

Vessels carrying dangerous cargoes are not authorised to remain in the roadstead, unless awaiting to conduct commercial operations in the harbour. See also 9.10.

Regulations concerning entry. Vessels should remain at least 50 m clear of the head of Diga Antemurale (9.66).

Outbound vessels have right of way.

Italian Notice 21/21.31/22

[NP45-No 95-Wk 26/23]

Italy - South coast of Sicilia - Mazara del Vallo — Directions; TSS

334-335

Paragraph 9.66 3-4 *Replace by:*

- 3 The building of the Harbour Master's Office (37°39'·07N 12°34'·97E), standing on the N side of Darsena Pescherecci, is prominent.

Track. The port is approached via a TSS (9.64); the chart is sufficient guide.

Caution. Several stranded and underwater wrecks are located within the harbour and its approaches.

- 4 **Useful marks:**

Light (red column on pedestal, 5 m in height) (37°38'·55N 12°35'·17E), standing at the head of Nuovo Molo di Ponente.

Italian Notice 23/7/21

[NP45-No 55-Wk 11/22]

Italy - South coast of Sicilia - Mazara del Vallo — Berths; draughts

335

Paragraph 9.67 1-2 *Replace by:*

- 1 The principal berths are as follows:
Banchina Mokarta (37°38'·86N 12°34'·76E); maximum draught 5.6 m; RoRo, passenger and commercial vessels.
Molo Ruggero II (37°38'·90N 12°34'·81E) (37°38'·99N 12°34'·89E), is quayed on its N side; maximum 5 m draught; passenger and commercial vessels.
- 2 Molo G. Battista Quinci (37°39'·04N 12°35'·18E); depth 4 to 5 m; maximum 2.6 m draught; passenger and fishing vessels.

Italian Notice 8/8.36/22

[NP45-No 74-Wk 28/22]

Italy - Capo Granitola to Capo Rossello — Regulations; prohibited areas

335

Paragraph 9.72 *1* Replace by:

1 Anchoring, fishing and any underwater activity are prohibited as follows:

In the vicinity of any submarine cables and pipelines.

See also 1.48 and 1.64;

Within 1000 m of a historic wreck (37°33'·45N 12°46'·42E) containing unexploded ordnance.

Trawling is prohibited within 3 miles of a wreck centred on 37°32'·38N 12°41'·70E.

Italian Notices 10/10.12; 10.27/21

[NP45-No 25-Wk 30/21]

Italy - South coast of Sicilia - Capo Granitola to Capo Rossello — Restricted area

335

Paragraph 9.72 *1* including existing Section IV Notice Week 30/21 Replace by:

1 Anchoring, fishing and any underwater activity are prohibited as follows:

In the vicinity of any submarine cables and pipelines.

See also 1.48 and 1.64;

Within 1000 m of a historic wreck (37°33'·45N 12°46'·42E) containing unexploded ordnance.

Stopping, anchoring, fishing and any underwater activity are prohibited within 200 m of a wreck centred on 37°33'·07N 12°51'·52E.

Trawling is prohibited within 3 miles of a wreck centred on 37°32'·38N 12°41'·70E.

Italian Notices 23/8, 22/21

[NP45-No 56-Wk 11/22]

Italy - Sicilia - South coast - Capo Granitola to Capo Rossello — Traffic regulations

335

Paragraph 9.72 *1* including existing Section IV Notice Week 11/22 Replace by:

1 Anchoring, fishing and any underwater activity are prohibited as follows:

In the vicinity of any submarine cables and pipelines.

See also 1.48 and 1.64;

Within 1000 m of a historic wreck (37°33'·45N 12°46'·42E) containing unexploded ordnance.

Stopping, anchoring, fishing and any underwater activity are prohibited within 200 m of a wreck centred on 37°33'·07N 12°51'·52E.

Trawling is prohibited within 3 miles of a wreck centred on 37°32'·38N 12°41'·70E.

Entry is prohibited within 200 m of unexploded ordnance centred on 37°31'·40N 12°52'·93E.

Italian Notice 18/18.41/22

[NP45-No 83-Wk 03/23]

Italy - South coast of Sicilia - Capo Granitola to Capo Rossello — Anchorages

336

After Paragraph 9.74 *6* line 6 Insert:

Anchorages east of Capo Granitola 9.74a

1 Designated anchorages under the jurisdiction of Mazara del Vallo have been established E of Capo Granitola. See 9.64 for details.

Italian Notice 23/7/21

[NP45-No 57-Wk 11/22]

Italy - Sicilia - South coast - Gela — Traffic regulations; prohibited area

340

After Paragraph 9.109 *1* line 5 Insert:

Within an area (37°03'·91N 14°13'·63E) W of the Porto Rifugio W breakwater.

Italian Notice 4/4.21/23

[NP45-No 99-Wk 27/23]

Italy - Sicilia - Capo Scalambri — Directions; buoy

342

Paragraph 9.125 *2* lines 1-5 Replace by:

2 SSW of Marina di Ragusa (36°47'·10N 14°33'·33E), a village with a notable white church and belfry. A marina consisting of two moles with lights at their heads fronts the village. And:

Clear of an ODAS light buoy (special) (36°43'·34N 14°31'·43E), thence:

Italian Notice 5/5.16/23

[NP45-No 101-Wk 28/23]

Italy - South coast of Sicilia - Capo Passero - Rada di Porto Palo — Anchorage; caution

343

After Paragraph 9.134 *3* line 5 Insert:

Caution. Submarine cables are laid W of Punta di Porto Palo (9.125).

Italian Notice 2/2.13/22

[NP45-No 62-Wk 27/22]

Italy - Sicilia - North coast - Palermo — Controlling depths

352

Paragraph 10.40 *1* including heading Replace by:

Controlling depths

10.40

1 The port is subject to silting. Contact the Port Authority for the latest information on depths and authorised draughts.

Tidal levels

10.40a

1 Mean spring range about 0·3 m; mean neap range about 0·2 m. See *ADMIRALTY Tide Tables Volume 8* and chart.

UKHO

[NP45-No 79-Wk 51/22]

NP45

Italy – North coast of Sicilia – Termini Imerese – Arrival information; port operations

357

Paragraph 10.75 1 line 1 *Replace by:*

1 **Port operations.** Berthing at Molo Trapezoidale is allowed in daylight only.

Outer anchorages. Vessels in the roads at Termini...

Italian Notice 4/4.31/22 [NP45-No 70-Wk 27/22]

Italy - North coast of Sicilia - Termini Imerese — Development; prohibited entry

357

After Paragraph 10.76 1 line 9 Insert:

Works are in progress (2021) in an area extending from the outer part of Molo di Sottoflutto. Entry is prohibited to the works area.

Italian Notice 4/4.12/22 [NP45-No 64-Wk 27/22]

Italy - Sicilia - North coast - Capo Milazzo — Marine reserve; prohibited area

359

Paragraph 10.93 4 line(s) 7–8 *Replace by:*

5 **Transit of merchant vessels.** A prohibited area, radius 2 miles, has been established outside the marine nature reserve, where navigation, anchoring and the passage of cargo and passenger vessels of more than 500 gt is prohibited. See also 1.29 and 1.64 for further information.

Italian Notices 3/3.17; 3.35/21 [NP45-No 3-Wk 16/21]

Italy - Sicilia - Milazzo — Anchorages; obstructions

362

After Paragraph 10.115 1 line 6 Insert:

2 **Caution.** Due to obstructions, vessels using anchor berths Nos 7 and 9 should remain 5 cables clear of position 38°13'68N 15°19'25E. Vessels using anchor berth No 4 should notice foul ground in position 38°13'04N 15°17'08E.

Italian Notice 4/4.34/21 [NP45-No 8-Wk 18/21]

Italy - Sicilia - Milazzo — Arrival information; prohibited anchorage

363

Paragraph 10.118 1 lines 1–9 including heading *Replace by:*

Prohibited and restricted areas 10.118

1 **Anchoring and fishing are prohibited:**
Within a large area extending E and N from Punta La Croce di Mare (38°13'98N 15°15'00E).
Within 200 m of any submarine pipeline.

Anchoring is prohibited ESE of the harbour entrance.

Italian Notice 4/4.7/21 [NP45-No 9-Wk 18/21]

Italy – North coast of Sicilia – Milazzo — Restricted area

363

After Paragraph 10.118 3 line 3 Insert:

Within an area encompassing a jetty (38°12'58N 15°17'72E), under construction (2022).

Italian Notice 2/2.11/22 [NP45-No 63-Wk 27/22]

Italy - Sicilia - North coast - Capo Milazzo — Marine reserve; prohibited area

363

After Paragraph 10.118 3 line 7 Insert:

Marine nature reserve 10.118a

1 **Capo Milazzo Marine Reserve** (10.93). Passengers vessels over 500 gt in service to/from the port of Milazzo may transit within the prohibited area, remaining at a minimum distance of 6 cables from the outer limit (Zone C) of the marine reserve.

Merchant vessels over 500 gt to/from the port of Milazzo may transit within the prohibited area, remaining at a minimum distance of 1½ miles from the outer limit (Zone C) of the marine reserve.

Contact the local authorities for further details.

Italian Notices 3/3.17; 3.35/21 [NP45-No 4-Wk 16/21]

Italy - Isole Eolie - Isola di Stromboli — Traffic regulations; prohibited area

373

Paragraph 10.190 1 including heading *Replace by:*

Traffic regulations 10.190

1 An extensive prohibited area (38°49'00N 15°11'16E) extends NW from the length of coast between Punta Chiappe and Punta Labronzo. The prohibition does not apply to surveillance launches or authorised craft undertaking research activities.

Italian Notice 4/4.20/23 [NP45-No 100-Wk 27/23]

Italy - Golfo di Gioia - Gioia Tauro — Directions; port entry lights

383

Paragraph 11.46 1 line 4 *For* 019°/199° *Read* 017°8'/197°8°

GB Chart 1019 (2021) [NP45-No 53-Wk 10/22]

Italy – Stretto di Messina - Villa San Giovanni — Harbour; development

392

After Paragraph 12.29 *1* line 6 *Insert*:

Development. Works are in progress (2022) for the construction of new basins to the N. There are also plans to expand the commercial port farther S.

Italian Notice 13/13.6/22 [NP45-No 78-Wk 35/22]

Italy - Sicilia - North-east coast - Messina — Basins and berths; anchorages and moorings

397

After Paragraph 12.61 *5* *Insert*:

**Anchorage and moorings
12.61a**

1 Several mooring buoys (not charted on Italian charts) are situated in the NE part of the harbour. Contact the Port Authority for details.

UKHO [NP45-No 129-Wk 52/23]

Italy - Sicilia - Capo Molini to Cabo Santa Croce — Prohibited area; wrecks

402

After Paragraph 13.8 *2* *Insert*:

Within 100 m of historic wrecks (37°23'·91N 15°08'·68E and 37°16'·97N 15°13'·66E).

Italian Notice 7/7.9; 7.30/23 [NP45-No 102-Wk 29/23]

Italy - Sicilia - Capo Sbarcatore dei Turchi — Prohibited area

402

Paragraph 13.8 *3* lines 1-3 *Replace by*:

3 **Entry is prohibited** as follows:
Within 200 m of the coast near Capo Molini (37°34'·57N 15°10'·62E), due to unexploded ordnance. See 1.19.
Within an area (37°15'·21N 15°15'·03E) encompassing Capo Sbarcatore dei Turchi.

Italian Notice 4/4.11/21 [NP45-No 10-Wk 18/21]

Italy - Sicilia - East coast - Capo Santa Croce to Penisola Magnisi — Prohibited areas

402

Paragraph 13.8 *3* including existing Section IV Notice Week 18/21 *Replace by*:

3 **Entry is prohibited** as follows:
Within 200 m of the coast near Capo Molini (37°34'·57N 15°10'·62E), due to unexploded ordnance. See 1.19.
Within an area (37°15'·21N 15°15'·03E) encompassing Capo Sbarcatore dei Turchi.

Within 300 m of Capo Santa Croce (37°14'·60N 15°15'·38E) (13.10).

Within 300 m of Punta Sant'Elia (37°14'·02N 15°15'·23E).

4 **Entry is also prohibited**, except for vessels from/to Augusta or *force majeure*, within the coastal area bounded by the following positions:

Capo Santa Croce Light (37°14'·60N 15°15'·38E) (13.10);

37°09'·50N 15°16'·80E;

Penisola Magnisi Light (37°09'·50N 15°14'·05E) (13.51).

Italian Notice 7/7.17;7.18/21 [NP45-No 12-Wk 19/21]

Italy - Sicilia - East coast - Capo Santa Croce to Penisola Magnisi — Restricted areas

402

Paragraph 13.8 *3* including existing Section IV Notice Week 19/21 *Replace by*:

3 **Entry is prohibited** as follows:

Within 200 m of the coast near Capo Molini (37°34'·57N 15°10'·62E), due to unexploded ordnance. See 1.19.

Within an area (37°15'·21N 15°15'·03E) encompassing Capo Sbarcatore dei Turchi.

Within 300 m of Capo Santa Croce (37°14'·60N 15°15'·38E) (13.10).

Within 300 m of Punta Sant'Elia (37°14'·02N 15°15'·23E).

4 **Entry is also prohibited**, except for vessels from/to Augusta or *force majeure*, within the coastal area bounded by the following positions:

Capo Santa Croce Light (37°14'·60N 15°15'·38E) (13.10);

37°09'·50N 15°16'·80E;

Penisola Magnisi Light (37°09'·50N 15°14'·05E) (13.51).

5 **Bathing season.** Within the Maritime Department of Catania, which extends between Fiume Alcantara (37°48'·42N 15°15'·44E) and Fiume Simeto (37°24'·11N 15°05'·54E) (13.14), seasonal restrictions are in force as follows:

Entry is prohibited within 300 m from the shore (reduced to 150 m if coast is sheer);

6 Vessels should navigate in displacement at a speed not greater than 10 kn within 1000 m from the shore (reduced to 500 m if coast is sheer).

The duration of the bathing season is established by the regional government of Sicily. Contact the local authorities for details.

Italian Notice 13/19/21 [NP45-No 33-Wk 43/21]

Italy - Sicilia - East coast - Stretto di Messina to Augusta — Traffic regulations

402

Paragraph 13.8 including heading and existing Section IV Notices Weeks 43/21 and 29/23 *Replace by*:

Traffic regulations

13.8

1 **Trawling is prohibited** within an area bounded by the coast and a line drawn from Capo Molini (37°34'·57N 15°10'·62E) (13.25) to Capo Santa Croce (37°14'·60N 15°15'·38E) (13.10).

NP45

Anchoring, fishing and any underwater activity are prohibited as follows:

Within 400 m of a historic wreck (37°35'45N 15°10'80E).

Within an area (37°35'05N 15°10'95E) about 5 cables NE of Capo Molini.

Within 100 m of historic wrecks (37°23'91N 15°08'68E and 37°16'97N 15°13'66E).

Stopping, anchoring, fishing and any underwater activity are prohibited, due to the presence of archaeological remains, within an area bounded by:

37°32'44N 15°08'31E;

37°32'46N 15°08'47E;

37°32'39N 15°08'50E;

37°32'37N 15°08'34E.

Entry is prohibited as follows:

Within 200 m of the coast near Capo Molini (37°34'57N 15°10'62E), due to unexploded ordnance. See 1.19.

Within 100 m of a historic wreck (37°18'32N 15°14'48E).

Within an area (37°15'21N 15°15'03E) encompassing Capo Sbarcatore dei Turchi.

Within 300 m of Capo Santa Croce (37°14'60N 15°15'38E) (13.10).

Within 300 m of Punta Sant'Elia (37°14'02N 15°15'23E).

Entry is also prohibited, except for vessels from/to Augusta or *force majeure*, within the coastal area bounded by the following positions:

Capo Santa Croce Light (37°14'60N 15°15'38E) (13.10);

37°09'50N 15°16'80E;

Penisola Magnisi Light (37°09'50N 15°14'05E) (13.51).

Bathing season. Within the Maritime Department of Catania, which extends between Fiume Alcantara (37°48'42N 15°15'44E) and Fiume Simeto (37°24'11N 15°05'54E) (13.14), seasonal restrictions are in force as follows:

Entry is prohibited within 300 m from the shore (reduced to 150 m if coast is sheer);

Vessels should navigate in displacement at a speed not greater than 10 kn within 1000 m from the shore (reduced to 500 m if coast is sheer).

The duration of the bathing season is established by the regional government of Sicily. Contact the local authorities for details.

Italian Chart 274 (2023); Portolano P5 (2018); Italian Notices 17/17.11; 17.16/23 [NP45-No 118-Wk 47/23]

**Italy - Sicilia - East coast - Capo Molini —
Isole Ciclopi Marine Reserve; speed limit**

402

Paragraph 13.9 3 lines 5-6 *Replace by:*

...10 kn, reduced to 5 kn within 300 m from the coast. Anchoring may be authorised as indicated by the managing body.

Italian Notice 18/18.21/22 [NP45-No 84-Wk 03/23]

**Italy - Sicilia - East coast - Capo Taormina —
Marine reserve**

402

After Paragraph 13.9 4 line 7 Insert:

Isola Bella Marine Reserve (37°50'97N 15°18'08E) has been established NW of a line joining Capo Sant'Andrea (13.10) and Capo Taormina (13.10). Vessels authorised to enter the marine reserve should not exceed a speed of 7 kn.

Italian Notice 21/21.20/23 [NP45-No 128-Wk 52/23]

**Italy - Sicilia - East coast - Catania —
Directions; dangerous wreck**

405

After Paragraph 13.19 2 line 3 Insert:

S and W of a dangerous wreck (37°28'92N 15°06'00E), thence:

Italian Notice 18/18.21/23 [NP45-No 124-Wk 50/23]

**Italy - Sicilia - East Coast- Catania —
Directions; wreck**

405

Paragraph 13.19 2 lines 8-9 *Delete*

Italian ENC IT500272 (4.000) [NP45-No 27-Wk 31/21]

**Italy - Sicilia - East coast - Rada di Taormina —
Prohibited area**

406

Paragraph 13.23 4 lines 6-7 *Replace by:*

Entry is prohibited into an area (37°50'40N 15°17'30E), 100 m in radius, due to the presence of archaeological remains.

Current. There is usually a current running SW along the coast.

Italian Notice 13/18/21 [NP45-No 34-Wk 43/21]

**Italy - Sicilia - East coast - Riposto —
Restricted area**

406

Paragraph 13.24 4 line(s) 3 *Replace by:*

...Catania (13.15). See also 1.41.

Anchoring and stopping are prohibited within 100 m of the lights exhibited from the head of the breakwaters.

Italian Notice 14/34/21 [NP45-No 35-Wk 43/21]

**Italy - Sicilia - East coast - Porto Xifonio —
Anchorages**

408

After Paragraph 13.30 5 line 11 Insert:

See also 13.39.

Italian Notice 3/3.28/21 [NP45-No 5-Wk 16/21]

**Italy - Sicilia - South-east coast - Augusta -
Outer anchorages**

408

Paragraph 13.39 1 lines 1-2 *Replace by:*

- 1 **Porto Xifonio.** Designated anchor berths (not on Italian charts) have been established outside Porto Megarese, as follows:
 No 1 (37°11'·08N 15°14'·42E), up to 350 m LOA;
 No 2 (37°10'·75N 15°14'·07E), up to 350 m LOA;
 No 3 (37°10'·47N 15°13'·67E), up to 300 m LOA;
 No 4 (37°10'·17N 15°13'·23E), up to 200 m LOA;
 No 5 (37°10'·10N 15°13'·73E), up to 250 m LOA;
 No 6 (37°10'·33N 15°14'·20E), up to 350 m LOA;
 No 10 (37°09'·83N 15°13'·37E), up to 120 m LOA.
- 2 **Seno del Priolo.** Designated anchor berths (not on Italian charts) have been established outside Porto Megarese, as follows:
 No 7 (37°12'·53N 15°14'·60E), up to 350 m LOA;
 No 8 (37°12'·93N 15°14'·78E), up to 350 m LOA;
 No 9 (37°13'·42N 15°14'·81E), up to 350 m LOA;
 No 11 (37°13'·35N 15°14'·45E), up to 150 m LOA;
 No 12 (37°13'·62N 15°14'·47E), up to 150 m LOA.

Italian Notice 3/3.28/21 [NP45-No 6-Wk 16/21]

**Italy - Sicilia - South east coast - Augusta -
Controlling depths**

408

Paragraph 13.35 1 lines 1-3 *Replace by:*

- 1 Imboccatura di Levante and the turning basin have depths ranging from 20 to 40 m.
 Imboccatura di Scirocco has a least depth in mid-channel of about 15 m. Lesser depths exist on its margins.
- ENC IT500271 (3.000) [NP45-No 38-Wk 45/21]

**Italy - Sicilia - East coast - Augusta -
Arrival information; pilotage**

409

Paragraph 13.40 1-2 *Replace by:*

- 1 Pilotage is compulsory for all merchant vessels over 500 gt. The pilots usually board on the leading line between 1 and 2 miles from the entrance, or 3 miles for large vessels; in bad weather, boarding may be inside the breakwaters (see 13.38).
 For further information see 1.41 and *ADMIRALTY List of Radio Signals Volume 6(3)*.
- Italian Notice 26/26.16/22 [NP45-No 98-Wk 27/23]

**Italy - Sicilia - East coast - Augusta -
Prohibited area**

409

After Paragraph 13.43 3 line 2 *Insert:*

300 m of Torre Avolos (37°12'·71N 15°13'·46E) (13.49);

Italian Notice 7/7.18/21 [NP45-No 13-Wk 19/21]

**Italy - Sicilia - East coast - Augusta -
Traffic regulations; regulations concerning entry**

409

Paragraph 13.43 1-3 including existing Section IV Notice Week 19/21 *Replace by:*

- 1 **Anchoring, fishing and any underwater activity are prohibited** in the vicinity of a historic wreck SE of Punta Izzo; see 13.30.
Anchoring is prohibited within 500 m of Imboccatura di Levante leading line; vessels anchoring within Porto Megarese must not anchor or obstruct the use of the leading line.
Stopping, anchoring and fishing are prohibited as follows:
 Within an area extending between Imboccatura di Levante and the pilot boarding position, 5 cables on either side of the leading line, except for vessels awaiting the pilot;
 Within an area, 400 m wide, extending SE for 400 m from Imboccatura di Scirocco;
 Within Porto Megarese, 2½ cables radius from the entrances;
 Within 200 m of any berth handling dangerous cargo.
- 2 **Anchoring and fishing are prohibited** as follows:
 Within an area (37°09'·73N 15°14'·32E) surrounding the pipeline laid ENE from the N end of Penisola Magnisi (13.32);
 Within an area centred on 37°09'·60N 15°16'·40E, due to unexploded ordnance.

- 3 **Entry is prohibited:**
 The approaches to the naval berths;
 Within 300 m of Torre Avolos (37°12'·71N 15°13'·46E) (13.49);
 Within 200 m of naval vessels;
 Within 100 m of commercial vessels;
 The degaussing range (13.47) W of Porticciolo di Terravecchia;
 An area (37°14'·46N 15°12'·39E) in the N sector of Porto Commerciale.

After Paragraph 13.44 2 line 6 *Insert:*

Transit through Imboccatura di Scirocco is allowed only for vessels in commercial operations between Seno del Priolo and Porto Megarese.

Italian Notice 18/18.18/21 [NP45-No 44-Wk 50/21]

**Italy - Sicilia - East coast - Augusta -
Regulations concerning entry**

409

Paragraph 13.44 2 including existing Section IV Notice Week 50/21 *Replace by:*

- 2 Vessels leaving Porto Megarese must follow a similar procedure being on the back transit for at least 5 cables before departing E through the entrance. Vessels should then turn, as soon as it is safe to do so, after passing through the entrance, so as to avoid obscuring the leading marks for inbound vessels.
- 3 Transit through Imboccatura di Scirocco is allowed only for vessels in commercial operations between Seno del Priolo and Porto Megarese. Vessels entering through Imboccatura di Scirocco should manoeuvre to be aligned with the centre of the fairway at least 400 m before the entrance; for departing vessels this requirement is reduced to 300 m.

Italian Notice 3/3.26/22 [NP45-No 61-Wk 27/22]

NP45

Italy - Sicilia - East coast - Augusta — Harbour; development

409

After Paragraph 13.45 *6 Insert:*

Development 13.45a

- ¹ Works are in progress (2022) for the construction of a new container terminal (37°14'43N 15°12'39E) at the NE end of Porto Commerciale (13.58). Entry into the area under development is prohibited. See also 13.43.0

Italian Notice 21/21.26/22 [NP45-No 96-Wk 26/23]

Italy - Baia di Augusta - Porto Megarese — Directions; wreck

410

Paragraph 13.52 *3* lines 1-5 *Replace by:*

- ³ **Cautions.** At the entrance, vessels must hold exactly to the entrance leading marks transit, to avoid the submerged foundation blocks of the breakwaters.

GB Chart 966 (2021) [NP45-No 60-Wk 20/22]

Italy - Sicilia - Augusta — Anchorages

411

Paragraph 13.55 *2* lines 7-10 *Replace by:*

X1 (37°12'20N 15°12'32E);
X2 (37°12'19N 15°12'39E);
X3 (37°11'51N 15°12'22E);
X4 (37°11'65N 15°13'00E).

GB Chart 966/21 [NP45-No 2-Wk 16/21]

Italy - Sicilia - East coast - Capo Ognina — Restricted area; wreck

412

Paragraph 13.68 *1* line 6 *Replace by:*

36°58'36N 15°17'61E, 200 m;
36°57'35N 15°15'53E, 100 m;

Italian Notice 14/16/21; 14/35/21
[NP45-No 36-Wk 43/21]

Italy - Sicilia - East coast - Capo Ognina — Restricted area; historic wreck

412

Paragraph 13.68 *1* including existing Section IV Notice Week 43/21 *Replace by:*

- ¹ **Anchoring, fishing, stopping and any underwater activity are prohibited** within circular areas established around historic wrecks as follows:
37°05'11N 15°19'23E, 200 m;
36°59'22N 15°16'42E, 100 m;
36°58'36N 15°17'61E, 200 m;

36°57'35N 15°15'53E, 100 m;
36°54'58N 15°11'20E, 200 m;
36°54'05N 15°10'71E, 200 m;
36°52'12N 15°12'02E, 200 m;
36°50'20N 15°09'85E, 100 m;

Italian Notice 6/6.7/22 [NP45-No 69-Wk 27/22]

Italy - Sicilia - East coast - Augusta to Capo Passero — Restricted areas; historic wrecks

412

Paragraph 13.68 *1* including existing Section IV Notice Week 27/22 *Replace by:*

- ¹ **Anchoring, fishing, stopping and any underwater activity are prohibited** within circular areas established around historic wrecks as follows:

37°05'11N 15°19'23E, 200 m;
36°59'22N 15°16'42E, 100 m;
36°58'36N 15°17'61E, 200 m;
36°58'04N 15°15'70E, 50 m;
36°57'35N 15°15'53E, 100 m;
36°54'58N 15°11'20E, 200 m;
36°54'05N 15°10'71E, 200 m;
36°52'12N 15°12'02E, 200 m;
36°50'20N 15°09'85E, 100 m;

Italian Notice 12/12.21/23 [NP45-No 110-Wk 45/23]

Italy - Sicilia - East coast - Siracusa — Traffic regulations; prohibited areas

417

After Paragraph 13.90 *1* line 3 *Insert:*

Anchoring and stopping are prohibited within an area (not charted) bounded by:

37°03'38N 15°17'43E.
37°03'07N 15°17'61E.
37°03'06N 15°17'46E.
37°03'35N 15°17'30E.
37°03'53N 15°16'90E.
37°03'75N 15°16'99E.

Italian Notice 4/4.29/22 [NP45-No 68-Wk 27/22]

Italy - Sicilia - East coast - Siracusa — Basins and berths; anchorages

419

Paragraph 13.99 *1* *Replace by:*

- ¹ Designated anchorages are as follows:
A (37°02'48N 15°17'36E), with depths from about 2 to 16 m, mud, for vessels not in service and for long term anchorage.
B (37°03'16N 15°16'95E), with depths from about 7 to 15 m, mud, poor holding, for vessels and large yachts.
C (37°03'36N 15°16'78E), with depths from about 5 to 9 m, mud, poor holding, for sailing boats and small yachts.

Italian Notices 4/4.16 & 4.29/22
[NP45-No 67-Wk 27/22]

**Italy – Ionian Sea – Golfo di Squillace – Soverato
— Traffic regulations; prohibited area**

426

Paragraph 14.34 ¹ including heading *Replace by:*

Traffic regulations

14.34

- ¹ **Entry is prohibited** within an area (38°41'·09N 16°33'·47E) off Soverato (14.41).

Italian Notice 5/5.13/22 [NP45-No 65-Wk 27/22]

**Italy – Ionian Sea – Golfo di Squillace –
Soverato — Prohibited area**

426

Paragraph 14.34 ¹ including heading and existing Section IV Notice Week 27/22 *Replace by:*

Spare

14.34

Italian Notice 11/11.6 & 11.33/22 [NP45-No 75-Wk 28/22]

**Italy – Ionian Sea – Golfo di Squillace – Soverato
— Anchorage**

428

Paragraph 14.41 ³ lines 1–8 *Replace by:*

- ³ **Anchorage** may be obtained off Soverato, about 1¼ cables offshore, in depths of 29 m, sand and good holding ground.

Italian Notice 21/21.9/21 [NP45-No 52-Wk 06/22]

**Italy – Ionian Sea – Golfo di Squillace – Soverato
— Anchorage; prohibited area**

428

Paragraph 14.41 ³ including existing Section IV Notice Week 06/22 *Replace by:*

- ³ **Anchorage** may be obtained off Soverato, about 1¼ cables offshore, in depths of 29 m, sand and good holding ground, clear of a prohibited area (14.34).

Italian Notice 5/5.13/22 [NP45-No 66-Wk 27/22]

**Italy – Ionian Sea – Golfo di Squillace – Soverato
— Anchorage; prohibited area**

428

Paragraph 14.41 ³ including existing Section IV Notice Week 27/22 *Replace by:*

- ³ **Anchorage** may be obtained off Soverato, about 1¼ cables offshore, in depths of 29 m, sand and good holding ground, noting the submerged breakwaters fronting the town.

Italian Notice 11/11.6 & 11.33/22 [NP45-No 76-Wk 28/22]

**Italy - Ionian Sea - Golfo di Taranto - Taranto —
Traffic regulations; prohibited area**

441

After Paragraph 14.121 ³ line 6 *Insert:*

Within an area (40°30'·10N 17°08'·71E) situated N of the entrance to Porto Industriale Esterno.

Within an area (40°29'·12N 17°08'·19E) situated SW of the detached breakwater of Porto Industriale Esterno.

Italian Notice 26/26.9/22 [NP45-No 97-Wk 27/23]

**Italy - Ionian Sea - Golfo di Taranto - Taranto —
Basins and berths; wreck**

445

Paragraph 14.139 ³ line 5 *Replace by:*

...tar. A dangerous wreck (40°28'·63N 17°12'·66E) lies on the E face of the berth.

Italian Notice 19/19.14/23 [NP45-No 126-Wk 50/23]

**NP46 Mediterranean Pilot Volume 2
(2022 Edition)**

France — National regulations; speed limit

7

After Paragraph 1.57 ⁴ line 16 *Insert:*

When a vessel is at anchor in a compulsory anchorage area, a speed limit of 10 kn applies unless a lower speed limit is stated.

French SD D21 1.6.1.3 Line 93 21/12/22 [NP46-No 13-Wk 31/23]

France — National regulations; anchorage

7-8

Paragraph 1.58 ¹⁻³ *Replace by:*

¹ **Restricted and regulated anchorage.** Numerous regulations are in force within French internal waters and the territorial waters of the French Mediterranean. As a general rule, these regulations apply to:

Yachts of 80 m LOA or more.

Other vessels with a gross tonnage equal or greater than 300 UMS (120 gt) or over 45 m in LOA.

² **Permission for anchoring and stopping** must be requested, with at least one hour notice, from CROSS MED or other delegated local authorities for all the areas along the coast of the mainland and Corse, with the exception of Grande Rade de Toulon, for which it must be requested from the Naval Commander or other delegated authorities.

Anchorage is limited in duration except in the following circumstances:

In the event of *force majeure* or distress.

In the event of weather conditions posing a risk to navigation.

To provide help to people, ships or aircraft in danger or distress, informing immediately the Maritime Authority (CROSS).

NP46

In case of limited capacity of a port, after authorisation from the Maritime Authority.

- 3 Under normal circumstances, initial authorization is granted for 24 hours, renewable to a maximum of 72 hours. At the end of the initial authorisation period, an extension of 24 hours may be requested for reasons related to maritime safety, sanitary conditions and commercial and technical operations.

The local Préfet Maritime or port authority should be contacted for further information and compulsory reporting followed.

- 4 **Stopping by dynamic positioning** must only be carried out 500 m beyond the shore, and is limited to a maximum duration of two hours. However, numerous areas, some of which are not charted, have been established, where anchoring and stopping by dynamic positioning of vessels 24 m and over in length, is prohibited. The local Préfet Maritime or port authority should be contacted for further information.

Marine protected areas. The seabed along the French coast is partially covered with protected biocenosis. In order to preserve these areas, mariners must anchor in the designated anchorages or on sand after visual examination of the seabed.

French SD D21 1.6.1.3 Line 93 21/12/22

[NP46-No 14-Wk 31/23]

France — National regulations; anchorage

7-8

Paragraph 1.58 1-6 including existing Section IV Notice Week 31/23 *Replace by:*

- 1 **Restricted and regulated anchorage.** Numerous regulations are in force within French internal waters and the territorial waters of the French Mediterranean. As a general rule, these regulations apply to:

Yachts of 80 m LOA or more.

Other vessels with a gross tonnage equal or greater than 300 UMS (120 gt) or over 45 m in LOA.

- 2 **Permission for anchoring and stopping** must be requested, with at least one hour notice, from CROSS MED or other delegated local authorities for all the areas along the coast of the mainland and Corse, with the exception of Grande Rade de Toulon, for which it must be requested from the Naval Commander or other delegated authorities.

Anchorage is limited in duration except in the following circumstances:

In the event of *force majeure* or distress.

In the event of weather conditions posing a risk to navigation.

To provide help to people, ships or aircraft in danger or distress, informing immediately the Maritime Authority (CROSS).

In case of limited capacity of a port, after authorisation from the Maritime Authority.

- 3 Under normal circumstances, initial authorization is granted for 24 hours, renewable to a maximum of 72 hours. At the end of the initial authorisation period, an extension of 24 hours may be requested for reasons related to maritime safety, sanitary conditions and commercial and technical operations.

The local Préfet Maritime or port authority should be contacted for further information and compulsory reporting followed.

- 4 **Stopping by dynamic positioning** must only be carried out 500 m beyond the shore and is limited to a maximum duration of two hours. However, numerous areas, some of which are not charted, have been established, where anchoring and stopping by dynamic positioning of vessels 24 m and over in length, is prohibited. The local Préfet Maritime or port authority should be contacted for further information.

Marine protected areas. The seabed along the French coast is partially covered with protected biocenosis. In order to preserve these areas, mariners must anchor in the designated anchorages or on sand after visual examination of the seabed.

- 5 **ZIEM** (Zones Interdites aux Embarcations Motorisées) are regulated areas, generally marked by buoys, that have been established in French coastal waters. Navigation, anchoring, diving and other activities are restricted for power driven vessels within these areas, which can extend up to 600 m from the shore. Temporary ZIEM not shown on the chart may exist. Contact the local authorities for details.

ZIM (Zones interdites au mouillage) are areas within which anchoring is permanently prohibited. The areas are numbered in accordance with the decree of the Préfet Maritime. The chart is sufficient guide.

- 6 **ZMA** (Zones de mouillage autorisé) are areas where anchoring is allowed for vessels less than 24 m in length. The areas are established in accordance with the decree of the Préfet Maritime. The chart is sufficient guide.

ZMEL (Zone de mouillage et d'équipement légers) are areas reserved for pleasure craft. Anchoring is prohibited, except in cases of *force majeure*. The chart is sufficient guide.

ZMFR (Zone Maritime et Fluviale de Régulation) are maritime and river regulated areas, in which entry, navigation, anchoring and fishing are restricted. The Préfet Maritime and the local authorities should be contacted for details.

UKHO

[NP46-No 19-Wk 40/23]

France — National regulations; anchorage

7-8

Paragraph 1.58 including existing Section IV Notice week 40/23 *Replace by:*

- 1 **Restricted and regulated anchorage.** Numerous regulations are in force within French internal waters and the territorial waters of the French Mediterranean. As a general rule, these regulations apply to:

Yachts of 80 m LOA or more.

Other vessels with a gross tonnage equal or greater than 300 UMS (120 gt) or over 45 m in LOA.

- 2 **Permission for anchoring and stopping** must be requested, with at least one hour notice, from CROSS MED or other delegated local authorities for all the areas along the coast of the mainland and Corse, with the exception of Grande Rade de Toulon, for which it must be requested from the Naval Commander or other delegated authorities.

Anchorage is limited in duration except in the following circumstances:

In the event of *force majeure* or distress.

In the event of weather conditions posing a risk to navigation.

To provide help to people, ships or aircraft in danger or distress, informing immediately the Maritime Authority (CROSS).

In case of limited capacity of a port, after authorisation from the Maritime Authority.

- 3 Under normal circumstances, initial authorization is granted for 24 hours, renewable to a maximum of 72 hours. At the end of the initial authorisation period, an extension of 24 hours may be requested for reasons related to maritime safety, sanitary conditions and commercial and technical operations.

- 4 Vessels to which these regulations do not apply may, given favourable meteorological forecasts, anchor for a period of up to 72 hours.

Local authorities may, for reasons relating to maritime safety or environmental protection, reduce the anchorage time limit.

The local Préfet Maritime or port authority should be contacted for further information and compulsory reporting followed.

- 5 **Stopping by dynamic positioning** must only be carried out 500 m beyond the shore, and is limited to a maximum duration of two hours. However, numerous areas, some of which are not charted, have been established, where anchoring and stopping by dynamic positioning of vessels 24 m and over in length, is prohibited. The local Préfet Maritime or port authority should be contacted for further information.

Marine protected areas. The seabed along the French coast is partially covered with protected biocenosis. In order to preserve these areas, mariners must anchor in the designated anchorages or on sand after visual examination of the seabed.

- 6 **ZIEM** (Zones Interdite aux Embarcations Motorisées) are regulated areas, generally marked by buoys, that have been established in French coastal waters. Navigation, anchoring, diving and other activities are restricted for power driven vessels within these areas, which can extend up to 600 m from the shore. Temporary ZIEM not shown on the chart may exist. Contact the local authorities for details.

- 7 **ZIM** (Zones interdites au mouillage) are areas within which anchoring is permanently prohibited. The areas are numbered in accordance with the decree of the Préfet Maritime. The chart is sufficient guide.

ZMA (Zones de mouillage autorisé) are areas where anchoring is allowed for vessels less than 24 m in length. The areas are established in accordance with the decree of the Préfet Maritime. The chart is sufficient guide.

ZMEL (Zone de mouillage et d'équipement légers) are areas reserved for pleasure craft. Anchoring is prohibited, except in cases of *force majeure*. The chart is sufficient guide.

- 8 **ZMFR** (Zone Maritime et Fluviale de Régulation) are maritime and river regulated areas, in which entry, navigation, anchoring and fishing are restricted. The Préfet Maritime and the local authorities should be contacted for details.

Instructions nautiques D21 [NP46-No 34-Wk 48/23]

**France - South coast - Golfe du Lion -
Port-la-Nouvelle — Limiting conditions;
controlling depth**

59

Paragraph 2.36 *1* Replace by:

- 1 **Controlling depth.** The entrance and the outer part of the navigable channel are dredged to 11 m. The channel to the inner harbour is dredged to 8.7 m but frequent silting occurs and consequently the maximum draught accepted is 8.0 m. Contact harbour authorities for further information on depths and authorised draughts.

ENC FR57434B (3.002) [NP46-No 16-Wk 31/23]

**France - South coast - Golfe du Lion -
Port-la-Nouvelle — Harbour; development**

60

Paragraph 2.38 *1* lines 7-9 Replace by:

Development. Works are in progress (2023) in the outer port.

ENC FR57434B (3.002) [NP46-No 17-Wk 31/23]

**France - South coast - Golfe du Lion -
Port-la-Nouvelle — Directions for
entering harbour**

60-61

Paragraph 2.39 Replace by:

- 1 **Port-la-Nouvelle Leading Lights:**
Front light (white tower red top, 18 m in height) (43°00'·74N 3°04'·19E) exhibited from Jetée Sud.
Rear light: Port-la-Nouvelle Rear Leading Light (2.33) (2 miles from front light).
From a position about 8 miles ENE of Cap Leucate (42°55'·04N 3°03'·62E) the alignment (292.4°) of these lights leads WNW through the entrance channel, passing:
Clear of light buoy (safe water) (42°59'·60N 3°07'·96E).
- 2 **Inner leading lights:**
Front light (green metal pole, 3 m in height) (43°01'·29N 3°04'·34E).
Rear light (triangular daymark, on lattice mast, red and white stripes) (43°01'·56N 3°04'·12E) (3¼ cables from front light).
From a position about 1½ cables S of the head of Jetée Nord, the alignment (330°) of these lights leads NNW, passing:
- 3 Close ENE of an area (43°00'·51N 3°04'·66E) of obstructions, marked by a light buoy (port hand), thence:
Between the head of the outer breakwaters.
The track then continues as required for the outer port or the navigable channel.
Caution. Mariners should note that the navigable part of the entrance channel is only 60 m wide at the surface, reducing to 40 m wide at the seabed. Shoals of mud and sand extend from the banks of the channel.

NP46

- 4 **Useful marks:**
Jetée Nord Light (starboard hand daymark, on green beacon) (43°00'·69N 3°04'·95E).
Jetée Sud Light (port hand daymark, on red beacon) (43°00'·75N 3°04'·63E).
Fort Saint Charles (43°00'·97N 3°03'·59E), also the pilot station.
Sanatorium (43°01'·18N 3°03'·69E).
Chimney (122 m in height) (43°01'·49N 3°01'·81E).
A factory stands close SE.
Grain silo (25 m in height) (43°01'·44N 3°02'·85E).
5 Grain silo (70 m in height) (43°01'·27N 3°03'·36E).
Storage tanks (43°01'·41N 3°03'·67E), NW of the harbour entrance.

French Notice FR 23/90/22; ENC FR57434B (3.002);
French List of Lights [NP46-No 18-Wk 31/23]

France - South coast - Golfe du Lion - Toulon — Berths

91-92

Paragraph 2.246 1-3 Replace by:

- 1 **Darse Nord du Mourillon** (43°06'·93N 5°55'·93E), occupying the NE corner of Petite Rade:
Quai de la Corse (43°06'·97N 5°56'·03E); maximum 180 m LOA and 7·6 m draught; passenger and cruise ships.
Quai Fournel (43°07'·00N 5°55'·91E); maximum 300 m LOA and 8·1 m draught; RoRo post at each end; passenger and cruise ships.
Quai de la Minerve (43°06'·99N 5°55'·78E); maximum 185 m LOA and 7·8 m draught; passenger and cruise ships.
- 2 **La Seyne-Brégaillon** (43°06'·34N 5°53'·34E), at the head of Baie de la Seyne (43°06'·43N 5°53'·53E), the NW part of Petite Rade:
Brégaillon Nord wharf (43°06'·56N 5°53'·28E); Quai LoLo; maximum 235 m LOA and 9 m draught.
Brégaillon Nord wharf; Quai Roro; maximum 225 m LOA and 8·3 m draught.
Mole d'armement (43°06'·31N 5°53'·86E); berth length 325 m; maximum 340 m LOA and 9 m draught; general cargo; waiting area for large cruise vessels or ships awaiting berth at La Seyne.
Brégaillon Centre wharf; Quai IFREMER (43°06'·36N 5°53'·08E); berth length 160 m; maximum 155 m LOA and 6 m draught.
Quai des Câblers (43°06'·32N 5°52'·90E); Quai Ouest, the largest berth, can accommodate vessels up to 145 m LOA and 6·8 m draught.
- 3 **Naval port.** Les Appontements de Milhaud (W) (43°06'·89N 5°54'·37E). Jetties No 1 to No 6; depths from about 5 to 9 m (No 1 to No 3) and from about 5 to 12 m (No 4 to No 6).
Quai Noël (43°07'·02N 5°55'·06E), two piers about 180 m in length and depths from about 6 to 9 m alongside.

French Chart 7093 (2022) [NP46-No 3-Wk 13/23]

France - South coast - Golfe de la Napoule — Regulations; buoys

109

After Paragraph 3.79 1 line 3 Insert:

Seasonal restricted areas are established around mooring buoys as follows:

- At 43°31'·63N 7°02'·63E; radius 120 m;
- At 43°31'·27N 7°04'·07E; radius 120 m;
- At 43°30'·83N 7°03'·65E; radius 50 m;
- At 43°30'·90N 7°02'·11E; radius 50 m.

When in use, the mooring of vessels under 24 m in length and of fishing gear is prohibited; diving is permanently prohibited.

French Notice 30/Instructions nautiques D22/22 [NP46-No 47-Wk 51/23]

France - South coast - Golfe de la Napoule — Traffic regulations; prohibited area

109

After Paragraph 3.79 1 line 11 Insert:

Prohibited area. Entry is prohibited into an area surrounding Rocher du Pendu (43°31'·20N 6°56'·48E).

French Notice 35/90/22 [NP46-No 50-Wk 52/23]

France - South coast - Golfe Juan — Regulations; buoys

112

After Paragraph 3.96 1 line 5 Insert:

Seasonal restricted areas are established around mooring buoys in the vicinity of 43°33'·60N 7°06'·07E. When in use, the mooring of vessels under 24 m in length and of fishing gear is prohibited; diving is permanently prohibited.

French Notice 30/Instructions nautiques D22/22 [NP46-No 48-Wk 51/23]

Italy - Ligurian Sea - Sanremo — Anchorage; wrecks

129

After Paragraph 4.26 6 line 5 Insert:

Caution. Wrecks lie in the vicinity of the anchorages.

ENC IT400100 (6.000) [NP46-No 1-Wk 51/22]

Italy - North-west coast - La Spezia — Prohibited area

151

After Paragraph 4.140 1 line 1 Insert:

Within an area (44°04'·11N 9°52'·16E), 50 m in radius, containing a marine farm;

Italian Chart 60 (2022) [NP46-No 2-Wk 13/23]

France - Corse - Danger d'Algajola — Depth

178

Paragraph 6.35 1 line 2 *For* 19 m *Read* 17 m

French Notice 21/92/22 [NP46-No 12-Wk 30/23]

France - Corse - West coast -
Port d'Ajaccio — Berths

189

Paragraph 6.113 2 lines 1-8 *Replace by*:

- 2 Mole de Croisière (41°55'23N 8°44'57E) is the largest berth and extends ESE from Quai l'Herminier. It is 260 m in length with two dolphins; maximum draught 8.5 m.

Jetée des Capucins (41°55'33N 8°44'51E) has two berths; the N face is 175 m in length with a dolphin; maximum draught 8.5 m; the S face, 158 m in length with a dolphin, maximum draught 7 m, provides facilities for passenger and RoRo vessels.

Paragraph 6.113 3 lines 1-7 *Replace by*:

- 3 Quai des Trois Maries (41°55'44N 8°44'46E) provides facilities for passenger and RoRo vessels. The N face is 146 m in length with a dolphin; maximum draught 8 m; the S face is 98 m in length with a dolphin; maximum draught 6.5 m.

Quai de la Chambre de Commerce (41°55'53N 8°44'41E) is 90 m in length; maximum draught 6 m. Margonajo Jetty extends E from the N part of the quay. Both berths provide RoRo facilities. The S face of Margonajo Jetty is not in use.

Paragraph 6.113 4 line 4 *Replace by*:

Tahiti LNG Tanker Berth (41°55'92N 8°44'88E) accepts...

French SD D23 (Wk 26 2022)

[NP46-No 4-Wk 14/23]

France - Corse - Pointe de Senetosà to
Cap de Feno - Baie de Figari — Anchorage

196

Paragraph 6.161 3 *Replace by*:

- 3 **Anchorage** (see also 1.58) may be obtained within a designated area (41°26'57N 9°03'33E), by vessels of 80 m LOA or greater. A designated anchorage area (41°25'81N 9°05'23E) is situated within the entrance of Golfe de Ventilegne.

Caution. Mariners should exercise caution, as Baie de Figari is a seaplane operating area. See 6.126.

ENC FR470240 (5.000) [NP46-No 49-Wk 51/23]

France - Corse - East coast -
Solenzara — Anchorage

210

Paragraph 7.52 2 lines 7-10 *Delete*

French SD D23 4.2.6.3 Line 07 09/12/20

[NP46-No 15-Wk 31/23]

Italy - Ligurian Sea - Isola Capraia —
Prohibited area; historic wreck

220

After Paragraph 8.17 6 line 8 *Insert*:

Entry is prohibited within 100 m of the remains of a historic wreck (43°07'46N 9°49'12E).

Italian Notices 20/20.2; 20.13/23

[NP46-No 38-Wk 50/23]

Italy - Golfo di Follonica -
Porto Vecchio di Piombino —
General information; LNG

233

Paragraph 8.100 2 *Replace by*:

- 2 The port handles bulk raw materials, steel products including cars, general cargo, foodstuffs, LNG, oil and petrochemicals. Porto Vecchio di Piombino is an important ferry port for services to Arcipelago Toscano and Sardegna, as well as Naples and Sicily. The port also handles cruise vessels.

Italian Notice 20/20.3/23

[NP46-No 39-Wk 50/23]

Italy - Golfo di Follonica -
Porto Vecchio di Piombino —
Limiting conditions; controlling depth

233

Paragraph 8.101 1 *Replace by*:

- 1 **Controlling depth.** The entrance channel and the turning basin are dredged to 18 m (2022). The Port Authority should be contacted for the latest information on depths and authorised draughts.

Tidal levels. Mean spring range about 0.3 m; mean neap range about 0.2 m. See information in *ADMIRALTY Tide Tables Volume 8*.

Italian Notice 20/20.3/23

[NP46-No 40-Wk 50/23]

Italy - Golfo di Follonica -
Porto Vecchio di Piombino —
Arrival information; port operations

233

Paragraph 8.102 1 *Replace by*:

- 1 **Port operations.** Entry and departure for LNG vessel is allowed at night only, provided the wind and height of the waves do not exceed 25 kn and 2 m, respectively. Further regulations are in force depending on weather and local passenger traffic; contact the Port Authority for details.

A vessel traffic service is in operation for the control of shipping in the TSS of Piombino. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details.

Italian Notice 20/20.12/23

[NP46-No 41-Wk 50/23]

NP46

Italy - Golfo di Follonica - Porto Vecchio di Piombino — Arrival information; anchorage; pilotage; tugs

234

Paragraph 8.102 3-4 *Replace by:*

- 3 STS Area (42°54'·46N 10°35'·96E), 6 cables in radius, lies E of the TSS. All vessels waiting for the FRSU berth (8.105) must use this anchorage.

Anchor berths C1-C8 (42°54'·13N 10°35'·85E), 3½ cables in radius, have been established around the STS Area and are reserved for vessels greater than 7 m in draught.

Caution. Marine farms lie in the vicinity of the anchorages.

- 4 **Pilotage** is compulsory for all vessels of 500 gt or greater and is available 24 hours. The pilot boards at least 1 mile from Molo Batteria. Full details of procedures are contained in *ADMIRALTY List of Radio Signals Volume 6(3)*; see also 8.101.

Tugs are available and their use is mandatory for tanker inbound for Torre del Sale (8.107) and for LNG vessels inbound for Banchina Est (8.105).

Traffic separation scheme. A TSS has been established in Rada di Piombino and all vessels entering or leaving Porto Vecchio di Piombino must use the designated lanes of the scheme.

Italian Notice 20/20.12/23 [NP46-No 42-Wk 50/23]

Italy - Golfo di Follonica - Porto Vecchio di Piombino — Arrival information; TSS

234

Paragraph 8.102 6 lines 4-5 *Delete*

Italian Notice 22/22.11/23 [NP46-No 53-Wk 52/23]

Italy - Golfo di Follonica - Porto Vecchio di Piombino — Arrival information; speed limit; prohibited area

234

Paragraph 8.102 7-8 *Replace by:*

- 7 **Speed limits** are in force as follows:
15 kn within the TSS lanes.
10 kn in the precautionary area.
3 kn for LNG vessels within the harbour.
Minimum safe manoeuvring speed should be maintained within the manoeuvring area and in the harbour.

- 8 **Anchoring, fishing, stopping and any other activity are prohibited** in the TSS and in the harbour entrance.

Entry is prohibited within a charted area encompassing Banchina Est and FRSU *Golar Tundra* (8.105). When a LNG vessel is at the berth, the area is extended 50 m farther.

Traffic regulations. See also 8.97.

Regulations concerning entry. Large vessels have always right of way. Between two large vessels, the leaving vessel has right of way.

Italian Notice 20/20.12/23 [NP46-No 43-Wk 50/23]

Italy - Golfo di Follonica - Porto Vecchio di Piombino — Harbour; berth toponym; development

234

Paragraph 8.103 1-3 *Replace by:*

- 1 **General layout.** The harbour is protected from SE by Molo Batteria which extends NE, then ENE from the coast (as Banchina Giuseppe Pecoraro) and Prolungamento Molo Batteria. Pontile ex Lucchini, a concrete jetty, extends SE from the shore towards the head of Molo Batteria. Banchina Nord and Banchina Est form a basin in the NE part of the harbour.

The main deep water berths are located on these breakwaters; basins and berths line the W side of the port.

- 2 **Local weather.** The maestrale (NW wind) prevails in late winter and spring. During the autumn and early winter the scirocco (SE) and grecale (NE) predominate.

If the mainland coast and the islands of Arcipelago Toscano are clearly visible winds from the S should be expected.

Italian Notice 20/20.12/23 [NP46-No 44-Wk 50/23]

Italy - Golfo di Follonica - Porto Vecchio di Piombino — Arrival information; berth toponym

234

Paragraph 8.104 2 line 6 *Replace by:*

...ex Lucchini.

Italian Notice 20/20.12/23 [NP46-No 45-Wk 50/23]

Italy - Golfo di Follonica - Porto Vecchio di Piombino — Basins and berths; obstructions; draught

234

Paragraph 8.105 1-3 *Replace by:*

- 1 **Banchina Est** (42°56'·38N 10°33'·57E). FRSU *Golar Tundra* is moored at the berth. Vessels up to 175 000 m³, 300 m LOA and 50 m beam can berth alongside; dredged depth is 18 m.

- 2 **Pontile ex Lucchini** (42°56'·07N 10°32'·84E), the main deep-water berth for bulk vessels also accepts RoRo traffic. The NE side is 270 m in length. The inner SW side has three berths with a total length of 470 m and a maximum authorised draught of 8.5 m. Obstructions front both sides of the berth.

- 3 **Pontile Magona** (42°55'·90N 10°32'·71E) has two berths. The N berth and the S berth are 155 and 105 m in length, respectively.

Ferry and RoRo berths (42°55'·75N 10°32'·85E). The S part of the port, between Banchina Marinai d'Italia and Molo Batteria, is the main ferry port and all berths have RoRo facilities. Two RoRo berths also lie on Molo Batteria.

Italian Notices 20/20.12; 20.13; 20.3/23 [NP46-No 46-Wk 50/23]

**Italy - Sardegna - North coast -
Porto Torres — Regulations**

244

Paragraph 9.24 *6* Replace by:

- 6 **Regulations concerning entry.** Vessels should not proceed at speeds exceeding 5 kn within the access channel, further reduced to 3 kn or minimum manoeuvring speed within the harbour.

Further restrictions are in force during the bathing season, between 0800 hours and sunset, for all ships in transit or approaching/leaving the port. Such vessels must:

Navigate at a distance of at least 3 miles from the coast.

Maintain a speed not exceeding 20 kn between 10 and 5 miles from the entrance.

Maintain a speed not exceeding 12 kn within 5 miles from the entrance, slowing down progressively when approaching the pilot boarding position.

Portolano P3 Ed. 2023 [NP46-No 23-Wk 45/23]

**Italy - Sardegna - North coast -
Porto Torres — Berths**

244

Paragraph 9.27 *1-3* Replace by:

- 1 **Bacino Commerciale.** The quays on the inner side of Molo di Ponente are the main passenger and RoRo berths. There are also RoRo facilities at Banchina Teleferica and in the outer part of Banchina Segni-Dogana, in the SE corner of the outer harbour.

Banchina Alti Fondali (40°50'60N 8°24'07E) has a length of 450 m with depths alongside from about 6.5 to 7.5 m; passenger vessels and RoRo.

- 2 **Bacino Industriale.** Molo di Levante is quayed on its inner side. Main berths are as follows:

Banchina ASI 1 (40°50'40N 8°22'64E); about 300 m in length; maximum authorised draught 8.5 m.

Banchina ASI 2 (40°50'58N 8°22'70E); about 330 m in length; maximum authorised draught 10 m.

Banchina ASI 3 (40°50'78N 8°22'74E); about 430 m in length; maximum authorised draught 13 m.

- 3 Pontile Carichi Liquidi (40°50'55N 8°22'35E) is the main tanker berth; length 750 m and depth alongside 10 to 16 m.

Pontile Carichi Secchi (40°50'62N 8°21'33E) is used for dry goods. A coal berth (40°51'10N 8°21'44E), serving Fiume Santo Power Station, lies on the inside of Diga Foranea.

Portolano P3 Ed. 2023 [NP46-No 24-Wk 45/23]

**Italy - Sardegna - West coast - Alghero —
Arrival information; prohibited area**

250

After Paragraph 9.54 *3* line 6 Insert:

Within 50 m of an ODAS Light Buoy (40°33'89N 8°14'61E).

Italian Notice 21/21.18/23 [NP46-No 51-Wk 52/23]

**Italy - Sardegna - Oristano —
Arrival information; prohibited anchorage**

253

Paragraph 9.73 *3* line 10-11 Replace by:

Entry is prohibited as follows:

Within 200 m of vessels at anchor and within 300 m of naval vessels at anchor.

Within 500 m of aquaculture facilities.

Within an area encompassing the berths in Torregrande (9.76) without prior authorisation.

Italian Notice 12/12.17/23; ENC IT500291 (4.003)
[NP46-No 32-Wk 45/23]

**Italy - Sardegna - Oristano —
Basins and berths; draught**

254

Paragraph 9.76 *1* line 9 For 9.5 m Read 11 m

Paragraph 9.76 *3* line 5 For 8.2 m Read 10 m

Italian Notices 20/20.15; 20.16/23
[NP46-No 37-Wk 50/23]

**Italy - Sardegna - South coast -
Portovesme — Berths**

257

Paragraph 9.101 *2* lines 6-7 Replace by:

...maximum length 130 m are accepted.

Italian Chart 295 (2023) [NP46-No 35-Wk 49/23]

**Italy - Sardegna - Arcipelago di La Maddalena -
Inshore passage — Traffic regulations;
speed limit**

275

After Paragraph 10.21 *1* line 3 Insert:

Speed limit of 15 kn is in force in the waters encompassed by a line joining Punta Tegge (10.25) and Punta Sardegna (10.24) and another line, farther SE, joining Capo D'Orso (10.26) and Punta Fico (10.27).

Portolano P3 Ed. 2023 [NP46-No 25-Wk 45/23]

NP46

Italy - Sardegna - Arcipelago di La Maddalena - La Maddalena — Arrival information; speed limit

279

Paragraph 10.40 *2 Replace by:*

- 2 Speed limits.** Throughout Rada di La Maddalena, between May and October vessels are not to exceed 10 kn between 500 and 1000 m from the beaches and 7 kn within 500 m from the coast.

A speed limit of 5 kn is force when entering or leaving the port.

Regulations concerning entry. Ferries have right of way.

Marine nature reserve. See 10.7.

Local knowledge is recommended.

Portolano P3 Ed. 2023 [NP46-No 26-Wk 45/23]

Italy - Sardegna - North-east coast - Olbia — Arrival information; regulations

285

After Paragraph 10.83 5 Insert:

Only one vessel at a time can transit through the entrance channel; outbound vessels have right of way.

Portolano P3 Ed. 2023 [NP46-No 27-Wk 45/23]

Italy - Sardegna - North-east coast - Porto Cervo — Anchorage

286

Paragraph 10.88 *6 Replace by:*

- 6 Anchorage.** An anchor berth (41°09'·01N 9°32'·21E), 300 m in radius, has been established for passenger vessel greater than 500 gt but not more than 160 m LOA. Authorised vessels approaching the anchorage should do so at the minimum manoeuvring speed and remaining at least 7 cables clear of the outer limits of the nature reserve (10.7).

- 7** Anchorage may also be obtained in depths of about 7 m in the N part of the outer harbour. The shoals extending from the N coast are marked by buoys which should not be relied upon.

Italian Notices 20/20.7; 20.14/23 [NP46-No 36-Wk 50/23]

Italy - Sardegna - Golfo di Marinella — Anchorage; wreck

287

After Paragraph 10.94 2 line 9 Insert:

Caution. A wreck (41°01'·57N 9°34'·79E) lies close ENE of the anchorage.

Italian Notice 8/8.5/23 [NP46-No 10-Wk 29/23]

Italy - Sardegna - East coast - Arbatax — Arrival information; speed limit

292

After Paragraph 10.127 5 Insert:

Speed limit of 3 kn is in force within the harbour.

Portolano P3 Ed. 2023 [NP46-No 28-Wk 45/23]

Italy - Civitavecchia - Torre Valdaliga Terminal — Traffic regulations; prohibited area

303

Paragraph 11.31 *2 lines 7-9 Replace by:*

Within an area encompassing the coal berth at Torre Valdaliga Terminal (42°07'·41N 11°45'·27E), which serves the power plant.

Italian Notice 6/6.7/23 [NP46-No 7-Wk 28/23]

Italy - West coast - Porto d'Anzio — Arrival information; prohibited area

313

After Paragraph 12.15 4 line 6 Insert:

Within 100 m of the marine farms centred on 41°26'·68N 12°35'·63E and 41°25'·07N 12°38'·11E.

Italian Notice 6/6.22/23 [NP46-No 8-Wk 28/23]

Italy - West coast - Porto d'Anzio — Directions; marine farm

313

Paragraph 12.17 *2 lines 4-5 Replace by:*

ENE of a marine farm (41°25'·07N 12°38'·11E) (12.15), marked by a light buoy (special), thence:

Italian Notice 6/6.22/23 [NP46-No 9-Wk 28/23]

Italy - West coast - Terracina — Traffic regulations; wreck

320

After Paragraph 12.55 2 line 5 Insert:

Within 200 m of a historic wreck (41°16'·22N 13°14'·09E).

Italian Notice 8/8.6; 8.12/23 [NP46-No 11-Wk 29/23]

Italy - West coast - Gaeta — Limiting conditions; controlling depth

321

Paragraph 12.61 *1 lines 1-2 Replace by:*

- 1 Controlling depth.** The depths in the approaches to Nuovo Porto Commerciale (41°13'·97N 13°34'·28E) are generally in excess of 11 m. The area...

ENC IT500078 (4.000) [NP46-No 20-Wk 41/23]

**Italy - West coast - Gaeta —
Arrival information; prohibited area**

321-322

Paragraph 12.62 3-4 *Replace by:*

- 3 **Anchoring, fishing and any underwater activity are prohibited** in the vicinity of any submarine cables and outfalls. See 1.53 and 1.59.

Anchoring and fishing are prohibited within areas centred on the following positions:

41°12'·87N 13°35'·39E.

41°13'·37N 13°35'·22E.

- 4 **Entry is prohibited** as follows:

Within 370 m of an ODAS light buoy (special) (41°11'·64N 13°36'·93E), 2 miles ESE of Monte Orlando Light (12.58).

Within an area enclosing Pontile Petroli (41°13'·38N 13°34'·46E) except for vessels using or providing services to the berth. The area is marked by light buoys (special).

Within an area (41°14'·30N 13°35'·00E), NE of Nuovo Porto Commerciale.

ENC IT500078 (4.000) [NP46-No 21-Wk 41/23]

**Italy – Golfo di Gaeta – Gaeta —
Wrecks; obstructions**

322

After Paragraph 12.63 2 line 8 *Insert:*

Numerous wrecks, obstructions and fouls lie in the area; the chart is sufficient guide.

Italian Notice 23/23.4/22 [NP46-No 5-Wk 26/23]

Italy - West coast - Gaeta — Berths

322

Paragraph 12.65 3 *Replace by:*

- 3 **Nuovo Porto Commerciale** (41°13'·97N 13°34'·28E) has three major berths:

Banchina di Riva, length 180 m, maximum draught 10 m.

Banchina Salvo d'Acquisto, length 300 m, maximum authorised draught 10 m.

Banchina Cicconardi, length 470 m, maximum authorised draught 11·7 m.

ENC IT500078 (4.000) [NP46-No 22-Wk 41/23]

**Italy - West coast - Canale d'Ischia -
Casamicciola Terme — Prohibited areas**

328

Paragraph 12.106 2 lines 2-5 *Delete*

Italian Notice 13/13.6/23 [NP46-No 29-Wk 45/23]

**Italy - West coast - Canale d'Ischia -
Casamicciola Terme — Controlling depth**

330

Paragraph 12.109 2 lines 3-6 *Replace by:*

...and by an inner mole, Molo di Sottoflutto. The harbour is exposed to the grecale (NE wind).

Controlling depth. There is a least charted depth of about 4 m in the entrance. Contact the local authorities for the latest information on depths and authorised draughts.

Italian Notice 13/13.27/23; ENC IT50082D (2.008)

[NP46-No 30-Wk 45/23]

**Italy - West Coast - Golfo di Napoli - Pozzuoli —
Traffic regulations**

337

Paragraph 12.135 6 lines 1-3 *Replace by:*

- 6 **Traffic regulations.** Anchoring, fishing and any underwater activity are prohibited in the vicinity of any submarine cables and outfalls. See 1.53 and 1.59.

Entry is prohibited within an area situated on the inner side of the outer part of Molo Caligoliano.

Italian Notice 4/4.18/23

[NP46-No 6-Wk 27/23]

**Italy - West coast - Golfo di Salerno -
Amalfi — Anchorage**

352

Paragraph 13.21 4 lines 3-5 *Replace by:*

A (40°37'·41N 14°36'·68E).

B (40°37'·56N 14°36'·98E).

C (40°37'·72N 14°37'·29E).

Other vessels may obtain anchorage elsewhere, as indicated by the Maritime Authority.

Italian Notices 17/17.8; 17.14/23

[NP46-No 33-Wk 46/23]

**Italy - West coast - Salerno
Arrival information; port operations**

353

After Paragraph 13.30 1 line 4 *Insert:*

Berthing and unberthing of vessels greater 300 m LOA or greater in daylight only.

Italian Notice 22/22.13/23

[NP46-No 52-Wk 52/23]

**Italy - West coast - Punta Licosa to
Punta Iscoletti — Prohibited area**

357

After Paragraph 13.58 1 line 7 *Insert:*

Anchoring, fishing and any underwater activity are prohibited in the vicinity of archaeological remains centred on 40°09'·37N 15°04'·24E.

Italian Notices 12/12.12/23; 12/12.20/23

[NP46-No 31-Wk 45/23]

NP47

NP47 Mediterranean Pilot Volume 3 (2020 Edition)

Greece – South side of Pelopónnisos — Marine mammals

67

After Paragraph 3.3 1 line 7 *Insert*:

Marine mammals

3.3a

1 See 2.10a.

UKHO

[NP47-No 89-Wk 51/22]

Greece - Messiniakós Kólpos - Órmos Liméni — Restricted area

70

After Paragraph 3.26 1 line 6 *Insert*:

Restricted area. Anchoring, fishing, and underwater operations are prohibited in an area surrounding an underwater archaeological site centred on 36°40'88N 22°22'33E.

Greek Notice 12/194/21

[NP47-No 64-Wk 27/22]

Greece – West side of Pelopónnisos — Marine mammals

71

After Paragraph 3.35 2 *Insert*:

Marine mammals

3.35a

1 See 2.10a.

UKHO

[NP47-No 90-Wk 51/22]

Greece – Pelopónnisos – Patraikós Kólpos – Pátrai — Anchorage; wreck

114

Paragraph 4.43 1 lines 3–4 *Replace by*:

...the breakwater in depths of about 41 m, mud and sand, clear of a wreck (38°14'96N 21°43'11E).

Greek Notice 11/178/21

[NP47-No 62-Wk 25/22]

Greece - West coast - Patraikós Kólpos - Pátrai — Pilotage

114

Paragraph 4.44 1 line(s) 1–4 *Replace by*:

1 Pilotage is compulsory for foreign merchant vessels and Greek vessels over 1300 gt. Pilot boarding places are charted in positions 38°15'31N 21°42'98E and 38°13'57N 21°42'13E. For further information see *ADMIRALTY List of Radio Signals Volume 6(3)*.

ENC GR4APP14 (2.024)

[NP47-No 26-Wk 22/21]

Italy — Restricted areas; regulations

8

After Paragraph 1.85 1 line 4 *Insert*:

National parks and marine protected areas. By Italian decree dated 2nd March 2012, transit of cargo or passenger vessels over 500 gt is prohibited within 2 miles of Italian national parks and marine protected areas. Generally entry and anchoring within protection zones and in the 2 mile area beyond are also prohibited. Additional restrictions may apply in specific areas. For general information on marine protected areas, see 1.29.

UKHO

[NP47-No 24-Wk 22/21]

Italy - Regulations — Submarine cables; pipelines

8

After Paragraph 1.85 5 *Insert*:

Cables and pipelines

1.85a

1 Along the Italian coast the landing of cables and the limits of the associated prohibited anchorages are usually marked by a yellow post with the letter 'E' for power and 'T' for telephone cables, surmounted by an X topmark. These marks are displayed on masts in the vicinity of buildings associated with the cable landing. The penalties for anchoring in these areas are severe.

UKHO

[NP47-No 105-Wk 26/23]

Greece – West coast of Pelopónnisos — Marine mammals

60

After Paragraph 2.10 1 *Insert*:

Marine mammals

2.10a

1 An area of frequent presence of marine mammals has been designated off the W coast of Pelopónnisos (1.4). The area extends from the vicinity of Ákra Tainaro (36°23'17N 22°28'98E) (3.5) to the channel between Nísos Zákynthos (37°47'00N 20°47'00E) (3.79) and Nísos Kefallinía (38°13'09N 20°34'55E) (3.123). The area surrounds Nisídes Strofádes (37°14'69N 21°00'12E) (3.76) and the W coast of Nísos Zákynthos.

2 Mariners are requested to intensify their lookout within this area, to detect marine mammals and to avoid collision.

UKHO

[NP47-No 88-Wk 51/22]

**Albania - Gjiri i Vlorës —
Traffic regulations; prohibited area**

154

Paragraph 5.160 1-2 including heading *Replace by*:**Traffic regulations****5.160**

- 1 **Anchoring is prohibited** in the vicinity of any submarine cable.

Entry is prohibited within an area centred on 40°19'·50N 19°25'·80E.

Marine nature reserve. See 5.149.

ENC AL400002

[NP47-No 42-Wk 49/21]

**Albania - Gjiri i Durrësit - Durrës —
Outer anchorages**

160

Paragraph 6.20 1-2 *Replace by*:

- 1 Anchor berths have been established for vessels with a draught less than 6 m as follows:

No 1 (41°17'·26N 19°28'·18E), radius 600 m, in depths of about 7 m.

No 2 (41°16'·82N 19°28'·98E), radius 600 m, in depths of about 6·5 m.

No 3 (41°13'·74N 19°28'·65E), radius 800 m, in depths of about 6·5 m.

No 4 (41°14'·25N 19°26'·86E), radius 800 m, in depths of about 10 m.

- 2 Anchor berths have been established for vessels with a draught of 6 m or more as follows:

No 5 (41°17'·17N 19°25'·08E), radius 800 m, in depths of about 16 m.

No 6 (41°16'·11N 19°25'·65E), radius 600 m, in depths of about 13 m.

No 7 (41°15'·44N 19°24'·52E), radius 600 m, in depths of about 18·5 m.

No 8 (41°16'·42N 19°23'·92E), radius 800 m, in depths of about 21 m.

Caution. A submarine cable (41°16'·06N 19°26'·15E) lies across the bay.

ENC AL400001 (3.000)

[NP47-No 95-Wk 13/23]

Albania - Gjiri i Durrësit - Durrës — Pilotage

161

Paragraph 6.21 including heading *Replace by*:**Pilotage****6.21**

- 1 Pilotage is compulsory for vessels over 500 gt, and available in daylight hours only. Pilot boards in the vicinity of 41°16'·15N 19°26'·73E. For further information and procedures the Port Authority should be consulted.

ENC AL400001 (3.000)

[NP47-No 96-Wk 13/23]

Albania - Gjiri i Durrësit - Durrës — Directions

162

Paragraph 6.27 1-3 including heading *Replace by*:**Approach and entry****6.27**

- 1 **Caution.** Gjiri i Durrësit is best approached in daylight, and when Kepi i Lagjit (6.13) and Shkëmbi i Kavajës (6.26) can be seen. Numerous wrecks and obstructions exist throughout Gjiri i Durrësit.

- 2 Navigational marks may be poorly maintained and may not be reliable. Navigation can be dangerous due to ships at anchor in the fairway and fishing nets being laid out between the turning basin and the entrance. For further information the Port Authority should be consulted.

Track. From a position NW of Kepi i Lagjit (41°08'·75N 19°26'·23E) (6.13), the track leads NNE, keeping offshore of the 10 m contour, passing:

WNW of Kepi i Bishtit të Barbaut (41°10'·64N 19°28'·45E), thence:

WNW of Selada Shoals (41°12'·05N 19°25'·74E), which have a least charted depth of 2·3 m, marked by light buoys (cardinal).

Thence the line of bearing 017° of Durrës Direction Light (41°18'·84N 19°27'·97E), or at night the white sector, leads through a channel, about 2 miles long and marked by light buoys (lateral), to the harbour entrance, passing:

ESE of the ATBA (41°15'·50N 19°23'·45E) (6.23), thence:

Close WNW of the fairway buoy (safe water) (41°15'·92N 19°26'·78E), thence:

ESE of a dangerous wreck (41°16'·85N 19°26'·95E); additional dangerous wrecks lie close SW.

Thence:

Close ESE of a dangerous wreck (41°17'·11N 19°27'·18E), thence:

- 5 WNW of the white cliffs Shkëmbi i Kavajës (41°16'·84N 19°31'·01E) (6.26), and:

ESE of the entrance to a marina, marked by lights situated on the SW side of the SW harbour mole.

Thence the track leads WNW, through the harbour entrance, to the allocated berth.

ENC AL400001

[NP47-No 47-Wk 49/21]

**Albania - Gjiri i Durrësit - Durrës —
Directions; wreck**

162-163

Paragraph 6.28 1-2 including heading and existing Section IV Notice Week 38/21 *Replace by*:**Spare****6.28**

ENC AL400001

[NP47-No 48-Wk 49/21]

NP47

Albania - Gjiri i Durrësit - Durrës — Directions

162-163

Paragraph 6.27-6.30 including headings and existing Section IV Notice Week 49/21 *Replace by:*

Approach and entry 6.27

1 **Caution.** Gjiri i Durrësit is best approached in daylight, and when Kepi i Lagjit (6.13) and Shkëmbi i Kavajës (6.26) can be seen. Numerous wrecks and obstructions exist throughout Gjiri i Durrësit.

2 Navigational marks may be poorly maintained and may not be reliable. Navigation can be dangerous due to ships at anchor in the fairway and fishing nets being laid out between the turning basin and the entrance. For further information the Port Authority should be consulted.

Track. From a position NW of Kepi i Lagjit (41°08'·75N 19°26'·23E) (6.13), the track leads NNE, keeping offshore of the 10 m contour, passing:

3 WNW of a light buoy (W cardinal) (41°10'·24N 19°25'·72E), thence:

WNW of Selada Shoals (41°12'·05N 19°25'·74E), marked by light buoys (cardinal).

Thence the line of bearing 017° of Durrës Direction Light (41°18'·83N 19°27'·96E), or at night the white sector, leads through a channel, about 2 miles long and marked by light buoys (lateral), to the harbour entrance, passing:

ESE of the ATBA (41°15'·50N 19°23'·45E) (6.23), thence:

4 Close WNW of the fairway light buoy (safe water) (41°16'·10N 19°26'·81E), thence:

ESE of a dangerous wreck (41°16'·85N 19°26'·95E); additional dangerous wrecks lie close SW. Thence:

Close ESE of a dangerous wreck (41°17'·11N 19°27'·18E), thence:

ESE of the entrance to a marina, marked by lights situated on the SW side of the SW harbour mole.

Thence the track leads WNW, through the harbour entrance, to the allocated berth.

5 **Useful marks:**

Kepi i Lagjit Light (41°08'·75N 19°26'·23E) (6.12).

Light (red GRP tower, 4 m in height) (41°18'·15N 19°27'·33E) exhibited from S molehead at Durrës.

6 Light (green GRP tower, 4 m in height) (41°18'·26N 19°27'·39E) exhibited from E molehead at Durrës.

Mali i Durrësit, 169 m high (41°19'·72N 19°25'·48E); communication towers are situated on the summit.

**Spare
6.28**

**Spare
6.29**

**Spare
6.30**

ENC AL400001 (3.000)

[NP47-No 97-Wk 13/23]

Albania - Gjiri i Durrësit - Durrës — Directions; wreck

163

Paragraph 6.28 *1* lines 8-10 *Replace by:*

Close ESE of the fairway buoy (safe water) (41°16'·10N 19°26'·81E), thence:

ESE of a wreck (41°16'·85N 19°26'·95E), with a depth of 4·3 m; additional wrecks lie about 1¼ cables SW. Thence:

Albanian Hydrographic Service correspondence 25/06/21
[NP47-No 35-Wk 38/21]

Albania - Gjiri i Durrësit - Durrës — Directions; caution

163

Paragraph 6.30 *1* including heading *Replace by:*

**Spare
6.30**

ENC AL400001

[NP47-No 49-Wk 49/21]

Albania - Porto Romano — Directions; pilotage; anchorage

164-165

Paragraph 6.39 *1-3* *Replace by:*

1 **Description.** Porto Romano (41°22'·59N 19°24'·57E) is situated approximately 5 miles N of Durrës, just S of Kepi Bishti i Pallës. The port has two terminal areas and comprises a causeway and T-jetty extending 930 m WSW from the shore with a second causeway and breakwater close S. The breakwater extends from the head of the second causeway and curves to the N protecting the T-jetty. A tanker berth and other facilities lie on the S side of the second causeway. A second breakwater extending from the shore and also curving N lies close S of the S-most causeway and tanker berth, forming a protected basin.

2 **Port Authority.** www.romanoport.com.al

Pilotage. Pilot boards in the vicinity of the N or S fairway light buoy.

3 **Directions.** From the vicinity of the fairway light buoy (41°22'·51N 19°23'·42E), the track for the N terminal leads ENE between the N breakwater and a bank extending from the shore about 5 cables N, to the berths.

From the vicinity of the fairway light buoy (41°21'·84N 19°23'·56E) the track for the S terminal leads ENE in a channel marked by light buoys (lateral), then E, passing N of the S breakwater, to the berth.

4 **Berths.** N-most berth is a T-headed jetty with a 72 m head extended by dolphins. Reported depth alongside 11·7 m. Projections from the causeway provide two further berths for smaller vessels. Due to the exposed nature of the berth, an anchor may be used when berthing.

MBM Berth located on the S side of the S causeway. Handles refined products and LPG and can accommodate vessels up to 200 m LOA with a maximum draught of 9·5 m.

ENC AL400001 (3.000)

[NP47-No 98-Wk 13/23]

Albania - Shëngjin — Directions

167

Paragraph 6.54 1-2 *Replace by:*

- 1 From a position SW of Kepi i Shëngjinit (6.47) the approach channel leads NE towards the entrance. Course is then altered as required to pass between the breakwaters and enter harbour.
- 2 **Useful marks:**
 Light beacon (special) (41°48'·20N 19°34'·47E).
 Kepi i Shëngjinit Light (41°48'·44N 19°35'·21E) (6.49).
 Mali Renzit Light (41°48'·63N 19°34'·98E) (6.49).

ENC AL400001 [NP47-No 50-Wk 49/21]

Montenegro – Barsko Sidriste – Bar — Controlling depth

170

Paragraph 6.80 1 line 1 *Replace by:*

- 1 Depths in the harbour are generally greater than 11 m, except for a small area in the NE part.
Caution. Numerous obstructions lie within the harbour.

ENC ME5BAR01 (1.000) [NP47-No 16-Wk 11/21]

Montenegro - Boka Kotorska — Traffic regulations

175

Paragraph 6.123 1 line(s) 1-7 *Replace by:*

- 1 **Speed.** Restrictions of speed are reported to be strictly enforced. Vessels over 24 m in length must not exceed a speed of 10 kn throughout Boka Kotorska and are further restricted to not more than 6 kn in the following areas:
 Kumborski Tjesnac (42°25'·77N 18°35'·97E) (6.137), beginning about 1¼ miles WNW of the light at Pristan (6.142).
 Prolaz Verige (6.151), from its entrance at Rt Sveta Nedelja (42°27'·60N 18°40'·58E) (6.160) until clear of its exit at Turski Rt (42°28'·71N 18°41'·22E) (6.160).
 Vessels up to 24 m in length may exceed the prescribed speeds by up to 4 knots.

Montenegro Hydrographic Office
 [NP47-No 38-Wk 39/21]

Montenegro - Boka Kotorska — Traffic regulations; speed limits

175

Paragraph 6.123 1 including existing Section IV Notice Week 39/21 *Replace by:*

- 1 **Speed.** Restrictions of speed are reported to be strictly enforced. Vessels over 24 m in length must not exceed a speed of 14 kn throughout Boka Kotorska

and are further restricted to not more than 10 kn in the following areas:

- Kumborski Tjesnac (42°25'·77N 18°35'·97E) (6.137), beginning about 1¼ miles WNW of the light at Pristan (6.142).
- 2 Prolaz Verige (6.151), from its entrance at Rt Sveta Nedelja (42°27'·60N 18°40'·58E) (6.160) until clear of its exit at Turski Rt (42°28'·71N 18°41'·22E) (6.160).
 Vessels up to 24 m in length may exceed the prescribed speeds by up to 4 kn.

ENC ME4BOK01 [NP47-No 53-Wk 03/22]

Montenegro - Approaches to Boka Kotorska — Anchorage

175

Paragraph 6.130 1 including heading *Replace by:*

Spare 6.130

ENC ME4BOK01 (3.000) [NP47-No 7-Wk 52/20]

Montenegro - Approaches to Boka Kotorska — Anchorage

176

After Paragraph 6.136 1 line 4 *Insert:*

Anchorage may be obtained in the bight between Rt Oštra (6.127) and Rt Kobila (6.127), but the holding ground is bad.

ENC ME4BOK01 (3.000) [NP47-No 8-Wk 52/20]

Montenegro - Approaches to Boka Kotorska — Anchorage

176

Paragraph 6.136 1 Delete existing Section IV Notice Week 52/20

ENC ME4BOK01 [NP47-No 54-Wk 03/22]

Montenegro - Hercegovski Zaliv - Herceg-Novi — Anchorages

177

Paragraph 6.144 1-2 *Replace by:*

- 1 An anchorage (42°26'·67N 18°31'·45E) lies 4½ cables SW of the head of the mole at Herceg-Novi (6.145) in depths of about 19 m, mud.
- 2 A further anchorage (42°26'·48N 18°33'·15E) lies 8 cables N of Rose (6.142) in depths of about 40 m, clear of charted cable areas. The berth is considered safe during SE, NW and W winds.

Corr. Montenegro HO 12/2020
 [NP47-No 13-Wk 07/21]

NP47

Montenegro - Herceg-Novski Zaliv - Herceg-Novki — Anchorages

177

Paragraph 6.144 1-2 including heading and existing Section IV Notice Week 07/21 *Replace by:*

Anchorages

6.144

- 1 **Herceg-Novki.** An anchorage (42°26'·90N 18°31'·76E) lies 1½ cables SW of the head of the mole at Herceg-Novki (6.145) in depths of about 13 m, mud.

A further anchorage (42°26'·67N 18°34'·51E) lies 3½ cables SSE of Zelenika Harbour (6.147) in depths of about 20 m.

ENC ME4BOK01

[NP47-No 55-Wk 03/22]

Montenegro - Tivat — Anchorage; wreck

180

Paragraph 6.166 1 line(s) 1-3 *Replace by:*

- 1 **Anchorage** may be obtained in position 42°26'·84N 18°40'·71E in depths of about 32 m, and in the vicinity of 42°25'·03N 18°42'·04E, in depths from 11 to 19 m, clear of a dangerous wreck (42°25'·02N 18°41'·80E).

ENC ME4BOK01 (3.000)

[NP47-No 9-Wk 52/20]

Montenegro - Tivat — Anchorage

180

Paragraph 6.166 1 including existing Section IV Notice Week 52/20 *Replace by:*

- 1 **Anchorage** may be obtained in position 42°26'·92N 18°40'·96E in depths of about 29 m.

Pilotage. See 6.121.

ENC ME4BOK01

[NP47-No 56-Wk 03/22]

Montenegro - Kotor — Anchorage

183

Paragraph 6.180 1-2 *Replace by:*

- 1 **Anchorage** may be obtained as follows:

Within an area (42°25'·90N 18°45'·75E) centred about 2 cables SSW of Sveti Ilija Church in 20 m, mud.

In vicinity of position 42°27'·38N 18°45'·71E in about 22 m, mud.

ENC ME4BOK01

[NP47-No 57-Wk 03/22]

Croatia - Stonski Kanal — Vertical clearance

198

After Paragraph 7.87 1 line 6 *Insert:*

Vertical clearance. A bridge (42°49'·53N 17°42'·54E), vertical clearance unknown, spans the channel.

Croatian Notice 2/19/22

[NP47-No 86-Wk 48/22]

Croatia - Eastern part of Pelješki Kanal and approaches — Restricted area

207

Paragraph 7.155 2 lines 10-12 *Delete*

Croatian Notice 8/14/21

[NP47-No 51-Wk 50/21]

Croatia - Neretvanski Kanal - Rt Lovište to Rt Osik — Directions; shoal

228

After Paragraph 7.315 3 *Insert:*

SSW of Škanj (43°00'·89N 17°26'·39E), a drying shoal, marked on its S side by a light buoy (S cardinal), thence:

ENC HR3C0027 (7.001)

[NP47-No 100-Wk 26/23]

Croatia - Adriatic Sea - Ušće Neretve - Ploče — Depths

229

Paragraph 7.329 1 lines 1-2 *Replace by:*

- 1 **Ploče entrance channel** (7.343). There is a least charted depth of about 13 m mid-channel in the outer channel and a least charted depth of 10.5 m in the inner channel to Uvala Vela Pošta (43°03'·20N 17°25'·59E).

ENC HR500063 (8.000)

[NP47-No 62-Wk 22/22]

Croatia - Neretvanski Kanal - Ploče — Depths

229

Paragraph 7.329 1 including existing Section IV Notice Week 22/22 *Replace by:*

- 1 **Ploče entrance channel** (7.343). There is a least charted depth of about 13 m mid-channel in the outer channel and a least charted depth of 10.5 m in the inner channel to Uvala Vela Pošta (43°03'·20N 17°25'·59E).

Kanal Vlačka (7.338). There is a least charted depth of about 11 m, mid-channel, but shoaler depths may exist due to silting.

ENC HR500063 (9.000)

[NP47-No 93-Wk 09/23]

Croatia - Neretvanski Kanal - Ploče — Channels**230**Paragraph 7.338 *2* lines 7-8 *Replace by:*

...landlocked basin entered through a narrow channel (7.329) S of Rt Zminjac (43°03'·15N 17°25'·84E).

Paragraph 7.338 *3* *Replace by:*

- 3** **Kanal Vlaška**, a channel (7.329) entered about 7 cables SSE of Rt Višnjica, leads NE to a multi berth oil terminal on its NW side.

ENC HR500063 (9.000) **[NP47-No 94-Wk 09/23]****Croatia - Kanal Mali Ston - Rt Međed — Bridge****233***After Paragraph 7.368 1* line 3 *Insert:*

Pelješac Bridge (42°55'·89N 17°32'·16E) is under construction (2021), for completion in 2022. The bridge will span the entrance to Kanal Mali Ston (7.365), from Rt Međed (7.377) to Poluotok Pelješac (7.2). The bridge is planned to have a vertical clearance of 55 m and a navigable width of 200 m.

Croatian Notice 2/14/21 **[NP47-No 20-Wk 18/21]****Croatia - Kanal Malog Stona — Vertical clearance****233**Paragraph 7.368 including existing Section IV Notice Week 18/21 *Replace by:*

- 1** An overhead power cable, vertical clearance 20 m, spans Kanal Malog Stona at Rt Čeljen (42°52'·16N 17°40'·82E).

Pelješac Bridge (42°55'·89N 17°32'·16E), vertical clearance 55 m, spans the entrance to Kanal Malog Stona (7.365) between Rt Međed (7.377) and Poluotok Pelješac (7.93).

ENC HR400073 (1.003) **[NP47-No 101-Wk 26/23]****Croatia - Kanal Mali Ston - Rt Međed — Directions; bridge****234***After Paragraph 7.371 1* line 9 *Insert:*

Under Pelješac Bridge (7.368); the fairway is marked by light buoys (lateral). Thence:

Croatian Notice 2/14/21 **[NP47-No 21-Wk 18/21]****Croatia - Zaljev Klek-Neum — Directions; bridge****235**Paragraph 7.377 *1* *Replace by:*

- 1** **Track**. From a position about 6½ cables NE of Rt Blaca (42°55'·46N 17°31'·11E), in the fairway through Malo More (7.371), the track leads SE under Pelješac Bridge (7.368), thence NE, passing:

NW of Rt Rep Kleka (42°56'·03N 17°33'·16E), fringed by a narrow shallow bank, and from which a light (7.371) is exhibited, thence:

SE of Rt Međed (42°56'·41N 17°32'·66E), steep-to. The track then leads E passing:

Croatian Notice 2/14/21 **[NP47-No 22-Wk 18/21]****Croatia - Otok Hvar - Uvala Pokrivenik — Anchorage; submarine cable****242***After Paragraph 7.440 2* line 4 *Insert:*

Caution. A submarine cable is laid across the bay, 2½ cables from its head.

Croatian Notice 4/10/22 **[NP47-No 102-Wk 26/23]****Croatia - Split - Gradska Luka — Alongside berths; depths****262**Paragraph 7.596 *2* lines 7-13 *Replace by:*

Two wharves for passenger vessels are situated on the outer side of the E mole in Gradska Luka. Quay 26 on the W side; length 264 m with depths alongside from about 9·5 to 10·5 m. Quay 27 on the E side, 250 m in length with depths alongside from about 9·5 to 11 m.

Croatian Notice 10/7/22 **[NP47-No 143-Wk 44/23]****Croatia - Luka Grebaštica — Anchorages****272**Paragraph 8.41 *3* *Replace by:*

- 3** **Anchorage**. A designated anchorage area (43°38'·27N 15°54'·32E) lies in the entrance to Luka Grebaštica, in depths of about 21 to 60 m, sand, stone, coral. Appropriate size vessels may also obtain anchorage 1¾ miles ESE of Rt Oštrica Vela in about 30 to 40 m, with, if necessary, a hawser to the shore, or in the coves on the N side of the inlet.

Caution. A submarine cable (43°37'·96N 15°57'·60E) crosses the harbour near its head.

Croatian Notice 6/11/21 **[NP47-No 36-Wk 39/21]****Croatia - Šibenski Kanal — Restricted area****278***After Paragraph 8.92 2* line 6 *Insert:*

Anchoring is prohibited in the SE part of Šibenski Kanal (8.87), in the vicinity of 43°40'·62N 15°53'·15E.

ENC HR400533 (3.000) **[NP47-No 39-Wk 43/21]****Croatia - Šibenski Kanal — Anchorages****279**Paragraph 8.97 *1* *Replace by:*

- 1** **Anchorage**. A designated anchorage area (43°41'·89N 15°51'·63E) lies close SW of Luka Zublacé (43°42'·39N 15°52'·03E). Submarine cables span the width of Šibenski Kanal close NNW and SSE of the anchorage area.

See also 8.92.

Croatian Notice 6/10/21 **[NP47-No 37-Wk 39/21]**

NP47

Croatia - Šibenik — Anchorage; permissions

284

Paragraph 8.147 ¹ *Replace by:*

- ¹ Anchorage can be obtained in the reserved anchorage area (43°43'·98N 15°52'·87E). Permission to anchor must be obtained from the Šibenik Port Authority.

ENC HR500533 (2.001) [NP47-No 27-Wk 24/21]

Croatia - Otočić Blitvenica to Otočić Sestrica Veliki — Directions; shoal

287

After Paragraph 8.172 ² line 7 *Insert:*

SW of an area of shoal water (43°42'·77N 15°24'·57E), thence:

Croatian Notice 7/15/21 [NP47-No 40-Wk 45/21]

Croatia - Otok Murter - Uvala Lovišta — Traffic regulations; anchorage

296

After Paragraph 8.241 *Insert:*

Traffic regulations

8.241a

- ¹ **Anchoring is prohibited** within Uvala Lovišta (43°47'·82N 15°37'·78E), an inlet on the NE side of Otok Murter (8.44).

Croatian Notice 4/6/22 [NP47-No 103-Wk 26/23]

Croatia - Iški Kanal - Luka Osiljinac — Directions; anchorage

307

Paragraph 8.325 ¹⁻³ including heading *Replace by:*

Spare

8.325

Croatian Notice 9/6/20 [NP47-No 5-Wk 49/20]

Croatia - Kornatski Archipelago - Tunski Kanal — Marine farms

308

Paragraph 8.333 ¹ lines 1–7 *Replace by:*

- ¹ Tunski Kanal, the channel between Otok Tun Veli (44°11'·00N 14°55'·00E) to the NE and Otok Zverinac to the SW, leads into the S side of Sedmovrače. The channel, 6 cables wide at its narrowest point, is deep; two marine farms, marked by light buoys (special), lie on the SW side.

Croatian Notice 12/8/20 [NP47-No 14-Wk 11/21]

Croatia – Zverinački Kanal – Otok Zverinac — Directions; shoal

309

After Paragraph 8.341 ² line 11 *Insert:*

SW of a Rt Banjica (44°09'·25N 14°55'·10E), noting a shoal situated 1 cable SW, thence:

Croatian Notice 1/5/22 [NP47-No 82-Wk 37/22]

Croatia - Kornatski Archipelago - Tunski Kanal — Directions; marine farms

310

After Paragraph 8.352 ² line 6 *Insert:*

Clear of two marine farms (8.333), thence;

Croatian Notice 12/8/20 [NP47-No 15-Wk 11/21]

Croatia - Zadar — Arrival information; pilotage

331

Paragraph 8.516 including heading *Replace by:*

Pilotage

8.516

- ¹ Pilotage is compulsory for vessels of more than 500 gt and sailing vessels of more than 1000 gt, and is available 24 hours. Pilots board for Luka Zadar as follows:

44°07'·80N 15°10'·50E, including vessels carrying dangerous cargo;

44°07'·25N 15°12'·00E.

- ² Pilots board for Luka Gaženica at 44°06'·20N 15°12'·42E, except vessels carrying dangerous cargo.

Pilotage is compulsory for vessels carrying dangerous chemical or combustible substances, pilot boards at 44°23'·28N 14°34'·31E, 1 mile S of Otočić Grujica (8.460); see also 1.51.

Croatian Notices 4/5/22; 9/11/22

[NP47-No 104-Wk 26/23]

Croatia – Adriatic Sea – Riječki Zaljev — Anchorages; wreck

361

Paragraph 9.186 ¹ *Replace by:*

- ¹ **Designated anchorages**, in 50 to 60 m, mud, good holding, have been established about 2 miles off the N coast of Riječki Zaljev (45°15'·00N 14°25'·00E):

A (45°19'·17N 14°22'·67E) for general cargo, bulk cargo and passenger vessels.

B (45°18'·03N 14°26'·18E) for general cargo, bulk cargo and passenger vessels.

C (45°17'·91N 14°21'·11E) for dangerous and polluting cargo.

D (45°16'·65N 14°25'·41E) for dangerous and polluting cargo. A wreck is situated within the anchorage area.

E (45°15'·85N 14°29'·00E) for tankers.

UKHO and Croatian Notice 12/5/21

[NP47-No 61-Wk 22/22]

Croatia - Riječki Zaljev - Uvala Sapan —
Basins and berths; FRSU

370

Paragraph 9.303 1 lines 4-6 *Replace by:*

Jetty B: T-shaped with mooring dolphins upon which an FRSU is berthed; berthing face 120 m in length; depth alongside about 15 m; liquid chemical carriers of 12 000 to 60 000 dwt.

Croatian Notice 10/5/22 [NP47-No 144-Wk 44/23]

Croatia - Tihi Kanal —
Traffic regulations; restricted area

410

After Paragraph 9.634 1 line 8 *Insert:*

Restricted area within which anchoring is prohibited, is situated within Tihi Kanal.

Croatian Notice 1/2/22 [NP47-No 83-Wk 37/22]

Croatia - Tihi Kanal — Anchorages

411

Paragraph 9.639 1 lines 6-9 *Delete*Paragraph 9.641 1 line 6 *Delete*

Croatian Notice 1/2/22 [NP47-No 84-Wk 37/22]

Adriatic Sea - Gulf of Trieste -
Rt Savudrija to Debeli Rtič and Punta Sdobba —
Traffic regulations; marine nature reserves

432

Paragraph 10.104 1-2 including headings *Replace by:*Traffic regulations
10.103a1 **Historic wreck.** See 12.331.

Restricted area. Vessels with a draught of more than 15 m and exceeding a speed of 12 kn are prohibited from navigating within 2 miles of the coast between Rt Savudrija (45°29'41N 13°29'46E) and the anchorage in Koprski Zaliv (45°34'00N 13°42'00E). All vessels with a draught of more than 5 m are advised to proceed with special caution in this area.

Marine nature reserves
10.104

1 A nature reserve has been established in the waters adjacent to the SW shore of Piranski Zaliv. Fishing is prohibited throughout and anchoring is prohibited at its SE end.

A nature reserve has been established within 1 cable of the shore around Rtič Strunjan (45°32'20N 13°36'20E) and Rtič Kane, 1½ miles E of Rtič Strunjan. It extends from 1 cable S of Rtič Strunjan to 1 cable ESE of Rtič Kane. Anchoring and navigation by power-driven craft is prohibited.

UKHO [NP47-No 92-Wk 03/23]

Slovenia - Piran — Anchorage

435

Paragraph 10.113 5 *Replace by:*5 **Anchorage** suitable for coasters may be obtained off the W side of the peninsula, clear of several obstructions and a wreck lying in the bay, over a bottom of mud, tolerable holding. The anchorage is sheltered from the bora (1.133) which blows moderately here.

Berths. A jetty, depths of about 3 m on each side, used by passenger vessels.

Slovenian ENC SI5KP001 (1.000)

[NP47-No 58-Wk 06/22]

Slovenia - Koper — Limiting conditions;
controlling depths

435

After Paragraph 10.119 1 line 2 *Insert:*Controlling depths
10.119a1 **Stara Luka.** A least charted depth of 4.3 m exists ½ cable SE of the N molehead (10.128).

Nova Luka. The entrance channel leading to Basin I is dredged to a depth of 14.6 m. Depths may be reduced due to silting. The Port Authority should be consulted for the latest information.

Depths of about 14 m exist in the entrance channel to Basin II.

Depths of about 17 to 18 m exist in the entrance channel to Basin III.

ENC SI500001 (6.001)

[NP47-No 85-Wk 41/22]

Slovenia - Koper — Anchorage; wreck

435

Paragraph 10.123 2 line(s) 5 *Replace by:*

Caution. A wreck lies in the NW part of Area B; a wreck lies in the SE part of Area C.

ENC SL500001

[NP47-No 41-Wk 48/21]

Slovenia - Koper — Anchorage; wreck

435

Paragraph 10.123 2 including existing Section IV Notice Week 48/21 *Replace by:*

2	Area C	4	45°34'55N 13°40'70E
	Area E	3	45°33'60N 13°41'00E

Caution. Wrecks lie in the NE and NW parts of Area B; a wreck lies in the SE part of Area C.

Slovenian Notice 10/1/21

[NP47-No 59-Wk 06/22]

NP47

Italy - Trieste and approaches including Baia di Muggia — Restricted area

439

After Paragraph 10.152 3 line 6 *Insert:*

Miramare Marine Nature Reserve has been established in the waters surrounding Castello di Miramare (10.159) for the purpose of environmental protection. Activities that could alter the environment are not permitted within this area. Contact the local authorities for further details.

- 4 **Transit of merchant vessels.** A prohibited area extending about 1 mile offshore has been established outside the Marine Nature Reserve, where navigation, anchoring and the passage of cargo and passenger vessels of more than 500 gt is prohibited. See also 1.29 and 1.85 for further information.

UKHO

[NP47-No 25-Wk 22/21]

Italy - South-east coast - Otranto to Punta San Cataldo — Traffic regulations; submarine cables; pipelines

452

After Paragraph 11.32 1 *Insert:*

Traffic regulations 11.32a

- 1 **Anchoring, fishing and any underwater activity are prohibited** in the vicinity of any submarine cable or pipeline. See 1.22, 1.35 and 1.85a.

Italian Notice 22/22.10/22

[NP47-No 106-Wk 26/23]

Italy - Adriatic Sea - Punta San Cataldo to Brindisi — Directions; aero light

454

Paragraph 11.44 3 lines 7-8 *Delete*

Italian Notice 9/9.8/23

[NP47-No 127-Wk 29/23]

Italy - Adriatic Sea - Brindisi — Directions for entering harbour; aero light; photograph

455

Brindisi - Casale Aero Light photograph caption line 1
Replace by:

Le Pedagne Lighthouse from south (11.64)

UKHO

[NP47-No 128-Wk 29/23]

Italy - Adriatic Sea - Brindisi — Limiting conditions; vertical clearance; air draught

455

Paragraph 11.51 *Replace by:*

- 1 **Air draught.** Due to its close proximity to the airfield and constant aircraft operations, the maximum air draught for all vessels within the inner, middle and outer ports of Brindisi is generally 49 m. A maximum air draught of 41 m applies to all vessels operating within an area centred on 40°38'·90N 17°57'·57E.

Vessels with an air draught greater than 50 m inbound for a berth in Porto Esterno should contact the local authority for instructions.

Italian Notices 9/9.8; 9.20/23

[NP47-No 129-Wk 29/23]

Italy - Adriatic Sea - Brindisi — Arrival information; port operations

455

Paragraph 11.53 1 including heading *Replace by:*

Port operations 11.53

- 1 Berthing/unberthing restrictions are in force based on the allocated berth, type and size of vessel, time of the day and weather conditions. Contact the Port Authority for details.

Vessel traffic service 11.53a

- 1 A VTS scheme is in operation for the control of shipping. See *ADMIRALTY List of Radio Signals Volume 6(3)*.

Italian Notice 9/9.23/23

[NP47-No 130-Wk 29/23]

Italy - Adriatic Sea - Brindisi — Arrival information; tugs

456

Paragraph 11.56 1 *Replace by:*

1 Tugs are available and their assistance may be mandatory based on the allocated berth, type and size of vessel, time of the day and weather conditions. Contact the Port Authority for details.

Italian Notice 9/9.23/23

[NP47-No 131-Wk 29/23]

Italy - Adriatic Sea - Brindisi — Arrival information; traffic regulations

456

Paragraph 11.57 3-4 *Replace by:*

- 3 Military firing and exercise areas lie close S of the TSS.

Anchoring is prohibited within the area enclosing the limits of the TSS.

Access to the Italian Naval Station on the S side of Seno di Ponente (40°38'·52N 17°56'·33E) is prohibited for any vessel without prior authorisation from the Brindisi Naval Station.

Prohibited areas. Due to unexploded ordnance, entry is prohibited to an area centred on 40°39'·86N 17°59'·59E.

Entry is prohibited into an area centred on 40°39'·05N 17°57'·40E.

4 **Speed limits** of 15 and 20 kn are in force for all vessels in the inbound and the outbound TSS lanes respectively.

Italian Notice 9/9.8/23 [NP47-No 132-Wk 29/23]

**Italy - Adriatic Sea - Brindisi —
Arrival information; regulations concerning
entry; air draught**

456

After Paragraph 11.58 2 line 7 *Insert:*

Vessels with air draught of more than 41 m are to contact Brindisi VTS (11.53a) prior to transit through Porto Medio (11.69). See also 11.51.

Italian Notice 9/9.8; 9.20/23 [NP47-No 133-Wk 29/23]

**Italy - Adriatic Sea - Brindisi — Harbour;
development**

456

Paragraph 11.62 1 lines 1-3 *Replace by:*

1 Reclamation works are in progress (2020) in an area NW of Costa Capo Bianco.

Italian Notice 4/4.24/23 [NP47-No 121-Wk 27/23]

**Italy - Adriatic Sea - Brindisi — Directions for
entering harbour; aero light**

457

Paragraph 11.64 4 lines 6-7 *Delete*

Italian Notice 9/9.8/23 [NP47-No 134-Wk 29/23]

**Italy - Adriatic Sea - Brindisi —
Directions for entering harbour; useful marks**

457

After Paragraph 11.66 2 line 3 *Insert:*

Aero light (mast, 10 m in height) (40°39'·08N 17°56'·72E).

Italian Notice 9/9.8/23 [NP47-No 135-Wk 29/23]

**Italy - Adriatic Sea - Brindisi —
Basins and berths**

457

Paragraph 11.67 1 including heading *Replace by:*

**Anchorage and moorings
11.67**

1 A number of mooring buoys are laid in Porto Medio and Porto Interno-Seno di Ponente.

In the N part of Porto Medio small vessels may anchor in the central part of Seno di Bocca di Puglia (40°39'·52N 17°57'·92E), an inlet on the W side of Isola Sant'Andrea, in depths of about 10 m, mud and good holding ground.

Italian Notices 9/9.11; 9.21/23

[NP47-No 136-Wk 29/23]

**Italy - Adriatic Sea - Brindisi -
Porto Esterno — Berths**

457

Paragraph 11.68 *Replace by:*

1 **Oil terminal** (40°39'·26N 17°59'·25E). Two submarine pipelines extend 5 cables NW from the shore, forming the oil terminal. Their direction is indicated by two beacons (black and white stripes, 160 m apart), in line bearing 143°, exhibited from the shore 2 cables SW of Capo Bianco.

Diga di Punta Riso (40°39'·795N 17°59'·404E). No 36 is 800 m in length; authorised draughts range from 18 to 25 m.

2 **Molo Versalis** (40°38'·92N 17°59'·01E) consists of three berths. No 35, the largest berth, can accommodate a vessel up to 150 m LOA and 9.15 m draught; dangerous cargo. Contact the Port Authority for further details.

Banchina Costa Morena Est (40°38'·92N 17°58'·46E) has three berths for a total length of 500 m; vessels between 150 and 225 LOA can be accommodated; maximum draughts range between 8.5 and 11.2 m. Contact the Port Authority for further details.

3 **Banchina Costa Morena Nord** (40°39'·03N 17°58'·27E) has three berths for a total length of 400 m; vessels between 120 and 225 m can be accommodated; maximum draughts range between 10 and 11 m. Contact the Port Authority for further details.

Italian Notices 9/9.11; 9.12; 9.21/23

[NP47-No 137-Wk 29/33]

**Italy - Adriatic Sea - Brindisi -
Porto Medio — Berths**

457-458

Paragraph 11.69 *Replace by:*

1 **Banchina Costa Morena Diga** (40°38'·86N 17°58'·19E) has two coal berths for a total length of 525 m; vessels between 150 and 185 m can be accommodated; maximum draught 12.19 m. Contact the Port Authority for further details.

Banchina Costa Morena Riva (40°38'·71N 17°58'·13E). No 24 is 300 m in length and can accommodate vessels between 150 and 230 m LOA; maximum draught 12.19 m. Contact the Port Authority for further details.

Banchina Nuovo Sporgente di Costa Morena (40°38'·78N 17°57'·99E). No 22 is 350 m in length and can accommodate gas carriers up to 150 m LOA; maximum draught 12.19 m. Contact the Port Authority for further details.

NP47

2 **Banchina Prolungamento Nuovo Sporgente di Costa Morena** (40°38'·84N 17°57'·78E) has four berths. Nos 20 and 21 have a total length of 245 m and can accommodate vessels up to 12·5 m draught.

Nos 19a and 19b have total length of 255 m and can accommodate ferries and RoRo vessels up to 250 LOA and 12·5 m draught. Contact the Port Authority for further details.

Italian Notices 9/9.9; 9.12; 9.22/23

[NP47-No 138-Wk 29/33]

Italy - Adriatic Sea - Brindisi - Porto Interno — Berths

458

Paragraph 11.70 *Replace by:*

1 **Banchina Montecatini** (40°38'·48N 17°57'·08E). No 14 is 390 m in length; maximum draught 10·5 m. Contact the local authority for further details.

Banchina Punto Franco (40°38'·30N 17°57'·15E). No 13 is 285 m in length; maximum 215 m LOA and 8 m draught. Contact the local authority for further details.

Banchina Feltrinelli (40°38'·14N 17°57'·14E). No 12 is 340 m in length; maximum draught between 5 and 7 m. Contact the local authority for further details.

2 **Stazione Marittima e Carbonifera** (40°38'·27N 17°57'·00E). Nos 6 and 7 have a total length of 350 m; vessels between 100 and 120 m can be accommodated; authorised draughts range between 7·5 and 9 m. Contact the local authority for further details.

Italian Notice 9/9.10; 9.25/23

[NP47-No 139-Wk 29/33]

Italy - Adriatic Sea - Brindisi to Monopoli — Directions; aero light

459

Paragraph 11.81 2 lines 4-5 *Delete*

Italian Notice 9/9.8/23

[NP47-No 140-Wk 29/23]

Italy - South-east coast - Monopoli — Limiting conditions; controlling depth

459

Paragraph 11.85 1 line(s) 1-3 *Replace by:*

1 **Controlling depth.** There is a least charted depth of 6·7 m in the centre of the entrance channel. Depths in the basin vary from 3 to 9 m. Local authorities should be contacted for the latest information on depths and authorised draughts.

Italian Chart 196 (2021)

[NP47-No 60-Wk 10/22]

Italy - South-east coast - Monopoli — Arrival information; anchorage; restricted area

459

Paragraph 11.86 1 *Replace by:*

1 **Outer anchorages.** Designated areas, 4 cables in radius, have been established as follows:

No 1 (40°58'·46N 17°18'·50E).

No 2 (40°56'·93N 17°20'·37E).

These areas are not for use by vessels carrying dangerous cargoes.

Entry into these areas is prohibited except for vessels entering or leaving the anchorages. Prior to anchoring permission must be obtained from the Port Authority.

Entry is prohibited within 3 cables of vessels at anchor or manoeuvring.

Traffic regulations. Anchoring, fishing and any underwater activity are prohibited in the entrance and within a sector, 6 cables in radius, centred on the head of Diga di Tramontana.

Italian Notices 22/22.31, 22.11/22

[NP47-No 107-Wk 26/23]

Italy - Adriatic Sea - Bari — Traffic regulations; unexploded ordnance

463

After Paragraph 11.116 2 *Insert:*

3 **Unexploded ordnance.** Due to the possible presence of unexploded ordnance a number of restricted and prohibited areas, for which the chart is the best guide, have been established in the approach to and within the harbour. Contact the Harbour Master for further details.

Italian Notices 14/14.8, 14.9, 14.21, 14.23/22

[NP47-No 87-Wk 51/22]

Italy - Adriatic Sea - Bari — Development

463

Paragraph 11.120 1 *Replace by:*

1 Works are in progress (2021) in Bacino Grande, within an area encompassing the entrance to Darsena Interna and Molo Pizzoli (41°07'·91N 16°51'·69E). A prohibited area surrounds the works and is marked by light buoys (special).

Italian Notice 11/11.14/ 21

[NP47-No 31-Wk 31/21]

Italy - Adriatic Sea - Molfetta — Controlling depth

465

After Paragraph 11.135 4 line 6 *Insert:*

Limiting conditions 11.135a

1 **Controlling depth.** Depths less than charted have been reported (2020). Local authorities should be contacted for the latest information.

Italian Notice 25/25.7/20

[NP47-No 10-Wk 05/21]

**Italy - Adriatic Sea - Molfetta —
Controlling depth; draught**

465

Paragraph 11.135a *1* existing Section IV Notice Week 05/21 *Replace by:*

- 1* **Controlling depth.** Maximum authorised draught is 5.7 m. Depths less than charted have been reported (2020). Local authorities should be contacted for the latest information.

Italian Notice 10/10.32/21 [NP47-No 29-Wk 30/21]

**Italy - South-east coast - Molfetta —
Arrival information**

465-466

Paragraph 11.136 *1-5* *Replace by:*

- 1* **Port operations.** Vessels over 1500 gt are not permitted to enter or leave harbour between sunset and sunrise.

Outer anchorages. Designated anchorages are as follows:

- 2*
- F1 (41°14'23N 16°35'89E).
 - F2 (41°13'75N 16°35'39E).
 - F3 (41°14'03N 16°34'98E).
 - F4 (41°13'75N 16°34'64E).
 - F5 (41°13'97N 16°34'29E).
 - F6 (41°13'35N 16°35'22E).

- 3* **Pilotage** is compulsory for vessels over 500 gt, and is available from 0800 to 2000. Pilots board 1 mile ENE of the head of Molo Foraneo.

Traffic regulations. Anchoring is prohibited within 1 mile from the entrance, except in the designated anchorages.

Fishing and other marine activities are prohibited within the area containing the anchorages.

- 4* Entry is prohibited into an area encompassing the breakwater Diga Antemurale Achille Salvucci and the area under development (11.137) lying at its root.

Anchoring and fishing are prohibited in the vicinity of a submarine power cable laid across the harbour.

A historic wreck area (41°16'60N 16°35'40E) is situated about 4 miles N of Molfetta; see 11.132 for details on restrictions.

- 5* **Unexploded ordnance** is reported to exist in the basin and within an area, encompassing the approaches to the port, bounded by the following coordinates:

41°12'92N 16°36'71E.
41°12'61N 16°36'71E.
41°12'57N 16°35'16E.
41°12'92N 16°35'14E.

Mariners are advised to consult the Port Authority for restrictions.

- 6* **Regulations concerning entry** include the following:

Speed is restricted to 3 kn within the harbour entrance.

Special regulations are in force for vessels of 1600 gt or over carrying petroleum, gas, and other flammable cargoes within the port. For further details see *ADMIRALTY List of Radio Signals Volume 6(3)* and 1.86.

UKHO; Italian Notice 18/20; Portolano P7 Ed. 2015; Premessa agli Avvisi ai Naviganti 2020

[NP47-No 3-Wk 45/20]

**Italy - South-east coast - Molfetta —
Arrival information**

465-466

Paragraph 11.136 *1* existing Section IV Notice Week 45/20 *Replace by:*

- 1* **Port operations.** Vessels greater than 1500 gt are not permitted to enter or leave harbour between sunset and sunrise. Maximum size of vessel handled is currently (2021) reduced to 120 m LOA, due to construction works.

Outer anchorages. Designated anchorages are as follows:

Italian Notice 10/10.32/21 [NP47-No 30-Wk 30/21]

**Italy - South-east coast - Molfetta —
Arrival information**

465-466

Paragraph 11.136 *1* existing Section IV Notice Week 45/20 and 30/21 *Replace by:*

- 1* **Port operations.** Vessels greater than 1600 gt are not permitted to enter or leave harbour between sunset and sunrise. Maximum size of vessel handled is currently (2021) reduced to 120 m LOA, due to construction works.

Outer anchorages. Designated anchorages are as follows:

Paragraph 11.136 *3* existing Section IV Notice Week 45/20 and 30/21 *Replace by:*

- 3* **Pilotage** is compulsory for vessels over 500 gt. Pilots board 1 mile ENE of the head of Molo Foraneo. For further details see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Traffic regulations. Anchoring is prohibited within a 1 mile radius from the entrance, except in the designated anchorages.

Fishing and other marine activities are prohibited within the area containing the anchorages.

Italian Notices 17/17.24/21; 17/17.34/21; 17/17.35/21

[NP47-No 43-Wk 49/21]

Italy - South-east coast - Molfetta — Directions

466

Paragraph 11.138 *1-4* *Replace by:*

- 1* **Track.** From a position 5 cables ENE of the head of the E mole the track leads generally WSW, passing between the head of Diga Antemurale Achille Salvucci, surrounded by a prohibited area (11.136), and the head of Molo Foraneo.

NP47

Caution. A clearance of at least 30 m should be maintained from the head of the breakwaters.

The track then continues as required for the allocated berth.

2 Useful marks:

Light (green column on pedestal, 6 m in height) (41°12'·87N 16°35'·45E) exhibited from a position about 1 cable W of the head of Diga Antemurale Achille Salvucci, which is reported to be difficult to distinguish against the shore lights.

3 Light (red mast on round tower, 10 m in height) (41°12'·72N 16°35'·48E) exhibited from the head of Molo Foraneo.

Light (white column on green round hut, 3 m in height) (41°12'·49N 16°35'·46E) exhibited from the head of Molo Pennello.

Molfetta Light (41°12'·48N 16°35'·65E) (11.133).

Old Cathedral of San Corrado with two matching square towers, 2 cables SE of the light.

UKHO; Italian Notice 18/18.7;18.22(T)/20

[NP47-No 4-Wk 45/20]

Italy - South-east coast - Molfetta — Directions

466

Paragraph 11.138 1-4 including existing Section IV Notice Week 45/20 *Replace by:*

1 **Track.** The port is approached from E, passing between the head of Diga Antemurale Achille Salvucci, surrounded by a prohibited area (11.136), and the head of Molo Foraneo.

Caution. A clearance of at least 30 m should be maintained from the head of the breakwaters.

The track then continues as required for the allocated berth.

2 Useful marks:

Light (red mast on round tower, 10 m in height) (41°12'·72N 16°35'·48E) exhibited from the head of Molo Foraneo.

Light (white column on green round hut, 3 m in height) (41°12'·49N 16°35'·46E) exhibited from the head of Molo Pennello.

3 Molfetta Light (41°12'·48N 16°35'·65E) (11.133). Old Cathedral of San Corrado (41°12'·37N 16°35'·89E) with two matching square towers, 2 cables SE of the light.

Madonna dei Martiri Church (square tower) (41°12'·51N 16°34'·86E), W of the port.

Italian Notices 17/17.10/21; 17/17.22/21

[NP47-No 44-Wk 49/21]

Italy - East coast - Trani — Depths

467

Paragraph 11.145 1 line(s) 1-5 *Replace by:*

1 **Description.** Trani (41°16'·98N 16°25'·27E), a small town with a commercial and fishing harbour, lies in a natural bay 6½ miles ESE of Barletta. It is reportedly suitable for vessels up to 60 m in length but is subject to silting; local authorities should be contacted for the latest information on depths and authorised draughts.

Italian Notice 1/1.33/22

[NP47-No 63-Wk 27/22]

Italy - East coast - Manfredonia — Arrival information; tugs

472

Paragraph 11.189 1 *Replace by:*

1 **Porto Vecchio.** Tugs are compulsory for vessels over 2000 gt or 100 m LOA.

Porto Industriale. Tugs are compulsory for inbound vessels over 3500 gt and departing vessels over 4000 gt.

Italian Notice 5/5.51/22

[NP47-No 67-Wk 27/22]

Italy - Adriatic Sea - Testa del Gargano to Pescara — Offshore anchorage

474

Paragraph 11.216 including heading *Replace by:*

Spare
11.216

UKHO

[NP47-No 157-Wk 48/23]

Italy - Adriatic Sea - Isole Tremiti — Vertical clearance

477

Paragraph 11.232 6 line 13 *For 15 Read 14*

Paragraph 11.233 4 line 6 *For 15 Read 14*

Italian Chart 204 (2023)

[NP47-No 158-Wk 48/23]

Italy - East coast - Fiume Fortore to Punta Penna — Prohibited area

478

Paragraph 11.239 1 *Replace by:*

1 Entry is prohibited within an area surrounding the SE part of Rospo Mare Oilfield (42°13'·00N 14°57'·00E). Anchoring and trawling are prohibited within an area surrounding the NW part of the oilfield, and vessels are forbidden to approach within 500 m of the platform. For further details see 1.32.

Italian Notice 2/2.16/22

[NP47-No 65-Wk 27/22]

Italy - East coast - Fiume Fortore to Punta Penna — Traffic regulations

478

Paragraphs 11.239 including heading and existing Section IV Notice Week 27/22 *Replace by:*

Traffic regulations

11.239

1 **Anchoring and trawling are prohibited** within an area surrounding the NW part of the Rospo Mare Oilfield (below).

Entry is prohibited as follows:

Within an area surrounding the SE part of Rospo Mare Oilfield (42°13'·00N 14°57'·00E). Anchoring and trawling are prohibited within an area surrounding the NW part of the oilfield, and vessels are forbidden to approach within 500 m of the platform. For further details see 1.32.

- 2 Within 100 m of an obstruction centred on 42°04'·50N 15°02'·22E; vessels in transit should reduce their speed when in the vicinity. Within 500 m of two marine farms centred on 42°02'·19N 14°56'·87E; vessels should proceed on a course parallel to the farm perimeter when in the vicinity.
- 3 Within 1 mile of a marine farm centred on 42°02'·58N 14°55'·45E; vessels in transit should not exceed 10 kn. Within 2½ cables from a protected area (42°13'·80N 14°40'·28E); vessels in transit should not exceed 10 kn.

Italian Notice 22/22.23/23 [NP47-No 164-Wk 52/23]

Italy - Adriatic Sea - Fiume Tortore to Punta Penna — Marine farms

478

Paragraph 11.240 *Replace by:*

- 1 **Entry is prohibited** as follows:
 Within 100 m of a marine farm centred on 42°04'·50N 15°02'·22E; vessels in transit should reduce their speed when in the vicinity.
 Within 500 m of two marine farms centred on 42°02'·19N 14°56'·87E; vessels should proceed on a course parallel to the farm perimeter when in the vicinity.
 Within 1 mile of a marine farm centred on 42°02'·58N 14°55'·45E; vessels in transit should not exceed 10 kn.

Italian Notices 9/9.13; 9.26/23; Portolano P7 [NP47-No 141-Wk 29/23]

Italy - East coast - Fiume Fortore to Punta Penna — Marine farms

478

Paragraph 11.240 including heading and existing Section IV Notice Week 29/23 *Replace by:*

Spare 11.240

Italian Notice 22/22.23/23 [NP47-No 165-Wk 52/23]

Italy - Adriatic Sea - Fiume Tortore to Punta Penna — Directions; marine farm

479

Paragraph 11.243 2 line 4 *For* (42°02'·35N 14°56'·00E) *Read* (42°04'·50N 15°02'·22E) (11.240)

Italian Notices 9/9.13; 9.26/23; Portolano P7 [NP47-No 142-Wk 29/23]

Italy - Adriatic Sea - Termoli — Limiting conditions; controlling depth; local weather and sea state

479

Paragraph 11.245 1 *Replace by:*

- 1 **Controlling depth.** The port is subject to heavy silting. Authorised draughts for passenger and commercial vessels generally range between 3·6 and 4 m, depending on weather and tide. The Harbour Master should be contacted for the latest information on depths and authorised draughts.
Local weather and sea state. Grecale (1.136), strong winds from NE, raises a sea in the entrance which makes entering or leaving harbour difficult.

Italian Notices 18/18.45; 18.46/23 [NP47-No 160-Wk 50/23]

Italy - Adriatic Sea - Termoli — Arrival information; port operations, anchorage; pilotage; tugs

479

Paragraph 11.246 1-3 *Replace by:*

- 1 **Port operations.** All vessels, irrespective of draught, must use the small approach channel, which is 60 m wide, preferably in daylight. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details.
- 2 **Outer anchorage.** Vessels bound for Rospo Mare Oilfield (11.239), or waiting to berth at Termoli, must anchor within a designated anchorage area (42°02'·70N 15°01'·90E) centred about 3 miles NNE of Termoli. A wreck lies within this area. Anchoring of vessels carrying dangerous cargo is normally limited to 48 hours.
 See also 11.259.
- 3 **Pilotage** is compulsory for all vessels over 500 gt and which are not on regular services. Pilot boards 1 mile from port entrance.
 Pilotage for Rospo Mare Oilfield (11.239) is mandatory within 3 miles of the terminal and is also provided from Termoli.
 For details see *ADMIRALTY List of Radio Signals Volume 6(3)*.
Tugs. Use of a tug is compulsory at discretion of the Port Authority.

Italian Notices 18/18.44; 18.45; 18.46/23 [NP47-No 161-Wk 50/23]

Italy - Adriatic Sea - Termoli — Harbour; general layout; local weather

479

Paragraph 11.247 *Replace by:*

- 1 **General layout.** The port is protected by a large outer mole that extends seaward from the E-most part of the old town. The first section, Molo Nord, is orientated NE and is 500 m long while the second section, Diga Foranea, is orientated SE and is 575 m long; both are extensively quayed. Molo Sud extends 1¼ cables E from a position on the shore, 1¼ cables S of the root of Diga Foranea; it is partially quayed.

NP47

Nuovo Molo Foraneo Sud creates a partially enclosed harbour which is divided into two basins by the old southern mole. The shore between the roots of the moles is lined by quays.

- 2 **Local weather.** In winter the prevailing winds are NE; SE winds raise a swell in the harbour.

Italian Notices 18/18.46; 18.47/23

[NP47-No 162-Wk 50/23]

Italy - Adriatic Sea - Termoli — Berths

480

Paragraph 11.249 *Replace by:*

- 1 Main berths are:
Molo Sud-Est; 380 m in length; commercial and passenger vessels.
Molo Nord-Est; 160 m in length; commercial and passenger vessels.

Italian Notice 18/18.48/23

[NP47-No 163-Wk 50/23]

Italy - Adriatic Sea - Porto di Vasto — Limiting conditions; draught

480

Paragraph 11.252 *1 Replace by:*

- 1 **Controlling depth.** Entrance to vessels with a draught greater than 6.8 m is prohibited.
Contact the Port Authority for the latest information on depths and authorised draughts.

Paragraph 11.252 *2 lines 1-4 Delete*

Italian Notice 24/24.29/22

[NP47-No 108-Wk 27/23]

Italy - Adriatic Sea - Porto di Vasto — Arrival information; pilotage

480

Paragraph 11.253 *1 lines 7-8 Delete*

Paragraph 11.253 *2 lines 1-4 Replace by:*

- 2 **Pilotage** is compulsory for vessels over 500 gt. Pilot boards 1 mile NE of Punta Penna Lighthouse in position 42°11'00N 14°43'80E.

Italian Notice 25/25.37/20

[NP47-No 11-Wk 05/21]

Italy - Adriatic Sea - Porto di Vasto — Arrival information; traffic regulations

480

After Paragraph 11.253 *3 line 4 Insert:*

Traffic regulations. Entry is prohibited within 3 cables of vessels at anchor or manoeuvring.

Italian Notice 4/4.49/23

[NP47-No 122-Wk 27/23]

Italy - Adriatic Sea - Porto di Vasto — Berths

481

Paragraph 11.256 *1-2 Replace by:*

- 1 There are 1200 m of berthing space along the sides of the inner harbour. A small RoRo berth is located near the harbour entrance.

Major commercial berths are as follows:

Banchina di Levante (42°10'50N 14°42'79E) is 260 m in length; maximum LOA 170 m, if the vessel is not equipped with bow/aft thrusters.

Banchina di Riva (42°10'38N 14°42'74E), 350 m in length, is a multi-purpose berth.

Banchina di Ponente (42°10'38N 14°42'59E) is 210 m in length; maximum LOA 170 m, if the vessel is not equipped with bow/aft thrusters; dangerous cargo.

Italian Notice 24/24.30/22

[NP47-No 109-Wk 27/23]

Italy - East coast - Fiume Fortore to Punta Penna — Marine exploitation; prohibited area

481

Paragraph 11.263 *1 line(s) 1-7 Replace by:*

- 1 **Offshore gasfields.** San Stefano Mare Gasfield (42°13'30N 14°38'00E) is established close offshore between Punta Penna and Fiume Sangro. Anchoring and trawling are prohibited within the limits of the field, and vessels are forbidden to approach within 500 m of the platforms.

Italian Notice 2/2.16/22

[NP47-No 66-Wk 27/22]

Italy - Adriatic Sea - Punta Penna to Pescara — Traffic regulations

481

Paragraph 11.264 including heading *Replace by:*

Traffic regulations 11.264

- 1 **Anchoring, fishing and underwater activities are prohibited** in the vicinity of any submarine cables and outfalls. See 1.64 and 1.85a.

Italian Chart 212 Ed.5 (2022)

[NP47-No 125-Wk 29/23]

Italy - Adriatic Sea - Ortona — Obstruction

482

Paragraph 11.272 *1 lines 1-8 Replace by:*

- 1 **Controlling depths.** The entrance channel to the harbour and to the principal berths is dredged to a maximum authorised draught of 6.8 m, whilst the W part of the harbour is dredged to a maximum authorised draught of 5.7 m. Mariners should note an obstruction (42°21'06N 14°24'94E), with a least depth of 3.8 m, which lies in the centre of the basin.

The harbour is subject to constant silting and the Port Authority should be contacted for information on the latest depths prior to entry.

Italian Notice 8/17/21

[NP47-No 28-Wk 26/21]

**Italy - Adriatic Sea - Ortona —
Arrival information; tugs**

483

After Paragraph 11.273 ¹ line 10 *Insert*:

Tugs are compulsory as follows:

Vessels over 5000 gt with one propeller and no bow thruster.

All vessels over 7500 gt.

Italian Notice 26/26.17/22 [NP47-No 110-Wk 27/23]

**Italy - Adriatic Sea - Ortona —
Arrival information; regulations**

483

Paragraph 11.273 ² *Replace by*:

- ² **Speed limit.** A speed limit of 3 kn is in force for all vessels within the port.

Restricted area. Anchoring, fishing and underwater activities are prohibited in the vicinity of any submarine cables and outfalls. See 1.64 and 1.85a.

Italian Chart 212 Ed.5 (2022)

[NP47-No 126-Wk 29/23]

Italy - East coast - Giulianova — Prohibited area

489

Paragraph 12.21 ¹ *Replace by*:

- ¹ **Outer anchorage.** An anchorage area has been established 4 miles E of the harbour.

Entry is prohibited into an area (42°45'42N 13°58'56E) encompassing a curved breakwater extending generally ENE from the elbow of Molo Nord.

Italian Notice 17/17.13/21

[NP47-No 45-Wk 49/21]

**Italy - East coast - Approaches to
Ravenna — Prohibited area**

503

After Paragraph 12.122 ¹ line 3 *Insert*:

A prohibited area, marked by a light buoy (special), exists with a radius of 5 cables centred on 44°22'62N 12°26'95E.

Portolano P8 (2020)

[NP47-No 6-Wk 51/20]

**Italy - Adriatic Sea - Ravenna —
Limiting conditions; depths**

508-509

Paragraph 12.157 ¹⁻⁴ including heading *Replace by*:

**Controlling depths
12.157**

- ¹ The channel through Avamporto and Canale Candiano has a dredged depth of 10.1 m (2021) as far as Bacino Trattoroli (12.167), which then reduces to 9.2 m (2021) as far as Bacino San Vitale (12.168).

The approach to Molo Crociere (12.182), in Avamporto, has a dredged depth of 8.4 m.

- ² The channel through Canale Baiona (44°29'45N 12°16'13E) has a dredged depth of 8.8 m (2021).

Silting is liable to occur; contact the local authorities for the latest information on depths and authorised draughts.

ENC IT300037 (8.018); Italian Chart 218 Ed.2 (2022)

[NP47-No 69-Wk 35/22]

**Italy - Adriatic Sea - Ravenna —
Vertical clearances**

509

Paragraph 12.158 ¹ *Replace by*:

**Vertical clearances
12.158**

¹ An overhead power cable (44°27'57N 12°14'98E) spans Canale Candiano, with a vertical clearance of 55 m.

An opening bridge (44°25'74N 12°13'52E), vertical clearance unknown, spans Canale Candiano. Water-borne traffic has priority over vehicular traffic at all times.

ENC IT300037 (8.018); Italian Chart 218 Ed.2 (2022)

[NP47-No 70-Wk 35/22]

*The following notice is to be implemented at
0001 local time on 7th September 2022*

**Italy - Adriatic Sea - Ravenna —
Arrival information; port operations; anchorages**

509

Paragraph 12.162 ¹⁻³ including heading *Replace by*:

**Port operations
12.162**

- ¹ The regulations governing the size of a vessel which may enter the port are complex and involve a combination of tonnage, dimensions, type of cargo, manoeuvrability of vessel, allocated berth, natural conditions prevailing including day or night movement. Contact the local authorities for details.

**Outer anchorages
12.162a**

¹ **LTA** (44°29'30N 12°34'00E), the long term anchorage, is situated E of the production platforms Garibaldi B and D.

SVA (44°30'60N 12°19'50E), the small vessels anchorage, is located NE of the entrance and reserved for coasters. A dangerous wreck lies close off the NE limit off the anchorage.

Bunker (44°29'20N 12°20'62E), 5 cables radius, is situated S of the precautionary area and is reserved for bunkering or similar.

- ² **AG** (Anchorage Grid), centred on 44°30'50N 12°28'00E, lies N of the traffic separation schemes, adjacent to oil and gas installations. It consists of several anchorages; each able to accommodate one vessel. The LNG anchorage (44°30'75N 12°24'46E) lies at the W extremity. The other anchorages are generally reserved for lightering. Mariners should note the prohibited area (12.165) in the centre of the area.

NP47

- 3 **Caution.** Anchorages in this roadstead are dangerous in strong winds from the E semi-circle, when mariners are advised to be prepared to put to sea and, if necessary seek, shelter under the coast of Istria (10.8). For details of currents in the anchorage see 12.147.

ENC IT300037 (8.018); UKHO

[NP47-No 71-Wk 35/22]

Italy – Adriatic Sea – Ravenna — Arrival information; pilotage; tugs

509

Paragraph 12.163 ¹ including heading *Replace by:*

Pilotage 12.163

- 1 Pilotage is compulsory for all vessels, except for those vessels of less than 500 gt and warships whose draughts do not exceed 4.25 m. Pilotage assistance may be given by radio to vessels of less than 1500 gt. Pilots board in the vicinity of the light buoy (safe water) (44°29'95N 12°20'63E), or in bad weather inside the outer breakwater. See *ADMIRALTY List of Radio Signals Volume 6(3)*.

Paragraph 12.164 ¹ *Replace by:*

- 1 Taking into account the particular characteristics of the harbour, for safety reasons, the use of tugs is mandatory for certain categories of ships depending on size, cargo, manoeuvrability, assigned berth and weather conditions. Mariners should consult the Port Authority for further details.

ENC IT300037 (8.018); Ravenna Coast Guard 32/2022;
Italian Notice 4/4.22/22 [NP47-No 72-Wk 35/22]

*The following notice is to be implemented at
0001 local time on 7th September 2022*

Italy – Adriatic Sea – Ravenna — Arrival information; regulations

509

Paragraph 12.165 ¹⁻² *Replace by:*

- 1 **Traffic separation scheme.** A TSS is in force in the approaches to Ravenna and its use is mandatory for the following vessels:
Vessels over 300 gt.
Passenger ships or carrying dangerous cargo.
Fishing vessels equal or greater than 24 m LOA.
Pleasure craft equal or greater than 45 m LOA.
This scheme is not IMO-adopted but the Authorities advise that Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* applies.
- 2 **ATBA.** An area to be avoided, encompassing the prohibited area around Terminal 4 (12.149) and a number of other oil and gas platforms, is situated between the TSS lanes.
- Restricted areas.** Anchoring and stopping are prohibited within the precautionary area (44°30'00N 12°21'70E) and the entrance channel to Ravenna.

- 3 Anchoring is prohibited as follows:
Within the TSS and the harbour.
Within a foul area (44°30'20N 12°27'88E) situated within AG Anchorage (12.162a).
Within extensive charted areas lying to the N and the S of the TSS due to the presence of obstructions related to gas and oil exploitation and aquaculture.
- 4 **Prohibited areas.** Entry is prohibited within 1 cable of a dangerous wreck (44°29'69N 12°21'54E) marked by a light buoy (special).
Speed limit of 15 kn is in force within the TSS, further reduced to 12 kn between May and September.
Paragraph 12.166 ¹⁻² *Replace by:*

- 1 Departing vessels have right of way. See also 12.162.
Vessels navigating within Canale Candiano have right of way on vessels manoeuvring at berth, vessels coming from a side channel, and the ferries in regular service between Porto Corsini and Marina di Ravenna.
- 2 Vessels can turn in Bacino Avamporto, Bacino PIR, Bacino Piomboni, Bacino Nadep, Bacino Trattaroli, Bacino San Vitale and Bacino Darsena di Città.
A vessel of greater length than permitted by the normal rules, but authorised by the Harbour Master to berth in Darsena di Ravenna, must leave stern-first as far as Bacino San Vitale.

ENC IT300037 (8.018); Portolano P8; UKHO

[NP47-No 73-Wk 35/22]

Italy – Adriatic Sea – Ravenna — Traffic regulations; prohibited area

509

Paragraph 12.165 including existing Section IV Notice Week 35/22 *Replace by:*

- 1 **Traffic separation scheme.** A TSS is in force in the approaches to Ravenna and its use is mandatory for the following vessels:
Vessels over 300 gt.
Passenger ships or carrying dangerous cargo.
Fishing vessels equal or greater than 24 m LOA.
Pleasure craft equal or greater than 45 m LOA.
This scheme is not IMO-adopted but the Authorities advise that Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* applies.
- 2 **ATBA.** An area to be avoided, encompassing the prohibited area around Terminal 4 (12.149) and a number of other oil and gas platforms, is situated between the TSS lanes.
- Restricted areas.** Anchoring and stopping are prohibited within the precautionary area (44°30'00N 12°21'70E) and the entrance channel to Ravenna.
- 3 Anchoring is prohibited as follows:
Within the TSS and the harbour.
Within a foul area (44°30'20N 12°27'88E) situated within AG Anchorage (12.162).
Within extensive charted areas lying to the N and the S of the TSS due to the presence of obstructions related to gas and oil exploitation and aquaculture.
- 4 **Prohibited areas.** Entry is prohibited as follows:
Within 200 m of a dangerous wreck (44°28'08N 12°33'59E), for vessels with a draught greater than 10.5 m.

Within 1 cable of a dangerous wreck (44°29'·69N 12°21'·54E) marked by a light buoy (special).
Speed limit of 15 kn is in force within the TSS, further reduced to 12 kn between May and September.

Italian Notice 7/7.15; 7.35/23

[NP47-No 123-Wk 29/23]

Italy – Adriatic Sea – Ravenna — Harbour; general layout

509-510

Paragraph 12.167 1-7 *Replace by:*

- 1 The port has been built along the banks of the Canale Candiano which connects Porto Corsini (44°29'·69N 12°16'·46E) with the city of Ravenna. Both banks of the channel are lined with a number of large industrial complexes, many with their own quays. The main areas are as follows:
 Avamporto (outer harbour) (44°29'·67N 12°17'·80E) lies between the breakwaters and the entrance to Canale Candiano. The cruise terminal lies in the NW part of the basin. A marina lies in the SE part.
- 2 Canale Baiona (44°29'·45N 12°16'·13E) lies in the NW part of the port and contains oil berths.
 Pialassa del Piombone (44°27'·78N 12°16'·22E). A channel branches SSE from Canale Candiano and leads through Bacino Piombone to a number of quays and a shipyard within the basin.
- 3 Bacino Trattaroli (44°28'·29N 12°15'·25E) and Bacino San Vitale (44°26'·59N 12°14'·64E) are widenings of Canale Candiano in which large areas of commercial docks have been constructed.
 Darsena di Città (44°25'·25N 12°12'·61E), a funnel-shaped basin with quays on all sides, lies at the termination of Canale Candiano.

ENC IT300037 (8.018); Italian Chart 218 Ed.2 (2022)

[NP47-No 74-Wk 35/22]

Italy – Adriatic Sea – Ravenna — Harbour; development

510

Paragraph 12.168 1 including heading *Replace by:*

Development 12.168

- 1 The port is being continuously developed and the port authority should be consulted for the latest information on depths, aids to navigation and other developments.

ENC IT300037 (8.018); Italian Chart 218 Ed.2 (2022)

[NP47-No 75-Wk 35/22]

Italy – Adriatic Sea – Ravenna — Harbour; floating bridge

510

Paragraph 12.169 1 including heading *Replace by:*

Spare 12.169

ENC IT300037 (8.018)

[NP47-No 76-Wk 35/22]

Italy – Adriatic Sea – Ravenna — Harbour; traffic signals

510

Paragraph 12.172 1-2 *Replace by:*

- 1 **Entry signals.** The following signals are exhibited from a mast at the head of the S inner breakwater, to indicate that entry to the harbour is prohibited:
 By day — One black ball.
 By night — Two fixed red lights disposed horizontally above one fixed white light, forming a triangle, apex downward.
 In poor visibility the light signal exhibited at night is displayed from a mast at the head of the S outer breakwater.
- 2 **Sound signals.** Vessels are required to indicate their presence by a sound signal of one blast when approaching the terminals of the ferry service, which connects Marina di Ravenna with Porto Corsini, 2 cables W of Ravenna Main Light.
Bridge. When in the closed or working position the bridge (12.158) exhibits a yellow light at its centre and a red light at each end.

ENC IT300037 (8.018)

[NP47-No 77-Wk 35/22]

The following notice is to be implemented at 0001 local time on 7th September 2022

Italy – Adriatic Sea – Ravenna — Directions

510

Paragraph 12.177 1-2 including heading *Replace by:*

Approach and entry 12.177

- 1 **Caution.** On approaching the land near Porto Corsini from E, depths decrease regularly. The numerous offshore structures, and in clear weather the twin hills of Bertinoro and Monte Cappuccini (12.121) 16 miles S of Ravenna, will be sighted first, followed by the low dense pine forest (12.121) on the low flat shoreline, visible only from a short distance. Ravenna lies on low flat marshy land behind the pine forest and only the highest points of the city and the tall structures of the extensive industrial complexes in the vicinity rise above the forest and become visible from 8 miles offshore.

NP47

2 The coast is very often obscured by mist but the two pairs of breakwaters extending from Porto Corsini show up well on radar.

Route. The recommended approach for making Ravenna from any direction lies to seaward of the numerous oil and gas structures which extend up to 15 miles offshore in the vicinity of Porto Corsini.

From a position about 12 miles E of the outer breakwaters, and remaining NNE of an ABTA (12.165), the inbound lane of the TSS leads WNW, passing:

SSW of LTA Anchorage (44°29'·30N 12°34'·00E) (12.162a), thence:

3 SSW of fixed drilling platform Garibaldi D (44°28'·68N 12°32'·72E), from which a light (platform, 56 m in height) is exhibited, thence: NNE of Terminal 4 (44°27'·57N 12°31'·36E) (12.149), thence:

SSE of AG Anchorage (44°30'·50N 12°27'·30E) (12.162a), and:

NNE of Platform Armida (44°28'·83N 12°27'·23E), from which a light (platform, 55 m in height) is exhibited.

The track then leads W through the precautionary area (44°30'·00N 12°21'·70E), passing:

4 S of fixed drilling platforms PCMW B (44°30'·57N 12°22'·42E), connected by a walkway to PCMW C (55 m in height), from which a light is exhibited. PCMWA and PCMW T, a similar pair of interconnected platforms, (55 m in height) from which lights are exhibited, stand 6 cables WNW. Thence:

N of a light buoy (safe water) (44°29'·95N 12°20'·63E) (12.163).

5 The track then leads WSW into the entrance channel, 100 m wide, passing:

Between the heads of the two outer breakwaters (44°29'·79N 12°18'·84E), from each of which is exhibited a light (lateral, metal column, each 8 m in height), thence:

6 Between the heads of two inner breakwaters (44°29'·62N 12°17'·46E), from each of which is exhibited a light (lateral, column on pedestal, each 6 m in height).

The track then continues as required to the desired berth. The chart is sufficient guide.

7 **Useful marks:**

PIR Petroli Marine Terminal (44°27'·92N 12°23'·91E) (12.149).

Terminal 1 (44°28'·56N 12°21'·81E) (12.149).

Baiona Dock Sector Light (metal tower, 12 m in height) (44°29'·44N 12°15'·91E).

ENC IT300037 (8.018); Italian Chart 218 Ed.2 (2022)

[NP47-No 78-Wk 35/22]

Italy - Adriatic Sea - Ravenna — Directions; wreck

510

Paragraph 12.177 1-2 including heading and existing Section IV Week 35/22 *Replace by:*

Approach and entry

12.177

1 **Caution.** On approaching the land near Porto Corsini from E, depths decrease regularly. The numerous offshore structures, and in clear weather the twin hills of Bertinoro and Monte Cappuccini (12.121) 16 miles S of Ravenna, will be sighted first, followed by the low dense pine forest (12.121) on the low flat shoreline, visible only from a short distance. Ravenna lies on low flat marshy land behind the pine forest and only the highest points of the city and the tall structures of the extensive industrial complexes in the vicinity rise above the forest and become visible from 8 miles offshore.

2 The coast is very often obscured by mist but the two pairs of breakwaters extending from Porto Corsini show up well on radar.

Route. The recommended approach for making Ravenna from any direction lies to seaward of the numerous oil and gas structures which extend up to 15 miles offshore in the vicinity of Porto Corsini.

From a position about 12 miles E of the outer breakwaters, and remaining NNE of an ABTA (12.165), the inbound lane of the TSS leads WNW, passing:

3 SSW of LTA Anchorage (44°29'·30N 12°34'·00E) (12.162a), thence:

Clear of a dangerous wreck (44°28'·10N 12°33'·52E), thence:

SSW of fixed drilling platform Garibaldi D (44°28'·68N 12°32'·72E), from which a light (platform, 56 m in height) is exhibited, thence:

NNE of Terminal 4 (44°27'·57N 12°31'·36E) (12.149), thence:

SSE of AG Anchorage (44°30'·50N 12°27'·30E) (12.162a), and:

NNE of Platform Armida (44°28'·83N 12°27'·23E), from which a light (platform, 55 m in height) is exhibited.

The track then leads W through the precautionary area (44°30'·00N 12°21'·70E), passing:

4 S of fixed drilling platforms PCMW B (44°30'·57N 12°22'·42E), connected by a walkway to PCMW C (55 m in height), from which a light is exhibited. PCMWA and PCMW T, a similar pair of interconnected platforms, (55 m in height) from which lights are exhibited, stand 6 cables WNW. Thence:

N of a light buoy (safe water) (44°29'·95N 12°20'·63E) (12.163).

5 The track then leads WSW into the entrance channel, 100 m wide, passing:

Between the heads of the two outer breakwaters (44°29'·79N 12°18'·84E), from each of which is exhibited a light (lateral, metal column, each 8 m in height), thence:

6 Between the heads of two inner breakwaters (44°29'·62N 12°17'·46E), from each of which is exhibited a light (lateral, column on pedestal, each 6 m in height).

The track then continues as required to the desired berth. The chart is sufficient guide.

- 7 **Useful marks:**
 PIR Petroli Marine Terminal (44°27'·92N 12°23'·91E) (12.149).
 Terminal 1 (44°28'·56N 12°21'·81E) (12.149).
 Baiona Dock Sector Light (metal tower, 12 m in height) (44°29'·44N 12°15'·91E).

Italian Notice 2/8/23 [NP47-No 99-Wk 15/23]

**Italy - Adriatic Sea - Ravenna —
 Directions; wreck; prohibited area**

510

Paragraph 12.177 including heading and existing Section IV Week 15/23 *Replace by:*

**Approach and entry
 12.177**

- 1 **Caution.** On approaching the land near Porto Corsini from E, depths decrease regularly. The numerous offshore structures, and in clear weather the twin hills of Bertinoro and Monte Cappuccini (12.121) 16 miles S of Ravenna, will be sighted first, followed by the low dense pine forest (12.121) on the low flat shoreline, visible only from a short distance. Ravenna lies on low flat marshy land behind the pine forest and only the highest points of the city and the tall structures of the extensive industrial complexes in the vicinity rise above the forest and become visible from 8 miles offshore.

- 2 The coast is very often obscured by mist but the two pairs of breakwaters extending from Porto Corsini show up well on radar.

Route. The recommended approach for making Ravenna from any direction lies to seaward of the numerous oil and gas structures which extend up to 15 miles offshore in the vicinity of Porto Corsini.

From a position about 12 miles E of the outer breakwaters, and remaining NNE of an ABTA (12.165), the inbound lane of the TSS leads WNW, passing:

- 3 SSW of LTA Anchorage (44°29'·30N 12°34'·00E) (12.162), thence:
 Clear of a dangerous wreck (44°28'·10N 12°33'·52E) (12.165), thence:
 SSW of fixed drilling platform Garibaldi D (44°28'·68N 12°32'·72E), from which a light (platform, 56 m in height) is exhibited, thence:
 4 NNE of Terminal 4 (44°27'·57N 12°31'·36E) (12.149), thence:
 SSE of AG Anchorage (44°30'·50N 12°27'·30E) (12.162), and:
 NNE of Platform Armida (44°28'·83N 12°27'·23E), from which a light (platform, 55 m in height) is exhibited.

The track then leads W through the precautionary area (44°30'·00N 12°21'·70E), passing:

- 5 S of fixed drilling platforms PCMW B (44°30'·57N 12°22'·42E), connected by a walkway to PCMW C (55 m in height), from which a light is exhibited. PCMW A and PCMW T, a similar pair of interconnected platforms, (55 m in height) from which lights are exhibited, stand 6 cables WNW. Thence:
 N of a light buoy (safe water) (44°29'·95N 12°20'·63E) (12.163).

- 6 The track then leads WSW into the entrance channel, 100 m wide, passing:

Between the heads of the two outer breakwaters (44°29'·79N 12°18'·84E), from each of which is exhibited a light (lateral, metal column, each 8 m in height), thence:

- 7 Between the heads of two inner breakwaters (44°29'·62N 12°17'·46E), from each of which is exhibited a light (lateral, column on pedestal, each 6 m in height).

The track then continues as required to the desired berth. The chart is sufficient guide.

- 8 **Useful marks:**

PIR Petroli Marine Terminal (44°27'·92N 12°23'·91E) (12.149).

Terminal 1 (44°28'·56N 12°21'·81E) (12.149).

Baiona Dock Sector Light (metal tower, 12 m in height) (44°29'·44N 12°15'·91E).

Italian Notice 7/7.15; 7.35/23

[NP47-No 124-Wk 29/23]

Italy - Adriatic Sea - Ravenna — Directions

510-511

Paragraph 12.178 1-4 *Replace by:*

**Spare
 12.178**

ENC IT300037 (8.018); Italian Chart 218 Ed.2 (2022)

[NP47-No 79-Wk 35/22]

*The following notice is to be implemented at
 0001 local time on 7th September 2022*

Italy - Adriatic Sea - Ravenna — Directions

511

Paragraph 12.179 1-2 including heading *Replace by:*

**Spare
 12.179**

Paragraph 12.180 1 including heading *Replace by:*

**Spare
 12.180**

ENC IT300037 (8.018); Italian Chart 218 Ed.2 (2022)

[NP47-No 80-Wk 35/22]

*The following notice is to be implemented at
 0001 local time on 7th September 2022*

Italy - Adriatic Sea - Ravenna — Directions

511

After Paragraph 12.180 1 line 3 Insert:

Directions for leaving harbour

**Principal marks
 12.180a**

- 1 See 12.176

NP47

Track

12.180b

- 1 From a position between the outer breakwaters (12.177) the track leads generally E through the precautionary area (44°30'·00N 12°21'·70E), passing:
S of a light buoy (safe water) (44°29'·95N 12°20'·63E) (12.163), thence:
N of a dangerous wreck (44°29'·69N 12°21'·57E) (12.165).
- 2 The track then leads SE, then E, through the outboard lane of the TSS, passing:
SW and S of an ATBA (12.165), and:
NE and N of an extensive restricted area situated S of the TSS.

ENC IT300037 (8.018)

[NP47-No 81-Wk 35/22]

Italy - East coast - Ravenna — Berths

511-512

Paragraph 12.182 1-10 including heading *Replace by*:

Avamporto (outer harbour)

12.182

- 1 **Molo Crociere** (44°29'·73N 12°17'·21E). The N face can accommodate vessels of 255 m LOA, 33 m beam and 8.5 m in draught. The S face can accommodate vessels of 280 m LOA and 40 m beam; maximum authorised draughts range between 8.5 and 8.8 m, depending on tide and berthing time.

Canale Baiona

12.182a

- 1 **Pontile PIR Esterno** (44°29'·44N 12°16'·24E). Vessels of 190 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 9.2 m, depending on tide and berthing time.
- 2 **Pontile PIR Interno** (44°29'·41N 12°16'·00E). Vessels of 190 m LOA and 33 m beam, reduced to 165 m LOA and 29 m beam at night. Maximum authorised draughts range between 8.5 and 9 m, depending on tide and berthing time.

Canale Candiano to Bacino Trattaroli

12.182b

- 1 **PIR Magazzini Generali** (44°29'·21N 12°16'·19E). Vessels of 150 m LOA and 33 m beam. Authorised draughts range between 7.2 and 7.5 m, depending on tide and berthing time.
Banchina ENEL (44°28'·94N 12°15'·91E). Vessels of 200 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.
- 2 **Banchina Bunge** (44°28'·81N 12°15'·79E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Alma (44°28'·69N 12°15'·66E). Vessels of 200 m LOA and 33 m beam, reduced to 190 m LOA and 33 m beam at night. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 3 **Banchina Lloyd** (44°28'·58N 12°15'·55E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Cementi Romagna (44°28'·47N 12°15'·37E). Vessels of 200 m LOA and 33 m beam, reduced to 190 m LOA and 33 m beam at night. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 4 **Banchina Terminal Nord** (44°28'·35N 12°15'·13E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Traghetti e Crociere (44°28'·19N 12°15'·11E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 5 **Banchina Eurodocks** (44°28'·06N 12°15'·37E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Canale Candiano above Bacino Trattaroli

12.182c

- 1 **Banchina IFA** (44°28'·03N 12°15'·15E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Marcegaglia (44°27'·87N 12°15'·07E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 9 m, depending on tide and berthing time.

- 2 **Banchina Marcegaglia Nuova** (44°27'·73N 12°15'·00E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Fosfitalia (44°27'·63N 12°14'·95E). Vessel of 150 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 3 **Banchina Docks Cereali** (44°27'·60N 12°15'·07E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Docks Cereali (ex CAP) (44°27'·45N 12°14'·99E). Vessels of 260 m LOA and 37 m beam. Maximum authorised draughts range between 8.3 and 8.6 m, depending on tide and berthing time.

- 4 **Banchina Setramar** (44°27'·27N 12°14'·92E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina TCR (44°26'·97N 12°14'·77E). Container vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.70 and 9.45 m, depending on tide and berthing time.

- 5 **Banchina Yara** (44°26'·71N 12°14'·54E). Vessels of 260 m LOA and 37 m beam. Maximum authorised draughts range between 8.5 and 8.8 m, depending on tide and berthing time.

Bacino Piombone
12.182d

- 1 Numerous berths lie on the NE, the W and the SW sides of the basin. Vessels of 185 m LOA and 28 m beam can be accommodated. Maximum authorised draught range between 5.5 and 8.0 m.

Italian Notice 18/18.30/21 [NP47-No 52-Wk 50/21]

Italy - Delta of Fiume Po - Porto Garibaldi to Punta della Maestra — Traffic regulations

514-515

Paragraph 12.214 1-2 including heading *Replace by:*

Traffic regulations
12.214

- 1 **Anchoring and fishing are prohibited** within 250 m of a dangerous wreck (44°44'·27N 12°22'·97E).

Entry is prohibited as follows:

Within 500 m of an area (44°43'·61N 12°19'·40E) marked by light buoys (special and cardinal), about 4½ miles NE of Porto Garibaldi Light (12.192).

- 2 Within 5 cables of the marine farms (44°48'·81N 12°29'·67E) situated 4 miles ENE of Po di Goro Light (12.216).

Within an area (44°53'·63N 12°31'·98E) of shellfish beds, marked by a light beacon (special), situated ¼ miles S of Punta della Maestra.

Italian Notice 19/19.25/23 [NP47-No 159-Wk 50/23]

Italy - Gulf of Venice - Approaches to Porto di Lido and Venezia — Restricted areas

517

Paragraph 12.232 3 lines 1-6 *Delete*

Italian Notice 18/18.9/20 [NP47-No 1-Wk 45/20]

Italy - Gulf of Venice - Approaches to Porto di Lido and Venezia — Directions; prohibited areas

517

Paragraph 12.235 4 line 6 *Replace by:*

...12°30'·80E) (12.293).

Paragraph 12.235 5 lines 1-6 *Delete*

Italian Notice 18/18.9/20 [NP47-No 2-Wk 45/20]

Italy - Gulf of Venice - Approaches to Porto di Lido and Venezia — Directions; obstructions

517

Paragraph 12.235 4 including existing Section IV Notice Week 45/20 *Replace by:*

- 4 Thence when a position is reached, about 9¼ miles ESE of Forte Rocchetta Lighthouse (45°20'·36N 12°18'·67E), on the N side of a TSS roundabout, the track leads N, passing:

E of an oceanographic platform (45°18'·82N 12°30'·80E) (12.293), thence:

W of an obstruction (45°19'·58N 12°32'·25E), thence:

W of an obstruction (45°20'·99N 12°32'·41E).

Italian Notice 27/27.11/20 [NP47-No 12-Wk 05/21]

Italy - East coast - Gulf of Venice - Porto Levante — Gas terminal

517

Paragraph 12.237 1 *Replace by:*

1 **Description.** Porto Levante Gas Terminal (45°04'·61N 12°23'·35E) is situated ENE of Porto Levante, a village of a few scattered houses standing on low marshy ground on the S bank of the Fiume Po di Levante.

The river enters the sea at the SE end of Isola Albarella (45°04'·00N 12°21'·00E), from where a light (12.234) is exhibited. The terminal is marked by a light beacon (special) and is under the control of the Harbour Master at Chioggia (12.247).

- 2 **Outer anchorage.** Vessels waiting for the terminal must use the CST anchorage (45°09'·78N 12°25'·57E) (12.253).

Entry is prohibited as follows:

Within 500 m of the terminal, except for authorised vessels;

Within 300 m of a dangerous wreck (45°05'·46N 12°22'·64E).

Local knowledge is recommended.

Caution. Numerous marine farms lie in the vicinity of the terminal.

- 3 **Useful marks:**

Porto Levante Light Tower (45°04'·15N 12°20'·68E) (12.234).

Berth. Reportedly, vessels of up to 24 000 gt, with a maximum draught not exceeding 7.8 m, can moor in the buoyed area, provided the wind speed does not exceed 25 kn and the wave height does not exceed 1.2 m. Contact the local authorities for further details.

UKHO [NP47-No 17-Wk 16/21]

Italy - East coast - Gulf of Venice - Porto Levante — Prohibited area; wreck

517

Paragraph 12.237 1 including Section IV Notice Week 16/21 *Replace by:*

1 **Description.** Porto Levante Gas Terminal (45°04'·61N 12°23'·35E) is situated ENE of Porto Levante, a village of a few scattered houses standing on low marshy ground on the S bank of the Fiume Po di Levante.

The river enters the sea at the SE end of Isola Albarella (45°04'·00N 12°21'·00E), from where a light (12.234) is exhibited. The terminal is marked by a light beacon (special) and is under the control of the Harbour Master at Chioggia (12.247).

- 2 **Outer anchorage.** Vessels waiting for the terminal must use the CST anchorage (45°09'·78N 12°25'·57E) (12.253).

Entry is prohibited within 500 m of the terminal, except for authorised vessels.

Local knowledge is recommended.

Caution. Numerous marine farms lie in the vicinity of the terminal.

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3 Useful marks:

Porto Levante Light Tower (45°04'·15N 12°20'·68E)
(12.234).

Berth. Reportedly, vessels of up to 24 000 gt, with a maximum draught not exceeding 7·8 m, can moor in the buoyed area, provided the wind speed does not exceed 25 kn and the wave height does not exceed 1·2 m. Contact the local authorities for further details.

Italian Notice 7/7.11/21 [NP47-No 23-Wk 19/21]

Italy - East coast - Gulf of Venice — LNG terminal

517-518

Paragraph 12.238 1-2 *Replace by:*

1 **Description.** Adriatic LNG Terminal (45°05'·48N 12°35'·09E) is located about 10 miles E of Porto Levante (12.237). The terminal is under the control of the Harbour Master at Chioggia (12.247).

Outer anchorage. Vessels waiting for the terminal must use the CST anchorage (45°09'·78N 12°25'·57E) (12.253).

2 **ATBA.** The terminal lies within a mandatory area to be avoided (2.20), within which entry is prohibited for unauthorised vessels greater than 200 gt. Anchoring is also prohibited.

Local knowledge is recommended.

Berth. The terminal can accommodate vessels up to 320 m LOA, 145 000 gt, 148 000 dwt and 13 m in draught.

UKHO [NP47-No 18-Wk 16/21]

Italy - Adriatic Sea - Laguna Di Venezia — MOSE tidal barrier system

518

After Paragraph 12.243 *Insert:*

MOSE tidal barrier system 12.243a

1 To reduce damage to facilities due to high tides within Laguna di Venezia, the MOSE tidal barrier system has been developed. Regulations and restrictions apply when navigating in the vicinity of the barriers. The system comprises mobile gates which are lifted when required and are located at the entrances to Porto di Chioggia, Porto di Malamocco and Porto di Lido.

2 For the latest information and closure times, consult the local Port Authority.

Italian Notices 25/25.20; 25.21; 25.22/22
[NP47-No 111-Wk 27/23]

Italy - Adriatic Sea - Chioggia — General information; Port Authority

519

Paragraph 12.249 *Replace by:*

1 See 12.272.

UKHO [NP47-No 112-Wk 27/23]

Italy - Adriatic Sea - Chioggia — Limiting conditions; controlling depths

519

Paragraph 12.250 *Replace by:*

Controlling depths 12.250

1 **Canale Esterno** (45°13'·87N 12°18'·83E). There is a least charted depth of about 7 m in mid-channel, but shoaler depths exist on its margins.

Canale di Chioggia (45°13'·76N 12°16'·48E). There is a least charted depth of about 5·5 m in mid-channel.

Canale Caroman (45°14'·30N 12°17'·09E). Channel for coasting vessels proceeding to Porto di Malamocco, least depth in mid-channel about 3 m.

2 **Caution.** Depths in the canals are subject to frequent change. Consult the Port Authority for the latest information on depths and authorised draughts.

ENC IT500220 (4.000) [NP47-No 113-Wk 27/23]

Italy - Adriatic Sea - Chioggia — Limiting conditions; controlling depths

519

Paragraph 12.250 including existing Section IV Notice Week 27/23 *Replace by:*

1 **Canale Esterno** (45°13'·87N 12°18'·83E). There is a least charted depth of about 7 m in mid-channel, but shoaler depths exist on its margins.

Canale di Chioggia (45°13'·76N 12°16'·48E). There is a least charted depth of about 5·5 m in mid-channel.

Canale Caroman (45°14'·30N 12°17'·09E). Channel for coasting vessels proceeding to Porto di Malamocco, least depth in mid-channel about 3 m.

Canale Lombardo Esterno (45°13'·28N 12°16'·37E) (12.256). Maximum authorised draught is 7 m.

2 **Caution.** Depths in the canals are subject to frequent change. Consult the Port Authority for the latest information on depths and authorised draughts.

Italian Notice 11/11.25/23 [NP47-No 145-Wk 45/23]

Italy - East coast - Gulf of Venice - Chioggia — Anchorages

520

Paragraph 12.253 1-2 *Replace by:*

1 Designated anchorages are as follows:
CSC (Chioggia Small Cargo) (45°14'·58N 12°22'·72E), for small cargo vessels;
CST (Chioggia Small Tanker) (45°09'·78N 12°25'·57E), for small tankers and gas carriers;
Transhipment (45°14'·60N 12°20'·00E) for vessels lightering; to be used only in favourable weather conditions.

2 **Caution.** Numerous marine farms (12.232) and marine reserves (12.232), some of which are marked by light buoys (special), lie in the vicinity of the anchorages.

Larger vessels should use Malamocco anchorages (12.280).

UKHO [NP47-No 19-Wk 16/21]

**Italy – Gulf of Venice – Chioggia —
Traffic regulations; prohibited area;
seasonal restrictions**

520

After Paragraph 12.255 2 line 5 *Insert:*

Entry is prohibited within 300 m of vessels at anchor.

3 **Seasonal restrictions** are in force within the jurisdiction of Chioggia maritime department between May and September:

Entry is prohibited within 500 m of the coast.
A speed limit of 10 kn is in force between 500 m and 1000 m from the coast.

Italian Notice 9/9.18/22 and 8/8.40/22
[NP47-No 68-Wk 28/22]

**Italy - Adriatic Sea - Chioggia —
Arrival information; traffic regulations;
regulations concerning entry**

520

Paragraph 12.255 including existing Section IV Notice Week 28/22 *Replace by:*

**Traffic regulations
12.255**

1 **Anchoring and fishing** prohibitions are in force in the vicinity of the detached breakwater (45°13'67N 12°19'30E) close E of Canale Esterno (12.262) and in the areas N and S of Avamporto (45°13'91N 12°17'26E) (12.256).

2 **Seasonal restrictions** are in force within the jurisdiction of Chioggia maritime department between May and September:

Entry is prohibited within 500 m of the coast.
A speed limit of 10 kn is in force between 500 m and 1000 m from the coast.

3 **Entry is prohibited** as follows:
Within 300 m of vessels at anchor.

Within an area of shellfish beds, extending from 2 miles ENE up to 4¼ miles NE of Isola di Pellestrina (45°17'52N 12°18'44E). The shellfish beds are marked at their centres by light buoys (special) and entry is prohibited within a radius of 1000 m of the buoys.

4 When the MOSE tidal control barriers (12.243a) are in position, within an area centred on 45°13'90N 12°18'17E, and situated between the entrance and a line joining the light beacon (12.262) at Forte San Felice and the mole at Porto Rifugio, about 2½ cables N. See also 12.255a.

Marine nature reserves. See 12.232.

**Regulations concerning entry
12.255a**

1 Vessels are to transit 30 minutes before the MOSE tidal control barriers in Canale Esterno (12.262) are lifted. The maximum speed permissible within the navigable channels is 7 kn. For the latest information, consult the local Port Authority.

Italian Notice 25/25.20/22 [NP47-No 114-Wk 27/23]

**Italy - Adriatic Sea - Chioggia —
Harbour; general layout; locks**

520

Paragraph 12.256 1 *Replace by:*

1 **Entrance.** Canale Esterno leads into the lagoon between the two breakwaters which extend E from the N end of Lido di Sottomarina (12.229) and the S end of Isola di Pellestrina (12.243) respectively.

A lock system is in place to allow for entry and exit when the tidal barriers (12.243a) are in operation.

Avamporto (45°13'91N 12°17'26E) lies at the inner end of the entrance channel and is formed by the confluence of Canale Caroman and Canale Perognola (45°14'23N 12°15'78E).

Canale Caroman (45°14'30N 12°17'09E) leads N from Avamporto and is marked on the W side by piles. The channel leads into Canale di Pellestrina and forms the S reach of the lagoon route to Malamocco, and hence to Venezia, used by coastal vessels. This route leads close along the W side of Isola di Pellestrina (12.243) where the channel is 50 to 70 m wide, and is marked over its entire length by piles; for depth see 12.250. An underwater obstruction consisting of concrete blocks lies 3 cables WNW of Isola di Pellestrina Light.

Italian Notices 11/11.26/23; 11/11.27/23; 11/11.28/23; ENC IT500220 (4.000) [NP47-No 146-Wk 45/23]

**Italy - Adriatic Sea - Chioggia —
Harbour; general layout**

520

Paragraph 12.257 including heading *Replace by:*

**Spare
12.257**

UKHO [NP47-No 147-Wk 45/23]

**Italy - Adriatic Sea - Chioggia —
Harbour; development**

520

Paragraph 12.258 *Replace by:*

**Spare
12.258**

Italian Notice 25/25.20/22 [NP47-No 115-Wk 27/23]

**Italy - Adriatic Sea - Chioggia —
Basins and berths**

521

Paragraph 12.265 *Replace by:*

**Spare
12.265**

UKHO [NP47-No 116-Wk 27/23]

NP47

Italy - Adriatic Sea - Chioggia — Basins and berths

521-522

Paragraph 12.266 *Replace by:*

- 1 **Isola Saloni - Stazione Marittima.** Numerous commercial berths are situated within Bacino della Stazione Marittima (45°13'·53N 12°16'·53E) and Canale Lombardo Esterno (45°13'·28N 12°16'·37E). Authorised draughts range from 4·7 to 7 m. Contact the Port Authority for further details.

Val da Rio (45°12'·57N 12°16'·03E) has several commercial berths with permitted draughts of between 4·5 and 7 m. Contact the Port Authority for further details.

Italian Notices 11/11.31/23; 11/11.32/23

[NP47-No 148-Wk 45/23]

Italy - Adriatic Sea - Venezia — Limiting conditions; controlling depths

522-523

Paragraph 12.273 *Replace by:*

- 1 **Via Porto di Malamocco.** Maximum authorised draughts, depending on the size of the vessel and the time of transit, are as follows:

Entrance to Porto di Malamocco — 12·0 m by day and 10·5 m by night.

Canale Malamocco-Marghera — 10·5 to 11·5 m by day and 9·5 to 10·5 m by night).

Canale Vittorio Emanuele from Darsena IROM to Porticciolo Petroli (PETROVEN) — 7·5 to 8·5 m.

Canale Vittorio Emanuele from Porticciolo Petroli (PETROVEN) to Bacino di Marittima — 3·6 to 6·1 m.

- 2 Canale Vittorio Emanuele from Darsena IROM to Turning Basin No 1 — 8·3 to 9·3 m.

Canale Industriale Ovest — 8 to 9·6 m for the cereal docks; 6·8 to 10·4 m for the other areas.

Canale Industriale Sud — from 5·5 to 10·4 m.

Canale Industriale Nord — 7·65 to 8·9 m.

Via Porto di Lido. Maximum authorised draught is 9 m for vessels up to 180 m LOA.

- 3 **Caution.** As the harbour and canals are subject to silting, mariners should proceed with caution and contact the Port Authority for details of the latest information on depths, authorised draughts and accepted size of vessels.

Italian Notices 14/14.27; 14.29; 14.31/23

[NP47-No 149-Wk 45/23]

Italy - Adriatic Sea - Venezia — Arrival information; port operations

523

Paragraph 12.278 *Replace by:*

- 1 **Navigation at night** within the lagoon is generally allowed only for the following:

RoRo, passenger and container vessels up to 305 m LOA.

Cargo vessels up to 225 m LOA.

Tankers or gas carriers unladen or not yet certified gas free up to 180 m LOA.

Tankers or gas carriers loaded with flammable cargo up to 6000 gt.

- 2 **Turning areas.** As a general rule, vessels of 110 m LOA or more, should manoeuvre only within the turning areas. Smaller vessels can manoeuvre within channels, provided it is safe to do so and the width of the channel is at least twice the length of the vessels.

Fog. Entry may be suspended or limited in case of low visibility and special regulations may be enforced at the discretion of the Port Authority.

Contact the Port Authority for further details.

Italian Notices 14/14.28; 14.32; 14.34/23

[NP47-No 150-Wk 45/23]

Italy - Adriatic Sea - Venezia — Arrival information; outer anchorages

523-524

Paragraph 12.280 *Replace by:*

- 1 **MSC** (Malamocco Small Cargo) (45°20'·43N 12°21'·96E); cargo ships of less than 5000 gt.

MBC (Malamocco Big Cargo) (45°22'·28N 12°24'·72E); cargo ships exceeding 5000 gt.

MST (Malamocco Small Tanker) (45°19'·94N 12°24'·73E); oil tankers, gas carriers and vessels carrying dangerous liquid chemicals in bulk, of less than 20 000 gt.

- 2 **MBT** (Malamocco Big Tanker) (45°19'·35N 12°28'·05E); oil tankers, gas carriers and vessels carrying dangerous liquid chemicals in bulk, exceeding 20 000 gt.

MLA (Malamocco Lightering Area) (45°21'·51N 12°28'·38E); mainly tankers concerned with lightering operations of mineral oils, however can be used by cargo vessels if not already occupied by tankers lightering.

- 3 **LSC** (Lido Small Cargo) (45°24'·82N 12°28'·89E), cargo ships of less than 5000 gt.

LBC (Lido Big Cargo) (45°24'·52N 12°31'·61E); cargo vessels exceeding 5000 gt.

Caution. Numerous obstructions exist in the approaches and in close proximity to the designated anchorage areas.

- 4 All anchorages are exposed especially to the scirocco (1.134) and bora (1.133), and none are totally safe. Mariners are therefore advised to consider vacating their anchorage in strong onshore winds and if necessary to seek shelter under the coast of Istria (10.8).

Italian Notices 14/14.19; 14.20/23; ENC IT400222 (7.002); Portolano P8 Ed.2020

[NP47-No 151-Wk 45/23]

Italy - Adriatic Sea - Venezia — Arrival information; traffic regulations

524

Paragraph 12.283 5-6 *Replace by:*

- 5 **Approach and entry.** Vessels entering or leaving the port must comply with the rules established by Venice VTS (12.242) and the Port Authority.

Speed limits. Any vessel approaching Porto di Venezia must slow down gradually so as to reach a distance of 2 miles from the entrance at a speed not greater than 12 kn.

- 6 Vessels transiting through Bocca di Malamocco must not exceed 10 kn, reducing to maximum 8 kn in from the vicinity of San Leonardo and then 6 kn at Fusina (45°25'05N 12°15'62E).

Vessels transiting through Bocca di Lido must not exceed 8 kn, reducing to maximum 5 kn abreast of Forte di Sant'Andrea (12.301).

Paragraph 12.283 *s* Replace by:

- 8 **Precedence.** Vessels already navigating within the channel have right of way; other vessels should adjust their speed accordingly.

Italian Notice 14/14.23/23 [NP47-No 152-Wk 45/23]

Italy - East coast - Venezia — Prohibited area

524-525

Paragraph 12.284 *s-8* Replace by:

- 5 Anchoring is prohibited in the vicinity of a submarine power cable extending ESE from the head of Porto di Malamocco N breakwater. A light beacon (special) marks the extremity of the submarine power cable.
- 6 Anchoring is prohibited within the lagoon waters in Porto di Lido, except in emergencies. If it should become necessary to anchor in the areas of San Nicolò di Lido and Sant' Andrea, between Punta Sant' Elena and Santa Maria Elisabetta, San Pietro di Castello and Certosa, in the Canale della Giudecca abeam of the Chiesa dei Gesuiti and wherever submarine cables (specially marked by poles surmounted by black and white spherical marks) are present, the Harbour Master and the Pilot's Office should be immediately informed.
- 7 Anchoring is prohibited within Porto di Malamocco and within 50 m of any submarine cable or pipeline (specially marked by poles surmounted by black and white spherical marks).

Entry is prohibited within 100 m of the marine farms and area of obstructions located from 1¼ to 2½ miles S of Porto di Piave Vecchia Light (45°28'72N 12°34'99E).

Italian Notice 17/17.31/21 [NP47-No 46-Wk 49/21]

Italy - Adriatic Sea - Venezia — Arrival information; traffic regulations

525

Paragraph 12.284 *s* including existing Section IV Notice Week 49/21 Replace by:

- 8 Anchoring is prohibited within Porto di Malamocco and within 50 m of any submarine cable or pipeline (specially marked by poles surmounted by black and white spherical marks).

Entry is prohibited as follows:

Within 100 m of the marine farms and area of obstructions located from 1¼ to 2½ miles S of Porto di Piave Vecchia Light (45°28'72N 12°34'99E).

- 9 When the MOSE tidal control barriers (12.243a) are in position, within an area (45°20'08N 12°19'90E) in Porto di Malamocco comprised between the entrance and a line joining the light beacon at the head of Diga Palata delle Ceppe (12.295) and Isola di Malamocco, about 2½ cables NNE. See also 12.285.

10 When the MOSE tidal control barriers (12.243a) are in position, within an area (45°25'61N 12°25'23E) in Porto di Lido comprised between the entrance and two lines joining the artificial island (45°26'04N 12°24'71E) and Isola di Malamocco to the SW, and the mainland to the NE. See also 12.285.

Italian Notices 25/25.21; 25.22/22

[NP47-No 117-Wk 27/23]

Italy - Adriatic Sea - Venezia — Arrival information; regulations concerning entry

525

Paragraph 12.285 Replace by:

- 1 **Porto di Malamocco.** The normal entrance to be used is through Porto di Malamocco. Secondary channels also permit approach for entry at Porto di Chioggia (45°14'00N 12°18'00E) (12.261).
Vessels laden with flammable cargoes, or unladen but not yet certified gas free must enter through Porto di Malamocco.
- 2 Vessels are to transit 30 minutes before the tidal control barriers (MOSE) in Porto di Malamocco (12.286) are lifted. For the latest information, consult the local Port Authority.
- 3 **Porto di Lido.** Transit via the entrance to Porto di Lido is for vessels bound to/from the docks and moorings at Marittima or located between Marittima and the entrance. Vessels must keep strictly to starboard when transiting in the port entrances.
- 4 It is prohibited for vessels of more than 60 m LOA transiting through Porto di Lido entrance to make manoeuvres other than those necessary in order to continue to their assigned berth. This limit is increased to 110 m for vessels with bow thrusters. Within the this channel, any reversals of course that may become necessary are only authorised in the turning basin.
- 5 Vessels are to transit 30 minutes before the tidal control barriers (MOSE) in Porto di Lido (12.288) are lifted. For the latest information, consult the local Port Authority.

Italian Notices 25/25.21; 25.22/22

[NP47-No 118-Wk 27/23]

NP47

Italy - Adriatic Sea - Venezia — Arrival information; regulations concerning entry

525

Paragraph 12.285 including existing Section IV Notice Week 27/23 *Replace by:*

- 1 **Porto di Malamocco.** This is the normal entrance to be used by vessels inbound for Marghera and for the channels around Venice, with the exception of tankers and gas carriers not certified gas free.

Vessels are to transit 30 minutes before the tidal control barriers (MOSE) in Porto di Malamocco (12.286) are lifted. For the latest information, consult the Port Authority.

- 2 **Porto di Lido.** Transit via the entrance to Porto di Lido is for vessels bound to/from the docks and moorings at Marittima or located between Marittima and the entrance, with the exception of tankers and gas carriers not certified gas free.

- 3 Vessels are to transit 30 minutes before the tidal control barriers (MOSE) in Porto di Lido (12.288) are lifted. For the latest information, consult the Port Authority.

Italian Notice 14/14.25/23 [NP47-No 153-Wk 45/23]

Italy - Adriatic Sea - Venezia — Harbour; general layout

525

After Paragraph 12.286 *1 Insert:*

A lock system is in place to allow for entry and exit when the tidal barriers (12.243a) are in operation.

Italian Notices 25/25.21; 25.22/22
[NP47-No 119-Wk 27/23]

Italy - Adriatic Sea - Venezia — Harbour; development

526

Paragraph 12.287 *Replace by:*

**Spare
12.287**

Italian Notices 25/25.21; 25.22/22
[NP47-No 120-Wk 27/23]

Italy - Adriatic Sea - Venezia — Harbour; development

527

Paragraph 12.289 including heading *Replace by:*

**Spare
12.289**

UKHO [NP47-No 154-Wk 45/23]

Italy - Adriatic Sea - Venezia - Canale San Leonardo — Basins and berths

531

Paragraph 12.308 *Replace by:*

- 1 **Darsena San Leonardo** (45°21'00N 12°15'00E). Contains two tanker berths, one on each side of a projecting pier; contact the Port Authority for details.

UKHO [NP47-No 155-Wk 45/23]

Italy - Adriatic Sea - Venezia — Basins and berths

532

Paragraph 12.310 *3-6 Replace by:*

- 3 **Canale di San Marco.** Major berths are as follows:
Riva dei Sette Martiri (45°25'85N 12°21'15E); used by passenger vessels and the Italian Navy.
Banchina San Biagio (45°25'93N 12°20'99E); used by the Italian Navy.
Riva degli Schiavoni (45°26'01N 12°20'67E) and projecting piers; used by local vessels and lagoon ferries.

- 4 **Canale della Giudecca.** Major berths are as follows:

Pontile Zattere (45°25'80N 12°19'37E); passenger traffic.

Banchina San Basilio (45°25'85N 12°19'15E); length 330 m; RoRo and passenger vessels.

Banchina San Marta (45°25'87N 12°18'82E); passenger traffic and general cargo handled.

For details on authorised draughts contact the Port Authority.

- 5 **Porto Commerciale.** Major berths are as follows:
Bacino di Marittima (45°26'13N 12°18'57E); 1720 m of berthing space; cruise and RoRo terminal.

Testata Marmi (45°26'02N 12°18'30E); maximum draught 8.5 m.

Banchina Piave (45°26'25N 12°18'38E); maximum draught 9 m.

For further details contact the Port Authority.

Italian Notice 14/14.30/23 [NP47-No 156-Wk 45/23]

Italy - Adriatic Sea - Punta Tagliamento to Grado — Traffic regulations; historic wreck

535

Paragraph 12.331 *1* including heading *Replace by:*

Traffic regulations 12.331

- 1 **Restricted anchorage.** For details see 12.323.
Historic wreck. Stopping, anchoring, fishing and any underwater activity are prohibited within 50 m of the remains of a historic wreck (45°34'45N 13°18'36E).

Italian Notice 19/19.15/22 [NP47-No 91-Wk 03/23]

**Italy - Golfo di Venezia - Porto Nogaro —
Controlling depths; vertical clearance
536**

Paragraph 12.336 *1 Replace by:*

- 1 Controlling depth.** Maximum authorised draught is 5.5 m (2021). Local authorities should be contacted for the latest information.

Vertical clearance. Power cables, vertical clearance 43.8 and 41.5 m, span Fiume Corno. The maximum authorised air draught, however, is 36.5 m.

Italian Notice 12/12.46/21 [NP47-No 32-Wk 36/21]

**Italy - Golfo di Venezia - Porto Nogaro —
Port operations; regulations;
speed limits; anchorages
536**

Paragraph 12.337 *1-6 Replace by:*

- 1 Port operations.** The Port Authority must be advised of intended movements at least 72 hours before ETA, so that traffic can be coordinated to avoid the meeting of two vessels in a narrow part of the channel. Entry for vessels greater than 500 gt is in daylight only.

- 2 Outer anchorages.** An anchorage area (45°38'80N 13°18'00E) lies SE of the moleheads at Porto Buso, in depths of around 13 m, mud.

Caution. A submarine pipeline extends 3¾ miles S from the coast W of the approach channel at Porto Buso. Its S extremity is marked by a light buoy (special). Fishing and anchoring are prohibited in the vicinity of the pipeline.

- 3 Pilotage** is compulsory for vessels exceeding 500 gt because of the local currents and changing depths. Pilots can be requested through agents or the Harbour Master.

Pilots normally embark from a launch at the seaward end of the approach channel at Porto Buso. In bad weather the pilot launch guides the vessel along the approach channel to within the moles where the pilot embarks.

- 4 Tugs** are available and mandatory for vessels exceeding 500 gt when entering and exiting the port.

Speed limits are in force as follows:

8 kn between the pilot station and the mouth of Fiume Corno;

6 kn between the mouth of Fiume Corno and the berths.

Regulations concerning entry. Vessels, maximum 150 m LOA, must proceed with the rising tide for the whole transit.

Dangerous cargoes. Special regulations are in force; see 1.86.

Italian Notice 12/12.47/21; Italian Chart 39 (2020)
[NP47-No 33-Wk 36/21]

**Italy - Golfo di Venezia - Porto Nogaro — Berths
537**

Paragraph 12.340 *1-2 Replace by:*

- 1 Bachina Porto Vecchio.** Quay 418 m in length. Handles bulk. Maximum LOA 70 m, beam 10 m and draught 3.5 m (2021).

Bachina Margreth. Quay 860 m in length. Handles bulk and containers. Maximum LOA 150 m, beam 20 m and draught 5.5 m (2021).

- 2 Banchina Cimolai.** Quay 120 m in length. Maximum LOA 130 m, beam 20 m and draught 5.5 m (2021).

Italian Notice 12/12.47/21 [NP47-No 34-Wk 36/21]

**NP48 Mediterranean Pilot Volume 4
(2019 Edition)**

**Greece - Nísos Kríti - Ákra Kokkála to
Ákra Lítinos — Marine mammals**

51

After Paragraph 2.7 2 Insert:

**Marine mammals
2.7a**

- 1** An area of frequent presence of marine mammals has been designated off the W and SW coasts of Nísos Kríti, between Ákra Kokkála (35°38'80N 23°34'65E) (2.10) and Ákra Lítinos (34°55'35N 24°43'92E). Mariners are requested to intensify their lookout within this area, to detect marine mammals and to avoid collision.

UKHO [NP48-No 33-Wk 51/22]

**Greece - South coast - Passage North-east of
Nísos Antikýthira — Traffic regulations**

55

After Paragraph 2.34 1 line 3 Insert:

**Traffic regulations
2.34a**

- 1 Restricted area.** Anchoring, fishing, and underwater operations are prohibited in an area surrounding an underwater archaeological site centred on 35°52'92N 23°19'10E.

Greek Notice 12/193/21 [NP48-No 28-Wk 27/22]

**Greece - Stenó Elafónísou -
Ormos Vátika — Anchorage**

61

Paragraph 2.73 *5 Delete*

Greek Notice 8/115/20 [NP48-No 14-Wk 43/20]

**Greece - Nísos Kríti - Irákleion —
Directions; historic wreck**

81-82

Paragraph 3.119 *1* including heading *Replace by:*

**Traffic regulations
3.119**

- 1 Restricted area.** Anchoring, fishing, trawling, dredging, diving and the removal of historical artefacts is prohibited within 300 m of an historic wreck (35°21'28N 25°22'90E).

For further details on historic wrecks, see 1.56.

NP48

- 2 **Prohibited anchorage.** Anchoring is prohibited in a submarine cable area (35°20'·62N 25°13'·44E) that is 2 miles wide and extends 1¼ miles offshore about 3½ miles E of the head of Liménas Irákleiou outer mole (35°21'·13N 25°09'·36E).

Paragraph 3.121 1 lines 3–4 *Replace by:*

NNW of a dangerous historic wreck (35°21'·28N 25°22'·90E) (3.119), lying N of Ákra Chersónisos...

GB Chart 3678/20

[NP48-No 9-Wk 18/20]

Greece – Nísos Kríti – Kólpos Mirampéllou – Ágios Nikólaos — Arrival information; prohibited area

91

After Paragraph 3.197 2 line 8 Insert:

Prohibited area. Entry is prohibited into a diving park centred on 35°13'·01N 25°43'·14E.

Greek Notice 12/196/21

[NP48-No 29-Wk 27/22]

Greece - Nísos Kýthnos - Mérichas — Prohibited anchorage

130

Paragraph 4.202 1 including heading *Replace by:*

Prohibited anchorage 4.202

- 1 Anchoring is prohibited within 1½ cables of an historic wreck (37°23'·61N 24°23'·55E). For further details on historic wrecks, see 1.56

Greek Notice 1/19/21

[NP48-No 17-Wk 16/21]

Greece - Athens - Peiraiás — Port development

142

After Paragraph 5.72 3 line 4 Insert:

Development 5.72a

- 1 Works are in progress (2020) for the construction of a new cruise terminal within an area centred on 37°56'·05N 23°37'·19E. The area is marked by light buoys (special).

Greek Notice 4/52/20

[NP48-No 10-Wk 24/20]

Greece - Athens - Peiraiás — Directions; port development

143

After Paragraph 5.77 1 line 6 Insert:

NNW of an area under development (5.72a), thence:

Greek Notice 4/52/20

[NP48-No 11-Wk 24/20]

Greece - Stenó Nafstáthmou — Traffic regulations; restricted area

150

After Paragraph 5.125 2 line 8 Insert:

Restricted areas. Anchoring, fishing, diving and salvage are prohibited within an area, radius 300 m, surrounding an historic wreck (37°59'·67N 23°33'·51E).

Greek Notice 5/82/21

[NP48-No 18-Wk 34/21]

Greece - Saronikós Kólpos - Stenó Nafstáthmou — Directions; obstruction

151

Paragraph 5.127 1 line 4 *Replace by:*

...the limits of the dredged channel, and:
Clear of an obstruction (37°57'·89N 23°32'·78E) with a depth of 8·2 m.

Greek Notice 8/145/19

[NP48-No 4-Wk 42/19]

Greece – Aegean Sea – Saronikós Kólpos — Restricted area

156

After Paragraph 5.172 2 line 8 Insert:

Traffic regulations 5.172a

- 1 **Restricted area.** Anchoring, fishing, dredging and diving are prohibited within an area surrounding a submarine pipeline, which is laid between Nísos Aígina (37°44'·00N 23°30'·00E) and Nísos Salamína (37°56'·00N 23°30'·00E).

Greek Notice 2/29/22

[NP48-No 34-Wk 02/23]

Greece –Saronikos Kólpos – Kólpos Megáron – Páchi — Anchorage

159

After Paragraph 5.201 5 line 10 Insert:

Caution. A submarine cable is laid in the bay, N of Nísida Páchi.

ENC GR5QQK01 (1.027)

[NP48-No 32-Wk 45/22]

Greece – Kólpos Kenchreón – Ágios Theódoroi Oil Terminal — Anchorage; submarine pipeline

162

Paragraph 5.223 1 lines 3–5 *Replace by:*

...area fronting the terminal, clear of a submarine pipeline and abandoned submarine cables. The holding ground is uncertain, and caution is necessary during strong winds.

Greek Notice 1/17/22

[NP48-No 30-Wk 42/22]

Greece - Saronikós Kólpos - Nísos Aígina - Aígina — Outer anchorage; submarine cable

168

Paragraph 5.276 *1 Replace by:*

- 1 Outer anchorage.** Anchorage may be obtained off Aígina, clear of a submarine cable which lies 1 mile offshore, but the roadstead is exposed. Better shelter may be obtained in Órmos Marathónas (37°43'00N 23°27'00E) (5.282).

Greek Notice 7/93/22 [NP48-No 40-Wk 52/23]

Greece - South Aegean Archipelago - Passage between Nísos Irákleia and Nísos Schoinoussa — Directions; wind turbine

183

Paragraph 6.81 *3 lines 4-6 Replace by:*

...25°28'48E) (6.194).

Greek Notice 06/79/22 [NP48-No 38-Wk 43/23]

Greece - South Aegean Archipelago - Passage between Nísos Náxos and Nísos Irákleia — Directions; wind turbine

196

Paragraph 6.194 *3 lines 2-4 Replace by:*

...the N point of Nísos Irákleia.

Greek Notice 06/79/22 [NP48-No 39-Wk 43/23]

Greece - Náxos - Órmos Ágios Prokopíos — Anchorage

198

Paragraph 6.205 *1-2 Replace by:*

- 1 Outer anchorage.** During N winds, shelter may be obtained in Órmos Ágios Prokopíos (37°04'00N 25°21'00E) (6.215).

Pilotage. Contact the Port Authority for details.**Prohibited areas.** Anchoring and fishing are prohibited within the areas containing submarine cables situated N and W of Ákra Mougkrí (6.202).

Greek Notice 1/19/22 [NP48-No 31-Wk 42/22]

Turkey - Aegean Sea- Hisarönü Körfezi - Selimiye Koyu — Anchorage; light buoy

248

Paragraph 7.148 *2 line 1 Replace by:*

- 2** A 1.5 m shoal (36°43'28N 28°05'82E), marked by a light buoy (E cardinal).

Turkish Notice 25/96/22 [NP48-No 37-Wk 32/23]

Turkey - Aegean Sea - Gökova Körfezi - Göllübük Burnu — Directions; buoy

256

Paragraph 7.215 *2 Replace by:*

- 2** W of Göllübük Burnu (36°51'19N 28°00'03E), the W point of a narrow promontory. A dangerous rocky shoal on which the sea breaks lies 2½ cables WNW of the point, marked by a light buoy (N cardinal). A passage about 1 cable wide and with a depth in mid-channel of 18 m lies between the rocky shoal and a shallow bank fronting the point. Thence:

Turkish Notice 44/144/21 [NP48-No 24-Wk 07/22]

Greece - Aegean Sea - Nísida Levítha — Directions; wreck

262

Paragraph 7.267 *1 line 6 Replace by:*

...from the point. A dangerous wreck (37°00'20N 26°29'80E) lies 3 cables N of the point. Thence:

Greek Notice 11/204/19 [NP48-No 7-Wk 04/20]

Greece - South Aegean - Nísos Léros - Órmos Lakkí — Prohibited area; historic wrecks

268

After Paragraph 7.325 *1 line 3 Insert:*

An area in which anchoring is seasonally prohibited lies near the head of the bay.

Historic wrecks are situated within this bay. Activities including anchoring are prohibited within a radius of 300 m of an historic wreck. For further information see 7.7.

Greek Chart 451 [NP48-No 1-Wk 34/19]

Greece - South Aegean - Nísos Léros - Órmos Lakkí — Prohibited area; historic wrecks

270

Paragraph 7.336 *1 line 1 Replace by:*

- 1** Anchorage may be obtained in Órmos Lakkí, clear of prohibited areas, in...

Paragraph 7.337 *3 line 2 For Wreck Read* Historic wreckParagraph 7.337 *3 line 3 For Wreck Read* Historic wreckAfter Paragraph 7.337 *3 line 3 Insert:*

Historic wreck (37°06'75N 26°50'06E).

Greek Chart 451 [NP48-No 2-Wk 34/19]

Turkey - South-west coast - Güllük Körfezi - Tekağaç Burnu — Prohibited area

288

After Paragraph 7.473 *2 line 7 Insert:***Traffic regulations 7.473a**

- 1 Prohibited area.** A military area, into which entry is prohibited, surrounds Tekağaç Burnu (37°21'25N 27°11'54E) (7.474).

Turkish Notice 25/100/21 [NP48-No 19-Wk 37/21]

NP48

Turkey - South-west coast - Güllük Körfezi - Tekağaç Burnu — Marine farms

288

Paragraph 7.473a existing Section IV Notice Week 37/21 including headings *Replace by:*

Traffic regulations 7.473a

- 1 **Prohibited area.** A military area, into which entry is prohibited, surrounds Tekağaç Burnu (37°21'·25N 27°11'·54E) (7.474).

Marine farms 7.473b

- 1 Numerous marine farms exist between Düz Burun (7.474) and Tavşan Adası (7.486).

Turkish Notice 14/49/22 [NP48-No 35-Wk 14/23]

Greece - Aegean Sea - Stenó Makrónisou - Lávrion — Anchorage

294

Paragraph 8.17 1 lines 1–5 *Replace by:*

- 1 **Outer anchorage.** A designated anchorage area exists NE of the port, centred on 37°43'·20N 24°04'·75E.

Contact Lávrion Port Authority (8.15) for further information.

Greek Notice 8/121/20 [NP48-No 15-Wk 43/20]

Greece - Aegean Sea - Stenó Makrónisou - Ormos Thorikóu— Anchorage

295

Paragraph 8.24 1 lines 10–11 *Replace by:*

- 2 **Anchorage** may be obtained in depths of less than 18 m, mud and weed, good holding ground, in the middle of the bay.

It can also be obtained in the designated anchorage area (8.17) outside the port of Lávrion (8.14).

Greek Notice 8/121/20 [NP48-No 16-Wk 43/20]

Greece - North Aegean - Thessaloníki — Prohibited anchorage; wrecks

356

After Paragraph 9.275 1 line 4 *Insert:*

Anchoring is prohibited within the vicinity of two historic wrecks (40°37'·56N 22°55'·08E and 40°37'·92N 22°55'·46E) (see 1.56).

Greek Notice 6/114/19 [NP48-No 3-Wk 34/19]

Greece - Aegean Sea - Nísos Ágios Efstrátios — Restricted area

383

After Paragraph 10.144 1 line 6 *Insert:*

Restricted area 10.144a

- 1 An ESSA surrounds Nísos Ágios Efstrátios (10.2), extending up to 1 mile from the shore. Numerous seagrass meadows are charted within the area; anchoring on or near seagrass meadows should be avoided. Local authorities should be contacted for further information.

Greek Chart 323/3 (2021) [NP48-No 20-Wk 46/21]

Greece - Aegean Sea - Nísos Ágios Efstrátios - Ágios Efstrátios — Restricted area

384

Paragraph 10.148 3 line 7 *Replace by:*

...holding ground. See also 10.144a.

Greek Chart 323/3 (2021) [NP48-No 21-Wk 46/21]

Greece - Aegean Sea - Nísos Ágios Efstrátios — Restricted area

385

After Paragraph 10.149 1 line 3 *Insert:*

Restricted area 10.149a

- 1 See 10.144a.

Greek Chart 323/3 (2021) [NP48-No 22-Wk 46/21]

Greece - Aegean Sea - Nísos Ágios Efstrátios — Restricted area

386

After Paragraph 10.161 1 line 4 *Insert:*

Restricted area 10.161a

- 1 See 10.144a.

Greek Chart 323/3 (2021) [NP48-No 23-Wk 46/21]

Turkey - Aegean Sea - Sığacık Körfezi - Sığacık Limanı — Directions; reef

404

Paragraph 11.41 1 lines 1–7 *Replace by:*

- 1 When entering Sığacık Limanı it is usual to pass NW of Eşek Adası, an islet lying about 2½ cables off the S entrance point. Eşek Adası Light (white metal framework tower, 6 m in height) (38°12'·02N 26°46'·14E) is exhibited near the N end of the islet. A reef, marked by a light buoy (N cardinal) (38°12'·08N 26°46'·13E), extends from the NW extremity of the islet for about ½ cable.

Turkish Notice 24/91/22 [NP48-No 36-Wk 31/23]

Greece - Díavlos Oinoussón — Prohibited area

412

Paragraph 11.103 ¹ line(s) 4 *Replace by:*

...Nisída Panagía.

Entry is prohibited into Ormískos Delfíni, a cove at the NW corner of Órmos Kolokythiás (11.115).

Greek Notice 10/165/21 [NP48-No 25-Wk 18/22]

Greece - Díavlos Oinoussón — Prohibited area

413

Paragraph 11.115 ¹ line(s) 4-6 *Replace by:*

...small vessels. The usual anchorage is off Lagkáda. A shallow spit extends offshore for...

Greek Notice 10/165/21 [NP48-No 26-Wk 18/22]

Greece - Díavlos Oinoussón — Prohibited area

414

Paragraph 11.115 ⁵⁻⁶ *Delete*

Greek Notice 10/165/21 [NP48-No 27-Wk 18/22]

Greece - Aegean Sea - Nísos Lésvos - Kólpos Kallonís — Prohibited area

415

After Paragraph 11.133 *Insert:***Prohibited area
11.133a**

¹ Entry is prohibited into an area (39°10'06N 26°12'49E), radius 5 cables, surrounding a scientific instrument, marked by a light buoy (special).

Greek Notices 7/103;109/20 [NP48-No 12-Wk 39/20]

Greece - Aegean Sea - Nísos Lésvos - Kólpos Kallonís — Prohibited area

416

After Paragraph 11.138 ³ line 2 *Insert:*

SE of a prohibited area (39°10'06N 26°12'49E) (11.133a), thence:

Greek Notices 7/103;109/20 [NP48-No 13-Wk 39/20]

Turkey - West coast - Aliağa — Outer anchorages

429-430

Paragraph 11.274 ¹⁻² *Replace by:*

¹ There are eight designated anchorage areas within Aliağa port limits:

Area No 1 (38°49'35N 26°58'11E), for tankers and naval tankers.

Area No 2 (38°52'56N 26°58'52E), for vessels not carrying dangerous cargoes and naval vessels.

Area No 3 (38°52'90N 26°57'00E), for nuclear naval vessels and vessels waiting to be gas free.

Area No 4 (38°46'18N 26°53'09E), an unrestricted anchorage.

Area No 5 (38°48'13N 26°53'14E), for vessels not carrying dangerous cargoes and naval vessels.

Area No 6 (38°48'69N 26°52'84E), an explosives and quarantine anchorage.

Area No 7 (38°51'30N 26°53'64E), for vessels bound for Aliağa Ship Recycling Yard (11.293).

Area No 8 (38°52'73N 27°00'05E), an explosives anchorage.

Turkish Notice 44/209/19; ENC TR402147 (6.004); TR502148 (2.002); TR502150 (2.000); TR502151 (4.004);

[NP48-No 5-Wk 50/19]

Turkey - Approaches to Ayvalık - Dalyan Boğazı — Directions

438

Paragraph 11.333 ⁸⁻¹⁰ *Replace by:*

⁸ **Dalyan Boğazı.** From a position in the vicinity of 39°18'50N 26°36'50E, the track leads ENE, passing:

⁹ NNW of Körkut Burnu (39°18'73N 26°37'60E), the S entrance point of the passage. Körkut Burnu Light (white metal framework tower, 9 m in height) is exhibited from the point, thence:

SSE of a light buoy (S cardinal) (39°19'15N 26°37'83E), thence:

SSE of Dalyan Boğazı Light Beacon (S cardinal, 4 m in height) (39°19'28N 26°38'06E), and:

NNW of a dangerous rocky patch (39°19'13N 26°38'18E).

Thence the track continues to lead ENE, between three pairs of light beacons (white metal towers, lateral bands) marking the limits of Ayvalık Kanalı, into Ayvalık Limanı.

ENC TR502143 (3.000) [NP48-No 6-Wk 52/19]

Greece - Alexandroupoli — Wreck

464

Paragraph 12.205 ¹ lines 4-5 *Replace by:*

...E side 510 m; 6-9 to 10-5 m.

Greek Notice 11/208/19 [NP48-No 8-Wk 04/20]

NP49 Mediterranean Pilot Volume 5 (2020 Edition)**Lebanon — National regulations; navigation**

9

Paragraph 1.72 ² line 5 *Replace by:*

...lanes for the ports of Tráblous and Saída...

NP49

After Paragraph 1.72 3 line 3 *Insert*:

The port of Beyrouth is approached through a TSS (7.129), the use of which is mandatory.

French Notice 22/23; French SD D6

[NP49-No 39-Wk 27/23]

Lebanon — National regulations; navigation

9

Paragraph 1.72 2-3 including existing Section IV Notice Week 27/23 *Replace by*:

2 Vessels must approach approved ports by the recognised sea lanes where they will be subject to regulation by the maritime and customs authorities before continuing to legal ports of destination. The sea lanes for the ports of Trâblous, Saïda and Sour are established as follows:

3 From a distance of 12 miles off the coast, entry should be carried out by navigating on a course of 090° until a distance of 3 miles from the relevant port. Vessels must contact the military authorities on VHF when 12 miles and 6 miles from the relevant port; for the correct VHF channel on which to call, see *ADMIRALTY List of Radio Signals Volume 6(3)*.

4 Exit should be carried out by navigating on a course of 270° from a maximum distance of 3 miles from the relevant port, and maintain this course until reaching a distance of 12 miles off the coast.

The port of Beyrouth is approached through a TSS (7.129), the use of which is mandatory.

UKHO

[NP49-No 44-Wk 30/23]

Libya - Misurata — Dangerous wreck

72

After Paragraph 2.131 1 line 4 *Insert*:

NE of a dangerous wreck (32°23'·41N 15°15'·89E), thence:

Ministry of Economy Misurata Free Zone 16/12/20

[NP49-No 4-Wk 07/21]

Egypt - Mediterranean Sea - Minā' Al Iskandarīyah — Arrival information; anchorages

105

Paragraph 3.80 2 line(s) 4-8 *Replace by*:

Three berths in the North Waiting Area (31°10'·50N 29°51'·15E); radii of 140 m. A wreck, marked by a light buoy (special), lies between berths NA 1 and NA 2.

Two berths in the South Waiting Area (31°10'·50N 29°51'·70E), radii of 185 m.

ENC EG5EGM18

[NP49-No 3-Wk 51/20]

Egypt – Alexandria — Directions; wreck

107

After Paragraph 3.92 1 line 6 *Insert*:

Clear of a dangerous wreck (31°11'·68N 29°46'·52E), reported (2022), thence:

Egyptian Notice 2/22

[NP49-No 25-Wk 33/22]

Egypt - Ṭābiyat al Burj - Abū Qīr — Directions; development

110

Paragraph 3.111 4 lines 1-5 *Replace by*:

NW of an area under development (31°20'·39N 30°03'·04E) (3.128).

ENC EG4EGM12 (4.000)

[NP49-No 7-Wk 21/21]

Egypt - Ṭābiyat al Burj - Abū Qīr — Directions; development

113

Paragraph 3.128 1 lines 1-3 *Replace by*:

1 **Development.** Works are in progress (2021), N and S of Abū Qīr, to expand the existing port and develop Abū Qīr Container Terminal.

Paragraph 3.129 1-3 *Replace by*:

1 **Abū Qīr port.** From a position about 1½ miles N of Jazīrat Disūqī (31°21'·48N 30°06'·36E), the track leads SSW for 1½ miles, passing:

ESE of an area under development (3.128), and: WNW of Culloden Reef (31°22'·00N 30°07'·15E), marked by Nelson Island Light Buoy (N cardinal), thence:

Close WNW of a dangerous rock (31°21'·89N 30°06'·07E), thence:

WNW of Jazīrat Disūqī.

2 **Abū Qīr Leading Lights:**

Front light (white triangle, apex up, black bands on red and white metal tower, 15 m in height) (31°18'·64N 30°04'·92E).

Rear light (similar structure, apex down, 18 m in height) (175 m from front light).

The alignment (195°) of these lights leads 1½ miles SSW along a recommended track, marked by light buoys (lateral), passing:

3 WNW of the foul ground (31°20'·86N 30°05'·92E) extending 8 cables SSW from Jazīrat Disūqī, thence:

WNW of a patch (31°20'·06N 30°06'·03E) of foul ground, on which the sea breaks in rough seas, and:

ESE of the N basin (31°20'·07N 30°04'·87E).

ENC EG4EGM12 (4.000)

[NP49-No 8-Wk 21/21]

**Egypt – Mediterranean Sea – Mīnā' Dumyāt —
LPG and LNG berths; depths**

118

Paragraph 3.177 1 lines 1–4 *Replace by:*

- 1 LPG and LNG terminals located on the NW and W side of the basin, respectively. Depth alongside the LPG terminal is 15.5 m, least depth alongside the LNG terminal is 13.0 m (2021); vessels normally berth port side alongside.

ENC EG5EGM21 3.000 [NP49-No 14-Wk 50/21]

**Egypt - Mediterranean Sea - Port Said —
Directions for entering harbour; wreck**

123

After Paragraph 3.208 1 *Insert:*

Clear of a dangerous wreck (31°42'60N 32°00'00E), position approximate, thence:

Egyptian Notice 18/23 [NP49-No 46-Wk 47/23]

Egypt - Port Said — Moorings

125

Paragraph 3.215 2 line 5 *For 8A Read 7A*

Paragraph 3.215 2 line 11 *For 1B Read 1N*

Paragraph 3.215 2 line 11 *For 3B Read 3N*

Paragraph 3.215 2 line 12 *For 3B Read 3N*

Paragraph 3.215 3 line 2 *For 5B Read 5N*

Paragraph 3.215 3 line 3 *For 7B Read 7N*

UKHO [NP49-No 5-Wk 18/21]

**Egypt - Port Said to Tel Rafah —
Directions; principal marks**

126

Paragraph 3.227 1 line 4 *Replace by:*

Minaret (31°07'53N 33°47'84E) (3.233) at Al 'Arīsh.

Paragraph 3.227 2 lines 5–6 *Replace by:*

Al 'Arīsh Light (31°09'05N 33°49'99E) (3.233).

ENC EG5EGM15 (1.000) [NP49-No 47-Wk 50/23]

Egypt - Port Said to Tel Rafah — Directions

127

Paragraph 3.228 6 line 5 *Replace by:*

(Directions for Al 'Arīsh are given at 3.229)

ENC EG5EGM15 (1.000) [NP49-No 48-Wk 50/23]

**Egypt - Port Said to Tel Rafah - Al 'Arīsh —
Port information**

127

Paragraph 3.229 including headings *Replace by:*

Al 'Arīsh

General information

3.229

- 1 **Position and function.** Al 'Arīsh (31°09'25N 33°49'85E) is a commercial and fishing port.

Topography. The town is situated 1 mile from the coast on low ground on the banks of Wādī al 'Arīsh, amidst palm trees and sand dunes. Numerous buildings are visible from seaward.

Limiting conditions

3.229a

- 1 **Controlling depth.** The approach channel has a least depth of about 12 m. Local authorities should be contacted for the latest information.

Arrival information

3.229b

- 1 **Port operations.** Vessels are not permitted to approach the port until 0600 local time, and must leave one hour before sunset.

Outer anchorage. A designated anchorage area is centred on 31°11'57N 33°49'39E, with depths of about 15 m.

Pilotage is compulsory.

Harbour

3.229c

- 1 **General layout.** The harbour is protected by an outer breakwater which extends about 7½ cables NE from the shore. A small basin is situated at the head of the harbour.

Development. Works are in progress (2023) to construct new berths in the S and E parts of the harbour.

Directions for entering harbour

3.229d

Landmarks:

Minaret (31°07'53N 33°47'84E).

Major lights:

Al 'Arīsh Light (white concrete tower, black bands) (31°09'05N 33°49'99E).

- 2 From a position at the outer end of the approach channel, the track, marked by light buoys (lateral), leads SSE and SW for about 2½ miles to the harbour entrance.

Basins and berths

3.229e

- 1 **Main basin.** The S and the E side are quayed; depths alongside of about 6 to 11 m.

Inner basin. Berth No 1 is 242 m in length with depths alongside of about 7 m; general and bulk cargoes, including white sands and salt.

Port services

3.229f

- 1 **Repairs.** Available.
Other facilities. Medical facilities.
Supplies: bunkers; fresh water; provisions.

ENC EG5EGM15 (3.000) [NP49-No 49-Wk 50/23]

NP49

Greece – Nísos Kríti – Ákra Kokkála to Ákra Lítinos — Marine mammals

129

After Paragraph 4.4 4 *Insert*:

Marine mammals

4.4a

- 1 An area of frequent presence of marine mammals has been designated off the W and SW coasts of Nísos Kríti, between Ákra Kokkála (35°38'·80N 23°34'·65E) and Ákra Lítinos (34°55'·35N 24°43'·92E) (4.50). The area includes Nísída Gavdopoúla (34°56'·00N 24°00'·00E) (4.9) and Nísos Gávδος (34°50'·72N 24°05'·18E) (4.9). Mariners are requested to intensify their lookout within this area, to detect marine mammals and to avoid collision.

UKHO

[NP49-No 29-Wk 51/22]

Turkey - Göçek Limanı - Yassıca Adaları — Directions; buoys

151

Paragraph 5.56 2 line 7 *Replace by*:

...consisting of several islands and rocks; the E-most dangers are marked at their N and S extremities by light buoys (cardinal).

Turkish Notice 22/83/22

[NP49-No 45-Wk 31/23]

Turkey - Fethiye Körfezi - Fethiye Limanı — Directions; buoyage

152

Paragraph 5.62 3 line 5 *Replace by*:

...rocks. These dangers are marked to the SW by a light buoy (isolated danger). Behind Balık Kayası the coast between...

Paragraph 5.65 1 line(s) 4 *Replace by*:

...by a light buoy (isolated danger), on which the sea usually...

Turkish Notice 12/049/2021

[NP49-No 9-Wk 21/21]

Turkey - South coast - Anamur Burnu to Yılanlı Adası — Directions; marine farm

166

After Paragraph 5.179 5 line 4 *Insert*:

SSE of a marine farm (36°05'·51N 33°12'·09E), thence:

Turkish Notice 14/50/22

[NP49-No 36-Wk 14/23]

Turkey - South coast - Mersin — Depths

169

Paragraph 5.201 *Replace by*:

- 1 **Entrance channel.** Depths in the centre of the approach channel generally exceed 15 m; however, depths of 12 m can be found at the extremities of the channel when approaching the harbour entrance. Depths of 10 m or less lie close N of the channel when approaching the entrance.

Inner harbour. The approach to the East Med Hub Container Terminal (5.215) generally exceeds 14 m.

- 2 The channel (5.213) leading to the NE of the harbour generally exceeds 13 m.

Caution. Depths in the approaches and within the harbour are changeable; the Port Authority should be contacted for the latest information on depths and authorised draughts.

ENC TR503331 (7.000)

[NP49-No 37-Wk 14/23]

Turkey - South coast - Mersin — Berths; depths

170

Paragraph 5.215 *Replace by*:

- 1 The principal berthing areas are situated on the N and E sides of the harbour. There are 24 berths handling passengers, containers, dry bulk and general cargoes. The largest berths are at:

East Med Hub Container Terminal (36°48'·13N 34°38'·46E) has 10 berths, numbered 2 to 11. Numbers 7-11 have a continuous length of 660 m. It has been reported (2023) that vessels up to 15 m draught can be accommodated.

- 2 Ataş North and South Terminal (36°48'·17N 34°39'·48E), situated in the NE corner, for the use of tankers; length 300 m including dolphins, charted depth alongside about 10 m.

RoRo facilities are available. Contact the Port Authority for further information.

ENC TR503331 (7.000)

[NP49-No 38-Wk 14/23]

Turkey - South-east coast - İskenderun Körfezi — Prohibited area

175

Paragraph 5.250 1 lines 1-3 *Replace by*:

Traffic regulations

5.250

- 1 **Prohibited areas.** Entry is prohibited into the following areas:

An area (36°53'·40N 35°57'·80E) located about 1¼ miles NE of Botaş (Ceyhan) Oil Terminal (5.255).

Areas around Hunutlu Thermal Power Plant (5.253a), Botaş (Ceyhan) Oil Terminal (5.255) and Botaş (Dörtöl) Oil Terminal (5.258).

Turkish Notice 36/112/20

[NP49-No 1-Wk 44/20]

**Turkey - South-east coast -
İskenderun Körfezi — Terminal**

175

After Paragraph 5.253 2 line 7 *Insert*:

**Hunutlu Thermal Power Plant
5.253a**

- 1 The terminal (36°48'34N 35°51'85E) lies within a restricted area, into which entry is prohibited, and comprises a jetty extending 1¼ miles SE from the shore.

Turkish Notice 36/112/20 [NP49-No 2-Wk 44/20]

**Cyprus - West coast - Cape Drepanum —
Directions; marine protected area**

185

Paragraph 6.13 1 lines 5-6 *Replace by*:

WSW of Manijin Islet (34°53'23N 32°19'36E), which marks the W extremity of a Marine Protected Area into which entry is prohibited, thence:

Corr. Cyprus Department of Land and Surveys 08/11/2021
[NP49-No 15-Wk 15/22]

**Cyprus - West coast - Paphos - Moulia Rocks
— Anchorage; marine protected area**

187

Paragraph 6.27 1 *Replace by*:

- 1 Anchorage may be obtained, in summer, in position 34°43'36N 32°26'49E, close E of Moulia Rocks (6.24) and clear of numerous submarine cables laid further E, in a depth of 10 to 13 m, sand and mud. The holding ground is good and there is fair shelter from W winds. A marine protected area, within which fishing is prohibited, lies close E of the anchorage and a dangerous wreck (34°42'99N 32°26'58E) lies SSE.

Corr. Cyprus Department of Land and Surveys 08/11/2021
[NP49-No 16-Wk 15/22]

**Cyprus - Limassol to Vasilikos —
Directions; prohibited area**

192

After Paragraph 6.65 2 line 4 *Insert*:

**Prohibited area
6.65a**

- 1 Navigation is prohibited within a Marine Protected Area (34°41'01N 33°04'93E) except for government assigned vessels. A navigation channel marked by light buoys (not conforming to IALA system) passes through the area. Two dangerous wrecks lie within the area.

For further details contact local authorities.

Paragraph 6.67 1 lines 1-5 *Replace by*:

- 1 From a position about 3 miles SE of the entrance to Limassol Harbour the track leads ENE, passing: SSE of a Marine Protected Area (34°41'01N 33°04'93E) (6.65a), thence:

Cyprus Department of Lands & Surveys Notice
[NP49-No 10-Wk 30/21]

**Cyprus – Akrotiri Bay – Moni —
Directions; anchorages**

192

Paragraph 6.67 2 line 3 *For* tanker berths *Read* anchorages

Corr. Cyprus Department of Lands and Surveys
[NP49-No 18-Wk 15/22]

**Cyprus – Akrotiri Bay – Moni —
General information**

192

Paragraph 6.68 including headings *Replace by*:

Moni Anchorage

**General information
6.68**

- 1 **Position and function.** Two offshore anchorages front the coast between St Raphael Limassol Marina (34°42'60N 33°10'00E) and the mouth of Moni River, 1½ miles E.
Port Authority. Cyprus Ports Authority (6.14).
Port Operator. Electricity Authority of Cyprus, PO Box 24506, 11 Amfipoleos Street, 2025 Strovolos.

Corr. Cyprus Department of Lands and Surveys
[NP49-No 19-Wk 15/22]

**Cyprus – Akrotiri Bay – Moni —
Arrival information; port operations; pilotage**

192

Paragraph 6.69 1 including heading *Replace by*:

**Spare
6.69**

Corr. Cyprus Department of Lands and Surveys
[NP49-No 20-Wk 15/22]

Cyprus – Akrotiri Bay – Moni — Anchorages

192

Paragraph 6.70 1-3 *Replace by*:

- 1 **Anchorages.** Designated anchorages are established as follows:
Moni Anchorage (34°41'20N 33°10'90E);
Bunkering Area (34°41'20N 33°12'40E).

Corr. Cyprus Department of Lands and Surveys
[NP49-No 21-Wk 15/22]

NP49

Cyprus – Vasilikos Bay – Vasilikos — Arrival information; anchorages; pilotage

193

Paragraph 6.74 2 lines 1–6 *Replace by:*

- 2 **Pilotage** is compulsory for all vessels and available from Larnaca. Pilots board in the following positions, for the following terminals:

Vassiliko Cement (34°42'·63N 33°20'·05E);

VTTV (34°42'·15N 33°19'·92E);

SPM and Skyra Vassas (34°41'·73N 33°18'·02E).

For further information, see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Corr. Cyprus Department of Lands and Surveys

[NP49-No 22-Wk 15/22]

Cyprus – Vasilikos Bay – Vasilikos — Directions; marine farm

193

Paragraph 6.76 1 lines 1–2 *Replace by:*

- 1 From seaward to the harbour the chart is sufficient guide, noting a marine farm (34°41'·46N 33°19'·15E).

Corr. Cyprus Department of Lands and Surveys

[NP49-No 23-Wk 15/22]

Cyprus - Larnca Bay — Traffic regulations; marine reserve

196

After Paragraph 6.105 1 line 4 *Insert:*

Traffic regulations 6.105a

- 1 **Prohibited areas.** Areas into which entry is prohibited surround two wrecks, marked by light buoys (wreck), which lie within a marine reserve (34°57'·73N 33°41'·18E) in the NW part of Larnaca Bay; the reserve is a Marine Protected Area in which fishing is prohibited.

Corr. Cyprus Department of Land and Surveys (19/02/21)

[NP49-No 6-Wk 21/21]

Cyprus - Larnaca to Cape Greco - Makronisos — Directions

197

Paragraph 6.107 3 lines 3–8 *Replace by:*

S of Makronisos (34°58'·83N 33°57'·27E), a small point of land projecting 1 cable from the coast. Agia Napa Marina (6.117) lies 4 cables W of the point; a light is exhibited from the breakwater head. Thence:

Cyprus National Hydrographic Committee

[NP49-No 30-Wk 09/23]

Cyprus - Larnaca to Cape Greco - Makronisos — Marina

198

After Paragraph 6.113 1 line 1 *Insert:*

Anchorages and harbours

Agia Napa Marina

6.113a

- 1 **Description.** Agia Napa Marina (34°58'·67N 33°56'·74E) is a small marina located W of Makronisos (6.110).

Useful marks:

Outer breakwater light (concrete tower, 10 m in height) (34°58'·68N 33°56'·88E).

Anchorage may be obtained in the vicinity of 34°58'·30N 33°57'·30E.

Cyprus National Hydrographic Committee

[NP49-No 31-Wk 09/23]

Cyprus - West coast - Chrysochou Bay — Prohibited area

203

After Paragraph 6.162 2 line 7 *Insert:*

- 3 **Prohibited area.** Navigation and fishing are prohibited within a Marine Protected Area (35°02'·77N 32°22'·45E) situated about 1 mile WNW of Lachi (6.165).

Corr. Cyprus Department of Land and Surveys 08/11/2021

[NP49-No 17-Wk 15/22]

Lebanon - Beyrouth — Arrival information; outer anchorages

222-223

Paragraph 7.127 *Replace by:*

- 1 Designated anchorage areas are established centred on:

33°54'·75N 35°30'·88E.

33°56'·37N 35°34'·11E.

33°57'·47N 35°34'·79E.

Caution. In winter, a large ground swell may occur near the main breakwater. Charted wrecks and obstructions lie within the anchorages.

- 2 **Jun el Khudr anchorage** (33°54'·70N 35°34'·00E) is located on the SE side of Jun el Khudr, in a depth of about 20 m, stiff mud.

French Notice 11/11(P)/23

[NP49-No 40-Wk 27/23]

Lebanon - Beyrouth — Arrival information; pilotage

223

Paragraph 7.128 *Replace by:*

- 1 Pilotage is compulsory and available during daylight hours only. Pilots board in position 33°55'·19N 35°32'·70E, within the precautionary area (7.134). The pilot vessel has a red hull with white superstructure.

For further information, see *ADMIRALTY List of Radio Signals Volume 6(3)*.

French Notice 11/11(P)/23

[NP49-No 41-Wk 27/23]

**Lebanon - Beyrouth — Arrival information;
traffic regulations**

223

Paragraph 7.129 including heading *Replace by*:

Traffic regulations

7.129

- 1 **Traffic Separation Scheme.** A TSS, not adopted by IMO, has been established in the approaches to Beyrouth. Its use is mandatory for entry into Lebanese territorial waters.

The Lebanese Government advise that the principles for the use of the routing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

- 2 **Restricted area.** Anchoring is prohibited within 1¼ miles of the coast between Râs Minat el Hussein (33°54'·19N 35°29'·55E) and a point 5 cables E, due to submarine cables. Anchoring is also prohibited off the entrance to the harbour.

French Notice 11/11(P)/23 [NP49-No 42-Wk 27/23]

**Lebanon - Beyrouth — Directions;
approaches; entrance channel**

223-224

Paragraph 7.134 including heading *Replace by*:

Approaches

7.134

- 1 From a position about 12 miles WNW of Râs Beyrouth (33°54'·01N 35°28'·18E), in the vicinity of the outer end of the TSS (7.129), the track leads E through the inbound lane, to a position about 1½ miles NNW of N breakwater head (33°54'·96N 35°31'·97E).

Thence the track leads SE for about 1½ miles, through a precautionary area, to the pilot boarding position (7.128).

Entrance channel

7.134a

- 1 From the vicinity of the pilot boarding position the track leads WSW into the harbour, passing:

SSE of a light buoy (starboard hand) (33°55'·02N 35°32'·04E) marking the head of the breakwater, thence:

SSE of N breakwater head, thence:

NNW of the W end of the detached breakwater (33°54'·68N 35°32'·16E).

- 2 **Caution.** Numerous wrecks and obstructions are situated within, and on the approach to, the harbour.

Mariners should also obtain up-to-date information concerning any development works prior arrival.

- 3 **Useful marks:**

Light (metal tower) (33°54'·96N 35°31'·97E) exhibited from the breakwater head.

Light (red metal tower) (33°54'·73N 35°31'·98E) exhibited from the W head of the detached breakwater.

Light (metal tower) (33°54'·68N 35°32'·07E) exhibited from the elbow head of the detached breakwater.

- 4 Light (green metal tower) (33°54'·67N 35°32'·32E) exhibited from the E head of the detached breakwater.
Saint Francis Asylum (large crucifix) (33°54'·09N 35°35'·05E).

French Notice 11/11(P)/23 [NP49-No 43-Wk 27/23]

**Israel - Tel Aviv-Yafo to Ashdod —
Directions; major light**

236

After Paragraph 7.234 2 line 5 *Insert*:

Ashdod Main Breakwater Light (31°50'·98N 34°38'·22E) (7.246).

GB Chart 1591 (2022) [NP49-No 32-Wk 12/23]

Israel - Tel Aviv-Yafo to Ashdod — Directions

236

Paragraph 7.235 1-4 *Replace by*:

- 1 From a position about 10 miles WNW of Tel Aviv-Yafo (7.223) the track leads SSW through the recommended fairway, passing:

- 2 WSW of firing practice areas No 24 (31°57'·68N 34°38'·91E) and No 82 (31°53'·66N 34°37'·55E). See also 7.232. And:

WNW of the mouth of Nahal Soreq (31°56'·14N 34°42'·28E). E Nabī Rūbīn, a white minaret, stands on the S bank of the river 1½ miles within its mouth. Thence:

- 3 WNW of a marine farm (31°53'·95N 34°32'·47E) (7.233).

The track then leads to a precautionary area centred on 31°52'·62N 34°29'·06E, WNW of Ashdod.

Useful marks:

A rocky bluff (31°55'·03N 34°43'·01E), 12 m high, is situated S of the mouth of Nahal Soreq and is the only noticeable feature on the coast.

(Directions for the coastal route continue at 7.260)

(Directions for Ashdod are given at 7.246)

UKHO [NP49-No 11-Wk 50/21]

Israel - Ashdod — Traffic regulations

236

Paragraph 7.243 1-2 *Replace by*:

- 1 **Restricted areas.** A prohibited anchoring and fishing area of 2 to 5 cables width encloses two submarine gas pipelines which come ashore close N of the harbour entrance. The first pipeline continues N at a distance of approximately 1½ miles from the coast, coming ashore at Tel Aviv Power Station (7.225) and Nahal Hadera (7.216). A pipeline also extends approximately 20 miles WSW to Mari-B gas production platform (7.261); a second pipeline connects the platform to the Tamar gasfield (7.94), 76 miles NNW.

- 2 Anchoring and fishing are prohibited in an area which encompasses the port of Ashdod (7.236).

NP49

Prohibited area. Entry is prohibited to an area within about ½ cable of the seaward side of the main breakwater (7.244), a section near the inside root of the main breakwater and berth 20 and the N side of the Eitan Terminal (7.248).

GB Chart 1591 (2022) [NP49-No 33-Wk 12/23]

Israel - Ashdod — Directions; major light

237

After Paragraph 7.246 1 line 9 *Insert:*

Ashdod Main Breakwater Light (tower, 18 m in height) (31°50'·98N 34°38'·22E).

GB Chart 1591 (2022) [NP49-No 34-Wk 12/23]

Israel - Ashdod to Tel Rafah — Directions

238

Paragraph 7.255 1 *Replace by:*

- 1 From a position WNW of Ashdod (31°50'·50N 34°38'·50E) the coastal route leads WSW, for a distance of about 33 miles, to a position NW of Tel Rafah (31°19'·42N 34°13'·03E) (3.228).

UKHO [NP49-No 12-Wk 50/21]

Israel - Ashdod to Tel Rafah — Directions; major lights

239

After Paragraph 7.260 3 line 3 *Insert:*

Ashdod Main Breakwater Light (31°50'·98N 34°38'·22E) (7.246).

GB Chart 1591 (2022) [NP49-No 35-Wk 12/23]

Israel - Ashdod to Tel Rafah — Directions

239

Paragraph 7.261 1-5 *Replace by:*

- 1 From the precautionary area WNW of Ashdod (31°50'·45N 34°38'·43E) the track leads WSW, passing:
- NNW of Ashqelon Oil Terminal (31°39'·00N 34°30'·00E) (7.262), thence:
 - NNW of Mari-B gas production platform (7.259), thence:
- 2 NNW of Daribat el Bahr (31°31'·60N 34°25'·88E), the port of Gaza. The custom house (black and white building with flagstaff) stands close to a small landing pier. Thence:
- NNW of Security Areas L and M (7.259), thence:
 - NNW of Khan Yunis (31°20'·65N 34°18'·80E) which lies 2½ miles inland near the crest of a gentle slope behind the sand hills. It is visible from seaward but the houses closely resemble the sandy foreground.

- 3 The track then leads to a position NW of Tel Rafah (31°19'·42N 34°13'·03E)

(Directions for the coast of Egypt are given in the reverse direction at 3.227)

UKHO [NP49-No 13-Wk 50/21]

Israel - Ashqelon Oil and Coal Terminal — Arrival information; anchorages

239

After Paragraph 7.265 2 line 2 *Insert:*

Outer anchorages

7.265a

- 1 Anchor berths, numbered 1 to 4, are situated 3 miles NW of the port of Ashqelon (7.262) in a depth of about 32 m, mud and shells.

ENC I1400325 (1.000) [NP49-No 24-Wk 18/22]

Israel - Mediterranean Sea - Ashqelon — Arrival information; pilotage

239

Paragraph 7.266 1 lines 1-3 *Replace by:*

- 1 Pilotage is compulsory and provided from Ashdod. Pilots board in position 31°40'·00N 34°29'·00E or at the anchorage.

Corr. Israeli HO 16/02/22 [NP49-No 26-Wk 38/22]

Israel - Mediterranean Sea - Ashqelon — Arrival information; pilotage

239

Paragraph 7.266 1 including existing Section IV Notice Week 38/22 *Replace by:*

- 1 Pilotage is compulsory. Pilots board in position 31°40'·00N 34°29'·00E or at the anchorage. For further information, see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Corr. Ashqelon Port (23/02/22) [NP49-No 27-Wk 44/22]

Israel - Mediterranean Sea - Ashqelon — Basins and berths

240

Paragraph 7.271 1-2 *Replace by:*

- 1 Positioned as follows:
- No 1 Berth (31°40'·04N 34°31'·22E) is marked by a light buoy. Tankers up to 130 000 dwt, 270 m in length and 17.5 m draught moor in a depth of about 22 m, using both anchors with the stern secured to mooring buoys.
 - 2 No 2 Berth (31°39'·41N 34°31'·01E) marked by a light buoy. Vessels moor in a depth of about 19 m. Tankers up to 100 000 dwt, 270 m in length and 15 m draught can be accommodated.

Corr. Ashqelon Port (23/02/22) [NP49-No 28-Wk 44/22]

**NP50 Newfoundland and Labrador Pilot
(2016 Edition)**

**Canada - Regulations —
Controlled Access Zones**

11

Paragraph 1.57 *1* line 1 *For Her Read His*

UKHO

[NP50-No 29-Wk 47/22]

Canada — Regulations

13

Paragraph 1.67 *1-3* including heading *Replace by:*

**Protection of the environment
1.67**

1 Conservation of Marine Mammals and aquatic species. The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act (SARA)*. *The Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.

2 Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.

Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.

3 *Ballast water Control and Management Regulations* as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.

4 **National Wildlife Areas (NWAs)** are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.

5 **Marine Protection Areas (MPAs)** have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

6 **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also www.parkscanada.gc.ca.

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see www.notmar.gc.ca.

Canadian Eastern Notice 3/306/19

[NP50-No 17-Wk 17/19]

**Canada - Newfoundland - St John's Harbour —
Directions; ODAS buoy**

93

After Paragraph 2.30 *1* line 6 *Insert:*

N of a submerged ODAS buoy (47°33'·21N 52°34'·47W), depth 20 m, thence:

Canadian Notice 6/4846/20

[NP50-No 22-Wk 32/20]

**Canada - Newfoundland - St John's Harbour to
North Head — Directions; ODAS buoy**

97

After Paragraph 2.42 *1* line 3 *Insert:*

ESE of a submerged ODAS buoy (47°33'·21N 52°34'·47W), depth 20 m, thence:

Canadian Notice 6/4846/20

[NP50-No 23-Wk 32/20]

**Canada - Newfoundland -
Placentia Bay — Depths**

130

Paragraph 3.150 *1* *Replace by:*

1 Between the dangers off-lying Jude Island and those farther to seaward in Placentia Bay there is a channel about 3½ miles wide with depths of 37 m or more, except for Joe Rock (47°10'·83N 54°46'·74W) which lies on a small bank, with a least depth of 16·6 m, near the middle of the channel, and two patches reported to be 27·4 m 6 cables SSW and 2½ miles SW respectively from Joe Rock.

2 A depth of 16·1 m lies in position 47°08'·57N 54°51'·26W. Spicer Rock (47°14'·70N 54°41'·45W) lies on another small bank, with a least depth of 14·9 m, at the N end of the channel, with another patch with a least depth of 14·6 m, 1½ miles farther E.

Canadian Notice 6/4016/18

[NP50-No 5-Wk 30/18]

**Canada - Newfoundland - Placentia Bay -
Rushoon Harbour and Jigging Cove —
Directions**

134

Paragraph 3.165 *3* *Replace by:*

3 **Directions.** There are no specific directions for entering Rushoon Harbour and Jigging Cove but attention is drawn to a 1·8 m patch, close SW of Nipper Head, and to a rock (47°20'·59N 54°54'·85W), marked by PR Light Buoy (isolated danger).

Canadian Eastern Notice 2/4615/22; ENC CA376176 (2.004)

[NP50-No 30-Wk 47/22]

NP50

Canada – Newfoundland – Placentia Bay – Oderin Harbour — Directions; buoy

136

Paragraph 3.182 1 lines 6–12 *Replace by:*

Canadian Eastern Notice 10/4615/21

[NP50–No 26–Wk 10/22]

Canada – Newfoundland – Placentia Bay – Oderin Harbour — Directions; buoys

136–137

Paragraph 3.182 2 lines 1–7 *Replace by:*

- 2 Thence keep to the N side of the harbour to avoid a 1.8 m patch lying 2¾ cables SE of Spurrier Point, and Breeches Rock (47°17'61N 54°48'41W) which lies almost in the middle of the fairway, 1¼ cables W of the inner point on the N shore.

Canadian Eastern Notice 10/4615/21

[NP50–No 27–Wk 10/22]

Canada – Newfoundland – South coast – Placentia Bay – North Harbour — Fish haven

145

Paragraph 3.230 2 lines 4–5 *Replace by:*

...havens have been established 4 cables WSW and 6 cables SSW of Charley Rock (47°51'76N 54°04'82W) respectively.

Canadian Eastern Notice 7/4839/18

[NP50–No 6–Wk 35/18]

France – Île Saint-Pierre and Miquelon — Directions; depth

149

Paragraph 4.17 1 line 9 *For* 22 m (12 fm)
Read 15.7 m (51 ft)

French Notice 42/268/18

[NP50–No 11–Wk 47/18]

Canada – Newfoundland – Burin Peninsula — Directions; buoy

149

Paragraph 4.17 2 line 11 *Replace by:*

...And:
Clear of a submerged buoy (ODAS) (46°52'78N 56°01'62W) with a depth of 4.8 m, thence:

ENC CA376164

[NP50–No 12–Wk 47/18]

France – Île Saint-Pierre and Miquelon – Port de Saint-Pierre — Speed limit

152

After Centre heading **Arrival information** *Insert:*

Port operations

4.33a

- 1 The speed limit within the port is 5 kn.

French Notice 50/G4 (2009) 2.4.5/17

[NP50–No 4–Wk 02/18]

France – Île Saint-Pierre and Miquelon — Pilotage

152

Paragraph 4.35 1 lines 1–4 *Replace by:*

- 1 Pilotage is compulsory for all vessels of more than 35 m in length. The pilot boards at 46°48'37N 56°07'73W or, in bad weather, 5 cables within the roadstead.

French Notice 42/275/19

[NP50–No 19–Wk 46/19]

France – Île Saint-Pierre and Miquelon — Directions; buoy

155

Paragraph 4.52 1 line 5 *Replace by:*

...the S extremity of Miquelon, and:
Clear of a submerged buoy (ODAS) (46°45'45N 56°26'62W) with a depth of 4.8 m, thence:

After Paragraph 4.53 2 line 4 *Insert:*

ESE of an isolated shoal (46°59'40N 56°12'48W) with a depth of less than 10 m, thence:

French Notice 42/268/18

[NP50–No 13–Wk 47/18]

France – Newfoundland – Petite Miquelon — Directions; depth

155

Paragraph 4.53 1 line 12 *For* 10.4 m *Read* 9.0 m

French Chart 7640

[NP50–No 10–Wk 40/18]

France – Île Saint-Pierre and Miquelon — Anchorage

156

After Paragraph 4.55 1 line 7 *Insert:*

- 2 An anchorage area for vessels carrying dangerous cargoes has been established, centred on 46°57'55N 56°32'65W.

French Notice 42/268/18

[NP50–No 14–Wk 47/18]

**France – Île Saint-Pierre and
Miquelon — Pilotage**

156

After Paragraph 4.56 1 line 5 *Insert*:

Pilotage. Pilotage is compulsory within the Anse de Miquelon for all vessels of more than 35 m in length.

French Notice 42/275/19 [NP50-No 20-Wk 46/19]

**France - Newfoundland -
Anse de Miquelon — Anchorage**

156

Paragraph 4.56 3 lines 7-9 *Replace by*:

Anchorage is not recommended, however, because of the numerous marine farms, and two submarine cables that have been laid through the centre of the bay. Vessels should be ready to leave immediately when strong NE and E winds occur, sending a sea into the bay.

French Notice 34/267/18 [NP50-No 9-Wk 38/18]

**Canada - Newfoundland - South coast -
Fortune Harbour — Anchorage**

158

Paragraph 4.68 1 lines 1-2 *Replace by*:

1 **Anchorage.** Vessels can obtain anchorage in fine weather in The Bight (4.66) in depths from 11 to 18 m, keeping clear of a submarine cable laid to the E, but...

Canadian Eastern Notice 1/4832/19 [NP50-No 16-Wk 08/19]

**Newfoundland - Fortune Bay -
Fortune Harbour — Buoyage**

158

Paragraph 4.69 1 line(s) 11 *For VF4 Read VF2*

Paragraph 4.69 1 line(s) 13 *For VF2 Read VF4*

Canadian Eastern Notice 11/4832/19 [NP50-No 21-Wk 02/20]

**Canada – Newfoundland - South coast -
Long Point to La Poile Bay — Directions; buoy**

189

Paragraph 5.72 2 lines 3-12 *Replace by*:

SSW of a rock (47°38'·00N 58°20'·90W), with a depth of 5.1 m, lying in the S approach to Rôti Bay. The W side of the entrance to Rôti Bay (47°39'·82N 58°18'·84W) is encumbered by Jacques Island (47°39'·39N 58°19'·89W) and between Jacques Island and some smaller islands about 1 mile E, there are a number of above and below-water rocks and shoals. Thence:

Canadian Eastern Notice 2/4824/22 [NP50-No 31-Wk 47/22]

**Canada – Newfoundland – South coast –
La Poile Bay to Tinker Island — Directions; buoy**

191

Paragraph 5.84 5 *Replace by*:

5 The track then leads to a position SSE of Taylor Shoal (47°36'·23N 58°39'·17W).

Canadian Eastern Notice 2/4639/22 [NP50-No 32-Wk 47/22]

**Canada - Newfoundland - West coast -
Port Harmon — Limiting conditions; depths**

206

Paragraph 6.31 1 *Replace by*:

1 **Controlling depth.** The entrance channel has a maintained depth of 8.6 m (2020).

The turning basin (48°31'·68N 58°31'·66W) is dredged to 10.1 m (2020). Silting occurs in the harbour, for the latest information on depths the Harbour Master should be consulted.

Canadian Eastern Notice 9/4885/21 [NP50-No 24-Wk 51/21]

**Canada - Newfoundland - Conception Bay -
Holyrood Harbour — Pilotage**

240

Paragraph 7.73 1 lines 4-6 *Replace by*:

Pilotage is compulsory for merchant vessels. The pilot boards in position 47°29'·65N 53°06'·35W.

Canadian Eastern Notices 7/4847, 4848/22 [NP50-No 33-Wk 51/23]

**Canada - Newfoundland - Notre Dame Bay -
Approaches to Halls Bay — Directions; buoy**

340

Paragraph 9.233 2 line(s) 7-11 *Replace by*:

ESE of Black Rock (49°38'·29N 55°45'·88W) and Black Rock Sunker (49°38'·20N 55°45'·97W), which dries 0.6 m (2 ft), marked close ESE by DLB Light Buoy (E cardinal), and on which the sea usually breaks.

Canadian Eastern Notice 9/4592/21 [NP50-No 25-Wk 51/21]

**Canada - Newfoundland - North-east coast -
Bide Arm — Directions; obstruction**

362

Paragraph 10.68 3 line(s) 4 *Replace by*:

...entrance point. An 8 m (26 ft) obstruction (50°47'·36N 56°06'·13W), reported (2018), lies about 2½ miles NNE of Bide Head.

Canadian Eastern Notice 4/19, ATL 101/13 [NP50-No 18-Wk 21/19]

NP50

Labrador - Strait of Belle Isle Approaches — Caution; ODAS

375

After Paragraph 11.2 4 line 7 *Insert*:

Caution. There is a subsurface Ocean Data Acquisition System (ODAS), with a depth of 25 m, NE of Belle Island in position 52°42'·39N 53°46'·87W.

Canadian Eastern Notice 11/4006/18

[NP50-No 15-Wk 01/19]

Canada - Labrador - East coast - Lake Melville — Dumping ground

428

Paragraph 12.185 1 lines 5-6 *Replace by*:

...anchor in this area.

Canadian Eastern Notice 7/4728/18

[NP50-No 7-Wk 35/18]

Canada - Labrador - Hamilton Inlet - Lake Melville — Directions; buoy

429

Paragraph 12.190 2 lines 7-9 *Replace by*:

SE of Blake Shoal (53°34'·52N 59°56'·85W), thence:

Canadian Eastern Notice 10/5165/21

[NP50-No 28-Wk 10/22]

Canada - Labrador - East coast - Goose Bay — Dumping ground

432

Paragraph 12.209 including heading *Replace by*:

**Spare
12.209**

Canadian Eastern Notice 7/4728/18

[NP50-No 8-Wk 35/18]

Canada - Labrador - Goose Bay Narrows — Directions; buoyage; depths; controlling depths

433

Paragraph 12.214 1 lines 10-12 *Replace by*:

SSE of the W extremity of shoal water extending W from Rabbit Island. H20 Light Buoy (starboard hand) (53°23'·07N 60°11'·30W) and H21 Light Buoy (port hand) mark the limits of the shoal water to the N and S of the channel, respectively. A shoal depth of 8·5 m is reported (2016) to lie close ESE of H21 Light Buoy. Thence:

Canadian Notices 8/4728 & 5052/16

[NP50-No 1-Wk 39/16]

Canada - Labrador - Goose Bay Narrows to Terrington Basin — Directions; shoal

433

Paragraph 12.214 1 lines 10-12 including existing Section IV Notice Week 39/16. *Replace by*:

SSE of the W extremity of shoal water extending W from Rabbit Island. H20 Light Buoy (starboard hand) (53°23'·07N 60°11'·30W) and H21 Light Buoy (port hand) mark the limits of the shoal water to the N and S of the channel, respectively. A shoal depth of 7·3 m (24ft) lies close NNW of H21 Light Buoy. Thence:

Canadian Notice 3/4728/17

[NP50-No 2-Wk 18/17]

Canada - Labrador - Goose Bay Narrows — Directions; buoyage; depths; controlling depths

454

Paragraph 13.111 1 lines 1-3 *Replace by*:

1 There is a least charted depth along the inshore route of 5·5 m (56°27'·20N 61°33'·93W) in The Bridges Passage (13.118).

Canadian Notices 8/4728 & 5052/16

[NP50-No 3-Wk 39/16]

NP51 New Zealand Pilot (2021 Edition)

New Zealand — Ocean dangers; vigias

2

Paragraph 1.9 1 line 7 *For* 11.23 *Read* 11.6

UKHO

[NP51-No 18-Wk 26/23]

New Zealand — Fishing; coastal and offshore fishing

2

Paragraph 1.17 3 line 6 *For* 11.9 *Read* 11.4

UKHO

[NP51-No 19-Wk 26/23]

New Zealand — Regulations; protection of wildlife

6

Paragraph 1.51 1-2 *Replace by*:

1 **Marine reserves** have been established in specified areas of the territorial sea, seabed and foreshore which are managed by the Department of Conservation for scientific study for the preservation of wildlife and the marine habitat.

It is an offence to undertake fishing, collect seafood or marine life, remove any part of the seafloor or discharge any waste, sewerage or rubbish. Fines of up to \$250 000 and/or six months imprisonment may apply under the Marine Reserves Act 1971 for any offences committed.

- 2 **Marine Mammal Protection** regulations place strict requirements on any vessel or person encountering marine mammals and require commercial vessels and operators to hold a permit.

It is an offence to approach marine mammals closer than certain distances, to exceed certain speeds, or to manoeuvre in front of some marine mammals, or undertake any commercial activity without a permit.

- 3 **Nature reserves.** The outlying islands and other places in New Zealand are designated wildlife sanctuaries, as mentioned in the text. Areas designated as marine reserves and wildlife sanctuaries are shown on the charts.

Unless otherwise stated, landing and entry is by written permit issued by the Department of Conservation and is usually restricted to persons concerned with management or scientific tasks.

- 4 Some species of wildlife, particularly birds, are protected. It is a punishable offence to take or to have them, alive or dead, or their eggs or feathers in unauthorised possession.

Full details can be obtained from the Department of Conservation.

Corr. Regional Harbour Master Environment Canterbury 22/06/23 [NP51-No 57-Wk 29/23]

New Zealand — Environment protection; mandatory areas to be avoided

6

After Paragraph 1.52 1 *Insert:*

In the vicinity of Snares Island (6.11). Restricted areas have been established around Snares Island. Vessels must not approach within 1000 m of mean high water springs unless permitted to do so. For further information contact the Department of Conservation.

After Paragraph 1.52 3 *Insert:*

In the vicinity of Kermadec Islands (11.4). The waters around all Kermadec Islands and rocks, out to the limit of the Territorial Sea limit (12 miles) are a marine reserve. The following regulations apply:

All fishing and other extractive activities are prohibited.

Activities that interfere with or disturb marine life are also prohibited.

It is an offence to discharge any toxic pollutant or rubbish into the reserve.

Fines of up to \$250 000 and/or six months imprisonment may apply under the Marine Reserves Act 1971 for any offences committed.

Vessels must not approach within 600 m of mean high water springs unless permitted to do so. For further information contact the Department of Conservation.

After Paragraph 1.52 5 *Insert:*

Bounty Plateau (11.52). Restricted areas have been established around all islands in this area, including Bounty Islands and Antipodes Islands. Vessels must not approach within 1000 m of mean high water springs unless permitted to do so. For further information contact the Department of Conservation.

Campbell Plateau (11.64). Restricted areas have been established around all islands in this area including Auckland Islands and Campbell Island. Vessels must not approach within 1000 m of mean high water springs unless permitted to do so.

There are various controls on anchorage location and vessel sizes permitted in the anchorages which are covered in the individual sections. For further information contact the Department of Conservation.

Corr. Regional Harbour Master Environment Canterbury 12/05/23 [NP51-No 20-Wk 26/23]

New Zealand — Natural conditions; volcanic activity

10

Paragraph 1.74 1-2 *Replace by:*

- 1 Volcanic activity may have serious impacts on navigation and safety. Volcanic eruptions may be violent or explosive, may release large amounts of debris, emit steam or harmful gases, and can change depths even in surveyed areas. For general information on volcanic activity, see *The Mariner's Handbook*.

The Tonga-Kermadec arc is actively volcanic; see 11.6 regarding activity in Kermadec Islands.

In the sea area N of New Zealand there are active submarine volcanoes which are not related to the volcanic arc; for details see 11.6

- 2 White Island (37°31'00S 177°11'00E), in Bay of Plenty, is an active volcano continually emitting steam which erupted in 1914, ejecting a tremendous volume of boiling mud. The volcano erupted again explosively in 2019, with an extensive ash plume, and emissions of steam and toxic gas. Further activity has been reported though 2023. Volcanic activity was reported (1992) centred on position 36°11'95S 177°59'15E.

UKHO [NP51-No 21-Wk 26/23]

New Zealand — Ice conditions; icebergs

14

Paragraph 1.99 1 *Replace by:*

- 1 Icebergs may be encountered as far N as 43°55'S but their occurrence is infrequent.

Corr. Regional Harbour Master Environment Canterbury 22/06/23 [NP51-No 58-Wk 29/23]

North Island - West coast - Port Taranaki — Arrival information; outer anchorage

91

Paragraph 2.226 2 *Replace by:*

- 2 Care should be taken to avoid a submarine cable laid in a SE-NW direction extending from the shore. ENC NZ504432 (3.003) [NP51-No 9-Wk 15/23]

NP51

South Island - Tasman Bay - Okuri Point to Nelson — Directions; ODAS light buoys

111

After Paragraph 3.125 2 line 8 *Insert*:

NW of an ODAS light buoy (41°06'90S
173°26'93E), thence:

Paragraph 3.125 3 lines 3-7 *Replace by*:

...lies 6 cables SW. And:
Clear of two ODAS light buoys (41°07'94S
173°21'78E and 41°09'95S 173°19'18E),
thence:
NW of Schnapper Light (41°12'19S 173°19'41E)
(3.138).

Thence the track continues SW to a position N of
Nelson, in the vicinity of the pilot boarding place.

New Zealand Notice 11/44/22

[NP51-No 10-Wk 20/23]

North Island - Wellington - Harbour — Development

125

After Paragraph 4.57 3 *Insert*:

Development 4.57a

- 1 Works are in progress (2022) in an area
surrounding Point Howard (4.71) and Seaview Wharf.
All vessels are requested to stay clear.

New Zealand Notice 6/34/22

[NP51-No 6-Wk 50/22]

South Island - Milford Sound - Harrison Cove — Anchorage; mooring buoys

165

Paragraph 5.114 2 lines 3-9 *Replace by*:

Mooring buoys are situated in the E bight.

New Zealand Notice 11/45/22

[NP51-No 11-Wk 20/23]

South Island - Snares Islands — Restricted area

184

After Paragraph 6.11 2 line 3 *Insert*:

Restricted area. A restricted area has been
established around Snares Islands. See 1.51 and
1.52.

Corr. Regional Harbour Master Environment Canterbury
12/05/23

[NP51-No 22-Wk 26/23]

South Island - Foveaux Strait - Dog Island — General information; wildlife reserve

197

After Paragraph 6.79 1 line 7 *Insert*:

Wildlife reserve is established on Dog Island.
Landings are prohibited without permission. For further
information contact the Motu Piu Charitable Trust; see
also 1.51.

Corr. NZ Hydrographic Authority 10/01/23

[NP51-No 50-Wk 29/23]

North Island - Bay of Islands - Renown Anchorage — Marine mammal sanctuary; speed restriction

218

After Paragraph 7.50 3 line 3 *Insert*:

Marine mammal sanctuary is established covering
the waters of the bay, S of a line joining Cape Wiwiki
and Cape Brett. Vessels must keep 300 m clear of all
marine mammals within the sanctuary. Further details
can be found at www.doc.govt.nz/boi-mms. See also
1.51.

- 4 **Speed restriction** of 5 kn is in force within marine
mammal safe zones between Motuarohia Island and
Moturua Island (35°13'40S 174°11'40E), and within
the bay enclosed by a line between Tapeka Point
(35°14'50S 174°07'20E) and Whangaiwahine Point
(35°14'96S 174°11'31E).

New Zealand Notice 2/22

[NP51-No 4-Wk 22/22]

North Island - Whangarei Harbour — Arrival information; anchorages

230-231

Paragraph 7.117 1-4 *Replace by*:

- 1 **Outer anchorage.** The following anchorages have
been established:

A-1 to A-4, about 1¼ cables radius, are located
about 3 miles ESE of Busby Head (35°51'70S
174°31'88E) (7.124), in about 40 m, sand and
shell.

B-1 to B-5, about 1¼ cables radius, are located
about 5½ miles SSE of Busby Head, in about
30 m.

Small craft can also anchor on the E side of the
harbour entrance, between Home Point (35°19'13S
174°22'67E) and Calliope Bank (35°50'00S
174°31'00E), in 8 to 11 m, at the entrance to
Urquharts Bay (35°50'70S 174°32'00E). The bay
should not be entered farther than is necessary to
obtain shelter from S winds, and care should be taken
to ensure a vessel will swing clear of drying rocks
which fringe the shore NE of Home Point.

- 2 **Quarantine anchorages** are located ENE of outer
anchorage area B, see above; depth 37 m, about
1¼ cables radius, in the following positions:

Q1 (35°56'30S 174°34'29E).

Q2 (35°56'91S 174°34'57E).

Caution. An area of foul ground consisting of rock
and sand, exists S of Fairway Light Buoy (35°53'25S
174°33'15E).

3 **Prohibited anchorage.** Anchoring is prohibited, in the vicinity of submarine power cables laid:

Between Marsden Point (35°50'·34S 174°29'·98E) and Marsden Point front leading beacon, (35°51'·05S 174°30'·68E).

NW, E and ESE from either side of One Tree Point (35°49'·12S 174°27'·24E).

4 S and ESE across Wellington Reach (35°46'·40S 174°22'·50E) to Tamaterau Reach (35°47'·20S 174°24'·00E), from NE to SE of Rat Island (35°47'·10S 174°22'·20E).

Across Hatea River (35°44'·30S 174°20'·40E) about 1 mile N of Port Whangarei.

Some of the landing places of the cables are marked by beacons or light beacons.

New Zealand Notice 22/62/21 [NP51-No 3-Wk 07/22]

North Island - Whangarei Harbour — Arrival information; outer anchorages

230-231

Paragraph 7.117 existing Section IV Notice Week 07/22 including heading *Replace by:*

Outer anchorages 7.117

1 The following anchorages have been established: A-1 and A-2, about 1¼ cables radius, are located about 3 miles ESE of Busby Head (35°51'·70S 174°31'·88E) (7.124), in about 40 m, sand and shell.

B-1 to B-5, about 1¼ cables radius, are located about 5½ miles SSE of Busby Head, in about 30 m.

2 Small craft can also anchor on the E side of the harbour entrance, between Home Point (35°19'·13S 174°22'·67E) and Calliope Bank (35°50'·00S 174°31'·00E), in 8 to 11 m, at the entrance to Urquharts Bay (35°50'·70S 174°32'·00E). The bay should not be entered farther than is necessary to obtain shelter from S winds, and care should be taken to ensure a vessel will swing clear of drying rocks which fringe the shore NE of Home Point.

3 **Quarantine anchorages** are located ENE of outer anchorage area B, see above; depth 37 m, about 1¼ cables radius, in the following positions:

Q1 (35°56'·30S 174°34'·29E).

Q2 (35°56'·91S 174°34'·57E).

Caution. An area of foul ground consisting of rock and sand, exists S of Fairway Light Buoy (35°53'·25S 174°33'·15E).

4 **Prohibited anchorage.** Anchoring is prohibited, in the vicinity of submarine power cables laid:

Between Marsden Point (35°50'·34S 174°29'·98E) and Marsden Point front leading beacon, (35°51'·05S 174°30'·68E)

Various cables laid NW, E and ESE from either side of One Tree Point (35°49'·12S 174°27'·24E).

5 Cables laid generally S and ESE across Wellington Reach (35°46'·40S 174°22'·50E) to Tamaterau Reach (35°47'·20S 174°24'·00E), from NE to SE of Rat Island (35°47'·10S 174°22'·20E).

Across Hatea River (35°44'·30S 174°20'·40E) about 1 mile N of Port Whangarei.

Some of the landing places of the cables are marked by beacons or light beacons.

New Zealand Notice 13/49/22 [NP51-No 12-Wk 20/23]

Great Barrier Island – South coast – Whangaparapara Harbour — Restricted area

268

After Paragraph 8.174 1 line 9 Insert:

Restricted area. Vessels greater than 500 gt or 40 m LOA are required to seek permission from the Regional Harbour Master before entering the area.

UKHO [NP51-No 5-Wk 22/22]

North Island – Mercury Island to Tauranga Harbour – Ruamahuaiti Island — Depth

274

Paragraph 9.25 2 lines 3-4 *Replace by:*

E of a rocky patch (36°59'·71S 176°06'·62E) with a depth of 9·3 m.

ENC NZ300534 (4.000) [NP51-No 7-Wk 02/23]

North Island – Mercury Island to Tauranga Harbour – The Aldermen Islands — Shoal

277

Paragraph 9.34 3 lines 5-9 *Replace by:*

A detached 9·3 m shoal (36°59'·71S 176°06'·62E), lying 1¼ miles SE of Ruamahuaiti Island, the S and highest island in the group.

ENC NZ300534 (4.000) [NP51-No 8-Wk 02/23]

North Island - Bay of Plenty - Tauranga — Pilotage

280

Paragraph 9.51 2 line 1 *For 37°34'·88S 176°12'·48E Read 37°34'·61S 176°11'·87E*

New Zealand Notice 10/37/21 [NP51-No 1-Wk 35/21]

North Island - Tauranga to East Cape — Protection areas

288

After Paragraph 9.78 1 Insert:

Motiti protection area 9.78a

1 Protection areas have been established in the vicinity of Motiti Island as follows:

Astrolabe Reef, Brewis Shoal, Te Porotiti and Okaparua Reef (9.81);

Motuhaku Island (9.81);

Motunau, including Motunau Patch and Tokeroa Shoal (9.81).

NP51

- 2 Activities that could damage the environment are prohibited. Anchoring is restricted. Local authorities should be contacted for further details. See also www.boprc.govt.nz/our-projects/motiti-protection-area.

New Zealand Notice 20/21 [NP51-No 2-Wk 49/21]

North Island - East coast - Napier — Limiting conditions; under-keel clearance

302

Paragraph 9.166 2 *Delete*

After Paragraph 9.166 2 *Insert:*

Under-keel clearance 9.166a

- 1 Minimum UKC are as follows:
Anchorage — 20% of draught;
Channel — 0.9 m;
Turning basin — 0.6 m;
Alongside — 0.3 m.
- 2 Under certain meteorological conditions (1.77), long period swell waves can significantly reduce under-keel clearance in the approaches to Napier. A system is in operation for the entrance to Breakwater Harbour which predicts an individual vessel's dynamic under-keel clearance (DUKC) in given weather, tidal and sea conditions.
- 3 This information is available to mariners through the pilot service. Mariners should proceed with caution when such swell conditions are experienced.

UKHO [NP51-No 13-Wk 22/23]

North Island - East coast - Napier — Arrival information; traffic regulations

302

After Paragraph 9.172 3 *Insert:*

Traffic regulations 9.172a

- 1 **Speed limit** of 16 kn is in force in the approaches, reducing to 5 kn within the harbour.

UKHO [NP51-No 14-Wk 22/23]

North Island - East coast - Napier - Breakwater Harbour — Development

303

Paragraph 9.174 including heading *Replace by:*

Spare 9.174

ENC NZ6HNAP1 (1.000) [NP51-No 15-Wk 22/23]

North Island - East coast - Napier — Directions; lights

303-304

Paragraph 9.178 *Replace by:*

- 1 From the vicinity of No 2 pilot boarding position (9.172), the track leads generally SW through Hawke Bay in the white sector of Tareha Street Directional Light (grey concrete pole, 14 m in height) (39°28'·80S 176°53'·23E), passing:
NW of a light buoy (N cardinal) (39°25'·83S 176°57'·55E), marking the NE end of Pania Reef. The reef consists of a line of below-water rocky outcrops, about 2½ miles long, extending NE/SW. Thence:
2 NW of Pania Rock (39°26'·82S 176°56'·67E), which breaks in a low swell, thence:
SE of a light buoy (special) (39°26'·56S 176°55'·22E), thence:
Between two light buoys (lateral) (39°27'·15S 176°54'·85E and 39°27'·25S 176°55'·01E).
- 3 Thence, the white sector of a direction light (white tower, 4 m in height) (39°28'·67S 176°54'·53E), situated on the shore W of Breakwater Harbour, leads to a position on the alignment of the Breakwater Harbour Leading Lights.
Caution. The direction light tower may not be easy to identify.
- 4 **Breakwater Harbour Leading Lights:**
Front light beacon (red triangle, point up on grey pole, 31 m in height) (39°28'·46S 176°54'·80E).
Rear light beacon (red triangle, point down on yellow pole, 25 m in height) (39°28'·63S 176°54'·85E) (1½ cables from front light).
The alignment (168°) of these lights, situated on the reclaimed land W of Breakwater Harbour, leads through the outer part of the entrance channel, marked by light buoys (lateral), to a position W of the breakwater head, from where a light (white metal tower, 7 m in height) (39°28'·25S 176°54'·93E) is exhibited.
- 5 **Green Lead Leading Lights:**
Front light beacon (green triangle, point up on yellow pile, 20 m in height) (39°28'·48S 176°54'·69E).
Rear light beacon (green triangle, point down on grey tower, 30 m in height) (39°28'·60S 176°54'·72E) (1 cable from front light).
The alignment (171.8°) of these lights, exhibited from the W part of the reclaimed land W of Breakwater Harbour, provide another lead towards a position lying farther W within the entrance channel.
- 6 **Lights in line:**
Front light (39°28'·50S 176°54'·94E).
Rear light (39°28'·63S 176°55'·01E) (about 1½ cables from front light).
A pair of lights in line (158°) have been established to mark an E approach into the entrance channel.
- 7 **Inner Direction Light.** The white sector of a direction light (tower, floodlit) (39°28'·43S 176°55'·33E) leads ESE into the turning basin of Breakwater Harbour, passing SSW of the breakwater head.
Caution. At night, the light buoys are sometimes difficult to see against shore lighting.

ENC NZ6HNAP1 (1.000) [NP51-No 16-Wk 22/23]

**North Island - East coast - Napier -
Breakwater Harbour — Berths**

305

Paragraph 9.180 *Replace by:*

- 1 **Cassidy Quay (No 1)** (39°28'33S 176°55'21E) is 250 m in length; dredged depth 12.5 m; general cargo.
Higgins Wharf (No 2) is 485 m in length; dredged depth 11.7 m; cruise, RoRo and petroleum products.
Geddis Wharf (No 3) (39°28'58S 176°55'21E) is 210 m in length; depth alongside about 8 m; general cargo.
- 2 **Herrick Wharf (No 4)** (39°28'57S 176°55'11E) is 270 m in length; dredged depth 12.2 m; general cargo.
Kirkpatrick Wharf (No 5) (39°28'52S 176°55'03E) is 390 m in length; dredged depth 12.6 m; cruise, Ro-Ro and container vessels.
Te Whiti (No 6) (39°28'41S 176°54'94E), 390 m in length, is dredged to 13 m (2022); containers.

ENC NZ556121 (1.003) [NP51-No 17-Wk 22/23]

**North Island - East coast - Lyttelton Harbour to
Akaroa Harbour — Marine farms**

321

After Paragraph 10.69 *Insert:*

**Marine farms
10.69a**

- 1 Marine farms are located in numerous places along the coast, generally marked by buoys, beacons or lights. It should be noted however that the chart may not show all marine farms.

UKHO [NP51-No 51-Wk 29/23]

**North Island - Banks Peninsula -
Big Bay — Marine farm**

323

Paragraph 10.83 *Replace by:*

- 1 There is a jetty (43°37'25S 172°53'06E) in the SE corner of Big Bay. A marine farm is situated on the E side of the entrance to Big Bay.

Corr. NZ Hydrographic Authority 10/01/23
[NP51-No 52-Wk 29/23]

**Outlying Islands and isolated dangers —
General information**

341

Paragraph 11.1 *line 5 Replace by:*

Kermadec Islands (11.4).

Paragraph 11.3 *including headings Replace by:*

**Regulations
11.3**

- 1 **Shipping routes.** For details of a voluntary code and recommended routes see 1.53.

Paragraph 11.4 *including headings Replace by:*

KERMADEC ISLANDS

GENERAL INFORMATION

**Area covered
11.4**

- 1 This section describes the waters surrounding Kermadec Islands which lie along Kermadec Ridge (1.71) between Raoul Island (29°15'80S 177°55'60W) and L'Esperance Rock, 132 miles SSW. Also described are the charted isolated dangers and volcanic activity which lie in the vicinity of Kermadec and South Fiji Ridges extending NNE from North Island, New Zealand to latitude 25°S. There are no ports or harbours. The section is arranged as follows:
- 2 Kermadec Islands comprise three widely separated islands and some rocks, as follows:
Raoul Island (29°15'80S 177°55'60W) (11.10).
Macauley Island (30°13'92S 178°25'65W) (11.14).
Curtis Island (30°32'42S 178°33'38W) and
Cheeseman Island (11.17).
L'Esperance Rock (31°21'36S 178°49'47W) (11.20), the largest above-water rock.

Paragraph 11.6 *Replace by:*

- 1 Kermadec Islands and the surrounding seas lie in an area of known volcanic activity. See 1.74.
Depths, or reported depths, less than 200 m, submarine volcanoes and vigias (see 1.9) are charted in a number of places in generally deep water in the vicinity of Kermadec and South Fiji Ridges.
- 2 As much of the area has not been thoroughly surveyed, other similar dangers, or potential dangers, may exist. Mariners are warned of the risk which may be involved, particularly for deep-draught vessels, when navigating in their vicinity, or when crossing the oceanic banks shown on the charts.
- 3 The shallower of the dangers mentioned above, with depths of 35 m or less, lie NNE of New Zealand in an area subject to earthquakes or volcanic activity (see 1.74), which may cause shoals to build up even in those parts which have been well surveyed. These depths and other potential dangers in this area are as follows:
- 4 Depth unknown (25°53'28S 177°10'02W), volcanic activity reported 2009.
Depth unknown (26°00'35S 179°24'46W), discoloured water reported 1983.
Depth 18 m (27°24'35S 179°13'13W) (reported 1997).
Depth unknown (30°57'00S 179°07'80W), volcanic activity reported 2012.
Rumble III Seamount (35°44'17S 178°29'21E), volcanic activity.

Paragraph 11.7 including headings *Replace by:*

**Regulations
11.7**

- 1 **Restricted areas** have been established around Kermadec Islands. See 1.51 and 1.52.
National nature reserves. All the islands of the Kermadec group are nature reserves and cannot be visited without a landing permit from the New Zealand Department of Conservation.

NP51

2 Raoul Island is the most robust of the islands, and visitor permits are available to those with a genuine interest in its natural and cultural history. The other islands are extremely fragile and cannot withstand even low numbers of visitors. Permits to land are only given to people for work which will assist either the management or understanding of the islands' ecosystems.

3 **Prohibited areas.** No fishing is permitted within 12 miles of coasts of the Kermadec Islands. For further fishing regulations, see 1.17.

Paragraph 11.8 *1* including headings *Replace by:*

Natural conditions

11.8

1 **Current.** It was observed by HMS *Egeria*, in 1888, when E of Kermadec Islands in depths of about 3500 m or more, that little or no current was felt, but as soon as depths decreased an E set with a rate over 1 kn was experienced. See 1.79 and information on the chart.

Paragraph 11.9 including headings *Replace by:*

Spare

11.9

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 23-Wk 26/23]

Outlying islands and isolated dangers - Raoul Island — General information

341-342

Paragraph 11.10 *1* including headings *Replace by:*

RAOUL ISLAND

General information

Description

11.10

1 Raoul Island (29°15'·80S 177°55'·60W) is the N and largest Kermadec Island with its highest summit, Moumoukai. A number of small islands and islets, which include Meyer Islands and Herald Islets, lie up to 2¼ miles off the NE coast. Fish are abundant.

The staff of a New Zealand Government meteorological station (29°14'·70S 177°55'·80W), situated on a plateau in the middle of the N side of the island, above Fleetwood Bluff, are the only inhabitants but the island is visited occasionally and a supply vessel is reported to call every 6 months.

Topography

11.10a

1 Raoul Island has an undulating landscape densely forested with sub-tropical vegetation. The central N part of the island is formed of pumice flats surrounding lakes in the base of the crater. These flats reach the sea at Oneraki Beach and form, with Bells Flat to the W, the only area of level land with any extent on the island. Elsewhere on the island the land falls precipitously to the sea except at Denham Bay where a sandy beach fronts a low lying marshy area backed by cliffs.

2 The islets lying offshore are formed of bare sea swept rocks at their lower levels with sparse scrub vegetation on their summits. The surface of many of the islets is deeply burrowed by sea birds and walking can be hazardous.

Tidal levels

11.10b

1 Mean spring range about 1·3 m; mean neap range about 0·8 m. See information in *ADMIRALTY Tide Tables*.

Hazards

11.10c

1 Large parts of the coastline of Raoul Island are obstructed with rocks up to about 3 cables offshore.

Traffic regulations

11.10d

1 **Restricted area.** See 11.7.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 24-Wk 26/23]

Outlying islands and isolated dangers - Raoul Island — Directions

342

Paragraph 11.11 *1-5* including headings *Replace by:*

Directions

North coast

11.11

1 From a position NE of Raoul Island, the coastal passage N of the island leads generally W, passing:

Either side of Nugent Island (29°13'·90S 177°52'·16W), thence:

2 Either side of Napier Island (29°13'·94S 177°52'·50W), avoiding a 9·1 m shoal (reported 1973), 1½ cables S, if using the channel between Napier Island and Meyer Islands, thence:

N of Egeria Rock (29°14'·97S 177°53'·70W), and a 6·4 m shoal, 1¾ cables NE, which is the outermost of several dangers off Rayner Point, the NE extremity of the island, thence:

N of a dangerous rock (29°14'·14S 177°58'·32W).

3 Thence the track leads to a position NW of Hutchison Bluff (29°14'·54S 177°58'·90W), the NW extremity of the island.

Useful marks:

Flagstaff (29°14'·70S 177°55'·60W) on Fleetwood Bluff, near the centre of the N coast.

West coast

11.11a

1 From the vicinity of Hutchison Bluff, the track leads SSE, passing:

WSW of an obstruction (29°15'·85S 177°58'·51W), thence:

WSW of Wolverine Rock (29°15'·94S 177°57'·83W), depth 4·9 m, thence:

**Outlying islands and isolated dangers -
Raoul Island — Anchorages and harbours**

342-343

Paragraph 11.13 1-8 including headings *Replace by:*

Anchorages and harbours

**Meyer Islands
11.13**

1 **Description.** During strong E winds the best anchorage off Raoul Island, with smooth water, is found close W of Meyer Islands (29°14'·70S 177°52'·65W), clear of rocks fringing the coast out to 1 cable. See West Anchorage below regarding conditions W of Raoul Island with strong E winds.

There are boat harbours on the W sides of both Meyer Islands.

**Fishing Rock
11.13a**

1 **Description.** The best landing place on Raoul Island is on the N coast, on the W side of Fishing Rock (29°15'·00S 177°54'·17W) but it cannot be used during strong N winds. A white winch-house identifies the landing place where there is a disused crane. The landing consists of an outcrop of rocks, about 5 m high, which extend about ½ cable N. The bottom is fine sand and boulders, with a depth of about 4 m near the crane.

2 A tide/tsunami gauge and submarine cable extend from Fishing Rock. To avoid damage to the equipment and cable, vessels must not anchor within 1 cable.

In calm conditions a landing on Oneraki Beach, 1 mile W, is possible.

**North Anchorage
11.13b**

1 **Description.** North Anchorage (29°13'·60S 177°56'·90W) affords anchorage off the N coast of Raoul Island, in about 24 m, gravel.

**West Anchorage
11.13c**

1 **Description.** West Anchorage (29°15'·95S 177°59'·00W) affords anchorage off Denham Bay, which indents the whole of the W side of Raoul Island, in about 22 m, gravel. During strong E winds heavy seas roll into the bay.

**Denham Bay
11.13d**

1 **Description.** There is a sandy beach backed by boulders at the head of Denham Bay (29°15'·70S 177°58'·00W), but landing here is inadvisable as there is always a heavy dangerous surf. If a landing must be undertaken, the extreme N of the beach offers the least unfavourable conditions. The stranded wreck of the fishing vessel *Kieni Maru No 10* lies on the beach.

Caution. Wolverine Rock (11.11), lies near the centre of the bay.

**South-East Anchorage
11.13e**

1 **Description.** South-East Anchorage (29°17'·07S 177°54'·92W) affords anchorage with limited swinging room, about 1·6 cables off the SE coast of the island, in about 31 m.

2 WSW of a 7·3 m patch (29°16'·40S 177°57'·90W), thence:
Either side of Parsons Rock (29°17'·75S 177°58'·37W), over which the sea breaks heavily.

3 Thence the track leads to a position SW of Smith Bluff (29°17'·70S 177°57'·55W), the SW extremity of Raoul Island.

Paragraph 11.12 1-6 including heading *Replace by:*

**South coast
11.12**

1 From the vicinity of Smith Bluff the track leads E, passing:
S of D'Arcy Point (29°17'·90S 177°55'·50W), thence the track leads ENE passing:
Clear of a rock (awash) (29°18'·12S 177°55'·07W) thence:
SSE of Dougall Rock (29°17'·76S 177°54'·87W), thence:
2 SSE of Nash Point (29°16'·98S 177°53'·50W), close S of which is a dangerous rock, thence:
SSE of Wilson Point (29°16'·65S 177°53'·13W).

**East coast
11.12a**

1 From the vicinity of Wilson Point the track leads NE, passing:
Either side of of Howard Rock (29°16'·40S 177°52'·75W), thence:
Either side of an 18·9 m depth (29°15'·60S 177°51'·33W), thence:
2 Either side of Chanter Islands (29°15'·15S 177°51'·25W), which form the S part of Herald Islets group, and extend 3 cables S to an unnamed group of rocks, thence:
W of a 6·7 m depth (29°15'·00S 177°51'·64W) and a dangerous rock, close E, on the W side of the group, if using the channel N between Herald Islets and Meyer Islands (1¾ miles N), thence:
3 Either side of Dayrell Island (29°14'·70S 177°51'·40W), the N Herald Islet, avoiding a shoal with a least depth of 8·8 m, which extends 1 cable W of Dayrell Island, thence:
Either side of Nugent Island (29°13'·90S 177°52'·16W).

Side channels

**Passage west of Meyer Islands
11.12b**

1 From the vicinity of Howard Rock (29°16'·40S 177°52'·75W), the track leads NNW through a channel with a least charted depth of 7·6 m in the fairway, passing:
ENE of Lava Point (29°16'·26S 177°53'·18W), thence:
ENE of Egeria Rock (29°14'·96S 177°53'·70W), and:
2 WSW of Meyer Islands (29°14'·70S 177°52'·65W), thence:
WSW of Napier Island (29°13'·94S 177°52'·50W).

Corr. Regional Harbour Master Environment Canterbury
12/05/23 **[NP51-No 25-Wk 26/23]**

NP51

Boat Cove

11.13f

1 **Description.** Landing may be made in Boat Cove (29°16'70S 177°53'80W), an indentation in the SE coast of the island, 2 cables N of Te Konui Point. The cove is approached from S, between Te Konui Point and Milne Islets, 3½ cables W. Steep cliffs surround the cove.

2 The landing place consists of a ruined concrete wharf about 9 m long with a depth of about 2.7 m alongside. The bottom in the vicinity is sand and rock. Landing is comparatively easy but a considerable surge is felt in the cove and boats, which should be well fendered, are difficult to hold alongside.

3 A tide/tsunami gauge and submarine cable extend from the ruined wharf. To avoid damage to the equipment and cable, vessels must not anchor within 1 cable.

East Anchorage

11.13g

1 **Description.** East Anchorage (29°15'30S 177°52'70W) affords anchorage off the E coast of the island, in 22 to 33 m, rock. See the chart.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 26-Wk 26/23]

Outlying islands and isolated dangers - Macauley Island — General information

343

Paragraph 11.14 1-3 including headings *Replace by:*

MACAULEY ISLAND

General information

Description

11.14

1 Macauley Island (30°13'92S 178°25'65W), situated about 60 miles SSW of Raoul Island, is the second largest Kermadec Island. It is uninhabited and rarely visited.

Topography

11.14a

1 A rocky reef extends up to 1 cable offshore all around the island, with boulders on the N side. The coast is high with perpendicular cliffs and the interior is mostly covered with dense coarse tussock with sharp blades which hinder cross country travel. The soil is extensively burrowed by sea birds. The highest point is Mount Haszard, on the NW side of the island.

Traffic regulations

11.14b

1 **Restricted area.** See 11.7.

Natural conditions

11.14c

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur in the vicinity of Macauley Island.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 27-Wk 26/23]

Outlying islands and isolated dangers - Macauley Island — Directions

343

Paragraph 11.15 1-2 including headings *Replace by:*

Directions

Passage

11.15

1 No specific directions are given but attention is drawn to the following charted dangers in the waters around Macauley Island:

Macdonald Rock (30°11'28S 178°25'50W).

Beats Rock (30°15'08S 178°26'30W).

Haszard Islet, 1 cable E of Macauley Island, with rocks awash extending 1 cable SSE and ½ cable NE with an isolated rock awash, 2 cables SSW.

2 An unnamed islet lies 1 cable E of Haszard Islet, with a rock awash close W.

Boat Passage (30°13'95S 178°25'00W), between Haszard Islet and Macauley Island, lies within a restricted area and should not be used; see 1.52.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 28-Wk 26/23]

Outlying islands and isolated dangers - Macauley Island — Anchorages and harbours

343

Paragraph 11.16 1-2 including headings *Replace by:*

Anchorages and harbours

Anchorage

11.16

1 In suitable conditions, anchorage for permitted vessels can be obtained 2 cables off the NE side of the island, in 38 to 51 m. For further information contact the Department of Conservation.

Sandy Bay

11.16a

1 **Description.** Sandy Bay (30°13'95S 178°25'20W), sheltered by Haszard Islet, affords permitted landing in W winds. The bay is surrounded by precipitous cliffs that are not easily climbed, but at LW a way can be found along the wave cut platform to Lava Cascade, 3 cables N, where the cliffs can be ascended.

2 Landing is also possible, in very good conditions, on the NE side of the island, in the vicinity of Annexation Point.

See 1.51 and 1.52 regarding restrictions on landing.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 29-Wk 26/23]

**Outlying islands and isolated dangers -
Curtis Island and Cheeseman Island —
General information**

343

Paragraph 11.17 1-4 including headings *Replace by:*

CURTIS ISLAND AND CHEESEMAN ISLAND

General information

**Description
11.17**

1 Curtis Island (30°32'·42S 178°33'·38W) and Cheeseman Island, 3 cables WNW, separated by Stella Passage, lie about 19 miles SSW of Macauley Island. Both are remarkable rocky islets which have been uplifted about 18 m in recent times.

The islands, which are uninhabited and part of a marine reserve, are visited by permit only. See 11.7.

**Topography
11.17a**

1 Curtis Island rises in sheer cliffs from parts of which steam issues. In the N part of the island is the crater of a volcano which was active in 1899 and again, to a lesser extent, in 1936. The floor of the crater is only about 10 m above sea level and in the N side is a breach through which a stream of hot water flows into the sea. At the SE end of the island is a large chasm.

The surface of Curtis Island has been burrowed extensively by a large bird population. The floor of the crater is a fragile crust over boiling mud; walking on the island is dangerous.

2 Curtis Island was visited in 1989 when the island was reported to have been uplifted a farther 9 m. No sign of the breach in the N side of the crater was seen.

Cheeseman Island is wedge shaped with sheer cliffs on the E and a grassy boulder strewn W side. The W shore is formed of rocky cliffs. A strong sulphurous smell is present in the vicinity of the island.

**Traffic regulations
11.17b**

1 **Restricted area.** See 11.7.

**Natural conditions
11.17c**

1 **Local magnetic anomaly.** Local deflection of the magnetic compass is reported to occur in the vicinity of Curtis Island.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 30-Wk 26/23]

**Outlying islands and isolated dangers -
Curtis Island and Cheeseman Island —
Directions**

343

Paragraph 11.18 1-2 including headings *Replace by:*

Directions

**Passage
11.18**

1 **Caution.** No specific directions are given and navigation of Stella Passage, between Curtis Island and Cheeseman Island, is not recommended as the area is subject to continued volcanic uplift, and depths in the vicinity of the islands may be less than charted; see 11.6.

The following charted dangers exist in the waters around the islands:

2 A 5·5 m shoal (30°30'·52S 178°33'·39W), reported 1959, 1¼ miles NNE of Curtis Island.
Stawell Shoal (30°31'·74S 178°33'·48W), 5 cables N of Curtis Island.

A 12 m shoal (30°34'·00S 178°31'·00W).
Cheeseman Shoal (30°32'·48S 178°34'·11W), 1¼ cables SSW of Cheeseman Island.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 31-Wk 26/23]

**Outlying islands and isolated dangers -
Curtis Island and Cheeseman Island —
Anchorages and harbours**

343-344

Paragraph 11.19 1 including headings *Replace by:*

Anchorages and harbours

**Anchorage
11.19**

1 Under suitable conditions anchorage for permitted vessels may be found off the N end of Stella Passage, in about 24 m. For further information, contact the Department of Conservation.

**Landing
11.19a**

1 Landing by boat is hazardous on either island owing to the rugged nature of the coast and almost continuous swell. The breach in the crater wall on the NE coast affords the best possibility of landing on Curtis Island. The low ground on the W coast of Cheeseman Island may also permit a landing. Landings have been made on the SW sides of both islands.

See 1.51 regarding restrictions on landing.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 32-Wk 26/23]

NP51

Outlying islands and isolated dangers - L'Esperance Rock — General information

344

Paragraph 11.20 including headings *Replace by:*

L'ESPERANCE ROCK

General information

Description

11.20

- 1 L'Esperance Rock (31°21'·36S 178°49'·47W), situated at the S end of Kermadec Islands, about 50 miles SSW of Curtis Island, is bare and desolate with sheer sides.

Traffic regulations

11.20a

- 1 **Restricted area.** See 11.7.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 33-Wk 26/23]

Outlying islands and isolated dangers - L'Esperance Rock — Directions

344

Paragraph 11.21 including headings *Replace by:*

Directions

Passage

11.21

- 1 A wide berth should be given to L'Esperance Rock and to Havre Rock (31°17'·32S 178°54'·81W), 6 miles NW. Havre Rock, for which L'Esperance Rock is a good mark, breaks heavily in rough weather; at other times it may not be seen. See also 11.6 regarding depths.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 34-Wk 26/23]

Outlying islands and isolated dangers - L'Esperance Rock — Anchorages and harbours

344

Paragraph 11.22 including headings *Replace by:*

Anchorages and harbours

Landing place

11.22

- 1 Landing can be made by boat on the E or W side of L'Esperance Rock, but only in very fine weather. See 1.51 regarding restrictions on landing.

Paragraph 11.23 including headings *Replace by:*

Spare

11.23

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 35-Wk 26/23]

Outlying islands and isolated dangers - Bounty Plateau — General information; regulations; restricted area

349

After Paragraph 11.53 1 line 2 *Insert:*

Restricted area. Unauthorized access and anchorage are restricted within 1000 m of mean high water springs in areas surrounding both groups of islands. See 1.52.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 36-Wk 26/23]

Outlying islands and isolated dangers - Bounty Islands — General information

350

Paragraph 11.54 1-2 *Replace by:*

- 1 Bounty Islands consist of three groups:
Main Group centred on Depot Island (47°45'·10S 179°01'·50E), comprises nine named islands.
Centre Group, based on Funnel Island (47°45'·69S 179°02'·48E), 7½ cables SE.
East Group, based on Molly Cap (47°46'·00S 179°03'·70E), 1½ miles ESE.
- 2 The groups are bare and rugged with a slippery surface which makes walking difficult. Near sea level the rocks are worn smooth by the sea and the polishing action of seals and penguins. Guano covers the islands but is mostly swept off during winter gales.

Traffic regulations

11.54a

- 1 **Restricted area.** See 11.53.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 37-Wk 26/23]

Outlying islands and isolated dangers - Bounty Islands — Anchorage; landing

350

Paragraph 11.57 2 lines 5-6 *Replace by:*

...beyond reach of waves or spray.

Caution. Anchoring and landing are restricted. See 11.53.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 38-Wk 26/23]

Outlying islands and isolated dangers - Antipodes Islands — Traffic regulations; restricted area

350

After Paragraph 11.60 1 line 2 *Insert:*

Traffic regulations

11.60a

- 1 **Restricted area.** See 11.53.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 39-Wk 26/23]

**Outlying islands and isolated dangers -
Antipodes Islands — Anchorages**

350

Paragraph 11.62 1-2 *Replace by:*

- 1 Anchorage Bay is an open bay between North Cape (49°39'·50S 178°47'·80E) and Reef Point, 8 cables SE, at the head of which is a remarkable cave. The anchorage position, for vessels up to 125 m LOA, rock and shells, which afford poor holding ground.

In 1969, HMNZS *Endeavour* (1850 tonnes) anchored in 38 m, rock, poor holding ground, about 3 cables N of Reef Point.

- 2 **Landing** may be made in Hut Cove (11.59), on a small rocky beach, about 1 cable WSW of Reef Point. The approach is deep but encumbered by kelp.

Paragraph 11.63 1 *Replace by:*

- 1 Ringdove Bay is reported to afford good anchorage for small craft, about 6 cables NNE of Albatross Point (49°42'·50S 178°47'·35E), in about 37 m. There was smooth water in the bay with a heavy SW swell outside.

Landing is possible on a rock shelf below cliffs on the SE shore of the bay.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 40-Wk 26/23]

**Outlying islands and isolated dangers -
Campbell Plateau — General information;
regulations; restricted area**

351

After Paragraph 11.65 1 line 2 *Insert:*

Restricted area. Unauthorized access and anchorage are restricted within 1000 m of mean high water springs in areas surrounding all islands. See 1.52.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 41-Wk 26/23]

**Outlying islands and isolated dangers -
Auckland Islands — General information;
regulations**

351

Paragraph 11.66 1 lines 12-13 *Replace by:*

Passage between these islands is not recommended for vessels over 40 m LOA or 500 gt; caution should be taken while doing so...

Corr. Regional Harbour Master Environment Canterbury
22/06/23 [NP51-No 53-Wk 29/23]

**Outlying islands and isolated dangers -
Auckland Islands — Traffic regulations**

351

Paragraph 11.68 1 line 4 *Replace by:*

...under permit; for regulations see 1.51 and 1.52.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 42-Wk 26/23]

**Outlying islands and isolated dangers -
Auckland Islands — Natural conditions; tidal
streams**

351

Paragraph 11.69 1 line 9 *Replace by:*

...line extending 6 miles N of Enderby Island. The...

Corr. Regional Harbour Master Environment Canterbury
22/06/23 [NP51-No 54-Wk 29/23]

**Outlying islands and isolated dangers -
Auckland Islands — Directions**

351

Paragraph 11.71 1 line 4 *Replace by:*

...sometimes extend 6 miles N from Enderby Island...

Corr. Regional Harbour Master Environment Canterbury
22/06/23 [NP51-No 55-Wk 29/23]

**Outlying islands and isolated dangers -
Auckland Islands - Rose Island — Directions**

352

Paragraph 11.74 1 lines 5-7 *Replace by:*

...regularly breaks right across. Passage is not recommended for anything other than small craft and only during slack water and in calm sea conditions. See the chart.

Corr. Regional Harbour Master Environment Canterbury
22/06/23 [NP51-No 56-Wk 29/23]

**Outlying islands and isolated dangers -
Auckland Island - Port Ross — Anchorages**

353

Paragraph 11.77 4-6 *Replace by:*

4 **Anchorages and landing places:**

Sandy Bay (50°30'·15S 166°16'·85E) is a convenient temporary anchorage, suitable for coasters, and protected from all except SE winds. Anchorage is restricted by regulations to vessels up to 42 m.

- 5 Terror Cove (50°32'·25S 166°13'·00E) and Erebus Cove, close S, afford nearly landlocked anchorage. Sir James Ross anchored HMS *Terror* and fixed his observatory in Terror Cove in 1840. Anchorage is restricted by regulations to vessels up to 30 m. There is a good landing beach on the shore of Erebus Cove, W of Johnson Point, which separates the coves. See 1.51 regarding restrictions on landing.

NP51

- 6 Laurie Harbour is entered SE of a rocky shoal, extending 0.2 miles E of Beacon Point (50°32'90S 166°12'90E). The harbour is almost landlocked and affords the most secure anchorage in Port Ross. Anchorage is prohibited except for permitted vessels.

For further information regarding anchorage regulations contact the Department of Conservation.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 43-Wk 26/23]

Outlying islands and isolated dangers - Auckland Island - East coast — Anchorages

353

Paragraph 11.78 1 *Replace by:*

- 1 Anchorage (50°35'02S 166°13'04E) can be obtained in the NW of Haskell Bay in depths of 17 to 20 m, sand, weed. Anchorage is prohibited except for permitted vessels; for further information contact the Department of Conservation.

Paragraph 11.79 1 *Replace by:*

- 1 Anchorage (50°36'87S 166°10'11E) can be obtained at the head of Chambres Inlet, in depths of 10 to 20 m, sand. Anchorage is prohibited except for permitted vessels; for further information contact the Department of Conservation.

Paragraph 11.80 1 lines 6-9 *Replace by:*

- 2 **Anchorage** can be obtained in the harbour entrance in the vicinity of 50°41'24S 166°11'08E; depths 53 to 61 m, and in the SW part of the harbour, in depths of 12 to 15 m. Anchorage is prohibited except for permitted vessels; for further information contact the Department of Conservation.

After Paragraph 11.81 2 line 10 Insert:

Anchorage in either location is prohibited except for permitted vessels; for further information contact the Department of Conservation.

After Paragraph 11.82 2 line 10 Insert:

Anchorage is prohibited except for permitted vessels; for further information contact the Department of Conservation.

Paragraph 11.83 1 line 10 *Replace by:*

...winds. Anchorage is restricted by regulations to vessels up to 30 m; for further information contact the Department of Conservation.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 44-Wk 26/23]

Outlying islands and isolated dangers - Auckland Island - Carnley Harbour and Western Arm — Anchorages

354

Paragraph 11.84 5-7 *Replace by:*

- 5 **Anchorages.** Depths are generally too great for anchorage in Carnley Harbour. Sheltered anchorages for small to medium sized vessels may be found in the following positions:

Tagua Bay (50°49'10S 166°04'70E), depths 37 to 50 m, sand, shells. Anchorage is restricted by regulations to vessels up to 75 m.

- 6 Musgrave Harbour (50°47'25S 165°59'61E), depth 10 to 20 m, mud. Anchorage is restricted by regulations to vessels up to 42 m.

Trinity Cove (50°50'77S 165°57'47E), depths 10 to 16 m, sand, mud. Anchorage is prohibited except for permitted vessels.

Western Harbour (50°49'13S 165°55'12E), depths 8 to 10 m, sand, shells. Anchorage is prohibited except for permitted vessels.

- 7 There is good anchorage for coaster sized vessels between Figure-of-Eight Island and Round Point in general depths of 29 m. Anchorage is prohibited except for permitted vessels. Caution should be taken to avoid a rocky reef extending 2 cables SE from the island and a line of isolated rocky patches S of Round Point, the shoalest with a least depth of 8.1 m and over which kelp may be present.

For further information regarding anchorage regulations contact the Department of Conservation.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 45-Wk 26/23]

Outlying islands and isolated dangers - Auckland Islands - Adams Island - Fly Harbour — Anchorage

354

Paragraph 11.85 1 *Replace by:*

- 1 **Anchorage.** Fly Harbour (50°54'00S 166°06'00E) affords excellent shelter and good anchorage at its head inside a remarkable bar of kelp (general depth 15 m) which extends across the entrance. Anchorage is prohibited except for permitted vessels; for further information contact the Department of Conservation.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 46-Wk 26/23]

Outlying islands and isolated dangers - Campbell Island — Traffic regulations; restricted area

354

After Paragraph 11.88 1 line 3 Insert:

Traffic regulations 11.88a

- 1 **Restricted area.** See 11.53.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 47-Wk 26/23]

**Outlying islands and isolated dangers -
Campbell Island - Northeast Harbour—
Anchorage**

355

After Paragraph 11.93 2 line 2 *Insert:*

Anchorage is prohibited except for permitted vessels; for further information contact the Department of Conservation.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 48-Wk 26/23]

**Outlying islands and isolated dangers -
Campbell Island -Perseverance Harbour —
General information; directions; anchorage**

355

Paragraph 11.94 1-4 *Replace by:*

- 1 **General information.** Perseverance Harbour is approached from ESE and entered between Erebus Point (52°33'·80S 169°15'·70E) and South Point, 1 mile SW.

The sides of the harbour are steep, rising abruptly to elevations over 200 m. On the N shore, S of Beeman Hill, there is a New Zealand Government automatic meteorological station, 4¼ miles WNW of Erebus Point.

The inner part affords anchorage for vessels less than 125 m LOA and is clear of charted dangers at a distance of about 1½ cables from the shore.

- 2 **Directions.** No specific directions are given. Aids to navigation are reported to be in disrepair. The centre of the channel leading to the head of the harbour is generally deep and clear of dangers, except for the following:

A 6 m rocky patch, 1 cable NE of South Point; Terror Reef, with a least depth of about 1 m, extending about 1¼ cables NNE of Shoal Point (52°33'·20S 169°10'·36E).

- 3 **Useful marks:**

Mount Lyall (52°32'·20S 169°10'·55E), on the summit of which there is a prominent pyramid of light-coloured rock.

Anchorage, which is secure and almost landlocked, can be obtained in the inner part of the harbour in about 30 m, 3·2 cables E of a boat wharf situated close N of Beeman Point for vessels up to 125 m LOA. A charted anchorage lies about 1½ cables SSE of Beeman Point for vessels up to 75 m LOA.

- 4 **Caution.** It is reported (2023) that certain wind conditions make anchoring between Beeman Point and Shoal Point in the upper part of Perseverance Harbour untenable in some westerly conditions. In addition to wind acceleration and funnelling that takes place along the length of harbour, it is noted that when westerly winds blow from a direction north of 288°, significant gusts from the N were experienced at the anchorages. The holding at the anchorages is reported to be poor.

- 5 It is recommended that vessels over 75 m LOA do not use the anchorages between Beeman Point and Shoal Point when winds are forecast to be between W clockwise to NW and over 20 kn. A more tenable anchorage may be found to the E of Terror Reef where winds are found to be more linear, however it is recommended vessels over 75 m length do not visit or remain within Perseverance Harbour in the conditions noted.

Corr. Regional Harbour Master Environment Canterbury
12/05/23 [NP51-No 49-Wk 26/23]

NP52 North Coast of Scotland Pilot (2022 Edition)

**Scotland – United Kingdom regulations —
Maritime and Coastguard Agency**

8

Paragraph 1.65 1 line 5 *For Her Read His*

UKHO [NP52-No 1-Wk 47/22]

**Scotland - Distress and rescue —
United Kingdom SAR organisation**

13

Paragraph 1.106 1 including heading *Replace by:*

**His Majesty's Coastguard Service
1.106**

- 1 The primary role of HM Coastguard (HMCG) is the initiation and coordination of civil maritime SAR within the UK SRR. This includes the mobilisation, organisation and tasking of adequate resources to respond to persons either in distress at sea, or to persons at risk of injury or death on the cliffs or coast of the United Kingdom.

UKHO [NP52-No 2-Wk 47/22]

**Scotland - Moray Firth - Lossiemouth —
Limiting conditions; depth**

103

Paragraph 4.136 1 line 1 *Replace by:*

- 1 **Controlling depth.** There is 0·2 m in harbour entrance. Depths are liable to change; for the latest information, consult the Harbour Master.

Corr. Elgin and Lossiemouth Harbour Company 21/07/22
[NP52-No 4-Wk 32/23]

**Scotland - Moray Firth - Lossiemouth —
Anchorage; submarine cable**

104

Paragraph 4.142 1 *Replace by:*

- 1 **Spey Bay.** Anchorage is available in Spey Bay (57°42'·32N 3°02'·67W), W of the meridian of 3°W, but mariners are advised to remain in depths of not less than 10 m. In the event of strong NE winds the anchorage should be vacated at once as in these conditions the sea quickly starts to break at a considerable distance offshore. Care should be taken not to anchor near the submarine power cables and an outfall pipe, extending from the shore W of Portgordon (4.121).

GB Chart 222 Ed.6 (2023) [NP52-No 5-Wk 44/23]

NP52

Scotland - Moray Firth - Cromarty Firth — Arrival information; pilotage

109

Paragraph 4.177 *Replace by:*

- 1 Pilotage is compulsory for the following:
Vessels of 60 m LOA or more including fishing vessels unless excepted.
Vessels over 40 m LOA carrying more than 12 passengers.
Vessels over 40 m LOA carrying hazardous, dangerous or polluting goods.
- 2 Pilotage is excepted for vessels in service to the Crown, warships under foreign flag, Northern Lighthouse Board vessels and certain other vessels.
Pilotage services will be provided on request to excepted vessels. Port of Cromarty Firth strongly advise any excepted vessel requesting the use of a tug to also ask for the assistance of an authorised pilot.
- 3 Pilotage services are available 24 hours a day, with certain exceptions. Pilot boarding positions are as follows:
Deep-draught vessels and mobile offshore drilling units (MODUs): Outer (57°39'·60N 3°53'·34W).
Other vessels: Inner (57°41'·19N 4°00'·09W).
For exemption details and other information, see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Port of Cromarty Firth [NP52-No 8-Wk 49/23]

Shetland Islands - Mainland - Weisdale Voe — Anchorage; submarine cable

195

After Paragraph 6.58 *Insert:*

Caution. Care must be taken to avoid a submarine cable laid through the middle of Weisdale Voe.

Corr. Marinspace 11/07/22 [NP52-No 3-Wk 20/23]

Faroe Islands - Borðoy - Klaksvík — Directions for entering harbour; leading lights

281

Paragraph 7.248 *Replace by:*

- 1 **Klaksvík Leading Lights:**
Front light (grey framework tower, 15 m in height) (62°13'·89N 6°35'·63W) on head of mole extending from W side of Klaksvík.
Rear light (similar structure, 20 m in height) (1¼ cables from front light) (62°13'·77N 6°35'·58W) near middle of pier extending from W side of Klaksvík.

Corr. Faroese Environment Agency 21/04/23
[NP52-No 7-Wk 49/23]

NP54 North Sea (West) Pilot (2021 Edition)

United Kingdom – Regulations — Maritime and Coastguard Agency

8

Paragraph 1.57 *1* line 5 *For Her Read His*

UKHO [NP54-No 10-Wk 47/22]

United Kingdom - Distress and rescue — United Kingdom SAR organisation

9

Paragraph 1.64 *1* including heading *Replace by:*

His Majesty's Coastguard Service 1.64

- 1 The primary role of the Coastguard Service is the initiation and co-ordination of maritime SAR within the UK SRR through a network of Maritime Rescue Co-ordination Centres (MRCCs). The role includes the mobilisation, organisation and tasking of adequate resources to respond either to persons in distress at sea, or to persons at risk of injury or death on the cliffs or coastline of the United Kingdom.

UKHO [NP54-No 11-Wk 47/22]

North Sea — Western part

44-47

Chapter 2 *Replace with pages found in Weekly Edition 50/23 of ADMIRALTY Notice to Mariners.*

UKHO [NP54-No 53-Wk 50/23]

Scotland - East coast - Girdle Ness to Downie Point — Directions; obstructions

60

After Paragraph 3.76 *3* line 2 *Insert:*

ESE of an area of obstructions (57°07'·67N 2°01'·39W), at the head of an outfall pipeline extending from Greg Ness, thence:

GB Chart 1446 (2022) [NP54-No 5-Wk 26/22]

Scotland - East coast - Stonehaven — Directions; shoal

60

Paragraph 3.76 *5* lines 8-9 *Replace by:*

...extends 1 cable to the N of the point, and a shoal ridge extends about 3½ cables ENE from the point. Boat landing can be made S of the point. Thence:

Clinton Marine [NP54-No 20-Wk 10/23]

**Scotland – East coast – Montrose Harbour —
Directions for entering harbour; caution**

64

Paragraph 3.108 *2 Replace by:*

- 2* From a position 4½ cables E of Montrose Harbour Front Light, the alignment (265°) of these lights leads through the inner part of the dredged channel and into the harbour.

Caution. Occasionally the front leading light may become obscured due to a vessel alongside at Inchcape Quay. If this occurs the leading lights will be switched off and replaced with a sector light (265°–266°) which is exhibited from the rear leading light.

The track leads as described above, passing:
S of Glaxo Wellcome Light Beacon (starboard hand)
(metal pile with access platform, 5 m in height)
(56°42'·20N 2°27'·24W), thence:

Corr. Northern Lighthouse Board (24/02/22)
[NP54-No 7-Wk 44/22]

**Scotland - River Tay - Fairway Light Buoy to
Buddon Ness — Directions; traffic restrictions**

70

Paragraph 3.138 *1* lines 1–8 *Replace by:*

- 1* **Caution.** When entering River Tay during onshore gales from the E or SE, large swells may be encountered. During these periods traffic is prohibited to cross The Bar during the hours of darkness or on the ebb tide, unless otherwise instructed by the Harbourmaster. The tidal set must also be watched carefully in order to keep in the buoyed channel, particularly during the out-going stream. Depths might alter and light buoys drag out of position in these conditions. The best time to cross The Bar is from 2 hours before HW until HW. See also 3.145.

Corr. Forth Ports 19/12/2022 [NP54-No 42-Wk 44/23]

**Scotland - East coast - River Tay —
Directions; obstruction**

70

After Paragraph 3.138 *4* line 3 *Insert:*

S of an obstruction (56°27'·56N 2°40'·33W); a second obstruction lies close W, thence:

GB Chart 1481 Ed. 17 (2022) [NP54-No 37-Wk 38/23]

**Scotland - East coast - Dundee Docks —
Harbour; development**

72

Paragraph 3.149 including heading *Replace by:*

**Spare
3.149**

GB Chart 1481 Ed. 17 (2022) [NP54-No 38-Wk 38/23]

Scotland - East coast - Dundee Docks — Berths

73

Paragraph 3.151 *Replace by:*

- 1* King George V Wharf (56°27'·77N 2°56'·90W); 445 m long.

Caledon West Wharf (56°27'·80N 2°56'·62W); 76 m long, is dredged W in front of King George V Wharf and E in front of Princess Alexandra Wharf (56°27'·85N 2°56'·45W) to provide a berth 300 m long and 55 m wide, and is used principally for oil tankers.

- 2* Princess Alexandra Wharf; 256 m long.
Eastern Wharf (56°27'·88N 2°56'·27W); 213 m long, with a RoRo berth at the E end.

Caledon East Wharf (56°27'·92N 2°55'·61W); 170 m long.

Prince Charles Wharf (56°27'·90N 2°55'·35W); total length 312 m. Used by oil rigs and North Sea vessels. The W end is hard standing suitable for crane operations; the E end is not used for berthing alongside.

- 3* Queen Elizabeth Wharf (56°27'·68N 2°57'·24W) is disused.

There is a tidal basin close E of Eastern Wharf, which is reserved for the use of the Port Authority.

Depths within berthing areas are monitored and dredged to meet operational requirements. The VTS should be consulted for the latest information.

GB Chart 1481 Ed. 17 (2022); ENC GB50486B (12.002)
[NP54-No 39-Wk 38/23]

**Scotland - Firth of Forth - Saint Monans —
Directions; sector light**

77

Paragraph 3.183 *4* lines 6–7 *Delete*

GB Chart 0734 (2022) [NP54-No 17-Wk 09/23]

**Scotland - Firth of Forth - Saint Monans —
Directions; sector light**

78

Paragraph 3.188 *2* line 5 *Delete*

GB Chart 0734 (2022) [NP54-No 18-Wk 09/23]

**Scotland - East coast - Firth of Forth and
River Forth — Pilotage**

81

After Paragraph 4.3 *2* line 11 *Insert:*

Vessels of 170 m LOA or more which are first time callers bound for Leith (4.40), Rosyth (Babcocks) (4.125) and Grangemouth (4.156) are required to take two pilots.

Corr. Forth Ports 15/07/22 [NP54-No 41-Wk 44/23]

NP54

Scotland - Firth of Forth - Kirkcaldy — Pilotage

81

After Paragraph 4.4 3 line 7 *Insert*:

Vessels of 150 m in length or more, inbound for the Forth Estuary from the Kilo Anchorages, embark the pilot in the vicinity of 56°05'·50N 3°04'·10W (Kilo).

Forth Ports Notice 86/22 [NP54-No 30-Wk 12/23]

Scotland - Firth of Forth - Hound Point — Pilotage

81

After Paragraph 4.4 6 line 4 *Insert*:

A pilot will remain onboard vessels at Hound Point Anchorage (4.121) throughout.

Corr. Forth Ports 13/6/22 [NP54-No 33-Wk 13/23]

Scotland - Firth of Forth and River Forth — Under-keel clearance

81

After Paragraph 4.4 *Insert*:

Under-keel clearance 4.4a

- 1 Unless otherwise stated, an UKC of 10% of the vessel's maximum draught, with a minimum of 0.5 m, is required in all the approach channels and alongside berths.

Corr. Forth Ports 27/5/22 [NP54-No 31-Wk 13/23]

Scotland - East coast - Firth of Forth — Tugs

81

Paragraph 4.4a existing Section IV Notice week 13/23 *Replace by*:

Tugs 4.4a

- 1 The Port Authority should be contacted in advance for agreement with pilots and agents regarding tug requirements for the prevailing conditions, and for specific facilities and berths.

Under-keel clearance 4.4b

- 1 Unless otherwise stated, an UKC of 10% of the vessel's maximum draught, with a minimum of 0.5 m, is required in all the approach channels and alongside berths.

Corr. Forth Ports 14/02/23 [NP54-No 44-Wk 44/23]

Scotland - Firth of Forth - Methil — Limiting conditions; under-keel clearance

83

Paragraph 4.17 2 lines 1-2 *Replace by*:

- 2 **Under-keel clearance.** A minimum UKC of 0.5 m is required in the approaches and at berth.

Corr. Forth Ports 27/5/22 [NP54-No 32-Wk 13/23]

Scotland - East coast - Methil — Berths; depths

84

Paragraph 4.21 1-2 *Replace by*:

- 1 No 2 Dock (56°10'·99N 3°00'·49W) quays have a total length of 510 m, with a least alongside depth reported (2021) of 1.3 m.
The port can accommodate vessels up to 100 m in length, beam 14.0 m, draught 5.5 m and 3000 dwt.
- 2 The wharves at Methil Energy Park (56°10'·56N 3°01'·06W) have depths alongside from about 2 to 8 m; shoaler depths exist at the N and S extremities of the berthing area. The wharves are marked by lights near their N and S extremities. Two dolphins lie within the centre of the energy park area. See 4.18.

Corr. Forth Ports 06/10/22 [NP54-No 43-Wk 44/23]

Scotland - Firth of Forth - Cockenzie — Power station; berth

86

Paragraph 4.35 1 lines 1-3 *Replace by*:

- 1 **Description.** Cockenzie Harbour (55°58'·20N 2°58'·00W) lies 5 cables WSW of Port Seton. The small port is...

Paragraph 4.35 3 lines 1-2 *Replace by*:

- 3 **Berth.** A small jetty with a light at its head, with a depth...

GB Chart 0734 (2022) [NP54-No 19-Wk 09/23]

Scotland - East coast - Firth of Forth - Leith — Tugs; regulations

87

Paragraph 4.50 including heading *Replace by*:

Pilotage and tugs 4.50

- 1 **Pilotage.** See 4.3.
Tugs. See 4.4a.

Regulations concerning entry 4.50a

- 1 The port will be closed to vessel movements when the mean wind speed measured on the Leith anemometer is 15 kn or over from a westerly to southerly direction or 40 kn or over from all other directions.

Corr. Forth Ports 14/02/23 [NP54-No 45-Wk 44/23]

Scotland - East coast - Firth of Forth -
Leith — Development

88

After Paragraph 4.51 2 line 3 *Insert*:**Development
4.51a**

- 1 Works are in progress (2023) to upgrade the Outer Berth (55°59'43N 3°10'96W), on the W side of the E breakwater. Works include improving a 125 m section of the existing berth, creating a hardstanding area for cargo handling and dredging a new berth pocket.

Forth Ports Notice 8/23 [NP54-No 46-Wk 44/23]

Scotland - Firth of Forth - Inchcolm to
Forth bridges — Vertical clearances

95

Paragraph 4.106 2 lines 4 *For* 50.8 m *Read* 44 m

ENC GB5DEWCB (1.002) [NP54-No 52-Wk 47/23]

Scotland - Firth of Forth -
Hound Point Marine Terminal —
Tugs; anchorage

97

After Paragraph 4.114 1 line 6 *Insert*:

Tugs. All cruise vessels over 300 m LOA using the anchorages at Hound Point (4.121) require tug assistance. All other cruise vessels should contact local authorities for more information.

Paragraph 4.121 1 lines 1-3 *Replace by*:

- 1 **Anchorage** may be obtained by cruise vessels, mud, good holding, centred on:
56°00'34N 3°22'60W;
56°00'29N 3°22'48W, for cruise vessels less than 275 m LOA.

Forths Ports Limited Notice 45/22 [NP54-No 21-Wk 10/23]

Scotland - Firth of Forth - Hound Point — Tugs

97

Paragraph 4.121 1 including existing Section IV Notice week 10/23 *Replace by*:

- 1 **Anchorage** may be obtained by cruise vessels, mud, good holding, centred on:
56°00'34N 3°22'60W;
56°00'29N 3°22'48W, for vessels less than 275 m LOA.

Tug assistance is mandatory and varies depending on the size of the vessel; contact the Port Authority for details.

Corr. Forth Ports 13/6/22 [NP54-No 34-Wk 13/23]

Scotland - East coast - River Forth -
Rosyth — Berths; depths

99

Paragraph 4.139 1-2 *Replace by*:

- 1 Main tidal berths are as follows:
North Wall: 540 m long, of which about 500 m is usable; dredged depth (2023) of 8.3 m but less water may be expected near the wall ends.
T berth (RoRo): 220 m long, including two dolphins; depth of about 5.0 m.
Tidal Basins: 640 m of quayside.
South Arm: 200 m long, with a dredged depth (2023) of 10.5 m. The berth is not used commercially.
- 2 **Caution.** The berths are subject to silting and are dredged to meet operational requirements. The Harbour Master should be consulted for the latest depth information.

Maximum size of vessel handled. The maximum length normally accepted at the North Wall is 250 m. Vessels exceeding this, and for all other berths, will be dealt on a case-by-case basis. There are no beam restrictions for vessels using these berths, but maximum permitted draught is 7.8 m.

GB Chart 728 Ed.7 (2023) [NP54-No 49-Wk 44/23]

Scotland - Firth of Forth - Grangemouth -
Longannet Power Station —
Directions; landmarks

100

Paragraph 4.151 1 line(s) 5-6 *Delete*

Forth Ports Limited Notice 79/21 [NP54-No 2-Wk 12/22]

Scotland - Firth of Forth - Crombie Jetty —
Traffic regulations; tugs

100

After Paragraph 4.147 1 line 6 *Insert*:

Tugs. Standby tugs may be required for Crombie Jetty depending on vessels type and operations carried out. Consult the Port Authority for details.

Corr. Forth Ports 13/6/22 [NP54-No 35-Wk 13/23]

Scotland - East coast - River Forth -
Rosyth — Anchorage; obstruction

101

Paragraph 4.154 1 *Replace by*:

- 1 Anchor berths R1 to R4 lie in the fairway SW of Rosyth (4.125); an obstruction lies in the NW part of anchor berth R4.

An anchorage (56°00'52N 3°25'85W) is situated in the fairway SE of Rosyth.

GB Chart 737 Ed.8 (2023) [NP54-No 51-Wk 45/23]

NP54

Scotland - East coast - Firth of Forth - Grangemouth — Controlling depths

102

Paragraph 4.159 *1* including heading *Replace by:*

Controlling depths 4.159

1 The entrance channel has a maintained depth of 6.5 m. Due to silting, depths less than the maintained depth are likely to exist. The depth in the entrance lock is 5.7 m (2022). The Harbour Master should be consulted for the latest information on ruling depths.

Corr. Forth Ports 23/12/22 [NP54-No 47-Wk 44/23]

Scotland - East coast - Firth of Forth - Grangemouth — Berths; depths

102

Paragraph 4.169 *1* lines 5–8 *Replace by:*

Eastern Channel (56°01'·99N 3°41'·46W): six tanker jetties with ruling depths from 7.6 to 11.8 m, largest 210 m long; one LPG berth, ruling depth 8.2 m.

After Paragraph 4.169 *2* line 6 *Insert:*

The Harbour Authorities should be consulted for latest information concerning depths and UKC.

Corr. Forth Ports 02/03/23 [NP54-No 48-Wk 44/23]

Scotland – Firth of Forth – Grangemouth – Longannet Power Station — Directions; useful mark

104

Paragraph 4.183 *1* line(s) 3–5 *Replace by:*

SW of Longannet Point (56°03'·02N 3°41'·60W), which is low-lying, and:

Paragraph 4.183 *4* line(s) 2–3 *Delete*

Forth Ports Limited Notice 79/21 [NP54-No 3-Wk 12/22]

Scotland – Firth of Forth – Grangemouth – Longannet Power Station — Directions; anchorages and harbours

104

Paragraph 4.184 *1* line(s) 1–5 including heading, photograph and photograph caption *Delete*

Forth Ports Limited Notice 79/21 [NP54-No 4-Wk 12/22]

England – East coast – Berwick-upon-Tweed to Farne Islands — Traffic regulations; historic wreck

117

After Paragraph 5.68 *1* line 3 including heading *Insert:*

Traffic regulations 5.68a

1 **Restricted area.** A historic wreck (55°45'·95N 1°48'·36W) lies about 1½ miles E of Spittal Hirst (5.3); see 1.59.

GB Chart 111 (2022) [NP54-No 9-Wk 45/22]

England - East coast - Aln Harbour — Directions; obstructions

125

After Paragraph 5.109 *3* line 4 *Insert:*

Caution. It has been reported (2022) that, due to movement of the river, obstructions (tank traps) now lie in the middle of the channel.

H102 River Aln Boat Club (2022) [NP54-No 36-Wk 20/23]

England – North-east coast – Blyth — Limiting conditions; controlling depths

126

Paragraph 5.120 *1* line 4 *For* 5.157 *Read* 5.129

Paragraph 5.120 *1* line 5 *For* 5.157 *Read* 5.129

UKHO [NP54-No 16-Wk 52/22]

England - North-east coast - Port of Tyne — Depths

129

After Paragraph 5.141 *1* line 4 *Insert:*

Jarrow Slake to Long Reach 9.0 m
(54°59'·25N 1°28'·17W)

GB Chart 1934 (2022) [NP54-No 26-Wk 12/23]

England - North-east coast - Port of Tyne — Traffic regulations

130

After Paragraph 5.147 *2* line 6 *Insert:*

Traffic regulations 5.147a

1 **Recommended route.** All vessels entering or leaving the River Tyne should use the charted two-way recommended route from a distance of at least 1 mile from the port entrance. For further information consult Tyne VTS (5.145).

GB Chart 1934 (2022) [NP54-No 27-Wk 12/23]

**England - North-east coast - Port of Tyne —
Directions; route**

131

Paragraph 5.152 ¹ lines 2-4 *Replace by:*

...entrance the white sector of Herd Groyne Directional Light (5.151), shown throughout 24 hours, leads to the beginning of the recommended route and then to the harbour entrance which is...

GB Chart 1934 (2022) [NP54-No 28-Wk 12/23]

**England - North-east coast - Port of Tyne -
Newcastle bridges — Vertical clearance**

133

Paragraph 5.155 ² line 6 *For 3-7 m Read 3-8 m*

GB Chart 1934 (2022) [NP54-No 29-Wk 12/23]

**England - North Sea - River Tyne to
River Humber — Gas fields**

135

Paragraph 6.4 ¹ line 6 *For 2.22 Read 2.3*

UKHO [NP54-No 54-Wk 50/23]

**England - North Sea - River Tyne to
River Humber — Dumping grounds**

135

Paragraph 6.5 ¹ line 1 *For 2.4 Read 2.5*

UKHO [NP54-No 55-Wk 50/23]

England - Seaham — Traffic regulations

140

After Paragraph 6.45 ² line 7 Insert:

Traffic regulations. Other than vessels entering and leaving under the guidance of the Port Control, no vessel movements may take place within South Dock, the harbour channel or its approaches without prior arrangements made with the Harbour Master.

Paragraph 6.46 ¹⁻² *Replace by:*

- ¹ **General layout.** The harbour consists of an outer tidal harbour and an inner enclosed dock, South Dock. The entrance lies between two piers which curve ESE and NE 3½ cables from the shore and act as breakwaters to protect the outer harbour. Within the outer harbour there are wave screens protecting the entrance to South Dock.

On the NW side of the harbour there is a small tidal basin leading to North Dock, which is tidal, dries and is used only by fishing boats and pleasure craft.

Correspondence Seaham Harbour [NP54-No 1-Wk 49/21]

**England - East coast - River Tees to Whitby —
Traffic regulations; historic wreck**

148

*After Paragraph 6.102 ¹ Insert:***Traffic regulations****6.102a**

- ¹ **Restricted area.** A historic wreck (54°31'·60N 0°40'·14W) lies about 9 cables N of Sandsend Ness (6.106). See 1.61.

GB Chart 5615 (2022) [NP54-No 6-Wk 44/22]

**England - East coast - Whitby —
Limiting conditions; local weather and sea state**

149

Paragraph 6.107 ² lines 1-7 Replace by:

- ² **Local weather and sea state.** Dangerous sea conditions can occur at the harbour entrance during strong NW to E onshore winds. Entry to Whitby Harbour for small craft is not recommended during this time. No attempt should be made to enter the harbour, by any vessel, in gales from N to NE, when the sea breaks a long way offshore and renders the approach dangerous. In N gales, the Lower Harbour may become unsuitable for mooring and the Upper Harbour (6.109) acts as a place of refuge.

GB Chart 1612 (2022) [NP54-No 8-Wk 44/22]

**England - North-east coast -
Flamborough Head to River Humber —
Traffic regulations; historic wreck**

154

*After Paragraph 6.145 ¹ Insert:***Traffic regulations****6.145a**

- ¹ **Restricted area.** A historic wreck (53°59'·29N 0°04'·42W) lies 5 miles SSE of South Smithic Shoal (6.148). See 1.59.

GB Chart 121 Ed. 11 (2023) [NP54-No 40-Wk 43/23]

**England - North-east coast - River Humber —
Anchorages; buoys**

160-161

Paragraph 7.8 ² lines 5-6 Replace by:

...are marked by three light buoys (cardinal) and a light buoy (port hand). It contains four designated anchor berths, A to D, each with a...

UKHO [NP54-No 23-Wk 12/23]

**England - North Sea - Approaches to
River Humber — General information; route**

161

Paragraph 7.14 ¹ line 3 For 2.15 Read 2.16

UKHO [NP54-No 56-Wk 50/23]

NP54

England - North-east coast - River Humber — Directions; buoy

162

Paragraph 7.21 2 lines 7-9 *Replace by:*

NW of Mid New Sand Light Buoy (port hand)
(53°36'·72N 0°21'·20E) moored at the W limit of
the DW anchorage (7.8), thence:

UKHO; ABP Humber Notice 131/22

[NP54-No 24-Wk 12/23]

England - North-east coast - Immingham — Directions; wreck

167

Paragraph 7.56 3 lines 1-2 *Replace by:*

- 3 SSW of a dangerous wreck (53°37'·96N
0°09'·34W) lying close S of No 9A Light Float
(53°38'·01N 0°09'·33W) which marks S extent
of Holme Ridge, and:

UKHO

[NP54-No 25-Wk 12/23]

England - Boston and approaches - Lower Road to New Cut — Directions; leading lights

191-192

Paragraph 8.59 2-4 *Replace by:*

- 2 SE of Clay Hole (52°57'·00N 0°07'·60E), which
lies at the SW end of Lower Road, thence:
NW of Black Buoy Light Buoy (52°56'·81N
0°07'·78E), thence through the channel which is
marked by light buoys (starboard hand).

New Cut Entrance Leading Lights:

Front light (post, 2 m in height) (52°55'·85N
0°04'·40E).

Rear light (similar structure) (52°55'·82N 0°04'·31E)
(90 m from front light).

- 3 The alignment (240°) of these lights leads WSW for
about 5 cables, passing:

NNW of Welland Light Beacon (port hand)
(52°56'·09N 0°05'·28E), which marks the
seaward end of Welland Cut half-tide training wall
(8.66).

Thence the track leads to a position NNW of Tabs
Head Light Beacon (red square topmark on mast,
10 m in height) (52°56'·01N 0°04'·92E), marking the
entrance to New Cut. A light beacon (starboard hand)
stands close to the extremity of the N bank,
1½ cables W.

- 4 **Caution.** The channels at the S end of Lower Road
alter continually and buoyage is changed frequently,
often without warning.

GB Chart 1200 Ed.14 (2023)

[NP54-No 50-Wk 45/23]

England – East coast – King's Lynn — Pilotage; buoy

195

Paragraph 8.96 1 lines 8-9 *For* (52°56'·00N 0°21'·50E)
Read (52°56'·00N 0°23'·00E)

KLCB Notice 6/22

[NP54-No 12-Wk 48/22]

England – East coast – King's Lynn — Directions

196

Paragraph 8.102 including heading *Replace by:*

Roaring Middle Light Float to Bull Dog Channel 8.102

- 1 From the vicinity of Roaring Middle Light Float
(52°58'·64N 0°21'·08E) the route leads 3 miles SSE to
the vicinity of No 1 Light Buoy (special) (52°56'·00N
0°23'·00E) for Bull Dog Channel (52°53'·40N
0°22'·70E), the main approach channel to Lynn Cut.

KLCB Notice 6/22

[NP54-No 13-Wk 48/22]

England – East coast – King's Lynn — Directions

197

Paragraph 8.103 1-2 including heading *Replace by:*

Bull Dog Channel to Lynn Cut 8.103

- 1 From No 1 Light Buoy (special) (52°56'·00N
0°23'·00E) the route leads 8 miles in a generally S
direction to the entrance to Lynn Cut. The narrow
channel is marked by light buoys (lateral), which are
moved frequently as the channel changes, and
passes:

- 2 E of Old Bell Middle (52°54'·00N 0°22'·20E) and
Blackguard Sand (52°53'·10N 0°22'·00E), two
drying shoals, thence:
Through Pandora Sand (52°50'·80N 0°21'·25E), a
tidal flat.

KLCB Notice 6/22

[NP54-No 14-Wk 48/22]

England – East coast – King's Lynn — Directions

197

Paragraph 8.106 1 lines 1-2 *Replace by:*

- 1 Teetotal Channel (52°52'·90N 0°18'·30E), Daseley's
Sled (52°53'·60N 0°21'·40E) and Cork Hole...

KLCB Notice 6/22

[NP54-No 15-Wk 48/22]

England - North Sea - Cromer to Southwold — Dumping grounds

199

Paragraph 9.6 1 line 1 *For* 2.4 *Read* 2.5

UKHO

[NP54-No 57-Wk 50/23]

**England – North Sea – Cromer to Southwold,
offshore route — Directions**

200

Paragraph 9.12 2 line 5 *Replace by:*

...similar banks. And:

UKHO [NP54-No 58-Wk 50/23]

England - East coast - Lowestoft — ATBA

209

After Paragraph 9.84 1 line 5 *Insert:*

Traffic regulations

9.84a

- 1 **Area to be avoided.** Due to the presence of unexploded ordinance, entry to an area centred on 52°26'·10N 1°47'·49E is prohibited.

UKHO [NP54-No 22-Wk 10/23]

NP55 North Sea (East) Pilot (2020 Edition)

Netherlands — Pilotage

8

Paragraph 1.62 3 *Replace by:*

- 3 An exemption to compulsory pilotage applies to the following:

Vessels performing maintenance or services such as tugs, dredgers, sludge-vessels and barges of up to a specific length, beam and draught. Unless these vessels are being used for different purposes when navigating on a designated fairway;

Vessels passing through territorial waters without entering the nearest Netherlands port;

Vessels whose navigating officer holds a Pilot Exemption Certificate;

Navy vessels;

Pilot vessels, unless they are not being used for pilotage.

Netherlands Notice 8/HP1 update/21

[NP55-No 12-Wk 18/21]

The following notice is to be implemented at 0001 local time on 1st June 2023

North Sea — Routes

61

After Paragraph 2.2 2 *Insert:*

- 3 IMO recommendations to mitigate the risk of container loss to the sea in unfavourable weather conditions are applicable to container vessels passing through certain TSS schemes in this area. See 2.13 and 2.21a.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 39-Wk 21/23]

The following notice is to be implemented at 0001 local time on 1st June 2023

North Sea — Natural conditions; sea state

62

Paragraph 2.13 1 lines 1–4 *Replace by:*

- 1 **Sea State.** Northerly and NW gales can give rise to short, steep and very rough seas within the TSS schemes that are located in this area. IMO recommendations are established, see 2.21a and 4.7.

Tidal streams. Details are given on the charts and in *ADMIRALTY Tidal Stream Atlas: North Sea Southern Portion* and *ADMIRALTY Tidal Stream Atlas: North Sea Eastern Part*.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 40-Wk 21/23]

The following notice is to be implemented at 0001 local time on 1st June 2023

North Sea — Under-keel clearance

62

Paragraph 2.18 1 *Replace by:*

- 1 See 1.18 and 2.21a.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 41-Wk 21/23]

The following notice is to be implemented at 0001 local time on 1st June 2023

North Sea — Navigation

63

After Paragraph 2.21 *Insert:*

Recommended navigation of container vessels 2.21a

- 1 During unfavourable weather conditions (2.13) in this area, container loss through extreme ship motions and vessel contact with the sea bottom can occur. Masters should ensure there is an adequate under-keel clearance at any time during the passage.

- 2 The following IMO adopted recommendations are applicable to container ships transiting certain TSS schemes listed in 2.15 and 4.2:

Container vessels with a length between 100 and 200 m, when predicted significant wave heights exceed 3.3 m, are recommended to take appropriate measures and alter course and/or speed, if necessary, to avoid transverse to the wave direction;

- 3 Container vessels with a length of 200 m or more, or with a beam of 32 m or more, in addition to the measures listed above, should follow an alternative route via East Friesland TSS (2.33) and German Bight Western Approach TSS (2.34) when predicted significant wave heights exceed 4.5 m.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 42-Wk 21/23]

NP55

Netherlands – IJmuiden – Noordzeekanaal — Limiting conditions

72

Paragraph 3.59 1-2 *Replace by:*

1 The dimensions in metres, of North Sea Locks, are:

	<i>Width of lock chamber</i>	<i>Length of lock chamber</i>	<i>Normal maximum size of ship (special permission not required)</i>		
			<i>length beam draught⁽¹⁾</i>		
Noordersluis	50	400	325 ⁽²⁾	42 ⁽²⁾	13.1 ⁽²⁾
Zeesluis IJmuiden	70	545	398	57	13.75
Middensluis (with bow thruster)	25	202.4	100 (145)	15.0 ⁽³⁾ (22.5)	8 ⁽³⁾ (8)
Zuidersluis	21.5	95	95	17.9	5.5

2 **Notes:**

(1) Salt water. See 3.58.

(2) With special permission from the Harbour Master, vessels exceeding these dimensions may use Noordersluis under certain conditions and regulations determined by combinations of draught, beam and direction of transit. Permission must be requested, via www.portofamsterdam.com, three days in advance of the expected time of passage through the lock.

(3) In certain circumstances permission may be given for these dimensions to be exceeded.

See chart 124 for depth over sills.

Kleine Sluis normally used by recreational craft and inland barges.

Netherlands Notice 6/37/22 [NP55-No 28-Wk 37/22]

Netherlands – IJmuiden – Noorderlijke Sluiseiland — Development

74

Paragraph 3.68 1 lines 1-3 *Replace by:*

1 Works are in progress (2022) to the N of Noorderlijke Sluiseiland.

Netherlands Notice 6/43/22 [NP55-No 29-Wk 37/22]

Netherlands - IJmuiden — Currents

74

After Paragraph 3.73 1 line 17 *Insert:*

Currents. A northerly or southerly current occurs in the outer access channels to the Noordersluis (3.59), Zeesluis IJmuiden and the Middensluis (3.59). These transverse currents can set ships away.

Netherlands Notice 23/164/22 [NP55-No 35-Wk 11/23]

Netherlands – Amsterdam – Noordzeekanaal — Limiting conditions

77

Paragraph 3.91 1 lines 1-6 *Replace by:*

1 See 3.59 for maximum vessel dimensions for the North Sea Locks.

Netherlands Notice 6/37/22 [NP55-No 30-Wk 37/22]

Netherlands – Amsterdam – Noordzeekanaal – Zijkanaal C — Overhead cable; vertical clearance

78

Paragraph 3.100 1 line 7 *For 36 m Read 30 m*

Netherlands Notice 1/2/22 [NP55-No 25-Wk 24/22]

*The following notice is to be implemented at 0001
local time on 1st June 2023*

North Sea - Texel to the German Bight — Sea State

85

Paragraph 4.7 1-2 *Replace by:*

1 Northerly gales in winter can give rise to short, steep and very rough seas on the coastal route between Texel and the German Bight. In these circumstances, IMO recommendations have been adopted for container vessels (2.21a). Routes via East Friesland TSS (2.33) and German Bight Western Approach TSS (2.34) may provide better sea conditions and more space to manoeuvre for container and other types of vessels.

See 1.170 for information on sea conditions in the southern North Sea.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 43-Wk 21/23]

Netherlands - Zeegat van Texel — Pilotage

87

Paragraph 4.23 1 lines 6-8 and 2 lines 1-7 *Replace by:*

In addition to the vessels described at 1.62, pilotage is compulsory for the following:

- 2 Den Helder approaches – Vessels over 75 m LOA and 7 m draught or, 75 m LOA and 5 m draught if entering the non-tidal inner harbour.
- Den Helder to Kornwerderzand – Vessels over 75 m LOA and 4 m draught.
- Kornwerderzand to Harlingen – Vessels over 75 m and 2.5 m draught.
- Den Oever and other harbours: 65 m LOA and 2.5 m draught.

Netherlands Notice 8/HP1 update/21

[NP55-No 13-Wk 18/21]

**Netherlands - Zeegat van Texel - Den Helder —
Pilotage; draught**

87

Paragraph 4.23 ¹⁻² including existing Section IV Notice Week 18/21 *Replace by:*

¹ See 4.14.

Generally pilotage for Schulpengat and Molengat is not compulsory. However, compulsory pilotage may be imposed in certain circumstances, for example during bad weather.

In addition to the vessels described at 1.62, pilotage is compulsory for the following:

- ² Den Helder approaches - Vessels over 75 m LOA and 7 m draught, or 75 m LOA and 7 m draught if entering the non-tidal inner harbour.
Den Helder to Kornwerderzand - Vessels over 75 m LOA and 4 m draught.
Kornwerderzand to Harlingen - Vessels over 75 m and 2.5 m draught.
Den Oever and other harbours: 65 m LOA and 2.5 m draught.

Netherlands Notice 36/244/22 [NP55-No 59-Wk 43/23]

**Netherlands - Zeegat van Texel -
Molengat — Directions; buoy**

89

Paragraph 4.38 ¹ *Replace by:*

- ¹ From the vicinity of MG-A Buoy (special) (53°02'61N 4°40'28E) the route, marked by buoys (special; letters prefixed MG), leads 4½ miles SSE through Molengat to Marsdiep passing between De Hors (52°59'80N 4°44'00E), the low SW extremity of Texel, and the E end of Noorderhaaks (52°58'20N 4°40'50E) (4.26).

Netherlands Notice 20/150/22

[NP55-No 34-Wk 08/23]

**Netherlands - Den Helder - Marsdiep —
Arrival information; outer anchorage;
obstruction**

90

After Paragraph 4.47 ¹ line 4 *Insert:*

Caution. An obstruction lies in the NW corner of the anchorage.

Netherlands Notice 9/69/23 [NP55-No 61-Wk 45/23]

*The following notice is to be implemented at 0001
local time on 1st June 2023*

**North Sea - Zeegat van Texel to
Zeegat van Terschelling — Route; TSS**

98

Paragraph 4.109 ³ lines 1-3 *Replace by:*

- ³ At VL-Center Light Buoy, Off Vlieland TSS changes direction and extends ENE, leading to Terschelling-German Bight TSS; Vlieland North TSS extends NNE for routes to or from Scandinavia.

IMO-adopted recommendations for the transit of vessels through these TSS in unfavourable weather exist. See 2.21a and 4.7.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 44-Wk 21/23]

**Netherlands - Zeegat van Terschelling —
Pilotage**

100

Paragraph 4.125 ¹ *Replace by:*

- ¹ Within Zeegat van Terschelling, pilotage is compulsory for vessels of more than 75 m in length, or a draught exceeding 6 m and for all vessels described at 1.62.

Netherlands Notice 8/HP1 update/21

[NP55-No 14-Wk 18/21]

*The following notice is to be implemented at 0001
local time on 1st June 2023*

**North Sea - Zeegat van Terschelling to Borkum
— Route; TSS**

106

After Paragraph 4.171 ³ line 3 *Insert:*

Caution. IMO-adopted recommendations for the transit of vessels through these TSS in unfavourable weather exist. See 2.21a and 4.7.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 45-Wk 21/23]

*The following notice is to be implemented at 0001
local time on 1st June 2023*

**North Sea - Borkum to the Jade, the Weser and
the Elbe — Route; TSS**

110

Paragraph 4.208 ² *Replace by:*

- ² IMO-adopted recommendations for the transit of vessels through these TSS in unfavourable weather exist. See 2.21a and 4.7.

The scheme is IMO-adopted and Rule 10 of *The International Regulations for Preventing Collisions at Sea (1972)* apply.

ITZ. See 4.4.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 46-Wk 21/23]

NP55

Germany - Hafen von Bengersiel — Directions: leading lights

117

Paragraph 4.249 4 lines 1-11 *Replace by:*

- 4 The narrow entrance channel, 1½ miles long, leads SE between E and W training walls to the entrance to the harbour basin. The training walls are awash at HW; the W training wall is marked by beacons (cardinal) and the fairway by withies.

German Notice 48/1180/20 [NP55-No 8-Wk 04/21]

Germany - Jade approaches - Wangerrooge - Harle — Directions; light buoy

118

Paragraph 4.256 1 line 5 *For* 53°49'·20N 7°48'·91E *Read* 53°49'·38N 7°46'·40E

Paragraph 4.256 1 line 7 *For* S *Read* ESE

German Notices 51/2;50;87;103/20

[NP55-No 9-Wk 07/21]

Netherlands - The Ems — Pilotage

122

Paragraph 5.13 1-2 *Replace by:*

- 1 **Compulsory pilotage.** In addition to the vessels described at 1.62, pilotage is compulsory for the following vessels:

Westerems to Borkum - Vessels over 155 m in length, or 25 m beam, or over 7 m draught and car carriers over 15 m in length or 20 m in beam:

Borkum to Eemshaven - Vessel over 95 m length, 13 m beam or over 7 m draught:

Eemshaven to Delfzijl - Vessels over 95 m length, 13 m beam or over 6 m draught.

- 2 **Pilot boarding.** For vessels over 155 m in length or 25 m in beam, pilots board in the vicinity of 53°39'·30N 6°16'·30E.

For vessels with lesser dimensions or in bad weather, pilots board off Borkum between Light Buoy No 13 (starboard hand) (53°35'·67N 6°35'·19E) and Light Buoy No 19 (starboard hand) (53°33'·14N 6°40'·92E).

Netherlands Notice 8/HP1 update/21

[NP55-No 15-Wk 18/21]

The following notice is to be implemented at 0001 local time on 1st June 2023

North Sea - The Ems - Outer approaches to Borkum — General information; TSS

125

After Paragraph 5.34 3 *Insert:*

Vessels using the Terschelling-German Bight TSS should follow IMO-adopted recommendations for the transit of vessels through the TSS in unfavourable weather. See 2.21a and 4.7.

IMO Circular SN.1/Circ.342 28 Nov 2022

[NP55-No 47-Wk 21/23]

North Sea - The Ems - Westerems — Directions; depth

127

Paragraph 5.49 2 line 10 *Replace by:*

...the shoal with depths of less than 1 m close S. Thence:

ENC DE4NO15K (8.004)

[NP55-No 62-Wk 47/23]

Germany - The Ems - Emden to Papenburg — Vertical clearance

142-143

Paragraph 5.151 1 line(s) 3 *Replace by:*

...safe vertical clearances of 63 m.

Paragraph 5.153 1 line(s) 5 *For* 7·1 m *Read* 6·4 m

Paragraph 5.153 2 *Replace by:*

- 2 **Friesen Bridge** (53°09'·68N 7°22'·35E) (Km 7), a ruined bascule rail bridge with navigable width of 24 m in the W passage and 46 m in the E passage. The bascule rail bridge has been removed and work is in progress to replace it (2021). The river level is indicated by tide gauges located about 3 cables above and below the bridge. Ems VTS should be contacted for the latest information regarding possible works or obstructions in the area.

German Chart DE1150 (2021) [NP55-No 21-Wk 49/21]

Germany - The Outer Weser - Alte Weser — Directions; obstruction

164

Paragraph 6.130 2 lines 7-10 *Replace by:*

Thence, from A9 Light Buoy, the track leads SSE, in the white sector (148·3-150·3°) of Tegeler Plate Light (53°47'·87N 8°11'·47E) (6.127), for about 1½ miles to a position SSW of Alte Weser Light. An obstruction (53°51'·59N 8°07'·18E), depth unknown, lies within the channel, 3½ cables SW of Alte Weser Light.

German Notice 10/1230/22

[NP55-No 31-Wk 43/22]

Germany - The Weser - Bremerhaven — Prohibited area

169

After Paragraph 6.156 1 line 1 *Insert:*

Prohibited area. Entry is prohibited within an area encompassing the N mole at the entrance to Bremerhaven-Geestemünde (6.157).

German Notice CO 37/DE04/22

[NP55-No 54-Wk 30/23]

Germany - The Lower Weser - Farge and Bremen — Vertical clearances

174

Paragraph 6.178 1 line 3 *Replace by:*

...clearances of 57 m and 62 m respectively.

German Chart DE5 Ed.2 (2021)

[NP55-No 17-Wk 29/21]

Germany - The Elbe from sea to Hamburg — Controlling depth

189

Paragraph 7.8 ¹ line 2 *For 13-9 Read 15-4*

German Notice 3/DE48/22 [NP55-No 26-Wk 25/22]

Germany - The Elbe - Sea to Cuxhaven — Depth

192

Paragraph 7.28 ¹ line(s) 1-3 *Replace by:*

- ¹ The least maintained depth in the fairway as far as Cuxhaven is 16.8 m. Cuxhaven VTS Centre can provide the latest information about depths on request.

German Notice 3/DE48/22 [NP55-No 27-Wk 25/22]

Germany - Elbe - Mittelrinne - Neuwerk-Reede — Obstructions

194

Paragraph 7.41 ¹ lines 6-8 *Replace by:*

A wreck and two obstructions are located in the E part of the anchorage.

German Chart DE 44 Edt.4 (2020) [NP55-No 3-Wk 45/20]

Germany – River Elbe – Cuxhaven — Limiting conditions; controlling depth

194

Paragraph 7.44 ¹ lines 1-3 *Replace by:*

- ¹ The controlling depth is 16.8 m in the maintained fairway of the Elbe from the river entrance to Cuxhaven.
The entrances to Vorhafen (7.55) and Amerika-Hafen (7.55) are dredged to 8.1 and 8.0 m, respectively.

German Notice 3/1610/22; German Chart 44 (2021) [NP55-No 22-Wk 22/22]

Germany - The Elbe - Mittelrinne - Neuwerk-Reede — Anchorage; obstructions

194

Paragraph 7.41 including existing Section IV Notice Week 45/20 *Replace by:*

- ¹ Neuwerk-Reede (53°58'00N 8°30'40E) lies adjacent to the S limit of Mittelrinne. The limits of the anchorage are marked by light buoys. The anchorage is available for vessels carrying explosives and is exposed to NW gales. A wreck and numerous obstructions lie within the anchorage.

German Notice 10/44/23 [NP55-No 63-Wk 49/23]

Germany - The Elbe - Cuxhaven to Brunsbüttel — Depths

196

Paragraph 7.60 ¹ *Replace by:*

- ¹ The least maintained depth in the fairway between Cuxhaven and the entrance of the Nord-Ostsee Kanalis is 14.8 m. There is a least depth of 13.6 m, over a wreck (53°51'92N 9°03'10E).

ENC DE4NO13R (16.001) [NP55-No 36-Wk 13/23]

Germany - The Elbe - Cuxhaven - Medemgrund — Restricted areas

196

Paragraph 7.63 ³⁻⁴ *Replace by:*

- ³ **Restricted areas.** Anchoring is prohibited in the fairway S of the approach area for Nord-Ostsee-Kanal and between Nordostreede (7.75) and Südreede (7.75).

Anchoring and fishing are prohibited in an area (53°53'15N 9°13'25E) E of the Nordostreede anchorage (7.75).

Anchoring is prohibited in an area (53°51'88N 8°53'52E) in the E part of Medemrinne.

- ⁴ **Prohibited areas.** A prohibited area is situated N of and between the Neufeld-Reede West and Neufeld-Reede Ost anchorages (7.74).

German Notice 33/44/20 [NP55-No 1-Wk 45/20]

Germany - The Elbe - Brunsbüttel — Traffic regulations; prohibited area

196

Paragraph 7.63 ³⁻⁴ including existing Section IV Notice Week 45/20 *Replace by:*

- ³ **Restricted areas.** Anchoring is prohibited in the fairway S of the approach area for Nord-Ostsee-Kanal and between Nordostreede (7.75) and Südreede (7.75).

Anchoring and fishing are prohibited in an area (53°53'15N 9°13'25E) E of the Nordostreede anchorage (7.75).

Anchoring is prohibited in an area (53°51'88N 8°53'52E) in the E part of Medemrinne (7.72).

- ⁴ **Prohibited area.** Vessels must not obstruct movements to and from berths at Elbehafen Brunsbüttel pier (53°53'30N 9°10'50E) (7.247), if necessary tugs being used to hold vessels clear. Entry is prohibited in an area extending 1¼ cables S from the pier, the W and E limits of the area being marked by the alignment (000°) of pairs of light beacons (each beacon a grey mast with white diamond topmark, red border) on the shore N of each end of the pier.

German Chart 42 Ed. 4 (2023) [NP55-No 55-Wk 32/23]

Germany - The Elbe - Cuxhaven - Medemgrund — Directions; prohibited area

NP55

198

Paragraph 7.72 1 lines 7-8 *Replace by:*

...Neufeld-Reede anchorage (7.74).

German Notice 33/44/20 [NP55-No 2-Wk 45/20]

Germany – The Elbe – Cuxhaven to Brunsbüttel — Anchorage; foul ground

198

Paragraph 7.75 2 lines 9 *Replace by:*

...wreck lies about 3¼ cables E. A foul patch (53°53'·00N 9°11'·40E) lies near the S limit of the anchorage.

German Notice 16/42/22 [NP55-No 33-Wk 45/22]

Germany - The Elbe - Brunsbüttel — Anchorage; foul patches

198

Paragraph 7.75 2-3 including existing Section IV Notice Week 45/22 *Replace by:*

- 2 **Nordostreede** anchorage (53°53'·15N 9°10'·70E) lies close N of the maintained fairway off Brunsbüttel and extends 2¾ miles E from the entrance of the Nord-Ostsee Kanal, along the river frontage of Brunsbüttel. The anchorage may be used only for the duration of one tide. A dangerous wreck (53°53'·26N 9°08'·91E), lies in the NW of the anchorage, close SSW of a light buoy (special), and a second dangerous wreck lies about 3¼ cables E. Two foul patches (53°53'·00N 9°11'·40E and 53°53'·05N 9°12'·23E respectively) lie near the S limit and in the SE of the anchorage.

- 3 See 7.63 for prohibited areas.

German Chart 42 Ed. 4 (2023)

[NP55-No 56-Wk 32/23]

Germany - The Elbe - Brunsbüttel — Anchorage; foul patches

198

Paragraph 7.75 2-3 including existing Section IV Notice Week 32/23 *Replace by:*

- 2 **Nordostreede** anchorage (53°53'·15N 9°10'·70E) lies close N of the maintained fairway off Brunsbüttel and extends 2¾ miles E from the entrance of the Nord-Ostsee Kanal, along the river frontage of Brunsbüttel. The anchorage may be used only for the duration of one tide. Numerous foul patches and two dangerous wrecks (53°53'·26N 9°08'·91E and 53°53'·27N 9°09'·47E) lie within the anchorage.

- 3 See 7.63 for prohibited areas.

ENC DE5NOBRB (12.001) [NP55-No 60-Wk 44/23]

Germany - The Elbe - Brunsbüttel to Hamburg — Depths

200

Paragraph 7.85 1 *Replace by:*

- 1 There is a minimum maintained depth in the fairway of 14.4 m between Brunsbüttel and Hamburg. The least charted depth is 14.1 m over a wreck (53°42'·86N 9°28'·51E). There are shoaler depths in the maintained channel in the Port of Hamburg.

ENC DE4NO14S (10.006) [NP55-No 37-Wk 13/23]

Germany - Brunsbüttel to Hamburg — Regulations; beam

200

Paragraph 7.87 4 line(s) 4 *For* 98 m *Read* 104 m

German Notice 4/21 Nordsee Handbook 20061 page 228 update [NP55-No 11-Wk 14/21]

Germany - The Elbe - Blankenese — Directions; leading lights

204

Paragraph 7.108 1 lines 2-5 *Replace by:*

Front light (tower) (53°33'·34N 9°48'·43E).
Rear light (tower) (53°33'·25N 9°49'·45E).

German Notice 41/48/20 [NP55-No 4-Wk 48/20]

Germany - The Elbe - Blankenese — Directions; leading lights

204

Paragraph 7.108 1 lines 2-5 *Replace by:*

Front light (tower) (53°33'·34N 9°48'·43E).
Rear light (tower) (53°33'·25N 9°49'·45E).

German Notice 41/48/20 [NP55-No 5-Wk 53/20]

Germany - The Elbe - Freiburg-Reede West — Anchorage

205

Paragraph 7.111 2 *Delete*

German Notice 11/1630/21 [NP55-No 16-Wk 21/21]

Germany - The Elbe - Blankenese — Directions; leading lights

206

Paragraph 7.118 *Delete* existing Section IV Notice Week 48/20

UKHO [NP55-No 6-Wk 53/20]

Germany - The Elbe - Brunsbüttel —
Traffic regulations; prohibited area

221

After Paragraph 7.245 *Insert*:**Traffic regulations****7.245a**

- 1 **Prohibited area.** See 7.63 and 7.247a.

German Chart 42 Ed. 4 (2023)

[NP55-No 57-Wk 32/23]

Germany - The Elbe - Brunsbüttel —
Development; prohibited area

221

After Paragraph 7.247 *Insert*:**Development****7.247a**

- 1 Reclamation works are in progress (2023) in the SE part of Neuer Vorhafen (7.252). Entry is prohibited into the area between the main channel and Mole 2.

German Chart 42 Ed. 4 (2023)

[NP55-No 58-Wk 32/23]

Germany - Nord-Ostsee Kanal - Rendsburg —
Prohibited anchorage

224

After Paragraph 7.277 *1 line 1 Insert*:

Prohibited anchorage. Anchorage is prohibited within the harbour.

German Notice 32/42/21

[NP55-No 19-Wk 46/21]

Germany - Rütergat - Hafen von Amrum —
Directions; shoal

249

Paragraph 8.149 *3 lines 1-5 Replace by*:

- 3 **Caution.** A shoal (54°38'33N 8°26'25E) has encroached into the fairway across all sectors of Nieblum Light.

ENC DE4NO08P (8.001)

[NP55-No 38-Wk 14/23]

Denmark - Jylland - West coast - Esbjerg —
Prohibited area

261

After Paragraph 8.240 *1 line 6 Insert*:

Entry is prohibited in an area centred on 55°28'61N 8°24'68E, marked by light buoys (special), close W of Basin 6 in Industrifiskerihavn (8.256).

Danish Notice 3/53/21

[NP55-No 10-Wk 13/21]

Denmark - Jylland - North Sea coast - Esbjerg
— Prohibited areas

261

Paragraph 8.240 *1* including existing Section IV Notice Week 13/21 *Replace by*:

- 1 An area, to which entry is prohibited, extends about 1 mile from the coast from Grådyb to latitude 55°49'N. The prohibition does not apply to vessels under 5 gt. Anchoring, fishing and seabed operations are prohibited within an area 100 m in radius, centred on a wreck in position 55°30'62N 7°56'84E.

Danish Notice 24/462/21

[NP55-No 18-Wk 35/21]

Denmark - Jylland - North Sea coast - Esbjerg
— Prohibited areas

261

Paragraph 8.240 *1* including existing Section IV Notice Week 35/21 *Replace by*:

- 1 An area, to which entry is prohibited, extends about 1 mile from the coast from Grådyb to latitude 55°49'N. The prohibition does not apply to vessels under 5 gt. Anchoring, fishing and seabed operations are prohibited within an area 100 m in radius, centred on a wreck in position 55°30'62N 7°56'84E. Entry is prohibited to an area centred on 55°28'61N 8°24'68E, marked by light buoys (special), close W of Basin 6 in Industrifiskerihavn (8.256).

Danish Notice 7/81/22

[NP55-No 32-Wk 44/22]

Denmark - West coast of Jylland -
Hvide Sande — Directions

271

After Paragraph 9.28 *2 Insert*:

Thence the track continues to a position W of the entrance to Hvide Sande (9.29).

Danish Notice 4/8,9/23

[NP55-No 48-Wk 28/23]

Denmark - West coast of Jylland - Hvide Sande
to Thyborøn Kanal — Wind farms

274

After Paragraph 9.47 *Insert*:**Wind farms****9.47a**

- 1 Works are in progress (2023) on the construction of two wind farms, centred on 56°04'90N 7°57'21E and 56°35'75N 8°01'62E. The wind farms are surrounded by prohibited areas, marked by light buoys (special).

Danish Notice 4/8,9/23

[NP55-No 49-Wk 28/23]

NP55

Denmark - West coast of Jylland - Hvide Sande to Thyborøn Kanal — Directions; wind farms

274

Paragraph 9.50 including heading *Replace by:*

Hvide Sande to Thyborøn Kanal

9.50

- 1 From a position W of the entrance to Hvide Sande (56°00'·00N 8°07'·00E), the coastal passage leads N, keeping clear of numerous wrecks, passing:

W of Lyngvig Lighthouse (9.49), thence:

W of a wind farm (56°04'·90N 7°57'·21E), under construction (2023) (9.47a), thence:

- 2 W of a wave recorder light buoy (special) (56°28'·49N 8°03'·35E), thence:

W of Bovbjerg Lighthouse (9.49), thence:

W of a wind farm (56°35'·75N 8°01'·62E), under construction (2023) (9.47a).

Thence the track continues to a position W of the entrance to Thyborøn Kanal (9.74).

Danish Notice 4/8,9/23; ENC DK2NORSO (69.000)

[NP55-No 50-Wk 28/23]

Denmark - West coast - Thyborøn Havn — Arrival information; prohibited anchorage

279

Paragraph 9.94 *3 Delete*

Danish Chart 108 (2021)

[NP55-No 23-Wk 23/22]

Denmark - Limfjorden - Sælhundeholm Løb — Depths

280

Paragraph 9.101 *1 Replace by:*

- 1 Sælhundeholm Løb has a maintained depth of 10.8 m between Light Buoy No 1 (starboard hand) and Buoy No 6 (port hand), and 4.0 m between Light Buoys No 21 (starboard hand) and No 35 (N cardinal). Elsewhere in Nissum Bredning, clear of coastal banks, there are general depths of about 5 to 7 m.

ENC DK5THYBR (19.000)

[NP55-No 64-Wk 52/23]

Denmark - Limfjorden - Agger Havn — Directions; obstructions

282

Paragraph 9.116 *1-5 Replace by:*

- 1 The principal route from Thyborøn Kanal to Krikdyb (56°45'·00N 8°17'·80E) is via Sælhundeholm Løb (9.105) and thence along the SE side of Fjordgrund, the edge of which is marked by a buoy (E cardinal) (56°40'·20N 8°18'·90E). Numerous obstructions, marked by buoys (special), exist in the vicinity of an extraction area centred on 56°40'·90N 8°20'·43E.

- 2 From its entrance S of Kobberø, Krikdyb leads about 4½ miles NNW close along the coast of Thyland to Krik (56°46'·25N 8°16'·97E). Flanked on its W side by shallow flats, the channel is marked by buoys (lateral and cardinal).

3 Agger Havn Leading Lights:

Front light (red triangle on post, 1 m in height) (56°46'·49N 8°15'·19E).

Rear light (inverted red triangle on mast, 3 m in height) (130 m from front light).

From a short distance above Krik the alignment (298°) of these lights leads through a channel marked by buoys on both sides, to the harbour entrance.

ENC DK4LIMFW (107.003)

[NP55-No 65-Wk 52/23]

Denmark - West coast - Limfjorden - Venø Bugt — Directions; spoil ground

284

After Paragraph 9.132 *3 line 7 Insert:*

Caution. A spoil ground (56°34'·37N 8°41'·53E) is located mid-channel.

Danish Chart 108 (2021)

[NP55-No 24-Wk 23/22]

Denmark - Thisted Bredning - Malle Hage — Directions; lights

286

Paragraph 9.168 *2 lines 8-10 Replace by:*

SSE of Malle Hage (56°57'·10N 8°46'·93E), a low, rounded point.

ENC DK4LIMFW (101.002)

[NP55-No 51-Wk 30/23]

Denmark - Thisted Bredning - Feggesund — Directions; lights; buoy

286-287

Paragraph 9.169 *1-2 Replace by:*

- 1 **Feggesund and approaches.** Depths see 9.151. From the E part of Thisted Bredning, the fairway through Feggesund (56°58'·60N 8°55'·35E) is indicated by a sequence of two pairs of leading lights and by buoys.

- 2 The track leads E, passing N of shoals, marked on their NNW side by a buoy (N cardinal), off Skarrehage (56°57'·28N 8°51'·60E), a low point, and leads to the SW end of Feggesund which is marked by a buoy (starboard hand) and a buoy (S cardinal).

Danish Notice 19/367/22; ENC DK4LIMFW (101.002)

[NP55-No 52-Wk 30/23]

Denmark - Limfjorden - Livø — Spoil ground; dangerous wreck

293

After Paragraph 9.227 *1 line 7 Insert:*

Caution. A spoil ground (56°56'·47N 9°09'·52E), on the W limit of which lies a dangerous wreck, is located on the E side of the entrance.

Danish Notice 31/353/21

[NP55-No 20-Wk 47/21]

**Denmark - Jylland - Hanstholm Havn —
Directions; test area**

299

After Paragraph 9.300 *1 Insert:*

WNW of a wave energy test area (57°06'·98N
8°32'·12E), marked by V-AIS, thence:

Danish Notice 19/371/22 [NP55-No 53-Wk 30/23]

**Denmark - North coast - Skagerrak -
Jammerbugt — Prohibited area**

301

Paragraph 9.317 *1* lines 1-4 including heading *Replace by:*

**Spare
9.317**

Danish Notice D1 46/800/20 [NP55-No 7-Wk 01/21]

NP56 Norway Pilot Volume 1 (2022 Edition)

**Norway - Mandal to Kristiansand -
Ny-Hellesund — Overhead cable**

111

Paragraph 3.83 *2* lines 1-3 *Delete*

Paragraph 3.83 *2* line 4 *Replace by:*

- 2* **Current.** In the narrowest part of the sound
the...

ENC NO5F0615 (9.000) [NP56-No 8-Wk 14/23]

**Norway - Skagerrak - Grimstad to Arendal —
Directions; lights; rocks**

122

Paragraph 4.22 *Replace by:*

- 1* When clear of Leiholmsundet the Inner Passage continues NE passing NW of Gråholmen (58°19'·62N 8°37'·98E) thence through Hesnessund (58°20'·17N 8°38'·41E), 7 cables NNE of the islet, which has two narrow sections, marked by light beacons (lateral). When clear of the sound the track leads ENE for 6 cables, along the N coast of Kvaløya (58°20'·50N 8°39'·40E) to a position NE of Hesnessund Øst Light (post, 3 m in height, floodlit) (58°20'·55N 8°39'·17E).
- 2* The track then leads ENE in the white sector (242°-245°), astern, of Hesnessund Øst Light to a position about 5¼ cables NE of Håholmen (58°20'·62N 8°39'·83E), an islet close NE of Kvaløya.
- 3* **Alternative route.** An alternative and clearer route to that through Hesnessund lies through Gamlegabet (58°20'·40N 8°40'·00E), the channel between Hesnesøya (58°20'·13N 8°39'·08E) and Tønneholmen (58°20'·06N 8°39'·91E), on which stands a beacon (black, barrel-shaped masonry with a white band, 3 m in height) (58°20'·08N 8°39'·91E). This track leads NNE to a position about 5¼ cables NE of Håholmen.

- 4* **Combined route.** From a position 5¼ cables NE of Håholmen, the main and alternative routes merge and continue NE.

Kvaløya Leading Lights:

Front light (lantern on tripod, 13 m in height) (58°20'·44N 8°39'·76W) standing on Kvaløya Nedre, an islet on the E side of Kvaløya.

Rear light (similar structure), 7 m in height, 1½ cables from front).

- 5* The alignment (223°), astern, of these lights leads NE, passing:

SE of Vestre Midtgrunnen, marked by a light (post, 8 m in height, floodlit) (58°21'·06N 8°40'·45E), thence:

SE of (Østre Midtgrunnen, marked by a light (post, 8 m in height, floodlit) (58°21'·29N 8°41'·07E), thence:

- 6* NW of Torskungene, a group of small islets; Torskungene Light (pole, 7·5 m in height) (58°21'·61N 8°42'·06E) stands on the N islet, and:

SW of an underwater rock (58°21'·67N 8°41'·86E), depth 8·3 m, thence:

NW of a shoal, least depth of 8 m (58°21'·78N 8°42'·27E).

Useful mark:

Hellene Beacon (white tower with a black stripe on its E and W sides) (58°20'·93N 8°39'·81E).

- 7* **Continuation.** From a position about 1 cable N of Spærrumpa Light (58°23'·02N 8°44'·54E) (post, 7 m in height, floodlit), the track leads NE, passing:

NW of shoals and rocks extending about 1¼ cables NE from Spærrumpa Light, marked by a buoy (starboard hand), and:

SE of Svartskjæra Beacon (black truncated cone, white band, 3 m in height) (58°23'·31N 8°44'·53E); Svartskjæra Light stands close E.

- 8* The track then continues NE in the white sector (033·5°-035°) of Merdø Light (58°25'·42N 8°47'·48E) (4.59). The line of bearing (357°) of Sandvigodden Light (58°26'·17N 8°46'·98E) (4.59) leads to the approaches to Arendal.

(Directions continue for Arendal at 4.59)

ENC NO5G0617 (7.017); Norwegian Notices 13/68169/22 & 15/68473/22 [NP56-No 9-Wk 14/23]

**Norway - Agder - Groosefjorden -
Grimstad — Directions**

125

Paragraph 4.37 *1* *Replace by:*

- 1* **Inner approach from south-west.** When Prestholmen Beacon is abeam the track leads NNE for 1½ miles, passing:

Paragraph 4.38 *2-5* *Replace by:*

- 2* S of Risholmen (58°18'·24N 8°34'·68E) on which stands a beacon (black wooden structure with a white band, 4 m in height) (58°18'·27N 8°34'·66E), thence:

N of Lille Mågholmen (58°18'·03N 8°34'·80E), on the E side of which Lille Mågholmen Light (post, 6 m in height) (58°18'·04N 8°34'·87E) is exhibited.

- 3* Thence the track leads N, within the white sector (182·5°-184·5°), astern, of Lille Mågholmen Light, passing:

NP56

W of Rivingen (58°18'·23N 8°35'·04E), an islet from where a light (post, floodlit, 11 m in height) is exhibited on its SW point. A beacon (cairn) stands close N of the islet. And:

E of Risholmen (above).

- 4 **Route through Groosefjorden.** After passing Rivingen the track continues N, in the white sector (182·5°-184·5°), astern, of Lille Mågholmen Light, passing close W of Flade Rivingen.

When clear of Flade Rivingen (58°18'·80N 8°35'·07E), the track leads NNE, passing close WNW of Fjordbåen Perch (58°19'·19N 8°35'·37E) to a position close W of Bøddelbåen Light (58°19'·54N 8°35'·60E).

- 5 Thence the track continues in mid-channel to Grimstad Havn.

Caution. Numerous dangerous rocks lie within Rivingdybet and Groosefjorden.

Useful marks:

Rivingdybet Light (lantern on tripod, floodlit, 9 m in height) (58°18'·03N 8°34'·98E).

Fuglebåen Light (column, 13 m in height) (58°18'·50N 8°34'·75E).

Norwegian Notice 10/67756/22, ENC NO5G0617 (7.014)
[NP56-No 2-Wk 49/22]

Norway - Skagerrak - Approaches to Arendal — Directions; lights

128

Paragraph 4.59 1-4 *Replace by:*

- 1 From a position SE of Torungen Light (58°23'·93N 8°47'·42E) (4.12), the alignment (341°) of Merdø Light (post, 3 m) (58°25'·42N 8°47'·48E) with Sandvigodden Light (white lantern on base, 17 m in height) (58°26'·17N 8°46'·98E) leads NNW, passing:

- 2 The pilot boarding station (58°23'·50N 8°48'·60E), thence:

ENE of Skånegrunden (58°23'·99N 8°48'·34E), over which the sea breaks in rough weather, thence:

ENE of Hågåsgrunnen (58°24'·34N 8°48'·03E), a rock with a depth of 7·2 m, thence:

- 3 WSW of Langrumpa (58°24'·58N 8°48'·43E) the W extremity of a shoal extending 4 cables WSW from Makrellbåen, marked by a spar buoy (starboard hand).

- 4 Thence from a position 1¼ cables E of Lille Torungen (white lantern on tripod, 6 m in height) (58°24'·68N 8°47'·64E), which stands near the SE end of Lille Torungen (4.12), the track is altered NW for 6 cables, passing:

NE, distant 1 cable, from the NE side of Lille Torungen, and:

SW of Lauvåsbåen (58°24'·85N 8°48'·33E), underwater rocks with depth of about 7 m, thence:

Paragraph 4.60 1-2 *Replace by:*

- 1 When clear of Kankene, a white sector (358°-001°) of Sandvigodden Light (white lantern on base, 14 m in height) (58°26'·17N 8°46'·98E) leads N in the fairway for about 1 mile, passing:

- 2 E of a reef extending 1 cable E and SE from Havsåya (58°25'·25N 8°46'·62E). A rock on the SE side of the reef is marked by Havsåybråttet Light (post, 6 m in height, floodlit) (58°25'·12N 8°46'·80E). Thence:
W of Merdø (58°25'·50N 8°47'·68E) on the W extremity of which stands Merdø Light, thence:

ENC NO5G0617 (7.017); NO LL 61504; Norwegian Notice 1368146/22
[NP56-No 10-Wk 14/23]

Norway - Oslofjorden - Drammensfjorden — Traffic regulations

197

After Paragraph 6.192 3 *Insert:*

- 4 **Vessel limitations.** The following vessels are prohibited from passing north of Rødtangen Light (6.179):

Vessels with a length greater than 250 m;

Vessels with a width greater than 40 m;

Vessels with a draught greater than 9·5 m in fresh water;

Vessels with a length greater than 225 m and a draught greater than 9·0 m in fresh water.

- 5 **Tug requirements.** The following requirements are compulsory in an area between Bjørneskjær Light (6.199) and Blindeskjæra Light (6.202):

Vessels with a length greater than 170 m or a draught greater than 8·5 m must have a tug attached.

Vessels with a length greater than 200 m or a draught greater than 9·5 m must have two tugs attached.

Port of Drammen [NP56-No 5-Wk 07/23]

Norway - Oslofjorden - Drammen Havn — Density of water

200

Paragraph 6.214 *Replace by:*

- 1 See 6.190

UKHO [NP56-No 6-Wk 07/23]

Norway - Oslofjorden - Drammen Havn — Anchorages; berths; repairs

201

Paragraph 6.222 *Replace by:*

- 1 Anchorages in Drammensfjorden are given at 6.205 and 6.207. Anchorage near Drammen can be obtained S of Gullaugbukta (6.208) in depths of about 30 to 40 m, mud, good holding.

Paragraph 6.223 1-4 *Replace by:*

- 1 **Tangenrenna south side:**

Tjømekrankaia (59°43'·85N 10°13'·93E) has a length of 160 m and a depth of about 6 m alongside. The distributed remains of a wreck, with a depth of 3·6 m, lies close E of the W end of the berth.

Langbrygga (59°43'·85N 10°13'·70E) has a length of 255 m and a depth of about 6 m alongside. A shoal patch with a depth of 4·8 m lies near its centre.

2 Myrakaia (59°43'·89N 10°13'·52E), for unloading bulk cargo, has a length of 146 m and a minimum depth of 4·9 m alongside with a shoal patch of 4·2 m on the corner connecting to Langbrygga.

Kranbrygga (59°43'·96N 10°13'·39E) has a length of 202 m and a depth of 5·8 m.

Tollbukaia (59°44'·03N 10°13'·28E) has a length of 110 m and a depth of 5·6 m.

3 **Holmen:**

The longest berth is Holmen Syd-kaia (59°44'·11N 10°13'·43E) with a length of 484 m and a minimum depth of 5·5 m alongside. A RoRo ramp lies at its SE end, depth 6·7 m.

Risgardenkaia RoRo berth (59°44'·01N 10°14'·01E) with a length of 151 m and depths alongside from 8·4 to 10·4 m, maximum length of 235 m and draught of 8·9 m.

4 Kattegat (59°44'·31N 10°14'·31E) has a length of 140 m, maximum draught of 9·5 m.

Holmen Syd Oljekai (59°43'·99N 10°13'·68E) has a length of 70 m and a depth of about 7·0 m alongside.

5 **Lierstranda:**

Tømmerterminalen has a floating quay, about 90 m in length and 30 m wide, extending SSE from the shore at Lierstranda (59°44'·74N 10°15'·36E). Depths alongside the quay are between 5·9 and 18 m.

Paragraph 6.224 1 *Replace by:*

The nearest repair facility is located in Horten (6.72).

Port of Drammen; ENC NO5E0920

[NP56-No 7-Wk 07/23]

**Norway - Oslofjorden - Kjøkøysundet —
Vertical clearance; bridge**

211

Paragraph 7.62 2 line 5 *For* 10 m *Read* 7·8 m

Norwegian Notice 9/67650/22 [NP56-No 1-Wk 49/22]

**Sweden – Skagerrak – Approaches to Strömstad —
Directions; leading lights**

228

Paragraph 8.66 1 *Replace by:*

**Spare
8.66**

Paragraph 8.67 1 *Replace by:*

1 **Krithällan Leading Lights:**

Front light: Krithällan N Light (lantern on white shed) (58°56'·02N 11°07'·71E).

Rear light: Krithällan Ö (1 cable from front light).

From the vicinity of 58°56'·37N 11°04'·15E, ENE of Axelbrottet (8.27), the alignment (100·5°) of these lights leads E for 1¾ miles along the recommended track, partially marked by light buoys (lateral), passing:

Swedish Notice 915/16809/22

[NP56-No 3-Wk 02/23]

**Sweden – Skagerrak– Approaches to Strömstad —
Directions; sector light**

228

Paragraph 8.67 5-6 *Replace by:*

5 When Krithällan N Light is distant 2 cables the recommended track leads 5 cables generally ESE, within the white sector (296·5°-300·5°), astern, of Holmen Grå Light (58°56'·24N 11°06'·67E), passing: Close SSW of the SW extremity of Syd Långön (58°56'·07N 11°07'·82E) from which Krithällan N Light is exhibited, thence:

NNE of a shoal (58°55'·80N 11°07'·99E), with a depth of 10·9 m. It should be noted that a buoy (starboard hand) is moored 1½ cables S of this shoal, marking a 3·8 m patch. And:

6 Close SSW of an 11·2 m shoal (58°55'·88N 11°08'·13E), marked by a buoy (port hand). Thence the track leads to a position SSE of Daniel (58°55'·91N 11°08'·28E), marked by a beacon. This shoal is also marked off its SW side by a buoy (port hand).

Swedish Notice 914/16619/22

[NP56-No 4-Wk 02/23]

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**Rogaland - Saudafjorden - Sauda — Berths;
depth**

140

Paragraph 4.248 4 lines 8-10 *Replace by:*

Smelter import quay (59°38'·76N 6°21'·35E); length 251 m, with a reported depth (2022) of 7·7 m alongside.

Norwegian Notice 12/67989/22

[NP57A-No 9-Wk 14/23]

**Vestland - Nyleia - Ringholmen to
Selbjørnsfjorden — Directions; light sectors**

223

Paragraph 7.84 7 line(s) 7 *For* Red *Read* Green

Paragraph 7.85 2 line(s) 4 *For* 022° *Read* 029·5°

Norwegian Notice 11/67859/22

[NP57A-No 13-Wk 41/23]

**Austevoll - Selbjørnsfjorden - Høkkelboane —
Directions; light sectors**

226

Paragraph 7.106 1 line(s) 11 *For* 066·4° *Read* 065·5°

Paragraph 7.107 3 line(s) 2 *For* 039° *Read* 040°

Norwegian Notice 11/67859/22

[NP57A-No 14-Wk 41/23]

NP57A

Austevoll - Skoltafjorden — Directions; light sectors

246

Paragraph 8.20 *1* Replace by:

- 1* **At night** the track leads E from seaward in the white sector (079.5°-090°) of Rosmunholmen Light until 7 cables from the light. Thence the track leads SE within the white sector (123°-138°) of Stallaeskjer Light for about 1 mile, and then E to the white sector (035.5°-042°) of Grønningen Light; thence the track leads NE within the latter white sector into Møkstrafjorden.

(Directions for the route from Stolmasundet to Møkstrafjorden are given at 8.17 and 8.18)

Norwegian Notice 11/67848/22: ENC NO411010 (7.009)
[NP57A-No 15-Wk 41/23]

Austevoll - Møkstrafjorden — Directions; light sectors

248

Paragraph 8.35 *3* line(s) *2* For (122.7°-137.9°) Read (122.5°-133°)

Norwegian Notice 11/67848/22
[NP57A-No 16-Wk 41/23]

Austevoll - Møkstrafjorden to Hundvåkosen — Directions; light sectors

250-251

Paragraph 8.46 *1* line(s) *5* For 199.2° Read 199°

Paragraph 8.46 *1* line(s) *6* For (009.4°-011.1°) Read (009.5°-010.5°)

Paragraph 8.46 *1* line(s) *10* For (179.6°-184.1°) Read (179.5°-183°)

Norwegian Notices 11/67845/22; 11/67848/22
[NP57A-No 17-Wk 41/23]

Hordaland - Korsfjorden - Børnestangen — Directions; light

253

Paragraph 8.60 *1* line *4* For 018.5° Read 017.5°

Norwegian Notice 10/67788/22
[NP57A-No 3-Wk 49/22]

Hordaland - Børnestangen to Raunefjorden - Lerøyosen — Directions; light

266

Paragraph 8.127 *1* Replace by:

- 1* **At night**, when passing through Lerøyosen, keep initially within the white sector (328.5°-356.5°) of Lerøyona Light, thence within the white sector (172.5°-189°), astern, of Børnestangen Light (60°12'12N 5°10'21E). Thence from the N end of Lerøyosen the track leads N initially within the white sector (008.5°-025°) of Rauneskjerane Light, in conjunction with the white sector (146°-159°), astern, of Lerøyona Light, into the white sector (031.5°-042.5°) of Fleslandsskjeret Light (60°17'62N 5°12'01E).

Norwegian Notice 10/67794/22; ENC NOL1010 (10.004)
[NP57A-No 4-Wk 49/22]

Hordaland - Grimstadfjorden and Nordåsvatnet — Restricted and prohibited areas

272

Paragraph 8.149 *5* lines 1-6 Replace by:

- 5* **Restricted area.** Entry is restricted within a military area situated N of a line joining Skaret (60°19'80N 5°12'48E) to Knappen (60°19'32N 5°15'36E). Anchoring, diving, fishing and trawling with seabed gear is prohibited within the area.

Prohibited area. Navigation by civilian vessels is prohibited within an area surrounding the naval base. The S and E limits are marked by light buoys (special and lateral).

ENC NO5G1010 (8.000) [NP57A-No 5-Wk 14/23]

Hordaland - Channel east of Bjørøyona - Tangen — Anchorage; berths

273

Paragraph 8.154 *1-2* Replace by:

- 1* **Anchorage.** Vessels may obtain anchorage, in depths up to 46 m, sand, in a bay N of Tangen (60°17'70N 5°12'40E). A rock, with a depth of 5.4 m, lies close NW of the point. Two submarine pipelines lie in the S part of the bay.

Local knowledge is required.

- 2* **Alongside berths.** There are two quays in the bay. The largest and N-most is situated at a waste depot and processing plant; length 50 m, with depths of about 4 to 5 m alongside.

ENC NO5G1010 (8.000) [NP57A-No 6-Wk 14/23]

Hordaland - Askøy - Byfjorden — Vertical clearance

274

Paragraph 8.163 *1* line *2* For 63 m Read 63.5 m (MSL)

ENC NO4T1010 (12.000) [NP57A-No 10-Wk 14/23]

**Hordaland - Bergen -
Damsgårdssundet — Bridge**

277

After Paragraph 8.181 1 line 6 *Insert:*

An opening bridge (60°22'·83N 5°19'·52E), with a vertical clearance of 4·5 m when closed spans Damsgårdssundet.

ENC NO5H1010 (16.000) [NP57A-No 7-Wk 14/23]

**Sogn of Fjordane - Sildegapet – South-east side
— Directions; rock; buoy**

480

After Paragraph 12.283 2 line 9 *Insert:*

SE of a rock (61°59'·73N 5°11'·66E), marked by a buoy (E cardinal), thence:

Norwegian Notice 9/67532/22

[NP57A-No 2-Wk 49/22]

**Hordaland - Bergen —
Traffic regulations; speed limits**

277

After Paragraph 8.184 1 *Insert:*

Entry is restricted to an area, centred on 60°24'·97N 5°18'·66E, within Elsero (8.194).

2 **Speed limit.** No wake areas, where the speed limit is 8 kn, are established as follows:

Between Puddefjorden (60°23'·60N 5°18'·00E) and the SE part of Damsgårdssundet (60°22'·94N 5°19'·20E).

Within Vågen (60°23'·90N 5°18'·90E).

ENC NO5H1010 (17.002) [NP57A-No 8-Wk 14/23]

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**Romsdal - Averøya - Hasløya - Langøysundet
— Directions; rocks**

184

Paragraph 5.77 3 lines 3–5 *Replace by:*

S of Hasløya (63°03'·30N 7°26'·00E) where the channel is marked by iron perches and spar buoys (lateral). Rocks (63°03'·18N 7°25'·99E and 63°03'·17N 7°26'·30E), depths 6·6 m and 4·9 m respectively, lie on the S side of the channel. Thence:

Norwegian Notice 12/68045/22

[NP57B-No 5-Wk 14/23]

**Hordaland - Askøy - Hjeltefjorden —
Directions; light sectors**

294

Paragraph 9.73 2 line 3 *For* (105°-134·5°) *Read* (106·5°-134°)

Paragraph 9.73 2 line 4 *For* (302·0°-304·5°) *Read* (301°-304°)

ENC NO4S1010 (9.013) [NP57A-No 11-Wk 14/23]

**Romsdal - Grip to Slettringen - Smøla—
Directions; light**

234

Paragraph 6.13 5 lines 5–6 *Delete*

Norwegian Notice 13/68291/22

[NP57B-No 3-Wk 14/23]

**Hordaland - Askøy - Herdlefjorden —
Directions; light sector**

310

Paragraph 9.184 4 lines 1–2 *Replace by:*

4 **At night** the track leads NNW into the red then green sectors of Asknes Light, bearing less than 331°.

ENC NO4T1010 (12.008) [NP57A-No 12-Wk 14/23]

**Romsdal - Smøla - Oddehølen —
Directions; lights**

234

Paragraph 6.15 1 lines 1–4 *Replace by:*

1 From a position N of Endrebåen (63°20'·20N 7°40'·46E) the track leads E passing:

Paragraph 6.15 2 lines 1–5 *Replace by:*

2 Thence from a position about 1 mile W of Skardholmen the track leads ENE to a position about 2½ cables SW of Orholmskjæret Light (framework structure, 9 m in height) (63°21'·17N 7°46'·71E), passing:

Paragraph 6.15 4 lines 4–7 *Replace by:*

Thence the track leads to a position in Olsøysvaet WSW of Klakkavågen Light (post, 5 m in height) (63°21'·40N 7°50'·78E).

Norwegian Notice 13/68291/22

[NP57B-No 4-Wk 14/23]

**Vestland - Frøysjøen – North-east part —
Directions; marine farms**

451

After Paragraph 12.92 3 line 4 *Insert:*

NW of a marine farm (61°47'·89N 5°07'·79E), thence:

Norwegian Notice 9/67671/22

[NP57A-No 1-Wk 49/22]

NP57B

Sør-Trøndelag – Trondheimsfjorden – Agdenes to Rodbergsneset — Directions

267

After Paragraph 6.265 2 line 10 *Insert:*

NNE of an ODAS buoy (lit) (63°27′.75N 9°57′.05E), thence:

Norwegian Notice 9/67654/22

[NP57B-No 2-Wk 49/22]

Aust-Agder – Gyltfjorden — Directions; marine farm

357

Paragraph 8.284 1 line 5 *Replace by:*

...entrance point to Fosnesvågen (8.289), thence: Clear of a marine farm (64°41′.03N 11°21′.96E), and:

Norwegian Notice 8/67477/22

[NP57B-No 1-Wk 33/22]

NP58A Norway Pilot Volume 3A (2022 Edition)

Sør-Helgeland – Sørfjorden — Directions; light sectors

94

Paragraph 3.198 1 lines 4–5 *Replace by:*

...(239.5°–242.5°) of Sandvikholmen Light (65°03′.52N 12°12′.98E). Thence the track leads WSW, passing:

Paragraph 3.198 3 lines 1–3 *Replace by:*

- 3 The track then continues to lead WSW in the white sector (072.0°–074.0°), astern, of Sandvikholmen Light, passing:

Norwegian Notice 13/68232/22

[NP58A-No 3-Wk 14/23]

Nord-Helgeland – Ranfjorden – Utskarpen to Mo i Rana — Directions; lights

176

Paragraph 4.351 2 line 2 *For* (272.8°–283.2°) *Read* (273°–276.5°)

Paragraph 4.351 3 line 2 *For* (065°–070.5°) *Read* (065°–069.5°)

Norwegian Notices 10/67713, 67690/22

[NP58A-No 2-Wk 50/22]

Nordland – Handnesholmen to Sjøna — Directions; light sector

182

Paragraph 4.404 4 line 4 *For* 206° *Read* 205°

Norwegian Notice 9/67654/22

[NP58A-No 1-Wk 49/22]

Nord-Helgeland – Trænfjorden – Lovundværet — Directions; light sectors

185

Paragraph 4.418 3 lines 6–8 *Replace by:*

The sector boundary bearing 086° of Kvalholmen Light, changing from green to white, passes N of Langtaren.

Norwegian Notice 11/67906/22

[NP58A-No 5-Wk 41/23]

Nord-Helgeland – Trænfjorden – Dørvær — Directions; light sector

199

Paragraph 5.30 4 line 3 *For* (205°–215°) *Read* (206°–212°)

Norwegian Notice 13/68195/22

[NP58A-No 4-Wk 14/23]

Nord-Helgeland – Kvarøyfjorden – Hestmona — Directions; light sectors

203

Paragraph 5.52 1-2 *Replace by:*

- 1 **At night**, from the position 1 mile ESE of Sandskjæret the track leads NE within the white sector (039.5°–044°) of Anklakken Light (66°31′.02N 12°51′.85E), passing NW of Bukkøybåen (5.51), until 2 cables from the light.

- 2 Thence, having passed SE of Innerskjær, the track leads ESE out into Kvarøyfjorden, within the white sector (220.5°–247.5°), astern, of Anklakken Light. *(Directions continue, for a route NNW to Blikværffjorden at 5.85, for Selsøyviksundet at 5.88 and for the main inshore route NE at 5.104)*

Norwegian Notice 11/67930/22

[NP58A-No 6-Wk 41/23]

Nord-Helgeland – Rangsundøya — Directions; light sectors

209-210

Paragraph 5.89 1-2 *Replace by:*

- 1 **At night**, from the position W of Vikingen, the track leads initially NNE within the white sector (016.5°–020.5°) of Selsøyvik Light (66°34′.61N 12°58′.74E) until 2½ cables from the light. Thence, having passed WNW of Selsøyvik Light, the track leads out into the SE side of Grimen within the white sector (183°–188°), astern, of the same light.

- 2 The track then leads E within the white sector (086°–101.5°) of Kjøpmannsskjeret Light (66°35′.38N 13°02′.23E) until 3 cables from this light. Thence the track leads ENE, through the narrow channel NNW of Kjøpmannsskjeret and out into the channel between Renga and Gjerdøya.

(Directions are given, for the channel W of Gjerdøya at 5.93 and for the main inshore route from Kvarøyfjorden to Rødøyfjorden at 5.104)

Norwegian Notices 11/67929/22, 67938/22

[NP58A-No 7-Wk 41/23]

NP58B Norway Pilot Volume 3B (2022 Edition)

**Troms og Finnmark - Astafjorden —
Marine farms**

87

After Paragraph 3.139 2 line 8 *Insert*:

**Marine farms
3.139a**

- 1 Numerous marine farms are situated within Astafjorden (3.139) and adjacent waters.

Norwegian Notice 9/67554/22

[NP58B-No 3-Wk 49/22]

**Vest-Finnmark - Revsbotn - Lillefjorden —
Directions; leading lights**

319

Paragraph 10.82 1-3 *Replace by*:

- 1 **South-east entrance.** From a position N of Måsholmen Light (70°41'15N 24°34'51E) the track leads E, passing:
N of Brottneset (70°41'60N 24°35'78E), thence:
S of Jordholmen (70°42'04N 24°35'83E), thence:
2 Over the spit off Agnneset (70°41'78N 24°36'82E), thence:
Close S of an iron perch (70°41'86N 24°38'01E), marking the coastal bank.
3 The track then continues E into Omnsbukta, passing N of Rottnes (70°41'74N 24°38'47E).

Norwegian Notice 3/66774/22 [NP58B-No 1-Wk 20/22]

Vest-Finnmark - Snefjorden — Directions; light

321

Paragraph 10.95 1 line 3 *For* (143.5°-158.5°) *Read* 143.5°-155.5°)

Paragraph 10.95 2 line 5 *For* (143.5°-158.5°) *Read* (143.5°-155.5°)

Paragraph 10.95 4 line 6 *For* (143.5°-158.5°) *Read* (143.5°-155.5°)

Norwegian Notice 8/67431/22

[NP58B-No 2-Wk 33/22]

**Finnmark - Rolvsøysundet - Rolvsøyhamn —
Directions; light**

322

Paragraph 10.104 1 line 4 *For* 021.8°-047.8° *Read* 024.5°-047.5°

Paragraph 10.104 2 line 4 *For* 021.8°-047.8° *Read* 024.5°-047.5°

Norwegian Notice 13/68272/22

[NP58B-No 4-Wk 14/23]

**Øst-Finnmark - Risfjorden —
Directions; light sector**

345

Paragraph 11.75 2 line 4 *For* (157°-210°) *Read* (157.5°-208°)

Norwegian Notice 11/67889/22

[NP58B-No 5-Wk 41/23]

**NP59 Nova Scotia and Bay of Fundy Pilot
(2020 Edition)**

**Canada - Regulations —
Controlled Access Zones**

11

Paragraph 1.67 1 line 1 *For Her Read His*

UKHO

[NP59-No 5-Wk 47/22]

**Canada - Nova Scotia - South coast -
Halifax approaches — Anchorages;
submarine cables**

95

After Paragraph 4.40 1 line 5 *Insert*:

Caution. Numerous submarine cables lie within the anchorage areas.

Canadian Chart 4237 Ed4

[NP59-No 3-Wk 38/21]

**Canada - Nova Scotia - Halifax Harbour -
Northwest Arm — Directions; obstruction**

101

Paragraph 4.67 1 line 3 *Replace by*:

...anchor zone. An obstruction (44°37'05N 63°34'38W), marked by a light buoy (isolated danger), lies near the entrance.

Canadian Eastern Notice 10/4202/21

[NP59-No 4-Wk 10/22]

**Canada - Nova Scotia - Halifax Harbour -
Northwest Arm — Directions; caution**

101

Paragraph 4.67 1 including existing Section IV Notice Week 10/22 *Replace by*:

- 1 Northwest Arm (44°37'85N 63°35'66W) trends NW for 2¾ miles. The channel is buoyed and is a no anchor zone. An obstruction (44°37'05N 63°34'38W), marked by a light buoy (isolated danger), lies near the entrance.

- 2 **Caution.** Mariners are advised to proceed with extreme caution when navigating through the entrance of the Northwest Arm as unidentified shoals, obstructions and other navigational hazards may be present. Mariners are also advised that numerous unlit moorings and moored vessels may be encountered anywhere outside the fairway, above a position about 4 cables NW of Point Pleasant.

Canadian Eastern Notices 06/4202-4203/22

[NP59-No 8-Wk 12/23]

NP59

Canada – Nova Scotia – South coast – Saint Margaret’s Bay — Directions; ODAS light buoy

110

After Paragraph 5.37 2 line 3 *Insert*:

Clear of an ODAS light buoy (44°36′.43N 63°59′.27W), thence:

Canadian Eastern Notice 2/4386/22

[NP59-No 7-Wk 47/22]

Canada - Nova Scotia - Lockeport — Limiting conditions; controlling depth

132

Paragraph 6.78 1 line(s) 4–5 *Replace by*:

...plants. The harbour affords good anchorage for small vessels.

Paragraph 6.79 1 line(s) 1–3 *Replace by*:

Controlling depths. A least depth of 3.7 m lies in the harbour entrance; shoaler depths exist within the harbour. Contact the port authority for the latest information on depths and authorised draughts.

Tidal levels. Mean spring range about 1.7 m; mean neap range about 1.1 m. See information in *ADMIRALTY Tide Tables Volume 2*.

Canadian Notice 9/4209/20

[NP59-No 2-Wk 49/20]

United States of America - Maine - Bay of Fundy - Moosabec Reach - Eastern part — Bridge

181

Paragraph 8.143 3 line(s) 5–7 *Replace by*:

Vertical clearance. A bridge (44°31′.46N 67°36′.88W) which spans Moosabec Reach is under construction (2019); vertical and horizontal clearances unknown. Contact local authorities for the latest information.

US Notice 44/13326/19

[NP59-No 1-Wk 05/20]

Canada – Nova Scotia – Bay of Fundy - Entrance to Minas Basin — Directions; turbine

209

After Paragraph 9.29 1 line 8 *Insert*:

SSW of an underwater turbine (45°21′.83N 64°25′.35W), depth unknown, thence:

Canadian Eastern Notice 2/4010/22

[NP59-No 6-Wk 47/22]

NP60 Pacific Islands Pilot Volume 1 (2018 Edition)

North Pacific Ocean - South-western part - Navigational dangers and hazards — Piracy and armed robbery

3

Paragraph 1.11 1–3 including Headings *Replace by*:

General information

1.11

1 Although less affected than the Indonesian or Philippine waters to the W, attempted and actual boardings of vessels have occurred in the area covered by this volume.

Recommended practice

1.11a

1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on chart *Q6113* and *The Mariner’s Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*. Additional guidance can be found in *Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia*.

2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Reporting

1.11b

1 **International Maritime Bureau (IMB).** Piracy warnings are received and issued by the Piracy Reporting Centre at Kuala Lumpur for the area covered by this volume. Details of current reported piracy and armed robbery for all regions may be found on the International Chamber of Commerce Crime Services website (www.icc-ccs.org).

2 The IMB has a maritime security hotline. This enables mariners to report information or suspicions about serious maritime crimes, anonymously and confidentially, 24 hours a day to:

IMB Piracy Reporting Centre.

Tel: +603 2031 0014

E-mail: imbsecurity@icc-ccs.org

For further information, see *ADMIRALTY List of Radio Signals Volume 1(2)* and *The Mariner’s Handbook*.

3 **Information Fusion Centre.** The IFC is a Regional Maritime Security Centre (MARSEC) hosted by the Singapore Navy. It has international liaison officers from the navies and law enforcement agencies of more than 20 countries.

The IFC is responsible for a Voluntary Community Reporting (VCR) scheme that has been established in Southeast Asia and surrounding waters for the purpose of enhancing security and maintaining the freedom of navigation for vessels.

4 Vessels operating in this VCR region are strongly encouraged to report maritime security incidents or anomalous behaviour:

Website: www.ifc.org.sg

Tel: +65 6594 5728 / +64 9626 8965

Email: information_fusion_centre@defence.gov.sg

5 For further details and reporting procedures, see *ADMIRALTY List of Radio Signals Volume 6(4)*.

UKHO [NP60-No 40-Wk 18/22]

**North Pacific Ocean - South-western part -
Radio facilities — Jamming,
spoofing and cyber-attacks**

6

After Paragraph 1.46 1 line 6 *Insert*:

Jamming, spoofing and cyber-attacks

International Fusion Centre

1.46a

1 Merchant vessels operating in the VCR area (see 1.11b) are strongly encouraged to report all cyber-attack incidents and any interference on radio frequencies, radars, GPS and AIS.

For further details see *ADMIRALTY List of Radio Signals Volume 6(4)* and chart Q6113.

UKHO [NP60-No 41-Wk 18/22]

**Solomon Islands - Guadalcanal Island -
Marau Sound — Directions; lights**

78

Paragraph 2.141 2 *Delete*

Paragraph 2.141 3 lines 1-2 *Replace by*:

3 From S, the track leads N through South East Entrance, passing:

Paragraph 2.141 4 lines 1-4 *Replace by*:

4 The line of bearing 352° of the E extremity of Tawa'ihī Island (9°49'99S 160°50'22E), open W of Tavanipupu Island (9°49'53S 160°51'02E), leads N through the entrance.

Australian Notice 19/723/22 [NP60-No 45-Wk 06/23]

**Solomon Islands - Guadalcanal Island -
Marau Sound — Directions; lights**

79

Paragraph 2.143 1 *Delete*

Paragraph 2.143 2 lines 1-3 *Replace by*:

2 **Track.** The preferred track (209°), leads NNE through North East Entrance marked by light buoys (lateral), 7 cables wide, passing:

Australian Notice 19/723/22 [NP60-No 46-Wk 06/23]

**Solomon Islands - Malaita Island - Auki —
Directions; leading lights**

93

Paragraph 2.262 1 line(s) 3 *For* (8°46'51S 160°41'88E)
Read (8°46'49S 160°41'90E)

Paragraph 2.262 1 line(s) 4 *For* 70 m *Read* 132 m.

Paragraph 2.262 2 line(s) 2 *For* (051.8°) *Read* (054°)

Australian Chart SLB104 (2021)

[NP60-No 39-Wk 09/22]

**Solomon Islands - New Georgia Island -
Munda Harbour — Directions;
leading light alignment**

102

Paragraph 2.326 1 line(s) 8 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4

[NP60-No 31-Wk 18/20]

**Solomon Islands - New Georgia Island -
Munda Harbour — Directions; leading light**

103

Paragraph 2.329 4 line(s) 3 *For* (054°) *Read* (052.5°)

Paragraph 2.332 1 line(s) 5-6 *For* (8°20'18S 157°13'77E)
Read (8°20'16S 157°13'66E)

Paragraph 2.332 2 line(s) 2 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4

[NP60-No 32-Wk 18/20]

**Solomon Islands - New Georgia Island -
Munda Harbour — Route; leading light alignment**

103

Paragraph 2.335 1 line(s) 9 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4

[NP60-No 33-Wk 18/20]

**Solomon Islands - New Georgia Island -
Munda Harbour - Penguin Reef to
Ndokendoke Island — Directions;
leading light alignment**

104

Paragraph 2.341 3 line(s) 4 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4

[NP60-No 34-Wk 18/20]

**Papua New Guinea - Bougainville Island -
Otua Island — Directions; light**

134

Paragraph 3.98 3 lines 6-10 *Replace by*:

Thence the track continues WNW, across the N entrance to Bougainville Strait, to a position NE of Otua Island (6°27'50S 155°58'30E).

Australian Notice 22/899/17

[NP60-No 1-Wk 04/18]

NP60

Solomon Islands - Ghizo Island - Gizo Harbour — Directions; leading lights

142

Paragraph 4.35 1-2 *Replace by:*

- 1 From N, the track leads SSW to the NW entrance to Gizo Harbour which lies about 5 cables NNE of Nega Point (8°04'41S 156°50'07E), passing:
ESE of a patch (8°03'35S 156°50'30E), with a depth of 8.0 m, and;
WNW of an isolated coral patch (8°03'67S 156°50'80E), thence:
- 2 ESE of a beacon (pole, triangular topmark) (8°03'79S 156°50'24E), marking the E extremity of a reef with drying patches, thence:

Paragraph 4.35 4 lines 1-3 *Replace by:*

- 4 NW of a bank (8°04'10S 156°50'23E); a dangerous rock lies on the bank.

Australian Notice 19/722/22 [NP60-No 47-Wk 06/23]

Solomon Islands - New Georgia Island - Hathorn Sound — Prohibited anchorage

148

Paragraph 4.84 1 lines 5-6 *Replace by:*

Prohibited anchorage. Anchorage is prohibited throughout Hathorn Sound, except within the designated anchorage (4.91).

Australian Chart SLB102 2002 [NP60-No 48-Wk 09/23]

Solomon Islands - New Georgia Island - Port Noro — Anchorage

149

Paragraph 4.91 1 lines 1-5 *Replace by:*

- 1 **Outer anchorage** is available in an area (8°13'25S 157°11'37E), on the W side of Hathorn Sound, in depths from about 23 to 61 m.

After Paragraph 4.91 1 line 10 Insert:

- 2 **Prohibited anchorage.** See 4.84.

Australian Chart SLB102 2022 [NP60-No 49-Wk 09/23]

Papua New Guinea - Bougainville Island - Otua Island — Directions; light

155

Paragraph 4.158 2 lines 5-7 *Replace by:*

The track then continues NW to a position NE of Otua Island (6°27'50S 155°58'30E).

Australian Notice 22/899/17 [NP60-No 2-Wk 04/18]

Papua New Guinea - Bougainville Island - Otua Island — Directions; light

156

Paragraph 4.162 5 lines 4-5 *Delete*

Paragraph 4.163 2 line 2 *Delete*

Australian Notice 22/899/17 [NP60-No 3-Wk 04/18]

Papua New Guinea - Bougainville Island - Otua Island — Directions; light

157

Paragraph 4.166 2 lines 1-2 *Delete*

Australian Notice 22/899/17 [NP60-No 4-Wk 04/18]

Solomon Islands - Bougainville Strait - Choiseul Bay — Prohibited area

158

After Paragraph 4.178 2 line 6 Insert:

- 3 **Prohibited area.** The Solomon Islands Cable Protection Zone, within which anchoring is prohibited, encompasses the submarine cable that makes landfall on the E side of Taro Island.

Australian Chart SLB106/2020

[NP60-No 30-Wk 13/20]

Papua New Guinea - Louisiade Archipelago - Jomard Entrance — PSSA

201

Paragraph 5.198 including heading *Replace by:*

Traffic regulations 5.198

- 1 **Two-way route.** The Two-way Route leading through Jomard Entrance, between Panuwaiyayapuna Island and Maneidul Reef, has been adopted by IMO. Where safe and practicable, vessels are advised to keep to starboard of the routes centrelines.

Particularly Sensitive Sea Area. Jomard Entrance and Bramble Haven (11°13'42S 152°00'00E) (5.189) lie in an IMO approved PSSA. For details see AHP20 *Mariner's Handbook for Australian Waters*.

Australian Notice 19/999/19 [NP60-No 22-Wk 44/19]

Papua New Guinea - Louisiade Archipelago - Panabwal Group — Directions; depths

204

Paragraph 5.220 *Replace by:*

- 1 From a position SW of Ship Pass (10°48'42S 151°43'73E), the line of bearing 046° of Itamarina Island, in the centre of the lagoon encircled by Panabwal Group, leads NE through Ship Pass, situated 2½ miles SE of Irai Island, the W-most of the group.

2 Once inside the entrance, suitable vessels may follow the line of bearing 087° of Pananiu Island (10°47'·12S 152°00'·12E) (5.201) which leads E to a passage NW of Muniara Island at the E end of the lagoon, passing:

S of Kesal (Quesal) Island (10°46'·94S 151°49'·71E), 3½ miles ESE of Itamarina Island, thence:

3 Clear of a shoal patch (10°47'·47S 151°50'·72E), about 1 mile ESE of Kesal Island, with a reported depth of 3·4 m.

Thence remaining clear of a 3·3 m shoal patch in the entrance NW of Muniara Island, the track leads out of the lagoon.

4 From a position N of Panasesa Island (10°44'·40S 151°43'·50E), a track for small vessels leads SE through the passage between Panasesa Island and Gabugabutau Island, 7 cables NE, which has a depth of 3·7 m in the middle, and is reported to have been used by a vessel of 300 tonnes. From there, the track leads across the lagoon, passing:

Close N of Itamarina Island, thence:

S of Kesal (Quesal) Island.

The track then leads to the entrance NW of Muniara Island, remaining clear of a 3·3 m shoal patch in the entrance and a shoal ledge WNW of the island.

Australian Chart PNG 509 [NP60-No 20-Wk 28/19]

Papua New Guinea - D'Entrecasteaux Islands - Dawson Strait — Directions

244

Paragraph 6.114 1 *Replace by:*

1 From a position on the preferred route in the vicinity of 9°56'·65S 150°34'·35E, SW of Cape Keibinisi (6.101) the route leads NNE for about 18 miles to the W entrance of Dawson Strait (9°41'·78S 150°45'·89E), which lies between the mountainous NW end of Normanby Island (6.110) and the SE end of Fergusson Island 2 miles N.

2 The route then continues ESE through Dawson Strait, ENE through Dobu Passage (6.117), then generally N along the E side of Fergusson Island, to the Gumasila Group (6.112).

After Paragraph 6.116 1 line 3 *Insert:*

Tower (9°41'·71S 150°51'·56E), near the summit of Deidei dormant volcano.

Paragraph 6.117 including heading *Replace by:*

Cape Keibinisi to Salaubwaina Point 6.117

1 **Caution.** The approaches to Dawson Strait (6.114) are largely unsurveyed, with the exception of a channel about 1¼ miles in width, W of Normanby Island (6.110).

Track. From a position on the preferred route in the vicinity of 9°56'·65S 150°34'·35E, the route leads NNE for about 18 miles passing:

2 WNW of a reef (9°44'·66S 150°43'·20E), position approximate, reported (1986), to be clearly visible breaking slightly in a moderate sea, thence:

WNW of Guletabutabu (Observation) Island (9°43'·85S 150°44'·30E), steep, rocky and densely wooded; it lies about 3 cables offshore and is connected to the main island by a below-water ledge. Thence:

3 To a position W of Gigipwala Point. The route then leads about 2½ miles ENE on the alignment (065°) of Saramo Point (9°40'·89S 150°46'·79E), steep and rocky, which is also the SE termination of the slopes of Edagwaba Range (6.70), and the peak (9°37'·96S 150°53'·14E), 410 m high, S of Lamoni Crater (6.116), 7 miles ENE, passing:

SSE of an isolated shoal patch (9°41'·26S 150°42'·94E) with a depth of 4·8 m, thence:

4 NNW of Gigipwala Point (Cape Dawson) (9°42'·76S 150°45'·44E), a well-marked bluff and the S entrance point to Dawson Strait (6.114).

Thence the line of bearing 117° of the summit of Dobu Island (9°44'·99S 150°51'·67E) leads ESE; Dobu Island is of volcanic origin, with flat land and low hills on the S side of the island which are covered with coconut palms.

5 Thence from a position WNW of the NW point of Dobu Island, the line of bearing 074° of the N extremity of Waiope Island (9°43'·25S 150°54'·39E), leads ENE through the W end of Dobu Passage, lying between Dobu Island and the S extremity of Fergusson Island to the N, passing:

SSE of dangerous reefs off Sebulugomwa Point (9°43'·22S 150°50'·69E).

6 Thence, on approaching Neumara Island, on the same reef and close SW of Waiope Island, the line of bearing 069° of the SE extremity of Sanaroa Island (9°37'·00S 151°00'·00E) (6.62) leads ENE, passing:

Between the reef fringing the N side of Waiope Island and a 6·7 m patch (9°42'·58S 150°54'·47E), thence:

7 SSE of a 5·0 m drying reef and a spit, extending about 8 cables S from Salaubwaina Point (9°41'·65S 150°54'·62E).

The track then continues ENE to a position about 1½ miles ESE of Salaubwaina Point.

UKHO [NP60-No 28-Wk 46/19]

Papua New Guinea - D'Entrecasteaux Islands - Esa'ala — Anchorage

245

Paragraph 6.124 3 lines 1-2 *Replace by:*

3 **Anchorage** may be obtained in position 9°44'·28S 150°49'·57E, in about 40 m.

UKHO [NP60-No 29-Wk 46/19]

NP60

Papua New Guinea - Wanigela Reef to Stewart Reef — Directions

253

Paragraph 6.187 1-3 *Replace by:*

1 **Caution.** The waters seaward of the track are mostly unsurveyed and numerous shoals and obstructions may exist. The route is tortuous and narrow in parts and local knowledge is essential.

Track. From a position about 4 cables SE of Wanigela Reef (6.186), the inshore passage leads NE, passing:

Between two reefs (9°19'·02S 149°14'·83E and 9°19'·36S 149°15'·39E), lying ESE of the low Kopare Point (9°18'·75S 149°13'·24E), thence:

2 SE and then ENE of a group of reefs (9°16'·98S 149°15'·39E) which lies E of Itoto Point (9°16'·80S 149°13'·96E).

The track then leads NNW, passing:

WSW of an area of shoals and obstructions (9°15'·17S 149°16'·99E), thence:

ENE of two reefs which lie close E of the mouth of Goia River (9°13'·87S 149°14'·27E), and:

3 WSW of a dangerous rock (9°14'·08S 149°15'·78E).

To a position about 2 miles SSW of Wonare Bay (6.195), from where the track leads NE, passing:

SE of the coastal reefs (9°10'·47S 149°19'·38E) which lie between Wonare Bay (6.195) and Hardy Point (9°08'·73S 149°19'·36E), thence:

The track leads NNE, passing:

4 WNW of a dangerous rock (9°09'·47S 149°21'·54E), which lies on a shoal.

Thence the track continues to a position about 1½ miles W of Stewart Reef (6.185).

(Directions continue for the preferred route, around Cape Nelson at 6.203)

Australian Notice 12/519/21 [NP60-No 38-Wk 34/21]

Papua New Guinea - North east coast - Dyke Ackland Bay — Directions; shoal

255

Paragraph 6.203 5 line(s) 1-4 *Replace by:*

5 N of a 0.3 m shoal (8°58'·53S 149°05'·73E).

Australian Chart PNG 520 [NP60-No 19-Wk 22/19]

Papua New Guinea - North-east coast - Holnicote Bay — Anchorage; submarine cable

258

After Paragraph 6.233 3 line(s) 10 Insert:

Caution. A submarine power cable lands in the vicinity of the mission station at Gona.

UKHO MGDMT [NP60-No 18-Wk 21/19]

Papua New Guinea - Huon Gulf — FADs

262

After Paragraph 6.269 1 line 8 Insert:

2 **Caution.** A number of FADs, marked by buoys (special), lie in the area.

Australian Notice 13/520/2018

[NP60-No 11-Wk 30/18]

Papua New Guinea - Huon Gulf - North of Cape Roan — Directions; shoals

262

After Paragraph 6.273 1 line 9 Insert:

Clear of a 5.3 m shoal (7°17'·40S 147°12'·48E), reported (2018), thence:

H102 MV *BGP Explorer* [NP60-No 14a-Wk 37/18]

Papua New Guinea - Huon Gulf — Directions; FADs; buoys

262

Paragraph 6.273 2 line 8 *Replace by:*

E of a conspicuous cliff (7°11'·05S 147°06'·23E), and:

W of a buoy (special) (7°10'·32S 147°12'·84E) marking a FAD.

After Paragraph 6.273 3 line 7 Insert:

Clear of a buoy (special) (7°03'·32S 147°09'·00E) marking a FAD, thence:

Australian Notice 13/520/2018

[NP60-No 12-Wk 30/18]

Papua New Guinea - Huon Gulf - North of Cape Roan — Directions; shoals

262

Paragraph 6.273 2 including existing Section IV Notice Week 30/18 *Replace by:*

2 E of Lababia Island (7°14'·57S 147°09'·40E), conical and wooded, lying 1 mile E of Gossler Point and possibly connected thereto by a below-water reef on which there is a rock awash, thence:

E of a 0.1 m patch (7°13'·90S 147°09'·20E) NNW of Lababia Island, thence:

E of a conspicuous cliff (7°11'·05S 147°06'·23E), and:

W of a buoy (7°10'·32S 147°12'·84E) (special) marking a FAD, thence:

Clear of a 7.5 m shoal (7°09'·74S 147°08'·46E), reported (2018).

H102 MV *BGP Explorer* [NP60-No 14b-Wk 37/18]

**Papua New Guinea - Huon Gulf —
Directions; FAD; buoy**

263

Paragraph 6.276 *2* lines 11-13 *Replace by:*

S of a rock (6°44'·89S 147°27'·41E), which almost dries, the position of which is doubtful, and:
Clear of a buoy (special) (6°48'·28S 147°26'·25E) marking a FAD, thence:

Australian Notice 13/520/2018

[NP60-No 13-Wk 30/18]

**Papua New Guinea - Huon Gulf -
Port Lae — Pilotage**

265

Paragraph 6.294 *1* *Replace by:*

1 Pilotage is compulsory. The pilot boards in position 6°45'·25S 147°00'·10E.

Australian Chart PNG 642

[NP60-No 23-Wk 44/19]

**Papua New Guinea - New Britain -
Thilenius Harbour — Depth**

282

Paragraph 7.112 *2* line 8 *For 1-8 Read 0-9*

Australian Notice 24/1073/18

[NP60-No 15-Wk 52/18]

**Papua New Guinea - North coast - Approaches
to Madang — Anchorage**

296

Paragraph 8.77 *1* *Replace by:*

1 Anchorage may be obtained by small vessels, clear of submarine cables, between Yomba Islet (5°14'·65S 145°47'·50E) and the coast, which here has a sandy beach with palm trees, in 14·5 to 16·5 m.

Australian Chart 4622 (2022)

[NP60-No 50-Wk 09/23]

**Papua New Guinea - North coast -
Madang Harbour — Anchorages; regulations**

296

After Paragraph 8.84 *1* line 3 *Insert:*

Vessels with an air draught of 24 m or more are prohibited from using the quarantine anchorage due to restrictions related to the airport. These vessels should wait outside the harbour and contact the port authority for further instruction.

After Paragraph 8.84 *1* line 9 *Insert:*

Tab Anchorage (5°10'·42S 145°49'·20E) lies to the N of the Quarantine anchorage and has depths in the central part of about 20 m, mud.

Malamal Anchorage. See 8.98.

Caution. Depths shoaler than charted have been reported (2019) in Tab and Malamal anchorages.

Australian Chart PNG646, ENC AU5646P0, UKHO

[NP60-No 24-Wk 44/19]

**Papua New Guinea - North coast -
Madang Harbour — Pilotage**

297

Paragraph 8.85 *1* *Replace by:*

1 Pilotage is compulsory for anchoring, berthing/unberthing and is available during daylight hours only. Pilots board in position (5°13'·28S 145°50'·22E), about 1¼ miles to seaward of Dallman Pass entrance, on the leading line.

UKHO

[NP60-No 25-Wk 44/19]

**Papua New Guinea - North coast - Wewak -
West Harbour — Submarine cables**

308

Paragraph 8.180 *1* *Replace by:*

1 **Description.** West Wewak Harbour (3°32'·59S 143°36'·29E) is entered between the NW point of Wewak Peninsula and Cape Wom, 2½ miles NW, noting isolated shoals which lie in the bay. A submarine cable is laid from the W side of Wewak Peninsula, passing through the centre of the bay.

Local knowledge is recommended.

Australian Chart 4622 (2022)

[NP60-No 51-Wk 09/23]

**Papua New Guinea - Approaches to Wewak -
Kairiru Island - Victoria Bay — Anchorage**

308

Paragraph 8.188 *1* line(s) 1-2 *Replace by:*

1 **Anchorage**, which is snug, may be obtained, clear of a charted wreck (3°19'·65S 143°30'·82E), in Victoria Bay (3°19'·77S 143°30'·64E), on the W side of...

Australian PNG Chart 651 Edt.1 (2020)

[NP60-No 35-Wk 41/20]

**Papua New Guinea - North coast -
Daumlinge Bay — Anchorage; submarine cable**

311

Paragraph 8.222 *1* line 2 *Replace by:*

...be obtained, avoiding a charted submarine cable, in Daumlinge Bay (2°41'·50S 141°19'·04E)...

Australian Notice 25/1050/21

[NP60-No 42-Wk 22/22]

NP60

Papua New Guinea - Vanimo Point to Wutung Light - Oinake — Directions; light

312

Paragraph 8.240 1 line(s) 6-7 *Replace by:*

Oinake Light (white structure) (2°36'·89S 141°00'·00E).

UKHO

[NP60-No 37-Wk 27/21]

Papua New Guinea – New Britain – Kimbe Bay – Kimbe — Anchorage; submarine cable

326

Paragraph 9.85 1 line 5 *Replace by:*

...between 1 and 2 miles ENE of the wharf, clear of a submarine cable.

Australian Notice 3/103/22

[NP60-No 43-Wk 37/22]

Papua New Guinea – New Britain – Kimbe — Arrival information; pilotage

326

Paragraph 9.86 1 line 4 *Replace by:*

...at 5°30'·50S 150°13'·50E.

Australian Notice 5/213/19

[NP60-No 17-Wk 14/19]

Papua New Guinea - New Britain - North-west coast - Borgen Bay — Directions

328-329

Paragraph 9.108 1-3 *Replace by:*

1 **Description.** Borgen Bay, entered between Ulo Point (5°30'·45S 148°35'·42E) and Silimate Point, 4 miles W, is obstructed with reefs, but affords anchorage.

Directions. From a position about 8 miles N of Cape Gloucester (5°26'·61S 148°25'·09E) (8.16), the track leads about 7 miles SE to an opening in the outer reef. The track then leads SSE passing:

2 Through the broken barrier reef (5°23'·45S 148°31'·05E), thence:

Close ENE of a shoal patch (5°25'·49S 148°31'·00E) with a depth of 3·4 m, thence:

ENE of a shoal patch (5°27'·76S 148°31'·40E) with a depth of 9·5 m.

From a position about 2 miles E of Nip Island (5°28'·18S 148°29'·95E), the track then leads generally S into the bay, passing:

3 E of Silimate Point (5°30'·03S 148°31'·19E), thence:

Between a 2·8 m patch (5°30'·56S 148°31'·55E) and a 0·3 m patch (5°30'·46S 148°32'·24E), lying SE of Silimate Point.

The track then leads as required into the bay.

Useful mark:

Cape Gloucester Light (5°24'·15S 148°22'·17E) (8.13).

4 **Anchorage** may be obtained about 1 mile NE of Silimate Point in 11 to 25 m. Vessels may also obtain anchorage within Borgen Bay; local knowledge is required.

Berth. Two small jetties lie in the vicinity of 5°30'·78S 148°31'·10E.

Australian Hydrographic Office; ENC AU406148

[NP60-No 27-Wk 45/19]

Papua New Guinea - Vitu Islands - Mundua Islands — General information; depth

331

After Paragraph 9.118 1 line 3 *Insert:*

Depths 9.118a

1 Depths shoaler than charted have been reported (2019) in the waters around the Mundua Islands. Vessels are advised to navigate with caution in the area.

Australian Notice 2/80(P)/19

[NP60-No 16-Wk 08/19]

Papua New Guinea - New Hanover - Byron Strait — Depths

339

Paragraph 9.184 1 *Replace by:*

1 The S end of Byron Strait has depths from 5.8 m to more than 20 m but the N part is deeper.

Australian Chart PNG 666 (2023)

[NP60-No 53-Wk 12/23]

Papua New Guinea - Admiralty Islands - Manus Island - Seeadler Harbour — Anchorage; submarine cables

347

After Paragraph 9.249 1 line 8 *Insert:*

A submarine cable is laid from Lorengau Bay (2°01'·56S 147°16'·49E), passing through the N entrance of the harbour.

Australian Chart 4622 (2022)

[NP60-No 52-Wk 09/23]

Papua New Guinea - Admiralty Islands - Manus Island - Entrance to Lombrum Bay and Papitalai Harbour — Directions; depths

348-349

Paragraph 9.257 2-3 *Replace by:*

2 NE of a light beacon (starboard hand) (1°59'·35S 147°19'·73E), marking the NE side of a 1·9 m shoal, and:

SW of a shoal 2·3 m (1°59'·05S 147°20'·17E); the passage between this shoal and the light beacon above is about 5 cables wide. Thence:

NE of a 6·4 m patch (1°59'·93S 147°20'·41E), thence:

- 3 SW of a 4.7 m patch (1°59'41S 147°21'32E), thence:
NE of a light beacon (starboard hand) (2°01'45S 147°22'72E), marking the NE side of a 5.3 m shoal; numerous patches, with depths of less than 5 m, extend WNW for 1½ miles and an 8.7 m patch lies 2 cables SE of this light beacon.

Australian Chart PNG 662 (2023)
[NP60-No 55-Wk 21/23]

Papua New Guinea - Bougainville Island - Otua Island — Directions; light

357

Paragraph 10.9 1 lines 1-3 *Replace by:*

- 1 From the vicinity of 6°27'05S 156°10'00E, E of Otua Island (6°27'50S 155°58'30E), the track leads NW, passing:

Australian Notice 22/899/17 [NP60-No 5-Wk 04/18]

Papua New Guinea - Bougainville Island - Otua Island — Directions; light

364

Paragraph 10.63 1 lines 1-4 *Replace by:*

- 1 From a position NE of Otua Island (6°27'50S 155°58'30E), the track along the barrier reef leads NW, passing:

Australian Notice 22/899/17 [NP60-No 6-Wk 04/18]

Papua New Guinea - Bougainville Island - Kieta Harbour - Arawa Bay — Anchorage; submarine cable

365

Paragraph 10.73 1 line 8 *Replace by:*

...reef patches. A submarine cable is laid in the E part Arawa Bay.

Australian Notice 3/103/22 [NP60-No 44-Wk 37/22]

Papua New Guinea - Bougainville Island - Arawa Bay — Directions; light

367

Paragraph 10.86 1 line 7 *Replace by:*

...(6°08'68S 155°34'17E) (10.95), on the...

Paragraph 10.95 3 lines 3-6 *Replace by:*

SE of Takanupei Island (6°08'68S 155°34'17E), from which a reef extends 3 cables SE.

Australian Notice 22/899/17 [NP60-No 7-Wk 04/18]

Papua New Guinea - Bougainville Island - North-east coast — Directions; light

368

Paragraph 10.99 2 line 2 *Replace by:*

...Island, (6°08'68S 155°34'17E) (10.95), the...

Paragraph 10.103 1 lines 7-9 *Delete*

Paragraph 10.104 2 lines 10-11 *Replace by:*

...white chalk cliffs, densely wooded.

Paragraph 10.105 2 lines 1-5 *Replace by:*

- 2 From a position SE of Takanupei Island (10.95), the track leads WNW, inside the barrier reef, passing: SSW of Takanupei Island, and:

Australian Notice 22/899/17 [NP60-No 8-Wk 04/18]

Papua New Guinea - Bougainville Island - Cape Laverdy — Directions; light

369

Paragraph 10.105 6 lines 9-10 *Replace by:*

...NE of Cape Laverdy (5°32'49S 155°03'88E) (10.104).

Australian Notice 22/899/17 [NP60-No 9-Wk 04/18]

Papua New Guinea - Bougainville Island - Cape Laverdy — Directions; light

370

Paragraph 10.114 2 lines 1-4 *Replace by:*

- 2 **Directions.** From a position E of Cape Laverdy (5°32'49S 155°03'88E) the track into the harbour leads SSW, passing:

Paragraph 10.117 1 lines 2-3 *Replace by:*

...155°03'88E) (10.104) the coastal passage, which appears clear of...

Australian Notice 22/899/17 [NP60-No 10-Wk 04/18]

Papua New Guinea - New Ireland - Nabuto Bay - Namatanai Roads — Directions

374

Paragraph 10.149 2 1-8 *Replace by:*

- 2 **Directions.** From a position in the vicinity of 3°38'43S 152°26'59E, the line of bearing 185° of a communication tower (25 m in height) (3°39'75S 152°26'56E) leads about 1½ miles S, passing:

E of a shoal patch (3°38'68S 152°26'33E) with a depth of 9.6 m, thence:

W of a coral patch (3°38'81S 152°26'77E) with a least depth of 12 m, and:

Paragraph 10.149 3 lines 1-6 *Replace by:*

- 3 Close W of a shoal patch (3°39'13S 152°26'68E) with a depth of 8.9 m, and: E of Trapez Reef (3°39'14S 152°26'38E), over which the sea usually breaks.

The track then leads as required towards the anchorage or the inner harbour.

Australian Hydrographic Office [NP60-No 26-Wk 45/19]

NP60

Papua New Guinea - Bismarck Archipelago - New Hanover Island — Depths; cautionary area

379

After Paragraph 10.188 1 line 7 *Insert*:

Depths 10.188a

- 1 A cautionary area, where shoaler depths than those charted exist, has been established. The area extends 1½ miles from the coast between Neitab Island (2°21'00S 150°08'65E) (10.196) and Ral Island (2°36'67S 150°42'56E).

Australian Notice 3/116(P)/21

[NP60-No 36-Wk 14/21]

Papua New Guinea - New Hanover - Ysabel Pass — Directions; shoals

380

Paragraph 10.192 1-6 *Replace by*:

- 1 **Track.** From a position W of Max Rock (2°35'10S 150°30'54E) (9.188), at the S entrance to Ysabel Pass, the track leads N to a position about 1 mile SSW of Schangenstein Island (2°33'41S 150°30'75E). A drying reef (2°34'63S 150°30'53E) lies 4¾ cables of Max Rock.
The track then, leads NW through the pass, passing:
NE of the reefs, rocks and shoals extending 1½ miles NNW from Anelaua Island.
- 2 The track then continues to lead NW to a position 1½ miles E of Spring Point (2°31'66S 150°27'30E) and close W of a 2.5 m shoal (2°31'77S 150°29'25E). The track then leads N, passing:
E of a 5.0 m shoal (2°31'69S 150°28'64E), thence:
E of a 4.9 m shoal (2°31'02S 150°28'70E); a 4.5 m patch which lies 6 cables NNW.
- 3 Thence the track continues N to a position 2 miles NE of Spring Point, from whence it then leads generally NW, passing:
SW of a 1.8 m patch (2°29'88S 150°29'00E), thence:
NE of the drying reef which extends up to 1 mile ESE from Denge Point (2°28'64S 150°26'42E).
- 4 The track then leads WNW, passing:
SSW of Middle Reef (2°25'90S 150°24'03E), thence:
NNE of Mosuang (2°26'28S 150°21'38E), from where a shoal with a least depth of 2.4 m extends 1 mile ESE, thence:
SSW of a 3.5 m shoal (2°24'20S 150°21'28E), thence:
SSW of Nuslik Island (2°23'46S 150°19'57E).
- 5 The track then leads NW, passing:
SW of Nemto Island (2°20'73S 150°18'47E) (10.191), on the NW end of the barrier reef.
NE of a 4.9 m patch (2°21'27S 150°14'13E), thence:
SW of a 5.2 m patch (2°18'83S 150°16'00E).

Australian Chart PNG 666 (2023); ENC PG403150 (1.002)

[NP60-No 54-Wk 12/23]

Papua New Guinea - New Hanover - Ysabel Pass — Directions; reef; rock; depth

380

Paragraph 10.192 1-7 including existing Section IV Notice Week 12/23 *Replace by*:

- 1 **Track.** From a position W of Max Rock (2°35'10S 150°30'54E) (9.188), at the S entrance to Ysabel Pass, the track leads N to a position about 1 mile SSW of Schangenstein Island (2°33'41S 150°30'75E). A drying reef (2°34'63S 150°30'53E) lies 4¾ cables N of Max Rock.

The track then, leads NW through the pass, passing:

NE of the reefs, rocks and shoals extending 1½ miles NNW from Anelaua Island.

- 2 The track then continues to lead NW to a position 1½ miles E of Spring Point (2°31'66S 150°27'30E) and close W of a 2.5 m shoal (2°31'77S 150°29'25E). The track then leads N, passing:

E of a 5.0 m shoal (2°31'69S 150°28'64E), thence:

E of a 4.9 m shoal (2°31'02S 150°28'70E); a 4.5 m patch which lies 6 cables NNW.

- 3 Thence the track continues N to a position 2 miles NE of Spring Point, from whence it then leads generally NW, passing:

SW of a 1.8 m patch (2°29'88S 150°29'00E), thence:

NE of the drying reef which extends up to 1 mile ESE from Denge Point (2°28'64S 150°26'42E).

- 4 The track then leads WNW, passing:
SSW of a rock (2°25'86S 150°24'05E), with a depth of 0.2 m, thence

NNE of Mosuang (2°26'28S 150°21'38E), from where a shoal with a least depth of 2.4 m extends 1 mile ESE, thence:

SSW of a 3.5 m shoal (2°24'20S 150°21'28E), thence:

SSW of Nuslik Island (2°23'46S 150°19'57E).

- 5 The track then leads NW, passing:
SW of Nemto Island (2°20'73S 150°18'47E) (10.191), on the NW end of the barrier reef.

NE of a 4.9 m patch (2°21'27S 150°14'13E), thence:

SW of a 5.2 m patch (2°18'83S 150°16'00E).

- 6 The track then continues NW through Ysabel Pass to join the coastal passage, NNE of Cape Entrance (2°21'48S 150°11'59E).

Useful mark:

Stranded wreck (2°20'73S 150°19'81E), conspicuous, see 1.32.

Directions are given, for the North East Pass at 10.193, and for the coastal passage N of New Hanover at 10.191)

Australian Chart PNG 543 (2023)

[NP60-No 56-Wk 34/23]

**Papua New Guinea - New Hanover -
North East Pass — Directions; reef; rock; depth**

380

Paragraph 10.193 *1* lines 1-9 *Replace by:*

- 1* From a position in Ysabel Pass W of a rock (2°25'86S 150°24'05E), an alternative track to join the coastal passage N follows the line of bearing 221° (astern), of the centre of Mosuang Island (10.192), leading NE through North East Pass (2°23'77S 150°23'07E), about 1 mile wide with a least depth of 6.2 m in the fairway and in which the sea is reported to break, passing SE of a 4.5 m patch (2°23'18S 150°23'21E).

Australian Chart PNG 543 (2023)

[NP60-No 57-Wk 34/23]

**Federated States of Micronesia - Kosrae Island -
Lelu Harbour — Directions; wrecks**

384-385

Paragraph 11.20 *1-6* *Replace by:*

- 1* **Landmarks:**
Flagstaff (5°19'82N 163°01'48E), position approximate.
Church (5°19'92N 163°01'25E).
Radio tower (5°19'81N 163°01'78E).
- 2* **Harbour Leading Lights:**
Front light beacon (red rectangle, white stripe, on pile) (5°19'56N 163°01'43E), standing on the reef extending 4½ cables from the W shore of the harbour.
Rear light beacon (red rectangle, black-stripe, on pile) (2½ cables from front light).
- 3* **Track.** From a position ESE of Lelu Island (5°19'90N 163°01'64E), the alignment (277°) of these lights leads W through the entrance channel, marked by beacons (lateral), passing:
S of the reef extending 1 cable from Foko Lik (5°19'69N 163°01'92E), thence:
- 4* N of the reef extending 2¼ cables from Yepan Point (5°19'29N 163°01'79E), thence:
N of Eripou Reef (5°19'45N 163°01'68E), awash at LW, marked on its NE side by No 4 beacon (port hand).
Thence the line of bearing 311° of Bezin Point (5°19'94N 163°01'19E), the W extremity of Lelu Island, leads NW to the anchorage, passing:
- 5* SW of No 5 Beacon (starboard hand) (5°19'65N 163°01'63E), thence:
NE of the front leading light beacon (5°19'56N 163°01'43E), thence:
Clear of two wrecks (5°19'66N 163°01'48E), with depths of 9.7 m, thence:
- 6* Clear of a reef (5°19'74N 163°01'44E), reported (1996), lying 1 cable N of the front leading light beacon, extending NW for 1¼ cables, thence:
Clear of a dangerous wreck (5°19'77N 163°01'48E).
Thence as required for a convenient anchorage or the berth.

ENC US456570; US556570 [NP60-No 21-Wk 43/19]

**NP61 Pacific Islands Pilot Volume 2
(2017 Edition)**

**Nouvelle-Calédonie - South coast -
Nouméa — Inshore routes**

74

After Paragraph 2.48 *2* line 5 *Insert:*

Alternative channel south of Île Ouen to Île aux Canards (2.96a).

French Notice 26/14(P)/22 [NP61-No 78-Wk 50/23]

**Nouvelle-Calédonie - South coast -
Canal Woodin to Nouméa — Directions; beacons**

80

Paragraph 2.81 *3* lines 5-6 *Replace by:*

...a shoal area. The reef is marked by beacons (cardinal).

ENC FR468270 (3.006) [NP61-No 79-Wk 50/23]

**Nouvelle-Calédonie - South coast - Île Ouen to
île aux Canards — Directions; alternative route**

81

After Paragraph 2.96 *Insert:*

**ALTERNATIVE CHANNEL SOUTH OF ÎLE OUEN
TO ÎLE AUX CANARDS**

General information

**Route
2.96a**

- 1* A recommended two-way route for HSC leads generally W, between the reefs S of Île Ouen (2.49), for about 10 miles. It then leads generally NW, for about 26 miles, to a position about 5¾ cables SSW of île aux Canards (2.110).

**Topography
2.96b**

- 1* See 2.90.

**Hazards
2.96c**

- 1* **Former mined area.** The recommended route passes through a former mined area, NE of Îlot Amédée Rear Leading Lighthouse (22°28'65S 166°28'08E) (2.107). See Appendix I for details.

**Local knowledge
2.96d**

- 1* Mariners should navigate with caution and contact local authorities for further information.

Directions

**Two-way route
2.96e**

- 1* From a position in the vicinity of 22°39'61S 167°01'74E, the two-way recommended route leads W, through a fairway, passing:
N of Îlot Ndo (22°41'03S 166°58'12E), a small islet; numerous reefs and rocks lie within 1¾ miles NW and 2½ miles SE of the islet. Thence:
S of Ngétiouéa (22°38'09S 166°57'89E), a drying reef.

NP61

2 Thence the route leads WSW, through a channel marked by beacons (lateral), to a position S of Récif Kuta (22°38'·51S 166°54'·69E), a large area of drying reefs and rocks. The route then leads generally W, for about ¼ miles, to a position N of Îlot N'Gé (22°41'·60S 166°51'·02E); numerous drying reefs within ¼ miles N and 3 miles E of the islet.

3 Thence the route leads WNW, in the line of bearing (117°), astern, of a daymark (white, triangle, point up) (22°40'·85S 166°53'·69E), passing:

SSW of Purerembi (22°38'·08S 166°49'·76E), a group of drying reefs, and:

NNE of Îlot Uatérémbi (22°38'·08S 166°49'·76E); numerous reefs and rocks lie generally up to 3 miles NNW of the islet.

4 Thence the route leads NW, in the line of bearing (128·9°), astern, of a daymark (white, triangle, point up) (22°38'·22S 166°47'·35E), passing:

SW of a drying reef (22°36'·26S 166°45'·84E), thence:

NE of a drying reef (22°36'·98S 166°43'·68E).

Thence the track continues NW, passing:

SW of Îlot Vua (22°34'·63S 166°44'·81E), an islet surrounded by reefs, thence:

5 NE of a drying reef (22°35'·33S 166°42'·15E), thence:

NE of a drying reef (22°34'·17S 166°40'·05E), thence:

NE of Île Redika (22°30'·94S 166°36'·67E), an islet surrounded by reefs, thence:

SW of a 2·2 m shoal (22°29'·40S 166°36'·30E), marked by a beacon (S cardinal), thence:

6 NE of Îlot Mbé (2.93), thence:

SW of Récif Ka (2.99), thence:

SW of Basse di Coëtlogon (22°24'·49S 166°31'·92E), a foul area, thence:

SW of Les Quatre Bancs du Nord (2.81), thence:

NE of Îlot Maître Light (22°20'·65S 166°25'·50E) (2.109).

Thence the track continues NW to a position 5¾ cables SSW of île aux Canards (2.110).

(Directions continue for Petite Rade at 2.110 and for Grande Rade at 2.110a)

French Notice 26/14(P)/22 ENC FR469330 (5.007); ENC FR468270 (3.007); ENC FR466870 (5.018).

[NP61-No 80-Wk 50/23]

Nouvelle-Calédonie - South coast - Récif Tabu to île aux Canards — Directions

83

Paragraph 2.109 including heading *Replace by:*

Récif Tabu to île aux Canards

2.109

1 **Leading marks:**

île aux Canards (22°18'·78S 166°26'·15E).

Pointe Bagay (6 cables N of front mark).

From the position 8 cables N of Récif Tabu Light the recommended track leads N on the alignment (356°) of these marks and by night in the white sector (169°-179°), astern, of the light, passing:

2 W of Basse Thisbé (22°26'·87S 166°27'·34E), marked by a light beacon (starboard hand), thence:

W of a small detached reef (22°25'·73S 166°28'·19E) marked by a beacon (N cardinal), and:

E of Petits bancs (22°25'·64S 166°26'·06E), lying on the E side of Récifs Snark (22°26'·28S 166°25'·77E) and marked by a beacon (E cardinal). A wreck lies 1 cable SSW. Thence:

E of Basse Garnault (22°23'·93S 166°25'·27E).

3 Thence the track leads to a position ¼ miles SE of a Maître Light Beacon (white tower, red top, 11 m in height) (22°20'·65S 166°25'·50E), exhibited from the SE extremity of the reef surrounding Îlot Maître.

The track then leads NNW about ¼ miles to a position about 5¾ cables SSW of île aux Canards (2.110).

ENC FR466870 (5.016)

[NP61-No 81-Wk 50/23]

Nouvelle-Calédonie - South coast - île aux Canards to Petite Rade — Directions

83

Paragraph 2.110 including heading *Replace by:*

île aux Canards to Petite Rade

2.110

1 **île Nou Leading Lights:**

Front Light (white metal support, 10 m in height) (22°16'·35S 166°25'·00E), exhibited from a headland.

Rear Light (square shelter, 3 m in height) (2 cables from front light) on Mont Ducros.

2 From the position about 5¾ cables SSW of île aux Canards, the alignment (346·9°) of these lights, both intensified, leads NNW passing:

3 WSW of île aux Canards, (22°18'·78S 166°26'·15E), a wooded island. A light beacon (starboard hand) lies ¼ cables SSW of the island, thence:

WSW of Pointe Bagay (22°18'·17S 166°26'·07E).

Thence the track leads to a position about 2½ cables W of the NW point of îlot Brun (22°17'·40S 166°25'·60E), on the S side of Petite Passe, the entrance to Petite Rade.

(Directions continue for Petite Rade at 2.151)

ENC FR466870 (5.016)

[NP61-No 82-Wk 50/23]

Nouvelle-Calédonie - South coast - île aux Canards to Grande Rade — Directions

83

After Paragraph 2.110 *Insert:*

île aux Canards to Grande Rade

2.110a

1 From the position about 5¾ cables SSW of île aux Canards (2.110), the track leads NW passing:

SW of Pointe Bagay (22°18'·17S 166°26'·07E), thence:

SW of îlot Brun (22°17'·40S 166°25'·60E), on the S side of Petite Passe, the entrance to Petite Rade, thence:

NE of Sèche Croissant (2.120), thence:

2 SW of the NW extremity of île Nou (22°15'·85S 166°24'·10E), from which a light (2.118) is exhibited.

Thence the track leads NE, passing SE of a light beacon (port hand) (22°14'·32S 166°23'·07E), to a position about 3½ cables NNW of Pointe Kongou (2.135), in the entrance to Grande Rade.

(Directions continue for Grand Rade at 2.149)

ENC FR576440 (5.002) [NP61-No 83-Wk 50/23]

**Nouvelle-Calédonie - South coast -
Passe de Uitoé to Nouméa — Pilotage**

85

After Paragraph 2.123 Insert:

**Pilotage
2.123a**

1 Pilots board by helicopter in position 22°09'·95S 166°04'·03E. For details see 2.4 and ADMIRALTY List of Radio Signals Volume 6(4).

French Notice 31/4(P)/22 [NP61-No 85-Wk 51/23]

**Nouvelle Calédonie – West coast - Baie de la
Dumbéa — Quarantine anchorage; wreck**

86

Paragraph 2.132 1 lines 6-12 Replace by:

Quarantine anchorage for Nouméa lies close within the entrance to Baie de la Dumbéa, between Île Freycinet (22°13'·55S 166°23'·30E) (2.118) and Île aux Chèvres (Île Dié) (22°12'·91S 166°24'·18E). Anchorage may be obtained in 9 to 16 m, mud, clear of foul ground (22°13'·40S 166°23'·54E) and a wreck (22°13'·45S 166°23'·74E).

French Notice 11/220/22 [NP61-No 65-Wk 39/22]

**Nouvelle-Calédonie - South coast - Nouméa —
Limiting conditions; depths**

87

Paragraph 2.138 1 line 4 Replace by:

...on the leading line at the inner end between the Mineral Terminal and Grand Quai at Pointe Lambert (22°15'·83S 166°25'·57E), is 9·2 m.

French Chart 7644 (2017) [NP61-No 6-Wk 32/17]

**Nouvelle-Calédonie - Nouméa —
Outer anchorage**

87

Paragraph 2.140 1 Replace by:

1 Anchorage may be obtained in Grande Rade within designated areas, but keep clear of the prohibited anchorage, see below. The NE part of Grande Rade is encumbered with numerous coral heads and the bottom is foul with obstructions on the S side of Banc des Japonais.

French Notice 22/206/18 [NP61-No 20-Wk 26/18]

**Nouvelle-Calédonie – Nouméa —
Prohibited anchorages**

87

After Paragraph 2.140 2 line 3 Insert:

Anchoring is prohibited in Baie de Numbo (22°14'·65S 166°24'·78E), except for small craft, within an area located in the W part of the bay and marked by buoys (special).

French Notice 42/206/18 [NP61-No 26-Wk 47/18]

**Nouvelle-Calédonie - South coast - Nouméa —
Directions for entering harbour**

87

Paragraph 2.147 1 lines 5-6 Replace by:

Directions for entering harbour
(continued from 2.110, 2.110a, 2.118, 2.121 and 2.128)

UKHO [NP61-No 84-Wk 50/23]

**Nouvelle-Calédonie - Nouméa -
Grande Rade — Leading line**

88

Paragraph 2.149 2 line 5 For 117° Read 115·8°

French Chart 7643 [NP61-No 1-Wk 11/17]

**Nouvelle-Calédonie - Nouméa —
Directions; leading lights**

88

Paragraph 2.148 3 lines 6-7 Delete

Paragraph 2.151 1 lines 1-6 Delete

Paragraph 2.151 2 lines 1-5 Replace by:

2 From a position about 2½ cables W of the NW extremity of îlot Brun (22°17'·29S 166°25'·48E) the track leads ENE through Petite Passe, passing:

Paragraph 2.151 4 lines 2-3 Delete

French Notice 40/220/19 [NP61-No 47-Wk 45/19]

**Nouvelle-Calédonie - Nouméa - Petite Passe —
Directions; leading marks**

88

Paragraph 2.151 1-4 including existing Section IV Notice Week 45/19 Replace by:

1 **Petite Passe Leading Marks:**

Front light (orange triangle, point up, on white framework tower, 3 m in height) (22°16'·97S 166°26'·00E).

Rear mark (Croix de Lorraine, black monument) (8 cables from front mark).

From a position about 2¾ cables WNW of the NW extremity of îlot Brun (22°17'·40S 166°25'·60E), the alignment (075·5°) of these marks leads ENE through Petite Passe, passing:

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2 NNW of a buoyant light beacon (starboard hand), (22°17'·18S 166°25'·55E) marking the edge of the channel, thence:

SSE of a buoyant light beacon (port hand), (22°17'·00S 166°25'·66E), marking rocks close SE of Pointe Denouel.

The track then leads N into Petite Rade, passing:

3 W of a buoyant light beacon (starboard hand) (22°16'·94S 166°25'·86E), marking the channel, thence:

W of Banc de l'Infernal, marked on its W side by a buoyant light beacon (starboard hand) (22°16'·59S 166°25'·97E), and on its E side by a light buoy (port hand).

The track then leads to the berths as required.

4 **Caution.**

Small craft may be encountered in Petite Passe, as marinas are situated in Petite Rade (2.146).

French Notice 46/220/19 [NP61-No 48-Wk 51/19]

Nouvelle-Calédonie - Passe de Uitoé to Récifs D'Entrecasteaux — Pilotage

91

Paragraph 3.5 1 line 5 *Replace by:*

...(2.103), Passe Deverd (3.94) and Passe de la Gazelle (3.99).

French Notice 31/4(P)/22 [NP61-No 86-Wk 51/23]

Nouvelle-Calédonie – West coast — Marine reserve

92

After Paragraph 3.13 1 line 4 Insert:

Marine nature reserve 3.13a

1 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 - Baie de Saint Vincent — Anchorages

95-96

Paragraph 3.38 1 lines 4-7 *Replace by:*

...of Île Mathieu, in 12 m, sand and mud, good holding.

Baie Centrale: 5½ cables NW of Île Page (3.35), in 11 m, mud and shells.

French Chart 6540 [NP61-No 10-Wk 43/17]

Nouvelle-Calédonie – West coast — Marine reserve

98

After Paragraph 3.51 1 line 4 Insert:

Marine nature reserve 3.51a

1 See 3.13a.

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

Nouvelle-Calédonie - West coast - Bourail to Passe de Muéo - Port de Muéo — Arrival information; pilotage

98

Paragraph 3.56 1 line 6 *Replace by:*

...length with black hull and white superstructure. The pilot boards in position 21°25'·00S 164°55'·00E and, for tankers, in position 21°25'·52S 164°54'·16E.

French Notice 31/4(P)/22; ENC FR473750 (2.013)
[NP61-No 87-Wk 51/23]

Nouvelle-Calédonie - West coast - Passe de Koumac — Directions

104

Paragraph 3.96 4 lines 5-6 *Replace by:*

ESE of Roche de l'Infernet (20°38'·70S 164°14'·60E), thence:

French Chart 6985 (2011) [NP61-No 67-Wk 34/23]

Nouvelle Calédonie - North-west coast - Passe Deverd — Anchorage; positions; beacons

104

Paragraph 3.98 1-5 *Replace by:*

1 **Mouillage de Théoudié.** Designated anchor berths for vessels, loading nickel ore from barges, are as follows:

T1 (20°45'·17S 164°21'·42E);
T2 (20°45'·12S 164°20'·88E);
T3 (20°45'·06S 164°20'·29E);
T4 (20°44'·71S 164°20'·90E);
T5 (20°44'·52S 164°20'·52E);
T6 (20°44'·59S 164°19'·40E).

2 **Mouillage de Karembé.** The anchorage is situated in position 20°36'·97S 164°16'·76E in 11 to 13 m. Anchorage for vessels, loading nickel ore from barges, is situated in position 20°37'·00S 164°17'·50E in 11 to 14 m.

French Notice 25/225/20 [NP61-No 60-Wk 30/20]

Nouvelle-Calédonie - Passe de la Gazelle — Pilotage

104

Paragraph 3.99 2 lines 1-4 *Replace by:*

2 **Pilotage** is compulsory and available in daylight only. Pilots board by helicopter in position 20°24'·56S 163°55'·31E. For details see 3.5 and *ADMIRALTY List of Radio Signals Volume 6(4)*.

French Notice 31/4(P)/22 [NP61-No 88-Wk 51/23]

**Nouvelle-Calédonie - Port of Vavouto —
Depth; UKC**

106

Paragraph 3.113 *1 Replace by:*

- 1 **Controlling depth.** The approach fairway into the port has been dredged to a depth of 12.0 m, with a maximum allowable draught of 10.5 m (2019).

Under-keel clearance. Vessels with a draught greater than 10 m are required to maintain a UKC of 0.5 m at all times.

- 2 Local authorities should be contacted for the latest information.

French Notice 7/216/20; Pilotes Maritimes Nouvelle Calédonie website [NP61-No 51-Wk 12/20]

**Nouvelle-Calédonie - Port of Vavouto —
Berths**

106-107

Paragraph 3.118 *2 line 7 Replace by:*

...alongside 10.5 m; vessels up to 60 000 tonnes.

Paragraph 3.118 *3 line 5 Replace by:*

...Maximum LOA 80 m; maximum draught 4.5 m; vessels up to 4000 tonnes.

French Notice 7/216/20; Pilotes Maritimes Nouvelle Calédonie website [NP61-No 52-Wk 12/20]

**Nouvelle-Calédonie - Port of Vavouto -
Baie Chasseloupe — Anchorages**

107

After Paragraph 3.119 *4 line 4 Insert:*

V6 (20°57'·37S 164°37'·06E), 2½ cables in radius, maximum draught 14 m.

UKHO [NP61-No 53-Wk 12/20]

**Nouvelle-Calédonie - West coast -
Passe de Koumac — Directions**

108

After Paragraph 3.129 *3 line 7 Insert:*

The track then leads to a position N of Îlot Kendec. (*Directions for the alternate route to Pointe Elvie continue at 3.130a*)

Paragraph 3.129 *4 lines 3-4 For 20°39'·36S 164°15'·29E Read 20°38'·70S 164°14'·60E*

Paragraph 3.130 *3 lines 3-5 Replace by:*

Between Îlot de la Table (20°33'·51S 164°11'·13E) (3.126) and Récif du Baron (20°33'·62S 164°10'·00E), centred 1 mile W, thence:

After Paragraph 3.130 *4 line 8 Insert:*

Thence the track leads NNW to a position 1 mile SW of Pointe Elvie (3.102).

French Charts 6985 (11), 7320 (2022) [NP61-No 68-Wk 34/23]

**Nouvelle-Calédonie - West coast -
Chenal de Kendec to Pointe Elvie — Directions**

108

After Paragraph 3.130 *4 Insert:*

**Alternate route Chenal de Kendec to Pointe Elvie
(continued from 3.129)**

3.130a

- 1 From a position N of Îlot Kendec the alternate recommended track leads NW, passing:

Between Beacon No 4 (20°39'·89S 164°14'·87E)

and Beacon No 6, 7 cables NE, thence:

SW of Roche de l'Infernet (20°38'·70S 164°14'·60E)

(3.96), thence:

SW of Chenal de l'Infernet (3.124).

- 2 The recommended track leads to a position WSW of Récif du Baron (3.130), then leads N for about 4 miles, passing:

W of Récif Archbold (20°33'·58S 164°09'·98E),

thence:

E of Îlot Pouh (20°30'·63S 164°07'·12E) (3.102).

The recommended track then leads ENE to the facilities at Pointe Elvie.

French Chart 7320 (2022) [NP61-No 69-Wk 34/23]

**Nouvelle-Calédonie - West coast -
Baie d'Ohland and Paagoumène — Directions**

109

Paragraph 3.138 *2 line 7 Replace by:*

Directions from Passe de la Gazelle, see 3.101; from Chenal de Kendec, see 3.129; for the alternate route from Chenal de Kendec, see 3.130a.

French Chart 7320 (2022) [NP61-No 70-Wk 34/23]

**Nouvelle-Calédonie - West coast -
Baie d'Ohland and Paagoumène — Anchorage;
beacons**

109

Paragraph 3.138 *4 lines 6-10 Replace by:*

S of Pointe Paagoumène. Anchorage may be obtained, according to draught, anywhere on the alignment (357°) of anchorage beacons (white triangle, point up) (20°29'·28S 164°10'·51E), in depths from 6 to 11 m, good holding.

French Chart 7320 (2022) [NP61-No 71-Wk 34/23]

**Nouvelle-Calédonie - West coast -
Baie d'Ohland and Paagoumène —
Anchorage; berth**

110

Paragraph 3.138 *5 Replace by:*

- 5 A restricted anchorage (20°29'·07S 164°08'·44E) lies 1¼ miles W of Pointe Paagoumène.

These anchorages are only sheltered in offshore winds and in winter loading operations frequently have to be suspended due to choppy seas. During NE winds, violent squalls descend from Dôme de Tiébaghi (3.81).

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- 6 **Berth** An ore berth comprising dolphins and mooring buoys is situated at 20°29'·75S 164°10'·21E, connected to Pointe Elvie by a conveyor system which extends about 6½ cables WSW from shore.

Repairs. Minor repairs.

Supplies: fresh water; provisions with prior notice.

French Chart 7320 (2022); French SD K10 2.7.3.9

[NP61-No 72-Wk 34/23]

Nouvelle-Calédonie - Récifs d'Entrecasteaux - Atoll de Huon — Directions; depths

114

Paragraph 3.159 3 lines 1-5 *Replace by:*

- 3 **Directions.** Passe Sud (18°08'·36S 162°49'·30E), on the W side of Atoll de Huon, is entered 9½ miles SW of Île Huon and is 2¾ cables wide. Depths to the S of the axis of the channel are greater than those to the N.

French Notice 29/225/22

[NP61-No 75-Wk 49/23]

Nouvelle-Calédonie - West coast - Cap Tonnerre to Île Yandé — Directions

114-115

Paragraph 3.165 2-3 *Replace by:*

- 2 The track then leads NW to join the recommended track, passing:
NE of shoal patch (20°17'·10S 163°59'·43E) with a depth of 2·6 m, thence:
SW of a 9·6 m shoal patch (20°15'·25S 163°58'·73E), marked by a light buoy (port hand), thence:
NE of a 6·7 m shoal patch (20°15'·76S 163°58'·20E), marked by a buoy (starboard hand).
- 3 The recommended track then leads W for 2¾ miles, then leads NNW, passing:
ENE of Passe de Poum (20°15'·10S 163°52'·20E) (3.149), thence:
ENE of Mexaan Ni Neva (20°14'·00S 163°53'·20E) (3.150).

French Chart 7320 (2022)

[NP61-No 73-Wk 34/23]

Nouvelle-Calédonie - Île Art - Baie de Waala — Anchorage

118

Paragraph 3.189 1 line 1 *For* 19°43'·03S *Read* 19°42'·87S

Paragraph 3.189 1 line 2 *For* 163°38'·29E *Read* 163°37'·96E

Paragraph 3.189 1 line 4 *Replace by:*

Anchorage may be obtained in 12 m, sand, good...

Paragraph 3.189 1 line 5 *For* 58° *Read* 57°

Paragraph 3.189 1 line 6 *For* 5 *Read* 5½

French Chart 7758/18

[NP61-No 21-Wk 27/18]

Nouvelle-Calédonie - Île Pott - Anse Ammoian — Anchorage

119

Paragraph 3.196 1 line 7 *For* 30 m *Read* 25 m

French Chart 7758/18

[NP61-No 22-Wk 27/18]

Nouvelle-Calédonie - East coast - Port Ounia — Anchorage; wreck

125

Paragraph 4.33 4 lines 6-7 *Replace by:*

A rock with a depth of 1·3 m lies 1¼ cables SSE of the anchorage and a wreck lies about ½ cable NW.

French Notice 8/204/18

[NP61-No 14-Wk 12/18]

Nouvelle-Calédonie - Baie de Ouinné — Anchorage

125

Paragraph 4.35 3 lines 1-2 *Replace by:*

- 3 A mooring buoy is moored 2¼ cables E of the front leading beacon.

Anchor Berth U2, with a swinging circle of radius 3 cables, can only be used by day.

French Notice 15/K10 2008 2.1.5.2/17

[NP61-No 2-Wk 20/17]

Nouvelle-Calédonie - East coast - Passe de Thio — Directions; depth

129

Paragraph 4.66 3 line 4 *Replace by:*

...166°15'·43E) (4.76), thence:

Clear of 10·3 m shoal (21°34'·14S 166°16'·37E).

French Notice 18/222/20

[NP61-No 56-Wk 22/20]

Nouvelle-Calédonie - East coast - Passe de Thio — Pilotage

129

Paragraph 4.69 2 *Replace by:*

- 2 **Pilotage** is compulsory for passage through Passe de Thio. Pilots board by helicopter in position 21°30'·44S 166°19'·91E. For details see 4.4 and *ADMIRALTY List of Radio Signals Volume 6(4)*.

French Notice 31/4(P)/22

[NP61-No 89-Wk 51/23]

Nouvelle-Calédonie - East coast - Port de Thio — Arrival information; pilotage

130

Paragraph 4.73 1 lines 3-4 *Replace by:*

...Pilots board at Canal de la Havannah (2.50), Passe de Thio (4.69) and Passes Ouest de Houaïlou (4.121).

French Notice 31/4(P)/22

[NP61-No 90-Wk 51/23]

**Nouvelle-Calédonie – Port de Thio —
Directions; leading lights**

130

Paragraph 4.75 *1* lines 10–12 *Delete*

French Notice 15/17 15 212/17 [NP61-No 3-Wk 20/17]

Nouvelle Calédonie - Baie de Canala — Depths

132

After Paragraph 4.92 *1* line 11 *Insert:*

Depths on the recommended track exceed 20 m as far as Les Trois Frères (4.93). Coral shoals with depths less than 10 m lie outside the recommended track.

French Chart 6589 [NP61-No 35-Wk 35/19]

**Nouvelle Calédonie - Baie de Canala -
Presqu'île Bogota — Anchorages**

133

Paragraph 4.94 *1* line(s) 1–4 including heading *Replace by:*

**Spare
4.94**

Paragraph 4.95 *1* line(s) 1–3 including heading *Replace by:*

**Spare
4.95**

Paragraph 4.97 *1* line(s) 1–3 including heading *Replace by:*

**Spare
4.97**

French Chart 6589 [NP61-No 36-Wk 35/19]

**Nouvelle Calédonie - Baie de Canala -
île Adam and Pic des Morts —
Anchorage; wharves**

133

Paragraph 4.99 *1* line(s) 1–5 including heading *Replace by:*

**Spare
4.99**

Paragraph 4.100 *1* line(s) 1–3 including heading *Replace by:*

**Spare
4.100**

French Chart 6589 [NP61-No 37-Wk 35/19]

**Nouvelle-Calédonie -
Baie de Nakéty — Anchorages**

133

Paragraph 4.101 *4-7* *Replace by:*

4 The track then continues as required for the anchorages.

Anchorages. Designated anchorage areas, 2 cables in radius, exist as follows:

Waiting anchorage (21°30'·43S 166°04'·60E), 22 to 31 m, mud;

Area Geminy (21°31'·36S 166°04'·60E), 14 to 22 m, coral and mud;

Area Ballande (21°31'·26S 166°05'·04E), 20 to 27 m, mud. A wreck (21°31'·12S 166°04'·95E) lies within the anchorage.

Paragraph 4.101 *8* line 1 *Replace by:*

5 Small vessels may obtain anchorage off the mouth...

French Notice 2/217/20 [NP61-No 50-Wk 06/20]

**Nouvelle-Calédonie – Baie Laugier —
Directions; leading lights**

135

Paragraph 4.110 *4* lines 1–2 *Delete*

French Notice 15/17 15 212/17 [NP61-No 4-Wk 20/17]

**Nouvelle Calédonie - East coast - Cap Bégat to
Cap Bocage — Directions; track**

135

Paragraph 4.115 *Replace by:*

1 **Alternative passage north-westwards.** From the position at the intersection of recommended tracks, 1 mile NW of Cap des Trois Sapins (4.110), a recommended track leads 10 miles generally NW to a position 3½ miles N of Cap Bocage (21°12'·43S 165°36'·84E), where it joins the recommended track between Passe Sud-Est (4.122) and Baie Ugué (4.160).

2 The track leads initially NW and N, passing: SW of a 5·0 m patch (21°15'·92S 165°43'·14E), marked on its SE side by No 4 Light Beacon, buoyant, (port hand), thence: E of Ilot Néni (21°14'·87S 165°41'·39E), low and wooded.

3 Thence the track leads NW, passing: NE of a 5·0 m patch (21°12'·75S 165°40'·90E), thence: SW of an unnamed small detached reef (21°10'·74S 165°40'·98E), thence: NE of a shoal with a least depth of 2·0 m (21°11'·61S 165°38'·35E), thence: NE of a 7·4 m patch (21°10'·53S 165°36'·94E), and: NE of a shoal with a least depth of 0·2 m (21°10'·09S 165°36'·50E), which can usually be seen.

4 **Clearing line.** To pass E of the shoal with a least depth of 0·2 m, Cap Bocage should not bear less than 180° until the hill, 220 m high, on the NW side of Baie Ugué (4.160) is well open of the SE entrance point of that bay.

French Notice 27/220/20 [NP61-No 62-Wk 32/20]

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Nouvelle Calédonie - East coast - Baie de Kouaoua — Anchorages

136

Paragraph 4.126 1-2 *Replace by:*

- 1 **Outer anchorages.** Designated anchor berths are as follows:

K1 (21°22'·52S 165°50'·02E), 2 cables swinging radius, charted depths from 15 to 22 m.

K2 (21°22'·18S 165°50'·24E), 2 cables swinging radius, charted depths from 23 to 26 m.

K3 (21°21'·77S 165°50'·50E). 2½ cables swinging radius, charted depths from 22 to 29 m. A coral patch, 13 m in depth, lies on the S limit of the anchorage.

- 2 Vessels in these anchorages are loaded by lighter. Vessels unable to find room in Baie de Kouaoua should anchor in Baie Laugier (4.138).

- 3 **Pilotage** is compulsory. Arrangements for pilots should be made at Nouméa (2.133). Pilots board at Passes Ouest de Houailou (4.121).

For regulations for pilots see 2.4 and for tankers see Appendix II. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

- 4 **Tugs** are available. For the latest details contact the port authority.

Regulations concerning entry. Arrival, berthing and departure are not permitted at night. Arrival and departure to the anchorage can be conducted day or night.

Quarantine. Pratique is granted by the pilot upon boarding.

French Notice 9/220/20 [NP61-No 54-Wk 14/20]

Nouvelle Calédonie - East coast - Baie de Kouaoua — Anchorages

137

Paragraph 4.130 1-2 *Replace by:*

- 1 **Inner anchorages.** Anchorage may be obtained 4½ cables S of Pointe Mè Kauciri (4.129); the swinging room in this anchorage is restricted. Coral heads in the vicinity of the anchorage are marked by red buoys.

- 2 Vessels with a draught of less than 9 m may anchor a little farther S.

French Notice 9/220/20 [NP61-No 55-Wk 14/20]

Nouvelle-Calédonie - Baie de Poro — Leading beacons

138

Paragraph 4.137 2 line 1 *For* 140·2° *Read* 136·5°

French Notice 44/204/17 Block F.577
[NP61-No 11-Wk 48/17]

Nouvelle Calédonie - East coast - Passe Sud-Est to Baie Ugué — Directions; track

139

Paragraph 4.147 1 line 3 *Replace by:*

...track leads W for about 10 miles to a position 1¼ miles S...

French Notice 27/220/20 [NP61-No 63-Wk 32/20]

Nouvelle-Calédonie - East coast - Passe de Tao to Pointe Bailly — Directions; shoal patch

146

After Paragraph 4.204 3 line 7 *Insert:*

SW of a 5·6 m shoal patch (20°23'·99S 164°40'·84E), thence:

French Notice 29/225/22 [NP61-No 76-Wk 49/23]

Nouvelle-Calédonie - East coast - Passe de Balade - Depth

148

Paragraph 4.226 1 line 4 *For* 15·4 m *Read* 14·6 m

French Notice 29/225/22 [NP61-No 77-Wk 49/23]

Nouvelle-Calédonie - Île Lifou - North coast - Cap Escarpé — Position

164

Paragraph 5.51 1 line(s) 4 *For* (20°28'·10S 166°39'·74E) *Read* (20°40'·89S 167°13'·57E)

Paragraph 5.56 1 line(s) 6 *For* (20°28'·10S 166°39'·74E) *Read* (20°40'·89S 167°13'·57E)

French Chart 7218/19 [NP61-No 38-Wk 35/19]

Nouvelle-Calédonie - Île Lifou - North coast - Cap Escarpé — Position

166

Paragraph 5.63 1 line(s) 4 *For* (20°28'·10S 166°39'·74E) *Read* (20°40'·89S 167°13'·57E)

French Chart 7218/19 [NP61-No 39-Wk 35/19]

Nouvelle-Calédonie - Îles Loyauté - Atoll d'Ouvéa — Passages; general information

168

Paragraph 5.78 1 line(s) 1-6 *Replace by:*

- 1 There are five allocated passages into Atoll d'Ouvéa with charted fairway limits.

There are three passages between Pléiades du Sud (named from SE to NW):

Passe du Coëtlogon (5.79);

Passe du Styx (5.82);

Passe de la Meurthe (5.84).

2 There are a further two passages between Pléiades du Nord (named from SW to NE):

- Passe du Taureau (5.88);
- Passe de la Baleine (5.89).

The passages between Pléiades du Sud are wider and are reported to be more easily navigated than those of Pléiades du Nord.

3 **Caution.** Areas outside of the described fairways cannot be considered adequately surveyed; large depth anomalies may be expected. It is not recommended to transit outside of the described fairways within Atoll d'Ouvéa.

French Chart 7218/19 [NP61-No 40-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –
Atoll d'Ouvéa – Passe du Styx — Directions**

168

Paragraph 5.83 1 line(s) 4-5 *Replace by:*

...through a channel 6 cables wide where it joins a track...

French Chart 7218/19 [NP61-No 41-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –
Atoll d'Ouvéa — Passe d'Anêmata**

169

Paragraph 5.87 1 line(s) 1-7 including headings *Replace by:*

**Spare
5.87**

French Chart 7218/19 [NP61-No 42-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –
Atoll d'Ouvéa – Passe du Taureau — Directions**

169

After Paragraph 5.88 2 line 8 Insert:

**Directions
5.88a**

1 From the vicinity of 20°26'10S 166°27'30E, the track leads SSE for 1½ miles in the centre of the channel between the two islands. Thence the fairway, approximately 5 cables wide, leads SE for 5 miles, passing:

- NE of a 2.8 m shoal (20°30'18S 166°30'61E), marked by a buoy (W cardinal).

Thence the track joins the fairway leading SSE to the jetty at Hwaadrila (5.93).

French Chart 7218/19 [NP61-No 43-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –
Atoll d'Ouvéa – Passe de la Baleine — Directions**

169

Paragraph 5.90 1 line(s) 1-10 *Replace by:*

1 **Caution.** Local knowledge is required.

Track. From the vicinity of 20°24'82S 166°29'10E, the track through Passe de la Baleine leads SE for 1 mile, keeping towards the SW side. Thence the fairway leads SSE for 8 miles towards the jetty at Hwaadrila (5.93). Depths generally exceed 5 m within the fairway, with the exception of a 3.9 m shoal (20°27'30S 166°30'74E) which encroaches upon the fairway limit.

French Chart 7218/19 [NP61-No 44-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –
Atoll d'Ouvéa – Hnyimwele — Pilotage**

169

After Paragraph 5.93 1 line 4 Insert:

Pilotage. Pilot for Hnyimwele boards in position 20°36'30S 166°14'40E, at the entrance to Passe de la Meurthe (5.84).

French Chart 7218/19 [NP61-No 45-Wk 35/19]

**Fiji - Viti Levu - Suva — Arrival information;
Vessel traffic service**

264

Paragraph 8.142 1 including heading *Replace by:*

**Vessel traffic service
8.142**

1 A VTS is in operation for Suva; for details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

**Prohibited anchorages
8.142a**

1 Anchorage is prohibited in a major part of Laucala Bay (8.146) and its two entrances, Daveta Nukubuco (8.158) and Daveta Nukulau (8.157), on account of submarine cables, as shown on chart 1674.

Anchorage is also prohibited within 30 m of a sewer outfall extending SSE from the N shore of Laucala Bay.

Fijian Coastal Navigational Warning 20/22 [NP61-No 66-Wk 46/22]

**Fiji Islands - Viti Levu - Approaches to Suva —
Anchorage; wreck**

266

Paragraph 8.162 1 line 2 *Replace by:*

...Tamavua Light Beacon (8.153); a wreck, reported (2018), lies 1 cable NNW of the anchorage.

Fijian NAVWARN 22/18 [NP61-No 23-Wk 28/18]

Fiji - Lautoka — Directions; floating dock

272

After Paragraph 8.214 1 line 7 Insert:

N of a floating dock (17°36'88S 177°25'70E), thence:

Correspondence MSAF [NP61-No 46-Wk 39/19]

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Fiji Islands - Viti Levu Bay — Directions; rocks

281

After Paragraph 8.307 2 line 6 *Insert*:

SSE of two dangerous rocks (17°25'·04S 178°16'·59E), thence:

BA Chart 387 [NP61-No 7-Wk 40/17]

Fiji Islands - Yasawa Islands - Tamasua Passage — Directions; depth

284

After Paragraph 8.337 1 line 5 *Insert*:

Depths. It has been reported (2019) that shoals with depths of less than 4 m lie in the E entrance.

UKHO correspondence; H102 MV *Island Sky*
[NP61-No 49-Wk 51/19]

Fiji Islands - Levuka Wharf — Wreck

295

Paragraph 8.427 3 lines 10-12 *Replace by*:

...130 m ENE of the light near the knuckle of Levuka Wharf, in position 17°41'·04S 178°50'·28E. A dangerous wreck, depth 7 m, marked at its extremities by buoys (special), lies 90 m E of the light exhibited from the head of Levuka Wharf.

BA Chart 1244 [NP61-No 8-Wk 41/17]

Fiji - Nairai Island — Leading beacons; anchorage

298

Paragraph 8.448 1-4 *Replace by*:

1 **Description.** Anchorage may be obtained in the bay on the N side of Nairai Island (8.438).

Directions. Lumulumu Entrance (17°46'·00S 179°23'·00E), is an opening in the barrier reef which leads to a bay on the N side of the island; it should be navigated with caution in a favourable light as there are more dangers in it than are charted.

2 **Anchorage** may be obtained off the village of Natauloa, 1½ miles SE of Lumulumu Entrance.

Anchorage may also be obtained in a bay (17°48'·86S 179°23'·40E) on the W side of the island; access is through either of two openings, Na-Lawe Entrance (17°50'·90S 179°23'·69E) or Naiyaca Entrance (17°50'·13S 179°23'·13E) in the SW part of the barrier reef. The village of Dalice lies at the N end of the bay.

3 **Tidal levels:** mean spring range about 1·1 m; mean neap range about 1·0 m. For further details see *ADMIRALTY Tide Tables Volume 4*.

ENC GB300744 (6.005) [NP61-No 64-Wk 43/20]

Fiji - Viti Levu - Rewa Roads — Submarine cable

300

Paragraph 8.462 1 line 10 *Replace by*:

...river. A submarine cable is laid through Rewa Roads and uncharted coral pinnacles may exist in the area.

BA Chart 1674 [NP61-No 19-Wk 16/18]

Fiji - Exploring Isles - Qilaqila Passage — Leading Beacons

346

Paragraph 10.36 1 lines 2-4 *Replace by*:

Front beacon (white pillar) (17°09'·69S 179°02'·23W).

Rear beacon (white pillar) (2 cables from front beacon).

MV *Tenacious* [NP61-No 9-Wk 43/17]

Fiji Islands - Balmoral Reef — Shoal

360

Paragraph 11.10 *Replace by*:

1	Depth/Position	Description and remarks (date reported)
	10·7 m 15°57'·00S 175°38'·00E	Shoal (2001).
	7 m 15°39'·00S 175°52'·00E	Balmoral Reef; 2½ miles long, 1¾ miles wide. Reported (1991) to lie 5 miles NE of its charted position.
	13·6 m 14°56'·53S 174°50'·77E	Shoal (2018).

Fijian Notice 48/18 [NP61-No 24-Wk 42/18]

Île Futuna - Ava Leava — Anchorage

365

Paragraph 11.40 3 line 3 *Replace by*:

...bearing (028°). **Caution.** A submarine cable is laid through this anchorage.

BA Chart 968 [NP61-No 17-Wk 16/18]

Îles Wallis - Mouillage de Mata Utu — Anchorage

368

Paragraph 11.59 1 line 4 *For* 34 m *Read* 20 m

Paragraph 11.59 1 line 5 *For* 22 m *Read* 13 m

After Paragraph 11.59 1 line 8 *Insert*:

Caution. A submarine cable lies close to the anchorage positions.

BA Chart 968 [NP61-No 18-Wk 16/18]

Oceania – Îles Wallis – Mata Utu — Anchorage**368**

Paragraph 11.59 *1* lines 1–8 including existing Section IV Notice Week 16/18 *Replace by:*

- 1* Anchoring is available in Mouillage de Mata Utu (13°17'·70S 176°09'·60W), except within 250 m of a submarine cable.

The swinging room is restricted by reefs and banks.

French Notice 43/207/18 [NP61–No 25–Wk 47/18]

Tonga Islands – North coast of Tongatapu — Directions**377**

Paragraph 12.42 *2* line(s) 1–9 *Replace by:*

- 2* S of a 6·1 m shoal (20°55'·69S 175°00'·85W), which breaks in moderate weather, thence:
N of a 9·2 m shoal (20°59'·30S 175°01'·59W), thence:
S of a 9 m isolated shoal (20°56'·36S 175°03'·63W), thence:
S of Hyâne Shoal (20°56'·20S 175°04'·50W), a small coral patch on which the sea breaks, thence:
N of a shoal (20°58'·18S 175°05'·06W) with a least depth of 8·4 m, thence:
N of a 7·3 m shoal (20°58'·04S 175°06'·37W), and:

Paragraph 12.42 *3* line 2 *For* 7·3 m *Read* 5·8 m

New Zealand Chart 827 [NP61–No 33–Wk 25/19]

Tonga - Approaches to Nuku'alofa Harbour — Limiting conditions**377**

Paragraph 12.48 *1* line(s) 1–2 *Replace by:*

- 1* **Ava Lahi** (21°00'·00S 175°10'·00W) (12.64): 9·5 m.

New Zealand Chart 8275/19; Tongan Chart 8275/19 [NP61–No 28–Wk 20/19]

Tonga - Approaches to Nuku'alofa Harbour - Egeria Channel — Directions**379**

Paragraph 12.62 *2* line(s) 2 *For* (141·3°) *Read* (141·6°)

Paragraph 12.62 *3-7* *Replace by:*

- 3* NE of Hakauiki Hahake (21°02'·50S 175°17'·00W), a detached drying reef, and:
SW of the SW extremity (21°02'·20S 175°16'·40W) of Hakau Loa, an extensive drying reef with a number of rocks awash within 1½ cables S of the S side.
- 4* From a position S of the SW extremity Hakau Loa, the track leads ENE, passing:
NNW of 'Atatā (21°02'·86S 175°15'·23W), an island with some trees on it, the tops of which have an elevation of 33 m; the E side of the island is bordered by cliffs 3 to 4 m high.

- 5* Thence, from a position N of 'Atatā, the track leads ESE, passing:

SSW of Friday Shoal (21°02'·20S 175°14'·50W), thence:

SSW of Johnnie Shoal (21°02'·44S 175°14'·60W).

Two patches with depths of 5·5 and 1·9 m lie 1½ cables W and 1 cable NNW respectively, and additional patches lie E and ESE of Johnnie Shoal. Thence:

SSW of a shoal patch (21°02'·67S 175°14'·25W) with least depth of 3·7 m at the N end, thence:

NNE of Sumner Shoal (21°03'·05S 175°14'·21W), thence:

NNE of Campbell Rock (21°03'·55S 175°14'·20W), thence:

Clear of a 7·9 m shoal patch (21°03'·35S 175°13'·29W) marked by a light buoy (starboard hand).

- 7* Thence the track leads to the inner pilot boarding position (12.54) NE of 'Alakipeau (21°05'·21S 175°14'·66W), a small island on the reef fringing the W side of the harbour.

New Zealand Chart 8275/19; Tongan Chart 8275/19 [NP61–No 29–Wk 20/19]

Tonga - Approaches to Nuku'alofa Harbour - Egeria Channel — Directions**379**

Paragraph 12.63 *3* line(s) 5–7 *Replace by:*

(Directions continue for the harbour at 12.69)

New Zealand Chart 8275/19; Tongan Chart 8275/19 [NP61–No 30–Wk 20/19]

Tonga - Approaches to Nuku'alofa Harbour - Ava Lahi — Directions**379-380**

Paragraph 12.65 *2* line(s) 9 *Replace by:*

The track then leads to a position ¾ miles NW of Malinoa Light.

- 3* Thence with 'Alakipeau (12.62), an islet close N of Polo'a (21°05'·39S 175°14'·66W) on the fringing reef, bearing 220°, the track leads through the second part of Ava Lahi, for 5 miles, in a least depth of 9·5 m, passing:

NW of Telemachus Reef (21°01'·07S 175°09'·77W), which breaks, thence:

- 4* SE of shoal patches (21°01'·50S 175°11'·80W) with depths from 4·2 to 8·6 m and a rock awash, marked on their NE side by a light buoy (starboard hand), thence:

SE of a 3·7 m patch (21°01'·72S 175°12'·27W). A dangerous rock and a 3·9 m patch lie close W and SW respectively. Thence:

NP61

5 SE of a rock (21°02'·08S 175°12'·25W), with a depth of 5·0 m, thence:

NW of a shoal patch with a depth of 3·8 m marked by a light buoy (W cardinal) (21°02'·82S 175°12'·15W); several shoal patches less than 10 m lie close NW and SW of the patch and Nautilus Shoal lies 5 cables ESE. Thence:

6 SE of a shoal patch (21°02'·56S 175°12'·70W), depth 5·9 m.

The track then leads SE of an extensive shoal area (21°02'·70S 175°13'·00W) marked by a light buoy (starboard hand) to the inner pilot boarding position (12.54).

Paragraph 12.66 *Replace by:*

**Spare
12.66**

Paragraph 12.67 *Replace by:*

**Spare
12.67**

Paragraph 12.68 *Replace by:*

**Spare
12.68**

New Zealand Chart 8275/19; Tongan Chart 8275/19
[NP61-No 31-Wk 20/19]

Tonga - Inner approaches to Nuku'alofa Harbour — Directions

380

Paragraph 12.69 *Replace by:*

1 From the inner pilot boarding position the track initially leads along the line of bearing 215° of the SE extremity of Polo'a islet through the final part of Ava Lahi, for about 8 cables, in a least depth of 11·9 m, passing:

SE of a 7·9 m shoal patch (21°03'·35S 175°13'·29W) marked by a light buoy (starboard hand).

2 Thence the track leads on the line of bearing 150°, ahead, of a light beacon (starboard hand) (21°06'·92S 175°11'·83W) on the E side of Ualanga 'Uta (12.48) until SW of Ualanga Lalo (21°06'·07S 175°11'·27W), from where a light (12.73) is exhibited on its W side.

3 The anchorage (12.76), Vuna Wharf or Queen Salote Wharf (12.77) may be approached as required, passing:

WSW and S of Ualanga Lalo, thence:

Clear on either side of Ualanga 'Uta and Mounu (12.48) reefs, both of which are marked by light beacons.

New Zealand Chart 8275/19; Tongan Chart 8275/19
[NP61-No 32-Wk 20/19]

Tonga - Approaches to Nuku'alofa — Directions

380

Paragraph 12.69 including heading and existing Section IV Notice Week 20/19 *Replace by:*

Inner pilot boarding position to the harbour 12.69

1 From the inner pilot boarding position (12.54) the track leads generally S through the final part of Ava Lahi, then SE on the line of bearing 150°, ahead, of a light beacon (starboard hand) (21°06'·92S 175°11'·83W) on the E side of Ualanga 'Uta (12.48) to a position SW of Ualanga Lalo (21°06'·07S 175°11'·27W), from the W side of which a light (12.73) is exhibited.

2 The anchorage (12.76), Vuna Wharf or Queen Salote Wharf (12.77) may be approached as required, passing:

WSW and S of Ualanga Lalo, thence:

Clear on either side of Ualanga 'Uta and Mounu (12.48) reefs, both of which are marked by light beacons.

New Zealand Notice 10/40/20

[NP61-No 57-Wk 24/20]

Tonga - Nomuka Group - Ava Fonuaiki — Directions; clearing lines

386

Paragraph 12.116 3 lines 1-12 *Delete*

ENC TO500403(1.000)

[NP61-No 58-Wk 26/20]

Tonga - Ha'apai Group - Ha'afeva anchorage — Directions

388

Paragraph 12.134 1-2 *Replace by:*

1 From a position S of Trerise Patch (19°59'·94S 174°49'·24W), steep-to, the track leads ESE through the passage between Doyland Reef and Tungua (12.132), passing:

SSW of Kito (19°59'·72S 174°47'·24W) (12.135), from where a light (12.136) is exhibited, thence:

SSW of a dangerous rock (20°01'·65S 174°46'·95W), over which blind rollers break occasionally, thence:

2 NNE of Doyland Reef (20°02'·80S 174°45'·70W), thence:

SSW of the SE extremity of reef fringing Tungua (20°00'·80S 174°46'·00W), thence:

NNE of a small detached reef awash (20°03'·05S 174°44'·95W).

Thence the track joins the N/S track W of Nukulei.

(Directions for N/S track are given at 12.118)

ENC TO500403(1.000)

[NP61-No 59-Wk 26/20]

Tonga - Ha'apai Group - Ava Vahaa Fonua — Directions; rock

394

After Paragraph 12.190 1 line 5 *Insert:*

ESE of an isolated rock (19°53'·97S 174°33'·28W) with a depth of 5·5 m, position approximate, thence:

New Zealand Notice 25/153/18

[NP61-No 27-Wk 02/19]

**Tonga - Vava'u Group - Neiafu —
Anchorage; submarine cables**

400

Paragraph 12.235 1 line(s) 4-6 *Replace by:*

...anchorage can be obtained off Lotuma (18°39'·66S 174°00'·56W) (12.229), avoiding charted submarine cables, in depths of about 55 m.

New Zealand Notice 14/61/19

[NP61-No 34-Wk 33/19]

Niue — Marine Protected Areas

404

After Paragraph 12.272 line 3 *Insert:*

**Marine protected areas
12.272a**

1 Niue Moana Mahu, an extensive MPA in which anchoring, fishing and other activities are prohibited, extends S and E from Niue for about 200 miles, as far as the EEZ.

Beveridge Reef Nukutulueatama (20°00'·23S 167°45'·48W) lies within a Special Management Area (SMA). Fishing restrictions apply within this area.

Department of Transport, Ministry of Infrastructure, Niue should be contacted for further details.

Correspondence Department of Transport, Ministry of Infrastructure, Niue [NP61-No 61-Wk 31/20]

**Samoa - Savai'i Island -
Salelologa Harbour — Directions; depths**

410

Paragraph 13.32 2-4 *Replace by:*

2 **Directions. Leading lights:**

Front light (white concrete column) (13°45'·13S 172°12'·81W) on the edge of the W reef.

Rear light (similar structure) (1¼ cables from front light) on a reef.

3 From a position 1½ miles from the front light the alignment (312°) of these lights leads into the channel, passing:

SW of a shoal with a depth of 0·5 m (13°45'·27S 172°12'·60W).

4 The track then leads NNW, passing:

WSW of a shoal with a depth of 0·1 m (13°45'·18S 172°12'·68W).

The track then continues generally NNW to Salelologa Wharf (13°44'·71S 172°13'·03W), through a channel marked by light buoys, passing:

Clear of numerous reefs and shoals.

The chart is the best guide.

New Zealand Chart 8645/18 [NP61-No 15-Wk 16/18]

**Samoa - Upolu Island - Mulifanua Harbour —
Directions; depths**

410

Paragraph 13.34 3 line 4 *For* 5·8 m *Read* 5·4 m

Paragraph 13.34 3 line 6 *For* 2·9 m *Read* 3·1 m

Paragraph 13.34 3 line 8 *For* 6·4 m *Read* 5·5 m

Paragraph 13.34 5 lines 4-7 *Replace by:*

W of the front light (148° alignment), thence:

Clear of a 2·8 m patch (13°49'·43S 172°02'·65W).

New Zealand Chart 8645/18 [NP61-No 16-Wk 16/18]

**Samoa - Upolu Island - Cape Tapaga —
Shoal depth**

411

Paragraph 13.42 1 *Replace by:*

1 A channel lies between Cape Tapaga (14°02'·85S 171°26'·11W) and Nu'utele Islet (13.36); it should not be used by large vessels as a shoal depth of 1·4 m (14°03'·60S 171°26'·49W) was reported (2017) to lie in the approaches to the channel.

NZ Notice 6/66(P)/17 [NP61-No 5-Wk 15/17]

**American Samoa - Tutuila Island - Pago Pago —
Anchorage; wrecks; buoys**

420

Paragraph 13.143 1-2 *Replace by:*

1 **Anchorage** may be obtained in the inner part of the harbour in 11 to 45 m, mud and sand, with excellent holding ground. Care should be taken to avoid the numerous wrecks which lie within the harbour.

The best anchorage for large vessels is off Fagatogo in 36 m.

Swinging room is restricted at the head of the harbour in depths of less than 29 m.

2 The outer part of the harbour is usually unsuitable as an anchorage owing to heavy swell.

Several mooring buoys are moored in the inner part of the harbour.

Landing. There is a wooden jetty, with a depth of 1·8 m at its head, at Fagatogo.

ENC US5SP30M (10.000) [NP61-No 74-Wk 44/23]

**NP62 Pacific Islands Pilot Volume 3
(2020 Edition)**

Pitcairn Islands — Marine nature reserve

89

After Paragraph 3.45 2 line 5 *Insert:*

**Marine nature reserve
3.45a**

1 The area comprising the exclusive economic zone and the territorial seas of Pitcairn, Henderson, Ducie and Oeno Islands is established as the Pitcairn Islands Marine Protected Area. Numerous restrictions and prohibitions apply within the area. For further details see www.government.pn.

UKHO [NP62-No 12-Wk 06/22]

NP62

French Polynesia – Archipel des Tuamotu – Tikehau — Directions; two-way route

116

After Paragraph 5.75 1 line 8 *Insert*:

Side channels

Two-way route between Mataiva and Tikehau 5.75a

1 See 5.149a.

French Notice 8/225/22 [NP62-No 14-Wk 28/22]

French Polynesia – Archipel des Tuamotu – Marutea Nord and Hikueru — Directions

116

Paragraph 5.75a existing Section IV Notice Week 28/22
including headings *Replace by*:

Side channels

Two-way route between Mataiva and Tikehau 5.75a

1 See 5.149a.

Two-way route between Marutea Nord and Hikueru 5.75b

1 See 5.107a.

French Chart 7347 (2022) [NP62-No 19-Wk 51/22]

French Polynesia – Archipel des Tuamotu — Regulations; ATBA

119

After Paragraph 5.97 1 line 1 *Insert*:

ATBA. An area to be avoided, encompassing a
number of atolls, has been established centred on
15°59'34S 145°32'12W.

French Notice 8/225/22 [NP62-No 15-Wk 28/22]

French Polynesia – Archipel des Tuamotu – Marutea Nord and Hikueru — Directions

120

After Paragraph 5.107 1 line 9 *Insert*:

Side Channels

Two-way route between Marutea Nord and Hikueru 5.107a

1 A two-way route (16°42'12S 142°19'93W) for
which the chart is sufficient guide, has been
established between Marutea Nord (5.128) and
Hikueru (5.123). Precautionary areas exist in the
approaches to the two-way route. Vessels over 15 m
LOA should use the two-way route if not calling at
the atolls.

French Chart 7347 (2022) [NP62-No 18-Wk 51/22]

French Polynesia – Archipel Des Tuamotu - Tahanea - Passe Teavatapu — Directions

125

Paragraph 5.135 4 *Replace by*:

4 **Directions.** Passe Teavatapu (Passe Manino)
(16°51'00S 144°41'00W), 350 m wide, is the easiest
pass, but may be difficult for smaller craft during a
strong outflow when vessels may be set strongly W. It
leads between the islets Tefatakarina (16°51'35S
144°40'75W) and Teuakiri (16°51'06S 144°41'30W).
Mauru Nahi Nahi Reef (16°51'90S 144°41'45W) is
marked by a change in the colour of the water.

Passe d'Otao (Otaho) (16°51'50S 144°39'50W),
the E pass, is narrow and winding and only
practicable for small boats.

French Notice 44/233/21; French SD K11
[NP62-No 13-Wk 08/22]

French Polynesia – Archipel des Tuamotu – Tikehau — Directions; two-way route

129

After Paragraph 5.149 1 line 7 *Insert*:

Side channels

Two-way route between Mataiva and Tikehau 5.149a

1 A two-way route (14°55'58S 148°26'86W), for
which the chart is sufficient guide, has been
established between Mataiva (5.156) and Tikehau
(5.155). Precautionary areas exist in the approaches
to the two-way route.

French Notice 8/225/22 [NP62-No 16-Wk 28/22]

French Polynesia – Archipel des Tuamotu – Rangiroa — Anchorages

133-134

Paragraph 5.170 1-2 *Replace by*:

1 **Vessels less than 90 m LOA.** Anchorage may be
obtained in about 20 m, sand and good holding
ground, as follows:

With the bell tower of the church at Tiputa bearing
020°, distant about 3 cables.

With the airport control tower bearing 310°, distant
about 1¼ miles.

With the bell tower of the church at Avatoru bearing
315°, distant 8 cables.

2 **Vessels greater than 90 m LOA.** Anchorage may
be obtained, in about 20 m, at one of the following
mandatory anchor berths (not charted):

A1 (14°58'45S 147°38'51W), 100 m radius.

A2 (14°59'16S 147°37'53W), 100 m radius.

A3 (14°58'35S 147°39'10W), 100 m radius.

French Notice 10/K11/22 [NP62-No 17-Wk 32/22]

**French Polynesia – Îles de la Société –
Presqu'île de Taiarapu – Bassin de Tapuaeraha
— Anchorage; wreck**

143

After Paragraph 6.50 2 line 6 *Insert*:

Caution. A wreck (17°47'·48S 149°18'·44W) lies in the centre of the bay.

French Notice 10/227/21 [NP62-No 9-Wk 47/21]

**French Polynesia – Îles de la Société –
Tahiti – Bassin de Taunooa — Anchorage**

164

Paragraph 6.159 2-3 *Replace by*:

- 2 **Directions.** The basin is approached from N and entered through Passe de Taunooa (17°31'·20S 149°33'·10W) (6.155). The basin may also be entered through a marked channel from Bassin de Papaoa (6.158).

Landing. Landing places in the basin are unusable in strong NW winds.

French Notice 40/228/19 [NP62-No 1-Wk 02/20]

**French Polynesia – Îles de la Société – Tahiti –
Papeete – Bassin de Taunooa — Restricted area**

164

Paragraph 6.159 1-3 including existing Section IV Notice Week 02/20 *Replace by*:

- 1 **Description.** Bassin de Taunooa (17°31'·40S 149°33'·00W) lies between Pointe Iriti (17°31'·35S 149°32'·57W) and Taunooa village 8 cables WSW. An area, marked by beacons and light beacons, in which fishing is prohibited has been established in Bassin de Taunooa, NNW of the village of Taaone.

Local knowledge is required.

Restricted area. Anchoring and fishing are prohibited within Bassin de Taunooa.

- 2 **Directions.** The basin is approached from N and entered through Passe de Taunooa (17°31'·20S 149°33'·10W) (6.155). The basin may also be entered through a marked channel from Bassin de Papaoa (6.158).

Landing. Landing places in the basin are unusable in strong NW winds.

French Notice 33/22; Instructions nautiques K11
[NP62-No 33-Wk 51/23]

**French Polynesia – Îles de la Société –
Tahiti – Port de Papeete — Pilotage**

165

Paragraph 6.172 1 *Replace by*:

- 1 Pilotage is compulsory and is available from 1 hour before the vessels arrival. The Pilot boards in the following positions:

Passe de Papeete for vessels over 90 m LOA:
17°30'·50S 149°36'·20W.

Passe de Papeete for vessels between 40 and 90 m LOA: 17°31'·43S 149°35'·69W.

Passe de Taunooa for vessels over 90 m LOA:
17°30'·00S 149°33'·20W.

See also 6.6 and *ADMIRALTY List of Radio Signals Volume 6(4)* for alternative pilot boarding arrangements.

French Notice 20/20/K11 [NP62-No 7-Wk 24/20]

**French Polynesia – Îles Sous-le-Vent –
Huahine — Anchorage; regulations**

182

After Paragraph 7.12 2 line 6 *Insert*:

Regulations

7.12a

- 1 **Regulated anchorages** are established within the waters around Huahine. The following regulations apply:

The anchoring and stopping of any vessel of more than 6 m in length is strictly prohibited outside the designated anchorage zones.

- 2 Unless otherwise specified, anchoring and stopping is authorised for a maximum of 72 hours within the same anchorage zone.

French Notice 17/22; French SD K11/22
[NP62-No 21-Wk 16/23]

**French Polynesia – Huahine – Port de Fare —
Directions; fairway**

182

Paragraph 7.16 1 lines 4-8 *Replace by*:

Approach and entry. Fare can be entered directly from the sea via Passe Avamooa (16°42'·60S 151°02'·72W). The fairway through the pass is only 85 m wide at the entrance. It is not difficult to enter in clear weather when it is easy to distinguish between breakers on both sides.

French Chart 6434/21 [NP62-No 10-Wk 04/22]

**French Polynesia – Huahine – Port de Fare —
Depths**

183

Paragraph 7.16 2 lines 1-3 *Replace by*:

- 2 **Depths.** Passe Avamooa has depths of at least 8 m (26 ft) in the fairway. Passe Avapehi has depths exceeding 8 m (26 ft) in the fairway and is considered to be safe.

French Chart 6434/21 [NP62-No 11-Wk 04/22]

**French Polynesia – Îles Sous-le-Vent –
Huahine – Port de Fare — Berths; anchorages**

184

Paragraph 7.19 1 lines 1-5 *Replace by*:

FR (16°42'·77S 151°02'·33W);

OF (16°43'·38S 151°02'·49W).

See also 7.12a.

French Notices 16/224/22; French SD K11/22
[NP62-No 22-Wk 16/23]

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French Polynesia - Îles Sous-le-Vent - Huahine - Baie Haavai — Anchorage

184

After Paragraph 7.22 3 line 5 *Insert*:

- 4 **Anchorage.** FI (16°43'95S 151°02'25W) is a designated anchorage area, limited to two vessels of more than 20 m and less than 90 m in length, with depths from about 10 to 34 m, sand and mud.
See also 7.12a.

French Notices 16/224/22, 17/22; French SD K11/22
[NP62-No 23-Wk 16/23]

French Polynesia - Îles Sous-le-Vent - Huahine - Port Bourayne — Anchorages

184

Paragraph 7.23 3 lines 1-3 *Replace by*:

- 3 **Anchorage.** A designated anchorage area within Port Bourayne is situated as follows:
BO1 (16°46'41S 151°01'67W), limited to two vessels of more than 20 m and less than 90 m in length, with depths from 29 to 36 m, mud and sand.
- 4 Designated anchorage areas, for vessels less than 20 m in length, exist within Port Bourayne as follows:
BO2 (16°46'26S 151°02'03W);
BO3 (16°46'00S 151°01'73W), only to be used during bad weather;
TI (16°46'50S 151°01'28W).
- 5 Designated anchorage areas, for vessels less than 20 m in length, exist within the approaches to Port Bourayne as follows:
FA (16°46'66S 151°02'52W);
HN (16°46'93S 151°01'70W).
See also 7.12a.

French Notices 16/224/22, 17/22; French SD K11/22
[NP62-No 24-Wk 16/23]

French Polynesia - Îles Sous-le-Vent - Huahine - Baie Haapu — Anchorage

184

After Paragraph 7.24 1 line 6 *Insert*:

- 2 **Anchorage.** Designated anchorage area HA (16°47'58S 151°00'50W) is for vessels less than 20 m in length.
See also 7.12a.

French Notice 16/224/22 [NP62-No 25-Wk 16/23]

French Polynesia - Îles Sous-le-Vent - Huahine - Baie d'Avea — Anchorage

184

Paragraph 7.25 1-2 *Replace by*:

- 1 **General information.** Baie d'Avea (16°48'60S 150°59'60W) lies 1 mile NW of Pointe Tiva. The passage leading SE towards Pointe Tiva ends in Baie d'Avea.

Local knowledge is necessary.

- 2 **Anchorage.** Designated anchorage areas, for vessels less than 20 m in length are situated as follows:

AVN (16°48'66S 150°59'64W);
AVS (16°48'85S 150°59'77W).

See also 7.12a.

French Notice 16/224/22 [NP62-No 26-Wk 16/23]

French Polynesia - Îles Sous-le-Vent - Huahine - Baie Maroe — Anchorage

187

Paragraph 7.35 3-4 *Replace by*:

- 3 **Anchorage.** Designated anchor berths, reserved for the use of vessels more than 90 m in length, are situated as follows:

HU-1-M (16°45'47S 151°00'10W), radius 450 m, in depths from 32 to 36 m, mud and sand, with good holding ground. A foul patch exists near the centre of the anchorage.

- 4 HU-2-M (16°45'40S 150°59'55W), radius 350 m, in depths from 35 to 39 m, mud and sand, with good holding ground.

Authorisation must be requested at least 72 hours in advance. See also 7.12a.

Caution. Seaplane operations occasionally take place in an area within the NW part of anchorage HU-1-M.

- 5 **Landing.** There is a small pier in front of Maroe village, which stands on the S shore, 1½ miles inside the entrance to the bay. A light beacon (port hand) stands 1½ cables N of the pier.

Care is to be taken as there are reefs on both sides of the head of the pier.

French Notices 16/224/22, 17/22 French SD K11/22
[NP62-No 27-Wk 16/23]

French Polynesia - Îles de la Société - Îles Sous-le-Vent — Seaplane areas

190

After Paragraph 7.42 *Insert*:

Seaplane areas 7.42a

- 1 There are numerous seaplane operating areas in or adjacent to the passages within the reefs surrounding Raiatea and Tahaa, some of which may not be charted.

French Chart 6283 (2022) [NP62-No 28-Wk 40/23]

French Polynesia - Îles de la Société - Passe Toahotu — Directions; beacon

192

Paragraph 7.56 2 lines 11-13 *Delete*

French Chart 6283 (2022) [NP62-No 29-Wk 40/23]

**French Polynesia - Îles de la Société - Tahaa -
Récif Moora — Directions; shoals**

196

Paragraph 7.85 *s* Replace by:

- 8 NE of Récif Moora (16°34'·32S 151°28'·25W), marked by a light beacon (port hand). Two shoal depths of 5 m (16 ft) (16°34'·23S 151°28'·29W) and 4.4 m (15 ft) (16°34'·24S 151°28'·18W) lie close NW and NE respectively of the light beacon. Récif Moora marks the S entrance to the narrow passage, only ½ cable wide at its narrowest part, which leads to Récif Faremao (16°34'·37S 151°29'·37W).

French Chart 6283 (2022) [NP62-No 30-Wk 40/23]

**French Polynesia - Îles de la Société - Tahaa -
Baie Faaha — Seaplane landing area**

197

After Paragraph 7.87 *z* line 3 Insert:

Seaplane landing area centred on 16°37'·91S 151°26'·72W is situated in the centre of the bay.

French Chart 6283 (2022) [NP62-No 31-Wk 40/23]

**French Polynesia - Îles de la Société -
Bora-Bora - Passe Teavanui — Depths**

203

Paragraph 7.136 *z* lines 1-4 Replace by:

- 3 **Depths.** The least charted depth on Passe Teavanui leading line is 9.7 m (31 ft) but a deeper track follows a narrow curving channel on the N side of the leading line. The entrance is prone to shoaling. See also 1.18.

French Chart 7466 Ed. 3 (2021) [NP62-No 8-Wk 23/21]

**French Polynesia - Îles de la Société -
Îles Sous-le-Vent - Maupihaa —
Anchorage; danger; depth**

208

Paragraph 7.162 *z* lines 5-7 Replace by:

It is dangerous to anchor within 3 cables of the coast, where depths may be shoaler than charted.
2 **Anchorage** may be obtained in position 16°46'·83S 153°57'·02W, in depths of about 11 m, sand and coral.

French Notice 13/K11/22 [NP62-No 20-Wk 13/23]

**French Polynesia - Îles de la Société -
Îles-Sous-le-Vent - Manuae — Marine reserve**

208

Paragraph 7.164 *z* lines 3-4 Replace by:

...3 miles from each atoll. Fishing, navigation and anchoring are prohibited for unauthorised vessels within the marine reserve. Further restrictions apply and local authorities should be contacted for details.

French Notice 7/230/20 [NP62-No 3-Wk 12/20]

**French Polynesia - Îles Marquises - Nuku-Hiva -
Baie de Taiohae — Anchorage**

247

After Paragraph 10.95 *z* line 3 Insert:

Anchorage, reserved for vessels more than 90 m in length, may be obtained centred on 8°55'·43S 140°06'·04W with 72 hours notice (see also 10.92).

French Notice 38/231/19 [NP62-No 2-Wk 02/20]

**United States of America - Hawaii Island -
Cape Kumukahi — Directions; light**

258

Paragraph 11.67 including heading Replace by:

**Spare
11.67**

US Notice 13/50/20 [NP62-No 4-Wk 19/20]

**United States of America - Hawaii Island -
Cape Kumukahi — Directions; light**

259

Paragraph 11.68 *z* line(s) 5-6 Replace by:

...seen when close inshore.

US Notice 13/50/20 [NP62-No 5-Wk 19/20]

**United States of America - Hawaii Island -
Cape Kumukahi — Directions; light**

259

Paragraph 11.75 *z* line(s) 1-3 Delete

US Notice 13/50/20 [NP62-No 6-Wk 19/20]

**Japan - Pacific Islands -
Minami-tori Shima — Anchorage**

336

Paragraph 15.130 including heading Replace by:

**Ogasawara
15.130**

- 1 There is a quay (24°16'·90N 153°58'·68E), about 215 m in length, close E of a boat basin formed by an opening in the reef on the S side of the island.

Japanese Notice 24/273/23 [NP62-No 32-Wk 50/23]

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NP63 Persian Gulf Pilot (2021 Edition)

Persian Gulf and Arabian Sea — Piracy; recommended practice

4

Paragraph 1.39 *Replace by:*

- 1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6099, Q6111 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*.
- 2 Additional guidance can be found in *Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea*.

Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Corr. UKHO (16/02/22) [NP63-No 79-Wk 42/22]

Oman - Gulf of Oman - Seeb - Ghubbat al Ḥayl — Anchorage; submarine cables

81

Paragraph 3.117 4 lines 14-15 *Replace by:*

Anchorage may be obtained 5 cables off Seeb, clear of submarine cables, in 9 m, sand; this anchorage offers no protection.

Fibre Optic Cables RPLS [NP63-No 93-Wk 14/23]

United Arab Emirates – Gulf of Oman – Ra's Ṣallān to Fujairah — Directions; light

83

After Paragraph 3.137 1 line 8 *Insert:*

Fujairah Light Beacon (25°10'·77N 56°21'·03E)

Correspondence MENAS (15/11/2021)
[NP63-No 53-Wk 16/22]

Oman - Gulf of Oman - North-north-west of Port Sohar - Shināṣ — Anchorages

85

Paragraph 3.157 1 line(s) 6-7 *Replace by:*

Anchorage. An anchorage area for STS operations is centred on 24°45'·56N 56°33'·44E. An anchorage area for dhows is centred on 24°44'·52N 56°30'·48E.

Omani Notice 1/3/21 [NP63-No 6-Wk 14/21]

Oman - Gulf of Oman - Shināṣ — Anchorages

85

Paragraph 3.157 1 including existing Section IV Notice Week 14/21 *Replace by:*

- 1 **Description.** Shināṣ (24°44'·45N 56°27'·85E) is a small town on the coast with a fishing harbour, protected by two breakwaters; lights (lateral, metal posts) are exhibited from the heads of the breakwaters.

Anchorage. An anchorage area for STS operations is centred on 24°45'·56N 56°33'·44E. An anchorage area for dhows is centred on 24°44'·52N 56°30'·48E. An anchorage area lies about 11 miles N of Shināṣ, centred on 24°55'·98N 56°28'·38E.

Omani Notice 9/20/21 [NP63-No 36-Wk 51/21]

United Arab Emirates - Gulf of Oman - Port of Fujairah — Anchorage; speed restrictions

86

After Paragraph 3.172 1 line 4 *Insert:*

The maximum speed in Fujairah Offshore Anchorage Area (3.169) is 5 kn.

H102 MV Berlian Ekuator [NP63-No 10-Wk 28/21]

United Arab Emirates – Gulf of Oman – Port of Fujairah — Directions; light

87

After Paragraph 3.177 2 line 5 *Insert:*

Fujairah Light Beacon (white framework tower, 5 m in height, on a low hill W of the port) (25°10'·77N 56°21'·03E).

Correspondence MENAS (15/11/2021)
[NP63-No 54-Wk 16/22]

United Arab Emirates - Gulf of Oman - Dibā Harbour — General information

92

Paragraph 3.230 1-3 *Replace by:*

- 1 **Position and function.** Dibā Harbour (25°36'·69N 56°17'·84E) is situated within Dawḥat Dibā, 3 miles WNW of Ra's Dibā; Dibā town is in the SW corner of the bay.

The port handles bulk aggregate. Additionally, small coastal vessels load and discharge cement products, marble chips and petroleum products.

- 2 **Topography.** Dawḥat Dibā is entered between Ra's Dibā (3.229) and Ra's Ṣawṭ, (3.245) 6½ miles NW. There are date plantations around the town of Dibā. An islet lies 4 cables N of Ra's Dibā.

- 3 **Port Authority.** Dibā Harbour is under the jurisdiction of Fujairah Port Authority.

UKHO [NP63-No 80-Wk 44/22]

**United Arab Emirates - Gulf of Oman -
Dibā Harbour — Limiting conditions;
controlling depths**

92

Paragraph 3.231 1 lines 1–5 *Replace by:*

- 1 **Controlling depths.** The entrance channel is dredged to a depth of 18.6 m (2022). A turning circle within the breakwaters is dredged to a depth of 17.8 m (2022).

Inshore fishing zone. See 3.4 and 3.226.

Corr. Port of Fujairah HM 11/02/22

[NP63-No 81-Wk 44/22]

**United Arab Emirates - Gulf of Oman -
Dibā Harbour — Arrival information;
outer anchorage**

92

Paragraph 3.232 1 line 2 *For 1¼ miles Read 1 mile*

Corr. Port of Fujairah HM 11/02/22

[NP63-No 82-Wk 44/22]

**United Arab Emirates - Gulf of Oman -
Dibā Harbour — Arrival information;
outer anchorage**

92

Paragraph 3.232 1 including existing Section IV Notice Week 44/22 *Replace by:*

- 1 **Outer anchorages** are as follows:
Near the centre of the bay, 1 mile NNW of the entrance to Dibā Harbour, in 10 m, sand.
Anchorage W (25°36'00N 56°26'00E), for vessels awaiting berth space.
Caution. Two submarine cables land about 7½ cables W of the NNW anchorage area.
Prohibited anchorage. An area in which anchoring is prohibited extends up to 12 miles offshore from the S part of Dawḥat Dibā to a position ESE of Jazīrat Badīyah (25°25'72N 56°22'13E).

Corr. Port of Fujairah 09/11/22

[NP63-No 116-Wk 41/23]

**United Arab Emirates - Gulf of Oman -
Dibā Harbour — General layout**

92

Paragraph 3.233 1 lines 1–9 *Replace by:*

- 1 **General layout.** Dibā Harbour lies on the S side of Dawḥat Dibā; it is protected to the E by a breakwater, 5½ cables in length, from the head of which a light (red beacon, white stripes) is exhibited. Berthing space is provided on the inner side of the breakwater. A small-craft harbour, protected by its own breakwater, is situated in the SW part of the harbour.

Corr. Port of Fujairah HM 11/02/22

[NP63-No 83-Wk 44/22]

**United Arab Emirates - Gulf of Oman -
Dibā Harbour — Directions; berths**

92

After Paragraph 3.233 1 line 9 Insert:

**Directions for entering harbour
3.233a**

- 1 From the vicinity of a light buoy (safe water) (25°38'50N 56°20'00E), the track leads SW for 1¾ miles to the entrance channel.

Thence the track leads WSW, then SSE, through a channel, marked by light buoys (lateral), for about 1 mile, to the harbour entrance.

**Basins and berths
3.233b**

- 1 Two main berths, each 325 m in length, are situated on the inner side of the main breakwater, with an alongside dredged depth of 17.0 m (2022).

Corr. Port of Fujairah HM 11/02/22

[NP63-No 84-Wk 44/22]

**Oman - North coast - Shamm Peninsula -
West of Hassa — Anchorage**

97

After Paragraph 3.284 1 line 7 Insert:

Anchorage (26°14'50N 56°17'00E), for dhows, lies W of Hassa, depths from 25 to 40 m, silt, mud and shells.

Omani Notice 1/2/21

[NP63-No 7-Wk 14/21]

**Iran - Gulf of Oman - Khalīj-e Chābahār -
Chābahār — Depths**

103

Paragraph 4.20 1 *Replace by:*

- 1 **Controlling depths:**
A minimum depth of 10.7 m can be maintained in the approaches to Shahid Beheshti Port.
The approach channel to Shahid Kalantari Port is dredged to a depth of 12.5 m (2004).

Tidal levels. Mean maximum range about 1.8 m; mean minimum range about 0.9 m. For further information, see *ADMIRALTY Tide Tables Volume 3*.

- 2 **Local weather.** Prevailing winds are the NE and SW monsoons. SSE winds cause a heavy sea to break on the shores of the bay except in the vicinity of the town which is well sheltered.

ENC IR6TZE01 (1.000); ENC IR586021 (1.000)

[NP63-No 38-Wk 04/22]

Iran - Jāsk — Directions; wreck; buoy

107

Paragraph 4.53 1-2 *Replace by:*

- 1 From a position S of Ra's-e Jāsk (25°38'19N 57°45'86E) (4.37) the route leads NW, passing: SW of Mason Shoal (25°37'41N 57°42'27E), marked by a light buoy (S cardinal). A stranded wreck lies on the SE edge of the shoal. Thence:

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2 SW of a stranded wreck (25°38'·85N 57°39'·51E), marked by a light buoy (S cardinal), thence:

SW of an isolated rocky shoal (25°39'·98N 57°28'·15E), least depth 18·2 m. The track then leads into the N bound lane of the TSS (4.49).

3 Thence the track leads to a position SW of Ra's al Kūh (25°47'·70N 57°17'·90E), a very low point, within the N bound lane of the TSS (4.49); the coastal bank, which is steep-to, extends about 5 cables offshore in the vicinity of the point. Ra's al Kūh Light (4.52) stands 2½ miles NNE.

(Directions continue at 4.61)

Paragraph 4.57 3 lines 1-4 *Replace by:*

3 **Approach.** Khalīj-e Jāsk may best be approached passing W, then N, of Mason Shoal (25°37'·01N 57°42'·56E) (4.53), and clear of a stranded wreck (25°38'·85N 57°39'·51E), marked by a light buoy (S cardinal). An isolated 18·2 m rocky shoal (4.53), lies in the W approach to the bay.

Iranian Notice S-7/21

[NP63-No 25-Wk 42/21]

Iran - Strait of Hormuz - Approaches to Bandar-e Shahīd Bāhonar and Bandar-e Shahīd Rajā'ī — Directions; ODAS buoy; obstruction

111

Paragraph 5.9 3 lines 1-2 *Replace by:*

3 NE of an ODAS buoy (26°59'·62N 56°18'·95E), thence:

Iranian Notice S 17/22

[NP63-No 117-Wk 48/23]

Iran - Bandar-e Shahīd Rajā'ī - Bostānū Shipyard — Bostānū Shipyard

116

Paragraph 5.61 including headings *Replace by:*

Spare 5.61

Paragraph 5.62 including heading *Replace by:*

Spare 5.62

Paragraph 5.63 including headings *Replace by:*

Spare 5.63

Paragraph 5.64 including headings *Replace by:*

Spare 5.64

Paragraph 5.65 including headings *Replace by:*

Spare 5.65

UKHO

[NP63-No 118-Wk 49/23]

Iran - Khūrān Strait - Bandar-e Shahīd Rajā'ī - Bostānū Shipyard — Bostānū Shipyard

117

After Paragraph 5.77 *Insert:*

Bostānū Shipyard

General information

5.77a

1 **Position and function.** Bostānū Shipyard (27°03'·00N 55°58'·00E) is situated 5 miles WSW of Bandar-e Shahīd Rajā'ī (5.41). Privately run, it carries out shipbuilding, up to 80 000 dwt, and ship repair.

Port Authority. Iran Shipbuilding & Offshore Industries Complex Co.

Limiting conditions

5.77b

1 **Controlling depth.** The harbour is dredged to 8·0 m (2016).

Arrival information

5.77c

1 **Outer anchorage.** A well sheltered anchorage in good holding ground may be obtained between the village of Bostānū (27°04'·85N 56°00'·20E) and Bostānū East Bank, ¾ miles ESE, in depths of more than 10 m.

Harbour

5.77d

1 **General layout.** The harbour is entered from SE between breakwaters. The main berths line the N side of the harbour; an inner basin lies on the W side.

Directions for entering harbour

5.77e

1 **From ENE.** From the vicinity of No 6 Light Buoy (port hand) (27°05'·05N 56°04'·98E) in the buoyed entrance channel to Bandar-e Shahīd Rajā'ī (5.55), the track leads generally WSW for 6½ miles to the harbour entrance, passing NNW of Bostānū East and West Banks.

2 **From SSW.** From a position about 2½ miles NNW of Ra's-e Kovāy (5.77), the track leads NNE for about 3 miles to the harbour entrance, passing:

WNW of a 4·7 m patch (27°00'·48N 55°58'·84E), at the W end of Bostānū West Bank, and:

ESE of a light buoy (isolated danger) (27°00'·76N 55°57'·88E), marking a submarine pipeline.

3 The track then continues as required to enter the harbour, passing between the breakwaters, from where lights are exhibited.

Basins and berths

5.77f

1 **Alongside berths.** Several jetties and quays lie within the harbour.

Port services

5.77g

1 **Repairs.** Major and minor repairs. Dry docks, 470 and 370 m in length respectively, are situated on the N shore.

UKHO

[NP63-No 119-Wk 49/23]

Iran - Khūrān Strait - Ra's-e Kovāy -
Kovāy Jetty — Berth; depth

117

Paragraph 5.79 1 line 3 *Replace by:*

...area around the jetty is dredged to 15 m (2015).

GB Chart 3599 Ed. 8 (2023) [NP63-No 120-Wk 49/23]

Iran - Persian Gulf - Jazīreh-ye Hengām -
Qeshm — Anchorage; submarine pipeline

120

After Paragraph 5.96 1 line 5 *Insert:***Caution.** A submarine pipeline lies in the NE corner of the anchorage.

GB Chart 3174 (2021) [NP63-No 58-Wk 18/22]

Iran - Jazīreh-ye Qeys — Directions; major light

126

Paragraph 6.12 3 line(s) 1-6 *Delete*Corr. Iranian Ports & Maritime Organization (15/03/21)
[NP63-No 9-Wk 20/21]

Iran - Bandar-e Pārs — Directions; obstruction

130

Paragraph 6.40 1-2 *Replace by:*

- 1 **Tidal levels.** Mean maximum range about 1.3 m; mean minimum range about 0.8 m. For further information, see *ADMIRALTY Tide Tables Volume 3*.

GB Chart 2883 [NP63-No 30a-Wk 49/21]

Iran - Bandar-e Pārs — Arrival information;
anchorage; pilotage; ODAS buoy

130

Paragraph 6.41 1 lines 5-8 *Replace by:*

Outer anchorage is centred at 27°33'30N 52°24'00E, with depths from 40 to 66 m. An ODAS superbuoy (special) (27°32'23N 52°28'07E) is situated in the SE corner of the anchorage.

Paragraph 6.41 3 lines 1-5 *Replace by:*

- 3 **Pilotage.** SPM Pilot boards about 2 miles W of SPM; Harbour Pilot boards in the vicinity of the ODAS superbuoy (special) (27°32'23N 52°28'07E). Tugs are available. For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Iranian Notice 1/22 [NP63-No 62-Wk 22/22]

Iran - Bandar-e Pārs — Directions; obstruction

130

Paragraph 6.43 1 line 1-3 *Replace by:*

- 1 **Approach and entry.** The anchorage, SPM berth and the ports are approached from SW. The ports are entered from SSE between E and W breakwaters. A depth of 14.6 m (27°31'06N 52°32'73E), existence doubtful, lies W of the W breakwater head of Logistic Port.

GB Chart 2883 [NP63-No 30b-Wk 49/21]

Iran - Bandar-e Pārs — Basins and berths

130

Paragraph 6.44 2 *Replace by:*

- 2 **Logistic Port** is reported to have 2.6 km quayage, with depths alongside from 8 to 14 m. It is used for importing project cargo, machinery and containers and exports granulated sulphur and containers. A tanker berth (27°31'30N 52°33'59E) is situated on the inside of the E breakwater.

Petrochemical Port. A quay, over 1.9 km in length, fronts the NE shore of the port and has depths alongside from 11 to 15 m. A total of eight tanker berths are situated along the inside of the breakwaters. Capable of handling vessels of 80 000 dwt.

ENC IR586801; ENC IR403025;
[NP63-No 31-Wk 49/21]

Iran - Tombak and Akhtar — SPMs

131

Paragraph 6.53 2 *Replace by:*

- 2 There is an array of quays, breakwaters and jetties, some extending to 1000 m offshore. Two SPMs are moored in positions 27°41'67N 52°09'20E and 27°42'48N 52°06'83E.

Iranian Notice S-6/21 [NP63-No 26-Wk 42/21]

Iran - Persian Gulf - Kangān — Anchorage

131

Paragraph 6.54 2 *Replace by:*

- 2 **Anchorage.** Designated anchorage areas, centred on 27°47'36N 52°03'00E and 27°46'70N 52°04'00E, are situated in the approaches to Kangān. The latter area is reserved for dangerous goods. Anchorage off Kangān is partially sheltered from the shamāl, but some swell does roll in from WSW.

Iranian Notice 7S/22 [NP63-No 71-Wk 34/22]

NP63

Iran – Persian Gulf – Dayyer — Description; anchorage

131

Paragraph 6.55 1-2 including heading *Replace by*:

Dayyer 6.55

1 **Description.** Dayyer (Deyr) (27°50'·20N 51°56'·33E) is situated on the coast 5 miles WSW of Banak.

Harbour. The harbour is protected by stone breakwaters and is used by coastal and fishing vessels; a light (port hand) is exhibited from the main breakwater. A light buoy (safe water) is moored 1 mile S of the town.

2 **Anchorage.** Designated anchorage areas, centred on 27°47'·80N 51°56'·20E and 27°48'·60N 51°53'·63E, are situated in the approaches to Dayyer. Anchorage off Dayyer is reported to be good with better protection from the shamāl than the anchorage off Kangān; tidal streams at springs attain rates of between 1 and 2 kn.

Iranian Notice 7S/22 [NP63-No 72-Wk 34/22]

Iran – Kalāt to Būshehr — Directions; wrecks

133

Paragraph 6.67 4 lines 1-7 *Replace by*:

4 SW of a stranded wreck (28°57'·17N 50°44'·95E), marked by a light buoy (W cardinal).

The track then leads to a position SW of Būshehr (28°58'·00N 50°50'·00E). A wreck (28°57'·33N 50°44'·16E) lies close S of the outer end of the Būshehr approach channel.

ENC IR47307C (2.000) [NP63-No 39-Wk 04/22]

Iran – Persian Gulf – Kalāt to Būshehr – Mohammad Ameri — Anchorage

133

After Paragraph 6.67 4 line 11 *Insert*:

Anchorage and harbours

Mohammad Ameri 6.67a

1 **Anchorage.** A designated anchorage area, centred on 28°41'·12N 51°00'·50E, is situated SW of the town of Mohammad Ameri. Depths from about 4 to 9 m, mud.

Iranian Notice 7S/22 [NP63-No 73-Wk 34/22]

Iran – Persian Gulf – Būshehr — Arrival information; outer anchorages

134

Paragraph 6.76 1 lines 1-3 *Replace by*:

1 Designated anchorage areas have been established as follows:

Būshehr Outer Anchorage No 1 (28°58'·50N 50°42'·85E);

Būshehr Outer Anchorage No 2 (28°59'·30N 50°44'·15E).

Iranian Notice 7S/22 [NP63-No 74-Wk 34/22]

Iran – Persian Gulf – Būshehr — Arrival information; pilotage

134

Paragraph 6.77 1 *Replace by*:

1 Pilotage is compulsory for all vessels entering the port or bound for the inner anchorage; pilot boards in position 28°57'·00N 50°42'·48E. For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Iranian Notice 7S/22 [NP63-No 75-Wk 34/22]

Iran – Būshehr — Directions; leading lights

134

Paragraph 6.81 including heading *Replace by*:

Approach channel 6.81

1 From a position SW of the outer end of the approach channel, the track leads NE for about 5 miles through Khowr-e Deyreh, marked by light buoys (lateral).

2 When abeam the inner anchorage (6.82), the track leads SE into Khowr-e Baḥrānī, also marked by light buoys (lateral), for 2½ miles until reaching the turning basin.

ENC IR47307C (2.000) [NP63-No 40-Wk 04/22]

Iran – Persian Gulf – Būshehr — Basins and berths; anchorage

134

Paragraph 6.82 1 *Replace by*:

1 An inner anchorage area, centred on 29°01'·24N 50°47'·73E, is situated NW of Khowr-e Deyreh (6.81). Depths from around 3 to 6 m over a good holding ground of thick mud or clay.

Iranian Notice 7S/22 [NP63-No 76-Wk 34/22]

Iran – Persian Gulf – Gānāveh — Description; anchorage

136

Paragraph 6.100 1-3 including heading *Replace by*:

Gānāveh and Bandar-e Rīg 6.100

1 **Description.** Gānāveh (29°34'·00N 50°31'·00E) is a large town situated on the NW side of Khowr Khalīl, a tidal inlet at the mouth of a river. The inlet forms a long, narrow fishing harbour, entered between breakwaters marked at their heads by light beacons (lateral). Bandar-e Rīg (29°29'·22N 50°37'·74E) is situated around 7½ miles SE.

- 2 **Prohibited anchorage area** encloses the submarine pipelines extending SSW from Gānāveh.
- 3 **Anchorage.** Designated anchorage areas have been established as follows:
 Genaveh (29°29'48N 50°31'27E), unrestricted, depths from about 3 to 11 m.
 Rig (29°26'02N 50°33'75E), unrestricted, depths from about 6 to 13 m.

Iranian Notice 7S/22 [NP63-No 77-Wk 34/22]

Iran – Persian Gulf – Bandar-e Deylam — Anchorage

136

Paragraph 6.101 2 lines 4–8 *Replace by:*

Anchorage may be obtained, in an area centred on 30°01'56N 50°02'70E, about 5½ miles WSW of Bandar-e Deylam. Depths from about 7 to 11 m. The anchorage is sheltered from the shamāl and the kaus does not raise the usual sea and swell even when it blows with strength.

Iranian Notice 7S/22 [NP63-No 78-Wk 34/22]

United Arab Emirates - Dubai - World Project — Development

141

Paragraph 7.3 1 *Replace by:*

- 1 Work is in progress on a number of offshore projects between Shārjah (25°22'45N 55°22'17E) and Jebel Ali, 30 miles SW. Palm Deira, extends up to 10 miles from the shore between Mīnā' Khalid (Shārjah) and Mīnā' Rashid, 7 miles SW; Dubai Maritime City is being built on reclaimed land between Mīnā' Rashid (25°16'00N 55°17'00E) and Dubai Dry Docks; World Project (25°14'00N 55°10'00E); Masra Al Arab and Island Development Projects in vicinity of 25°08'83N 55°11'41E; Palm Jumeirah (25°07'00N 55°08'00E), close N of Mīnā' Seyaha and similarly Palm Jebel Ali, (25°00'80N 54°59'04E) close W of Jebel Ali. To maintain safety, and assist craft working on these developments, access may be restricted to these areas.

Vessels are advised to navigate with caution in or near these areas. To check the restrictions and for further information contact the local authorities and see the latest *ADMIRALTY Notices to Mariners*.

Correspondence Dubai Maritime City Authority [NP63-No 13-Wk 31/21]

United Arab Emirates - Saqr Port — Anchorage

143

Paragraph 7.18 2 lines 1–9 *Replace by:*

- 1 **Outer anchorage.** Designated anchor berths (prefixed S) are situated in an area centred on 26°03'57N 55°55'59E, about 8 miles NW of the harbour.

- 2 Two designated anchor berths for special operations (prefixed SP) are situated about 3½ miles NW of the harbour.

Correspondence RAK Port Authority [NP63-No 27-Wk 48/21]

United Arab Emirates - Persian Gulf - Saqr Port — Arrival information; anchorage; pilotage

143

Paragraph 7.18 including existing Section IV Notice Week 48/21 *Replace by:*

- 1 **Outer anchorages.** Designated anchor berths (prefixed S) are situated in an area centred on 26°03'57N 55°55'59E, about 8 miles NW of the harbour.

Two designated anchor berths for special operations (prefixed SP) are situated about 3½ miles NW of the harbour.

- 2 Saqr Port Small Vessels Anchorage (25°58'66N 55°51'78E) is situated about 10 miles W of the harbour. Depths of 36 to 41 m, sand.

Pilotage is compulsory and available 24 hours. The pilot boards in position 26°01'01N 56°02'50E. For the Deepwater Bulk Terminal the pilot boards at 26°01'80N 56°00'21E.

See *ADMIRALTY List of Radio Signals Volume 6(8)*.

GB Chart 2888 (2021) [NP63-No 59-Wk 20/22]

United Arab Emirates - RAK Maritime City — Pilotage

143

Paragraph 7.25 1 line 2 *For* 25°58'70N 56°00'56E *Read* 25°58'55N 56°01'73E

Corr. RAK Ports [NP63-No 32-Wk 50/21]

United Arab Emirates - RAK Maritime City — Directions

144

Paragraph 7.27 2 line 2 *Replace by:*

...leads ESE and then SE to the harbour entrance,...

Corr. RAK Ports [NP63-No 33-Wk 50/21]

United Arab Emirates - Persian Gulf - Saqr Port - Hūlaylah Oil Terminal — Anchorage; directions

144

Paragraph 7.30 1 line(s) 3–4 *Delete*

Paragraph 7.31 including heading *Replace by:*

Spare 7.31

GB Chart 2888 (2021) [NP63-No 60-Wk 20/22]

NP63

United Arab Emirates - RAK Khor Port — Limiting conditions; depths

144

Paragraph 7.34 ¹ *Replace by:*

- ¹ **Controlling depths.** The entrance channel is dredged to 7 m; the dredged channel depths increase to 7.5 m off berths 4 to 8. Nakheel Basin and the area close S and SW of the bridge (25°47'·54N 55°57'·18E) are dredged to 3 m (1978). See 7.12.
 - ² **Under-keel clearances and ruling depths.** UKC for the approach channel is 1.0 m; UKC for the berths is 0.3 m. For current ruling depths, the port authority should be contacted.
- Tidal levels.** Mean maximum range about 1.3 m; mean minimum range about 0.8 m. For further information, see *ADMIRALTY Tide Tables Volume 3*.

Corr. RAK Ports Authority (25/10/21); ENC GB53404B (5.000) [NP63-No 41-Wk 06/22]

United Arab Emirates - RAK Khor Port — Buoy; position

144

Paragraph 7.36 ² lines 2-3 *For* (25°50'·50N 55°56'·05W)
Read (25°50'·50N 55°56'·05E)

UKHO [NP63-No 42-Wk 06/22]

United Arab Emirates - RAK Khor Port — Berths

145

Paragraph 7.37 ¹⁻² *Replace by:*

- ¹ The port comprises eight main berths:
 - Berth Nos 1 and 2, 190 m in total length; situated in a free port area.
 - Berth No 3, 120 m in length; RoRo berth.
 - Berth Nos 4 to 6, 380 m in length, alongside dredged depth of 7.5 m; cruise berths.
- ²
 - Berth No 7, 25 m in length, alongside dredged depth of 7.5 m; floating pontoon.
 - Berth No 8, 180 m in length, alongside dredged depth of 7.5 m; cruise berth.

RAK Ports Authority (rakports.ae); ENC GB53404B (5.000) [NP63-No 43-Wk 06/22]

United Arab Emirates - North-west coast - Umm al Qaywayn — Limiting conditions; controlling depth

146

Paragraph 7.47 ¹ lines 1-3 *Replace by:*

- ¹ **Controlling depth.** The entrance channel and turning basin are dredged to 9.5 m (2021).

GB Chart 3405 (2021) [NP63-No 101-Wk 21/23]

United Arab Emirates - Umm al Qaywayn — Directions; wreck

146

Paragraph 7.50 ² lines 1-2 *Replace by:*

- ² **Entry.** From the outer anchorage the track leads SSE, passing:
 - WSW of a dangerous wreck (25°41'·50N 55°34'·90E), thence:

Corr. Umm al Qaywayn Harbour Master [NP63-No 70-Wk 31/22]

United Arab Emirates - Persian Gulf - Saqr Port - Musandam Power Plant — Anchorage; wreck

146

Paragraph 7.54 ² line 3 *Replace by:*

...to 65 m. A wreck (26°07'·19N 55°57'·76E) is situated near the NE extent of the anchorage area.

GB Chart 2888 (2021) [NP63-No 61-Wk 20/22]

United Arab Emirates - Dubai - Palm Deira — Development; directions

147

Paragraph 7.58 ³ lines 4-6 *Replace by:*

NW of the Palm Deira development (25°21'·64N 55°13'·81E) (7.3), marked close NW by PD-NC Light Buoy (N cardinal).

Corr. DMCA Notice 04-Jun-21 [NP63-No 18-Wk 33/21]

United Arab Emirates - Umm al Qaywayn to Dubai — Directions; buoy

147

Paragraph 7.58 ³ lines 4-6 including existing Section IV Notice Week 33/21 *Replace by:*

NW of the Palm Deira development (25°21'·64N 55°13'·81E) (7.3), marked close NW by PD-NC Light Buoy (N cardinal). And:

⁴ NW of a light buoy (isolated danger) (25°22'·65N 55°11'·70E), marking a shoal patch of unknown extent. Vessels are advised to give the buoy a wide berth.

Dubai Maritime City Authority (DMCA) NAV G008/21 [NP63-No 37-Wk 02/22]

United Arab Emirates - Dubai - Deira Islands — Directions; shoal; light buoys

147

Paragraph 7.58 ³ including existing Section IV Notice Week 02/22 *Replace by:*

- ³ Between a 12.9 m shoal and a foul patch (25°26'·31N 55°14'·98E), and a 19.1 m shoal patch lying 3½ miles NW, thence:
 - NW of Deira Islands (25°21'·64N 55°13'·81E) (7.3), and:

4 NW of a shoal patch (25°22'·65N 55°11'·70E), marked by a light buoy (isolated danger) and situated within an area marked by light buoys (cardinal); vessels are advised to give this area a wide berth.

The track then leads to a position NW of Dubai Approach Light Buoy (safe water) (25°18'·50N 55°10'·00E).

(Directions continue for Abu Dhabi at 7.142)

Corr. DMCA 28/01/22 [NP63-No 69-Wk 28/22]

**United Arab Emirates – ‘Ajmān —
Arrival information; anchorages**

148

Paragraph 7.75 *1 Replace by:*

1 | **Outer anchorages.** See 7.88 and 7.95.

Correspondence Sharjah Port [NP63-No 66-Wk 22/22]

**United Arab Emirates - Dubai - Al Ḥamrīyah —
Speed restriction**

149-150

Paragraph 7.88 *1-2 Replace by:*

1 **Description.** Al Ḥamrīyah (25°17'·85N 55°19'·78E) lies within an area of reclaimed land which fronts the coast. The entrance and basin are both dredged to 6 m (1979). The harbour is administered by Dubai Port Authority. There is a VTS; see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Speed is restricted to 5 kn within the entrance channel and harbour basin.

2 **Directions.** The harbour is entered from the N through a buoyed channel (25°18'·95N 55°19'·92E) at the base of the Palm Deira Development (7.3).

Corr. DMCA Notice 26-May-21 [NP63-No 19-Wk 33/21]

**United Arab Emirates – Shārjah —
Arrival information; anchorage**

151

Paragraph 7.95 *1 Replace by:*

1 | Designated anchorages are as follows:
A (25°26'·52N 55°17'·65E), depth 20 to 25 m.
B (25°28'·78N 55°13'·33E), depth 20 to 26 m.
Numerous wrecks and obstructions are situated within the anchorage.
C (25°31'·39N 55°16'·15E), depth 25 to 30 m.

GB Charts 3405 and 3175 (2021) [NP63-No 67-Wk 22/22]

**United Arab Emirates - West-south-west of
Shārjah - Palm Deira — Development**

151

Paragraph 7.98 *1 Replace by:*

1 The Palm Deira development (7.3), to the SW of Shārjah, extends up to 10 miles from the shore between Mīnā' Khalid and Mīnā' Rashid, 7 miles SW; vessels are advised to navigate with caution in or near this area. For the latest information, contact the Port Authority and consult the latest *ADMIRALTY Notices to Mariners*.

Corr. DMCA Notice 04-Jun-21 [NP63-No 20-Wk 33/21]

**United Arab Emirates - Dubai —
Anchorages; wrecks**

152

After Paragraph 7.114 *1 line 11 Insert:*

F (25°17'·19N 55°08'·37E), 5 cables in radius

G (25°17'·98N 55°01'·67E), 1 mile in radius

Caution. Attention is drawn to the wrecks situated within A and B anchorages.

Dubai Ports [NP63-No 90-Wk 10/23]

**United Arab Emirates - Dubai -
World Project — Prohibited areas**

152

Paragraph 7.115 *1 lines 2-3 Replace by:*

...the pilot boards between Palm Deira and The World Project. For...

Correspondence Dubai Maritime City Authority [NP63-No 14a-Wk 31/21]

**United Arab Emirates - Dubai - Mīnā' Rashid —
Speed restrictions**

152

After Paragraph 7.115 *1 line 6 Insert* including Heading:

**Regulations concerning entry
7.115a**

1 **Speed** is restricted to 5 kn within Mīnā' Rashid, Dubai Maritime City Basin and Dubai Dry Docks.

Corr. DMCA Notice 26-May-21 [NP63-No 21-Wk 33/21]

**United Arab Emirates - Dubai -
World Project — Prohibited areas**

152

Paragraph 7.117 *1-3 Replace by:*

1 Dubai Maritime City is under construction (2021) on reclaimed land between Mīnā' Rashid (25°16'·00N 55°17'·00E) and Dubai Dry Docks. Work continues (2021) on World Project (25°14'·00N 55°10'·00E); see 7.3.

NP63

- 2 Works are in progress on the Palm Deira development N of Mīnā' Rashid Breakwater (see 7.98).

Works are in progress (2021) in a restricted area, marked by light buoys (special), close SW of the breakwater of Dubai Dry Docks, where Jumayrah Gardens City is being developed.

For the latest information, contact the Port Authority, and see *ADMIRALTY List of Radio Signals Volume 6(8)* and the latest *ADMIRALTY Notices to Mariners*.

Correspondence Dubai Maritime City Authority
[NP63-No 14b-Wk 31/21]

United Arab Emirates - Dubai — Development

152

Paragraph 7.117 1-2 including existing Section IV Notice Week 31/21 *Replace by:*

- 1 Dubai Maritime City is under construction (2021) on reclaimed land between Mīnā' Rashid (25°16'00N 55°17'00E) and Dubai Dry Docks. Work continues (2021) on World Project (25°14'00N 55°10'00E); see 7.3.

- 2 Works are in progress on the Deira Islands development N of Mīnā' Rashid Breakwater (see 7.98).

For the latest information, contact the Port Authority, and see *ADMIRALTY List of Radio Signals Volume 6(8)* and the latest *ADMIRALTY Notices to Mariners*.

Corr. Dubai Maritime City Authority
[NP63-No 28-Wk 49/21]

United Arab Emirates - Dubai to Abu Dhabi — Marine nature reserve

154

After Paragraph 7.140 1 line 4 *Insert:*

Marine nature reserve 7.140a

Correspondence Dubai Maritime City Authority
[NP63-No 46-Wk 10/22]

United Arab Emirates - Dubai to Abu Dhabi — Directions

154

Paragraph 7.143 3 line 1 *Replace by:*

- 3 SE of Moon Island (25°18'72N 54°39'63E),...

Correspondence Dubai Maritime City Authority
[NP63-No 47-Wk 10/22]

United Arab Emirates - Dubai - Umm as Suqaym — Prohibited areas

156

Paragraph 7.157 1 line 13-14 *Replace by:*

...the harbour enclosing The World Project (7.117). See 7.3 and 7.13.

Correspondence Dubai Maritime City Authority
[NP63-No 15-Wk 31/21]

United Arab Emirates - Dubai to Abu Dhabi — Dubai Harbour

157

Paragraph 7.159 1 line(s) 1-5 *Replace by:*

Dubai Harbour 7.159

- 1 **General information.** Dubai Harbour (25°05'785N 55°08'321E), is situated close S of Palm Jumeirah (25°07'00N 55°08'00E), an area of reclaimed land, the shape of which resembles a palm tree. The harbour comprises a number of marinas and a large cruise terminal with multiple berths.

Directions. The harbour is entered through an entrance channel marked by light buoys (lateral) and dredged to 12.5 m (2019).

- 2 From a position NW of Dubai Approach Light Buoy (25°18'50N 55°10'00E) the track initially leads S in the white sector (183°-185°) of Dubai Harbour Entrance Directional Light (post, 12 m in height) (25°06'11N 55°06'21E), passing clear of a light buoy (safe water) (25°10'85N 55°06'54E). The channel then leads around the S coast of Palm Jumeirah, passing N of two breakwaters (25°05'67N 55°06'69E) to a position in the turning circle, diameter 540 m, close W of Dubai Cruise Terminal.

- 3 **Berths.** Dubai Cruise Terminal (25°05'64N 55°07'83E) comprises two passenger terminal buildings and a quay 910 m in length, alongside depths dredged to 12.5 m (2019).

UKHO [NP63-No 29-Wk 49/21]

United Arab Emirates - Jebel Ali — Restricted areas

157

Paragraph 7.168 1 *Replace by:*

- 1 **Restricted areas.** Entry into areas NE of the port on the Palm Jumeirah project and W of the entrance on the Palm Jebel Ali project is restricted; see 7.3 and 7.170.

Paragraph 7.170 2 lines 4-6 *Replace by:*

...extending up to 4 miles from the coast; see 7.3. For the latest information, contact the Port...

Correspondence Dubai Maritime City Authority
[NP63-No 16-Wk 31/21]

**United Arab Emirates - Jebel Ali —
Restricted areas; speed restriction**

157

Paragraph 7.168 *1* including existing Section IV Notice Week 31/21 *Replace by:*

- 1* **Restricted areas.** Entry is restricted into:
An area (25°03'·93N 55°05'·38E) surrounding the DEWA power station (7.172);
An area, marked by light buoys (special), surrounding Palm Jebel Ali (25°00'·80N 54°59'·04E) and Dubai Waterfront (24°56'·69N 54°54'·27E); see 7.3 and 7.170.

After Paragraph 7.168 *1* line 4 *Insert:*

**Regulations concerning entry
7.168a**

- 1* **Speed** is restricted to 5 kn within the entrance channel and harbour basins.

Corr. DMCA Notice 26-May-21

[NP63-No 22-Wk 33/21]

**United Arab Emirates - Jebel Ali -
Hassyan Clean Coal Power Plant —
Speed restriction**

158

After Paragraph 7.187 *1* line 3 *Insert:*

Speed is restricted to 5 kn within the entrance channel and harbour.

Corr. DMCA Notice 26-May-21

[NP63-No 23-Wk 33/21]

**United Arab Emirates – Khalifa Port —
Limiting conditions; controlling depth**

159

Paragraph 7.193 *1* *Replace by:*

- 1* The entrance channel, width 250 m, has been dredged to 18.5m (2019), and the harbour basin to 18.0 m (2019) in the NE portion and 18.5 m (2021) in the SW portion.

Corr. Abu Dhabi Ports 02/03/22

[NP63-No 85-Wk 49/22]

**United Arab Emirates - Khalifa Port —
Limiting conditions; controlling depth**

159

Paragraph 7.193 including existing Section IV Notice Week 49/22 *Replace by:*

- 1* The entrance channel, width 250 m, has been dredged to 18.5 m (2019), and the harbour basin to 18.0 m (2019) in the NE portion and 18.5 m (2021) in the SW portion.

The Inner Harbour Channel has been dredged to 16.0 m (2022).

Corr. Abu Dhabi Ports Group 25/11/22

[NP63-No 109-Wk 34/23]

**United Arab Emirates – Khalifa Port —
Port operations**

159

Paragraph 7.195 including heading *Replace by:*

**Spare
7.195**

Corr. Abu Dhabi Ports 02/03/22

[NP63-No 86-Wk 49/22]

United Arab Emirates - Khalifa Port — Pilotage

159

Paragraph 7.198 *1* lines 5–6 *Replace by:*

...passengers. Pilots board in the following positions:

A (24°57'·00N 54°33'·45E);

B (24°54'·00N 54°38'·20E).

ADPC Notice 10/21

[NP63-No 24-Wk 37/21]

United Arab Emirates – Khalifa Port — Tugs

159

Paragraph 7.199 including heading *Replace by:*

**Spare
7.199**

Corr. Abu Dhabi Ports 02/03/22

[NP63-No 87-Wk 49/22]

**United Arab Emirates - Khalifa Port —
Arrival information; speed limit**

159

Paragraph 7.199 including heading and existing Section IV Notice Week 49/22 *Replace by:*

**Speed limit
7.199**

1 The maximum permitted speed in the approach channel is 12 kn and in the basin is 6 kn.

Corr. Abu Dhabi Ports Group 25/11/22

[NP63-No 110-Wk 34/23]

**United Arab Emirates – Khalifa Port —
Harbour; general layout**

159

Paragraph 7.201 *1* *Replace by:*

- 1* The harbour consists of a large basin, 3700 m in length and 800 m wide, protected by breakwaters. Two smaller basins occupy its SW part; South Quay Basin, 800 m in length and 600 m wide, and a small craft basin. The port's main quay, 3400 m in length, fronts the N breakwater. EGA (Emirates Global Aluminium) Jetty, connected to the shore by a trestle bridge, lies on the S breakwater.

Corr. Abu Dhabi Ports 02/03/22

[NP63-No 88-Wk 49/22]

NP63

United Arab Emirates – Khalifa Port — Harbour; terminal

159

Paragraph 7.201 including existing Section IV Notice Week 49/22 *Replace by:*

- 1 The harbour consists of a large basin, 3700 m in length and 800 m wide, protected by breakwaters. Two smaller basins occupy its SW part; South Quay Basin, 800 m in length and 600 m wide and a small craft basin. The port's main quay, 3400 m in length, fronts the N breakwater. EGA (Emirates Global Aluminium) Jetty, connected to the shore by a trestle bridge, lies on the S breakwater.
- 2 The Logistics Terminal, accessed via the Inner Harbour Channel, lies SE of the large basin.

Corr. Abu Dhabi Ports Group 25/11/22
[NP63-No 111-Wk 34/23]

United Arab Emirates – Khalifa Port — Basins and berths

160

Paragraph 7.204 *1* including heading *Replace by:*

Main terminal 7.204

- 1 The main terminal has 3400 m of berthing space. RoRo berths, with a dredged depth of 18 m (2019) are situated at the NE end of the quay. The remainder comprises container berths, with a dredged depth of 18.5 m (2021).

Paragraph 7.205 *1* *Replace by:*

- 1 Emirates Global Aluminium (EGA, formerly EMAL) has 820 m of berthing space on the S side of the basin for reception of alumina, which is transported by conveyor to the smelter. There are two berths with a dredged depth of 18 m (2019) alongside. An emergency pocket for large vessels, with a dredged depth of 19 m, 400 m in length and 150 m in width, lies 50 m off the quay wall.

Paragraph 7.206 *1* including heading *Replace by:*

South Quay basin 7.206

- 1 The basin has 3000 m of berthing space available, comprising the inner quay wall and both sides of the basin entrance. Depths alongside are dredged to 19 m within 70 m of the quay wall; the remainder of the basin is dredged to 18.5 m.

Small craft basin 7.206a

- 1 Situated in the SW part of the main harbour, comprising 900 m of berthing space and a dredged depth of 6.5 m. The Harbour Master's jetty lies in the SW part of this basin, within an area dredged to 5 m.

Corr. Abu Dhabi Ports 02/03/22; ENC GB503752 (9.000)
[NP63-No 89-Wk 49/22]

United Arab Emirates – Khalifa Port — Basins

160

Paragraph 7.206 including heading and existing Section IV Notice Week 49/22 *Replace by:*

Logistics terminal 7.206

- 1 The Logistics Terminal (24°47'·87N 54°41'·18E) has 3090 m of total berthing space and lies at the SE end of the Inner Harbour Channel, a 250 m wide channel marked by light buoys (lateral). Berths 14 to 17 have a dredged depth of 16 m (2022) whilst berths in the basin to the S are dredged to 8 m (2020).

South Quay basin 7.206a

- 1 The basin has 3000 m of berthing space available, comprising the inner quay wall and both sides of the basin entrance. Depths alongside are dredged to 19 m within 70 m of the quay wall; the remainder of the basin is dredged to 18.5 m.

Small craft basin 7.206b

- 1 Situated in the SW part of the main harbour, comprising 900 m of berthing space and a dredged depth of 6.5 m. The Harbour Master's jetty lies in the SW part of this basin, within an area dredged to 5 m.

Corr. Abu Dhabi Ports Group 25/11/22
[NP63-No 112-Wk 34/23]

United Arab Emirates – Abu Dhabi — Arrival information; pilotage

161

Paragraph 7.218 *2* lines 1-2 *Replace by:*

- 2 Pilot boards in position 24°39'·10N 54°14'·30E, about 1 cable S of Z-FWB Light Buoy.

ENC GB45050B (11.000) [NP63-No 100-Wk 20/23]

United Arab Emirates – Abu Dhabi — Arrival information; pilotage

161

Paragraph 7.218 *2* including existing Section IV Notice Week 20/23 *Replace by:*

- 2 Pilot boards in position 24°39'·10N 54°14'·30E, about 1 cable S of Z-FWB Light Buoy.
For Free Port the pilot boards in position (24°33'·80N 54°20'·10E).
See *ADMIRALTY List of Radio Signals Volume 6(8)*.

Corr. Abu Dhabi Ports Group 25/11/22
[NP63-No 113-Wk 34/23]

**United Arab Emirates - Abu Dhabi - Mīnā' Zāyid
— Arrival information; speed limits**

161

After Paragraph 7.219 *Insert*:

**Speed limits
7.219a**

- 1 The maximum permitted speed in in the approach channel for Mīnā' Zāyid is 12 kn and 6 kn in the basin.
- The maximum permitted speed when approaching Free Port is 10 kn in the channel and 5 kn in the basin.

Corr. Abu Dhabi Ports Group 25/11/22

[NP63-No 114-Wk 34/23]

**United Arab Emirates - Abu Dhabi -
Sās an Nakhl Refinery — Bridge**

162

Paragraph 7.238 2 lines 1–2 *Replace by*:

- 2 **Vertical clearance.** Sheikh Khalifa Bridge (Saadiyat Bridge) (24°31'32N 54°24'17E), vertical clearance 27.2 m, spans Sas al Nakhl Channel from...

Correspondence Abu Dhabi Maritime

[NP63-No 11-Wk 31/21]

**United Arab Emirates - Abu Dhabi -
Sās an Nakhl Refinery — Limiting conditions;
air draught; vertical clearance**

162-163

Paragraph 7.238 including existing Section IV Notice Week 31/21 *Replace by*:

- 1 **Controlling depth.** The main channel is dredged to 11 m (1983); a side channel, dredged to 7 m (1980), leads from the N part of Khawr al Maqṭa', passing W of the refinery, to South Basin.
- 2 **Vertical clearance.** Sheikh Khalifa Bridge (Saadiyat Bridge) (24°31'32N 54°24'17E), vertical clearance 27 m, spans Sas al Nakhl Channel from Jazīrat As Sa'dīyāt to the S part of Mīnā' Zāyid. Maximum permitted air draught without Harbour Master approval is 22 m.
- 3 An overhead power cable, vertical clearance 60 m, spans Sas al Nakhl Channel, passing N of Jazīrat ar Rīm (24°29'60N 54°23'90E); lights are exhibited from the supporting pylons.
- A power cable, vertical clearance 60 m, spans the side channel to South Basin close S of W8 and W7 Light Buoys; see 7.245.
- 4 **Tidal levels.** Mean maximum range about 0.9 m; mean minimum range about 0.3 m. For further information, see *ADMIRALTY Tide Tables Volume 3*.

Corr. Abu Dhabi Ports Group 25/11/22; ENC GB55050A (11.000)

[NP63-No 115-Wk 34/23]

**United Arab Emirates - Abu Dhabi -
Muşaffaḥ Port — Limiting conditions**

163

Paragraph 7.245 1 *Replace by*:

- 1 **Controlling depth.** Muşaffaḥ Channel (Khawr al Baṭīn) is dredged to 6.0 m (2008). New Muşaffaḥ Channel is dredged to 9.0 m (2010).
- Vertical clearance.** Muşaffaḥ Channel is spanned by Hodariyat Bridge (24°25'59N 54°22'06E), with a vertical clearance of 28.3 m, linking the W coast of Abu Dhabi to Jazīrat Ḥudayriyāt.
- The S end of Khawr al Maqṭa', between Muşaffaḥ Channel and Sās an Nakhl Refinery (7.237), is spanned by three bridges:
- Muşaffaḥ Bridge, the S bridge, has a vertical clearance of 9.0 m;
- Al Maqṭa' Bridge, the middle bridge, has a vertical clearance of 4.7 m;
- Sheikh Zayed Bridge, the N bridge; vertical clearance unknown.

Correspondence Abu Dhabi Maritime

[NP63-No 12-Wk 31/21]

**United Arab Emirates - Abu Dhabi -
Muşaffaḥ Port — Limiting conditions**

163

Paragraph 7.245 including existing Section IV Notice Week 31/21 *Replace by*:

- 1 **Controlling depth.** Muşaffaḥ Channel (Khawr al Baṭīn) (24°28'56N 54°18'13E) is dredged to 6.0 m (2014). New Muşaffaḥ Channel (24°32'68N 54°13'98E) is dredged to 9.0 m (2010). Draught regulations are in force (see 7.246).
- 2 **Under-keel clearance.** All vessels are to maintain UKC of at least 1 m when navigating within Muşaffaḥ Port. The Harbour Master may stipulate a greater UKC if the size or configuration of the vessel, the weather and other circumstances make it necessary.
- 3 **Vertical clearance.** Muşaffaḥ Channel is spanned by Hudayriyat Bridge (24°25'59N 54°22'06E), with a vertical clearance of 28.3 m, linking the W coast of Abu Dhabi to Jazīrat Hudayriyat.
- The maximum permitted air draught for the passing under the Hudayriyat Bridge is 26 m. Subject to approval, an air draught of up to 28 m may be allowed during a low tide window. Passage under the bridge is one-way only.
- 4 The S end of Khawr al Maqṭa', between Muşaffaḥ Channel and Sās an Nakhl Refinery (7.237), is spanned by three bridges:
- Muşaffaḥ Bridge, the S bridge, has a vertical clearance of 9.0 m;
- Al Maqṭa' Bridge, the middle bridge, has a vertical clearance of 4.7 m;
- Sheikh Zayed Bridge, the N bridge; vertical clearance unknown.

Abu Dhabi Ports Notice 04/23

[NP63-No 96-Wk 19/23]

NP63

United Arab Emirates - Abu Dhabi - Muşaffaḥ Port — Arrival information

163-164

Paragraph 7.246 *Replace by:*

- 1 **Vessel traffic service.** The channels are under radar surveillance by Muşaffaḥ VTS for the control of shipping. For details and list of reporting points see *ADMIRALTY List of Radio Signals Volume 6(8)*. Positions of reporting points are shown on charts.
- 2 **Outer anchorages.** The outer anchorage (S2) has a one mile radius based on 24°54'·20N 54°15'·10E. There is also another anchorage centred on 24°46'·04N 54°09'·03E and a lighterage anchorage at 24°44'·06N 54°09'·00E (see 7.217).
Pilotage is compulsory for vessels of LOA 60 m or longer, vessels of LOA 40 m or longer carrying hazardous cargo in bulk and passenger vessels of LOA 24 m or longer carrying more than 12 passengers.
Pilots board in position 24°34'·32N 54°13'·97E.
Pilot boarding position No 2 (24°26'·80N 54°14'·00E) is designated for vessels with a draught of less than 5 m.
See *ADMIRALTY List of Radio Signals Volume 6(8)*.
- 3 **Restricted areas.** Restrictions apply within Bul Syayeeḥ Marine Reserve (24°18'·25N 54°21'·12E). See 1.69.
Restricted areas, marked by buoys (special), have been established N and S of a causeway (7.247) spanning New Muşaffaḥ Channel. Vessels are only permitted to enter these zones when in the process of transiting the channel through the causeway, following VTS clearance.
- 4 **Speed limit.** The maximum permitted speed in the approach channels is 10 kn.
The maximum permitted speed when approaching and passing Hudayriyat Bridge (7.245) is 6 kn.
Regulations concerning entry. The maximum permissible draught in Muşaffaḥ Channel (7.245) is 4.7 m. Subject to approval, a draught of up to 6.2 m may be allowed during an appropriate tidal window.
See also 7.245.

Abu Dhabi Ports Notice 04/23

[NP63-No 97-Wk 19/23]

United Arab Emirates - Abu Dhabi - Muşaffaḥ Port — Harbour; development

164

Paragraph 7.247 *Replace by:*

- 1 **General layout.** The port is served by two approach channels; Muşaffaḥ Channel (7.245), which is also known as the Old Muşaffaḥ Channel, and the New Muşaffaḥ Channel (7.245).
- 2 **Development.** Works are in progress (2023) on the development of Jazirat Hudayriyat (24°24'·87N 54°21'·90E). A causeway (24°22'·10N 54°27'·69E) spanning New Muşaffaḥ Channel S of Muşaffaḥ Port, has been built to provide access to the island. The causeway is partly composed of a moveable floating bridge.

- 3 When the floating bridge is moved the resulting channel, with a navigable width of 100 m, allows the passage of vessels with a draught of up to 8 m at specified times. Passage needs to be arranged with Muşaffaḥ VTS. A traffic signalling light system is in operation. The maximum permitted speed during transit is 6 knots.

Abu Dhabi Ports Notice 04/23

[NP63-No 98-Wk 19/23]

United Arab Emirates - Abu Dhabi - Muşaffaḥ Port — Directions

164

Paragraph 7.248 *2* lines 1-10 *Replace by:*

- 2 **Approach and entry via New Muşaffaḥ Channel.** From a position NW of Jazirat al Lu'lu', the track leads S, passing clear of Fairway Light Buoy (NM-FWB) (safe water) (24°33'·82N 54°13'·97E) and through New Muşaffaḥ Channel, marked by light buoys (lateral).
Thence from the vicinity of M29 Light Buoy (starboard hand) (24°24'·60N 54°19'·22E), the channel passes SW of Jazirat Hudayriyat and Khawr Qirqishān, and leads SE, S and NNE to meet Muşaffaḥ Channel SW of Muşaffaḥ Industrial Area.
- 3 **Approach and entry via (Old) Muşaffaḥ Channel.** From a position in the vicinity of Fairway Light Buoy (NM-FWB) (safe water) the track leads SE, for about 5½ miles, to a position in the vicinity of FWB Light Buoy (safe water) (24°29'·45N 54°17'·97E).
Thence from the track leads S towards the entrance to the Muşaffaḥ Channel (24°28'·56N 54°18'·13E). The channel, marked by light buoys (lateral), leads generally S, for about 1½ miles, thence generally ESE, for about 10 miles, passing beneath Hudayriyat Bridge (7.245).

ENC GB45050B (11.000); ENC GB45050A (18.000)

[NP63-No 99-Wk 19/23]

United Arab Emirates - Persian Gulf - Jazirat Dās Terminals — Arrival information; restricted areas

165-166

Paragraph 7.261 *3* including existing Section IV Notice Week 50/21 *Replace by:*

- 3 **Pilotage** is compulsory for all vessels and available 24 hours. Vessels arriving from N using Dās DW Approach Channel TSS (7.256) are boarded in position 25°10'·00N 52°56'·00E. Vessels arriving from S using Zaqqum TSS are boarded in position 25°00'·00N 53°02'·50E. See *ADMIRALTY List of Radio Signals Volume 6(8)*.
Restricted areas, enclose the N part of the island, flare platforms, loading berths, terminal and SBMs; access is only permitted to authorised vessels.
Vessels are prohibited from entering an area surrounding the tug mooring buoys (25°08'·33N 52°53'·40E) without the prior permission of the Harbour Master.
An area, into which entry is prohibited to unauthorised vessels, radius 500 m, surrounds a light tower (25°08'·45N 52°48'·49E) (7.263).
GB Chart 3413 (2022) [NP63-No 94-Wk 16/23]

**United Arab Emirates – Jazīrat Dās Terminals —
Arrival information; restricted areas**

166

After Paragraph 7.261 3 line 11 *Insert*:

Vessels are prohibited from entering an area surrounding the tug mooring buoys (25°08'33N 52°53'40E) without the prior permission of the Harbour Master.

UKHO [NP63-No 34-Wk 50/21]

**United Arab Emirates - Persian Gulf –
Jazīrat Dās Terminals — Directions; restricted
area**

166

Paragraph 7.263 3 lines 1–3 *Replace by*:

- 3 W of a light tower (monopod) (25°08'45N 52°48'49E) standing at the seaward end of an outfall pipe; several mooring buoys are situated within 1¼ cables of the light. A restricted area (7.261) surrounds the light and the buoys. And:

GB Chart 3413 (2022) [NP63-No 95-Wk 16/23]

**United Arab Emirates – Jazīrat Dās Boat Harbour
— Arrival information; restricted areas**

167

After Paragraph 7.267 2 line 8 *Insert*:

Restricted areas. See 7.261.

UKHO [NP63-No 35-Wk 50/21]

**United Arab Emirates - Persian Gulf -
Zirkūh Oil Loading Terminal —
Arrival information; restricted area**

169

Paragraph 7.279 4 lines 5–11 *Replace by*:

Restricted areas. A restricted area encloses the two SBMs, the production platform (25°01'82N 52°55'74E) and Bu Haseer Oilfield (24°59'48N 52°57'18E). Zirkūh, the alongside jetties and the platforms (flares) to the W of the island all lie within a restricted area (see 7.5). An extraction area, into which entry is restricted, lies E of Zirkūh.

GB Chart 3179 Ed.8 (2022) [NP63-No 104-Wk 24/23]

**United Arab Emirates - Persian Gulf -
Jabal Aẓ Ḥannah and Ar Ruways —
Arrival information; outer anchorages**

172

Paragraph 7.306 1 lines 1–7 *Replace by*:

- 1 Designated anchorage areas are established as follows:

West Ghashā -1 (24°27'82N 52°29'93E).
West Ghashā -2 (24°25'48N 52°30'36E).

West Ghashā -3 (24°25'48N 52°26'58E).
East Ghashā -1 (24°28'15N 52°39'34E).
East Ghashā -2 (24°28'15N 52°35'04E).

ENC GB303179 (29.000) [NP63-No 102-Wk 23/23]

**United Arab Emirates - Jabal Aẓ Ḥannah and
Ar Ruways Port — Directions; buoy**

173

Paragraph 7.315 4 lines 1–4 *Replace by*:

- 4 SSE of JBD-05A Light Buoy (S cardinal) (24°36'80N 52°35'76E), thence:

UKHO [NP63-No 17-Wk 32/21]

**United Arab Emirates - Persian Gulf -
Jabal Aẓ Ḥannah - Yabr Channel —
Directions; buoyage**

174

Paragraph 7.317 5 *Replace by*:

- 5 **Yabr Channel**, used by local craft, is entered between E Ghashā Light Buoy No 7 (24°23'98N 52°41'36E) (starboard hand) and E Ghashā (W Kurkum) Light Buoy No 8 (W cardinal), 1½ cables E. The channel, marked by light buoys (lateral), initially leads 6 miles SE to Yabr Channel Light Buoy (safe water) (24°19'12N 52°45'44E), passing NE of N Yabr Light Buoy (N cardinal) (24°21'07N 52°43'42E).

- 6 The track then leads SSW, for about 5 cables, then SW for about 1½ miles, passing:

SE of E Yabr Light Buoy (E cardinal) (24°18'35N 52°44'64E), marking a shoal bank and isolated rocks extending about 1½ miles SE of Jazīrat Yabr (7.320), thence:

- 7 Between Yabr Light Buoy No 7 (starboard hand) (24°17'60N 52°43'88E) and Yabr Light Buoy No 8 (port hand) (24°17'5N 52°43'97E).

The route then leads S, remaining W of an extensive area of shoals, to the vicinity of S Yabr Channel Light Buoy (safe water) (24°15'89N 52°43'46E) and the waiting anchorages.

MENAS Notice 10/22 [NP63-No 106-Wk 27/23]

**United Arab Emirates – Jabal Aẓ Ḥannah –
Mugharaq Port — Limiting conditions; depths**

175

Paragraph 7.327 1 *Replace by*:

- 1 Mugharaq Port N channel is dredged to 6.0 m (2015); the W channel is dredged to 8.0 m (2021). The channel leading to Jabal Aẓ Ḥannah Jetty is dredged to 7.0 m (2003).

Correspondence Mugharaq Port 21/12/21
[NP63-No 63-Wk 22/22]

NP63

United Arab Emirates – Persian Gulf – Mugharaq Port — Outer anchorages; submarine cables

176

After Paragraph 7.331 1 line 4 *Insert*:

Caution. Submarine cables are laid through the NE part of anchorage A.

GB Chart 3179 Ed.8 (2022) [NP63-No 105-Wk 24/23]

United Arab Emirates – Jabal Aẓ Ẓannah – Mugharaq Port — Directions

176

Paragraph 7.333 1 *Replace by*:

- 1 From the W pilot boarding position (7.332), the track leads about 1½ miles ESE to a position SSW of a drying reef (24°11'·89N 52°33'·23E), the SW extremity of which is marked by MW Light Buoy (W cardinal). Thence the track continues generally ESE through the W channel, marked by light buoys (lateral), to the harbour entrance.

Correspondence Mugharaq Port 21/12/21

[NP63-No 64-Wk 22/22]

United Arab Emirates – Jabal Aẓ Ẓannah – Mugharaq Port — Berths

176

Paragraph 7.335 1 *Replace by*:

- 1 There are six Ro-Ro ramps, each 15 m in length, and a quay 400 m in length. The harbour basin is dredged to 8·0 m (2021).

Correspondence Mugharaq Port 21/12/21

[NP63-No 65-Wk 22/22]

United Arab Emirates – Persian Gulf – Şīr Banī Yās — General information; development

176

Paragraph 7.341 2 lines 1–4 *Delete*

Corr. Survey UAE Sir Bani Yas Island East 06/03/19

[NP63-No 48-Wk 16/22]

United Arab Emirates – Persian Gulf – Şīr Banī Yās — General information; development

176

Paragraph 7.341 2 including existing Section IV Notice Week 16/22 *Replace by*:

- 2 **Development.** Land reclamation works are in progress (2022) within two areas on the E side of the island, centred on 24°21'·34N 52°38'·95E and 24°18'·59N 52°39'·01E. Unauthorised entry to these areas is prohibited.

H102 Petroleum Ports Authority (2022)

[NP63-No 68-Wk 22/22]

United Arab Emirates – Persian Gulf – Şīr Banī Yās — Directions

177

Paragraph 7.342 1 lines 1–13 *Replace by*:

- 1 A channel, marked by light buoys (lateral), leads generally WSW between the S end of Şīr Banī Yās and Long Reef (24°14'·00N 52°37'·21E), a shoal area of numerous coral heads; the E side of the reef is indicated by light buoys (special). Numerous shoals are situated in this area and may encumber the approaches to the channel.

ENC GB503778 (5.000)

[NP63-No 49-Wk 16/22]

United Arab Emirates – Persian Gulf – Şīr Banī Yās — Jetty

177

After Paragraph 7.343 1 line 3 *Insert*:

Şīr Banī Yās Cruise Jetty 7.343a

- 1 Şīr Banī Yās Cruise Jetty (24°17'·22N 52°38'·43E) is situated on the SE side of Şīr Banī Yās. The jetty extends ¾ cables from the shore and includes a berthing platform and eight dolphins. Depths of about 10 m are charted alongside the jetty.

Corr. Survey UAE Sir Bani Yas Island East 06/03/19

[NP63-No 50-Wk 16/22]

United Arab Emirates – Persian Gulf – Şīr Banī Yās — Anchorage; berths

177

Paragraph 7.343a including heading and existing Section IV Notice Week 16/22 *Replace by*:

Şīr Banī Yās Cruise Jetty 7.343a

- 1 Şīr Banī Yās Cruise Jetty (24°17'·22N 52°38'·43E) is situated on the SE side of Şīr Banī Yās. The jetty extends ¾ cables from the shore and includes a berthing platform and eight dolphins. Depths of about 10 m are charted alongside the jetty. The approach to the jetty is marked by light buoys.

- 2 Anchorage berths for cruise vessels are situated E and SE of the jetty as follows:

A1 (24°16'·75N 52°38'·67E), for vessels of less than 200 m LOA.

A2 (24°17'·20N 52°39'·54E), for vessels of more than 200 m LOA.

A3 (24°16'·54N 52°39'·04E), for vessels of more than 200 m LOA, at the discretion of the Harbour Master.

GB Chart 3780 Ed. 3 (2022)

[NP63-No 103-Wk 23/23]

Bahrain – Bahrain Approaches – Hayr Būlthāmeḥ — Marine nature reserve

196

After Paragraph 8.13 3 line 4 *Insert*:

Marine nature reserve 8.13a

- 1 See 8.57a.

Corr. Bahrain Marine Reserves (11/11/20)

[NP63-No 1-Wk 10/21]

**Bahrain – Port of Bahrain – Mīnā' Salman —
Traffic regulations; restricted area**

198

After Paragraph 8.32 3 line 5 *Insert*:

- 4 A restricted area in which entry is prohibited for non-military vessels encompasses the main harbour at Mīnā' Salman (26°12'·00N 50°37'·00E) (8.44). The area is surrounded by a floating security barrier and marked by light buoys (special).

Bahraini Chart 1501 (2021) [NP63-No 44-Wk 06/22]

**Bahrain – Port of Bahrain – Mīnā' Salman —
Traffic regulations; restricted area**

198

Paragraph 8.32 1-3 including existing Section IV Notice Week 06/22 *Replace by*:

- 1 **Prohibited areas.** Anchoring is prohibited as follows:
- In the open roadstead SW of Sitrah Light Buoy (26°10'·45N 50°43'·35E).
 - In an area surrounding submarine pipelines and cables in the vicinity of Qassar al Qulay'ah (26°11'·10N 50°39'·20E).
- 2 In an area covering Khawr al Qulay'ah (26°12'·30N 50°38'·30E) (8.44), except in the designated anchorage areas (8.41).
- In an area surrounding submarine cables extending from the coast S of Al Manama Marina (26°14'·20N 50°36'·00E).
- 3 Either side of a submarine cable extending generally NE, then N, from the Khalifa Bin Salmān Port breakwater (26°13'·02N 50°42'·03E).
- Restricted areas.** Entry restrictions apply to the area around BAPCO (8.45) wharves.
- 4 A restricted area in which entry is prohibited for non-military vessels encompasses the main harbour at Mīnā' Salman (26°12'·00N 50°37'·00E) (8.44). The area is surrounded by a floating security barrier and marked by light buoys (special).

UKHO; ENC BH51501B (5.000)

[NP63-No 91-Wk 10/23]

**Bahrain – Port of Bahrain –
Khawr al Qulay'ah — Anchorages**

199

Paragraph 8.41 2 *Replace by*:

- 2 **Khawr al Qulay'ah.** Good anchorage, in depths of about 4 to 6 m, sheltered from the shamāl, may be obtained in H1 (26°12'·33N 50°38'·98E) to H5 anchorages, or KQ1 to KQ11 (26°12'·11N 50°38'·46E) anchorages, within Khawr al Qulay'ah clear of the channels, prohibited areas and the shoal areas; see 8.25. Vessels should note South Khor Light Buoy (isolated danger) (26°11'·90N 50°39'·14E) and a dangerous wreck (26°12'·25N 50°38'·85E) when approaching the anchorage.

Mīnā' Salmān. Anchorage may be obtained in M1 (26°11'·71N 50°37'·66E) to M3 anchorages, in depths of about 5 to 6 m.

Bahraini Chart 1501 (2021) [NP63-No 45-Wk 06/22]

**Bahrain – Port of Bahrain – Khawr al Qulay'ah —
Anchorages**

199

Paragraph 8.41 2 including existing Section IV Notice Week 06/22 *Replace by*:

- 2 **Khawr al Qulay'ah.** Good anchorage, in depths of about 4 to 6 m, sheltered from the shamāl, may be obtained in H1 (26°12'·33N 50°38'·98E) to H5 anchorages, or HQ1 to HQ11 (26°12'·11N 50°38'·46E) anchorages, within Khawr al Qulay'ah clear of the channels, prohibited areas (8.32) and the shoal areas; see 8.25. Vessels should note South Khor Light Buoy (isolated danger) (26°11'·90N 50°39'·14E) and a dangerous wreck (26°12'·25N 50°38'·85E) when approaching the anchorage.

Mīnā' Salmān. Anchorage may be obtained in M1 (26°11'·71N 50°37'·66E) to M3 anchorages, in depths of about 5 to 6 m.

UKHO; ENC BH51501B (5.003)

[NP63-No 92-Wk 10/23]

**Bahrain – Approaches to Ra's Tannūrah –
Hayr Būlthāmeḥ — Marine nature reserve**

202

After Paragraph 8.57 2 line 12 *Insert*:

**Marine nature reserve
8.57a**

- 1 An extensive marine protected area has been established around Hayr Būlthāmeḥ, Ḥayr Abū 'Amāmah and Ḥayr Shutayā (8.61), with varying prohibitions on navigation, fishing and other activities. For details contact the Bahrain Supreme Council for the Environment.

Corr. Bahrain Marine Reserves (11/11/20)

[NP63-No 2-Wk 10/21]

**Bahrain – Approaches to Ra's Tannūrah –
East Channel — Directions;
marine nature reserve**

202

Paragraph 8.61 1-3 *Replace by*:

- 1 **Approach.** East Channel (26°47'·30N 50°30'·00E) may be approached from a position about 4 miles N of SPD-13C production platform (lit) (26°58'·00N 52°10'·67E), from where the track leads W, noting the marine protected area (8.57a) S of the route, passing: N of Hayr Būlthāmeḥ, a steep-to shoal. A light buoy (isolated danger) (26°52'·95N 50°58'·29E) is moored on its SE side. The track then leads generally WSW, passing: NNW of a dangerous wreck (26°50'·20N 50°53'·00E), thence:

NP63

- 2 NNW of Ḥayr Abū 'Amāmah (26°48'·60N 50°45'·00E), a shoal area with a least depth of 11·6 m. Ḥayr Shutayā (26°35'·60N 50°48'·40E), an extensive shoal area, lies farther S; a dangerous wreck lies in position 26°34'·10N 50°43'·04E, position approximate. Thence:
SSE of a detached shoal area (26°56'·43N 50°43'·54E), least depth 10·9 m.
- 3 The track then leads to a position N of RTE 2 Light Buoy (N cardinal) (26°47'·03N 50°34'·16E), moored at the outer end of East Channel.

Corr. Bahrain Marine Reserves (11/11/20)
[NP63-No 3-Wk 10/21]

Saudi Arabia - Persian Gulf - Ra's al Khair Port King Salman Complex — Development

213

After Paragraph 8.171 1 line 9 *Insert*:

Works are in progress (2021) to construct the King Salman Complex (27°32'·80N 49°16'·80E), planned to consist of several dry docks, around 15 berths and due to be completed in 2022. The port is protected by two breakwaters and the approach is from NE via a buoyed channel, SE of Ra's al Khair entrance channel.

UKHO [NP63-No 5-Wk 12/21]

Saudi Arabia - Persian Gulf - Ra's al Khair Port — Harbour

213

Paragraph 8.171 1 including existing Section IV Notice Week 12/21 *Replace by*:

- 1 **General layout.** The harbour, approached from NE, comprises basins which are protected to the NW by an L-shaped mole; a breakwater extends a farther 9 cables NE from the NE extremity of the mole.
- Development.** Extensive works are in progress (2021) throughout the port to reclaim land and construct additional berths. Plans indicate the completed port will consist of three basins (West, Central and East) separated by broad moles.
- Works are in progress (2021) to construct the King Salman Complex (27°32'·80N 49°16'·80E), planned to consist of several dry docks, about 15 berths and due to be completed in 2022. The port is protected by two breakwaters and the approach is from NE via a buoyed channel, SE of Ra's al Khair entrance channel.

Correspondence Saudi Ports Authority (10/11/21)
[NP63-No 51-Wk 16/22]

Saudi Arabia - Persian Gulf - Ra's al Khair Port — Basins and berths

214

Paragraph 8.173 1-3 including heading *Replace by*:

Basins and berths 8.173

- 1 **West basin:**
Berth Nos 1 to 3; total length of 783 m, dredged depth alongside 15·0 m; bulk chemical, ammonia and general cargoes.
Berth No 4, service jetty, depth 6·0 m.
Berth Nos 9 and 10; total length of 600 m, dredged depth alongside of 16·2 m; containers.

3 **Central basin:**

Correspondence Saudi Ports Authority (10/11/21)
[NP63-No 52-Wk 16/22]

Saudi Arabia - Persian Gulf - Ra's al Khafjī — Anchorages

217

Paragraph 8.211 1-2 *Replace by*:

- 1 Anchorage may be obtained in depths of around 20 m, good holding of mud and clay, in Tanker Anchorage, an area of 2 miles diameter centred about 8 miles NE of Ra's al Khafjī; vessels using the anchorage should inform the port control.
- 2 Dry cargo vessels may obtain anchorage in depths between 14 and 15 m, good holding of sand and clay, in Dry Cargo Anchorage; an area of 1 mile diameter centred about 3¼ miles NNE of Ra's al Khafjī. No 14 Light Buoy (special) (28°27'·35N 48°33'·46E) is moored in its centre; foul ground lies in its SW part.

UKHO [NP63-No 55-Wk 17/22]

Saudi Arabia - Persian Gulf - Ra's al Khafjī — Traffic regulations

218

After Paragraph 8.213 1 *Insert*:

Restricted area. Anchoring and fishing are prohibited in the vicinity of the pipelines laid from Ra's al Khafjī to the loading berths, and to Mīnā' az Zawr (Mīnā' Sa'ūd) Power Station (8.263); see also 8.197.

UKHO [NP63-No 56-Wk 17/22]

Kuwait - Mīnā' Al-Zour — Arrival information; restricted area

221

After Paragraph 8.247 1 line 3 *Insert*:

Traffic regulations 8.247a

- 1 **Restricted area.** Unauthorised entry and anchoring are prohibited within the port limits, which are marked by light buoys (Special). Use of the anchorage (8.246) must be approved by the port authority. Fishing is prohibited.

Kuwaiti Notice 7/20 [NP63-No 4-Wk 10/21]

**Saudi Arabia - Persian Gulf - Mīnā' az Zawr —
Restricted area**

222

Paragraph 8.260 1 line(s) 1-3 *Replace by:*

- 1 The terminal berths and their connecting submarine pipelines lie within a restricted area in which anchoring and fishing are prohibited.

Anchoring and fishing are prohibited in the vicinity of the pipeline laid from Ra's al Khafjī to Mīnā' az Zawr (Mīnā' Sa'ūd) Power Station (8.263).

UKHO

[NP63-No 57-Wk 17/22]

**Kuwait - Mīnā' al Aḥmadī -
Mīnā' al Aḥmadī Sea Island Terminal —
Directions**

226

Paragraph 8.320 1-4 *Replace by:*

- 1 Mīnā' al Aḥmadī Deep-Water Departure Channel, with a least depth of 27 m, is marked by light buoys (lateral and cardinal), noting the direction of buoyage is toward Mīnā' al Aḥmadī Sea Island Terminal (29°07'·00N 48°17'·53E). The channel is intended for use by outward-bound deep draught tankers whose freedom to manoeuvre is limited; all other vessels should keep well clear; see 8.315.

- 2 From a position about 3¼ miles ESE of Mīnā' al Aḥmadī Sea Island Terminal, the track leads generally SE about 5 miles to a position WSW of Jazīrat Kubbar (29°04'·26N 48°29'·57E) (8.349), marked by Jazīrat Kubbar Light (8.318).

- 3 The track then leads ESE in the channel marked by light buoys (lateral and cardinal). It is recommended that extra care be taken in the shallow sections of the channel between No 20, No 18 and No 16 Light Buoys (port hand) and in the vicinity of No 13 Light Buoy (S cardinal).

Extra care is also recommended in the shallow sections of the channel between No 14 and No 8 Light Buoys (lateral), and in the vicinity of No 10 Light Buoy (N cardinal).

- 4 The track leads to a position SSW of Umm al 'Aysh (Taylor Rock) (29°01'·47N 48°34'·55E), a small coral patch with a least depth of 3.2 m; in fine weather there is no indication of its presence, but in bad weather the sea probably breaks. A light beacon (white pedestal, black bands on metal tripod) stands on the patch.

- 5 The track then leads generally SE, then E, passing: N of Mudayrah Reef (28°56'·21N 48°46'·26E) (8.264); No 2 Light Buoy (port hand), marks the NW end of the reef. Thence:

Clear of Aḥmadī Light Buoy (28°56'·20N 48°53'·08E) (8.235).

The track then leads ESE to pass between the restricted areas surrounding the Dorra and Hout Oilfields (8.235).

MENAS Notice 12/22; UKHO

[NP63-No 107-Wk 28/23]

**Kuwait - Mīnā' ash Shuwaykh
(Al Kuwayt Harbour) and
approaches— Directions**

229

Paragraph 8.349 1-3 *Replace by:*

- 1 From the vicinity of Aḥmadī Light Buoy (28°56'·20N 48°53'·08E) the track initially leads NW to the outer end of the W bound lane of the TSS Off Mīnā' al Aḥmadī (North) (8.342), passing:

NE of Mudayrah Reef (28°56'·21N 48°46'·26E) (8.264), thence:

SW of a wreck (29°08'·03N 48°50'·32E).

- 2 The track then enters the W bound lane of the TSS, passing:

N of Umm al 'Aysh (29°01'·47N 48°34'·55E) (8.320), and:

S of the S edge of Abū Jezza Flat (8.231).

The track leads to a position N of Jazīrat Kubbar (29°04'·26N 48°29'·57E), a sandy islet, 4 m high, overgrown with brushwood, standing on a drying reef; a rocky spit extends about 6 cables NW. A light (8.299) is exhibited from the SW side of the islet; M35 Light Beacon (N cardinal) stands on the NW end of the spit.

- 3 The track then leads WNW into the outer precautionary area (8.342) NW of Jazīrat Kubbar, then continues through the TSS, passing:

NNE of the restricted area surrounding Mīnā' al Aḥmadī Sea Island Terminal (29°07'·00N 48°17'·53E) (8.321) and the light buoys (special) marking the controlled area (8.315) enclosing the Mīnā' al Aḥmadī terminals; and through into the second precautionary area.

UKHO

[NP63-No 108-Wk 28/23]

**Kuwait - Khawr 'Abd Allāh -
Fasht al Ayk — Security zone**

252

Paragraph 9.175 1 lines 1-2 *Replace by:*

- 1 A security zone, 500 m in radius, is centred on the Bubiyan Fanar Coastal Station (platform, lit) (29°45'·56N 48°29'·79E). Entry into the security zone is prohibited without prior permission from the Kuwait Navy.

See 9.60 and *ADMIRALTY List of Radio Signals Volume 6(8)*.

Kuwaiti Notice 2/21

[NP63-No 8-Wk 17/21]

**NP64 Red Sea and Gulf of Aden Pilot
(2021 Edition)**

**Red Sea and Gulf of Aden —
Piracy; recommended practice**

4

Paragraph 1.32 1 lines 1-9 *Replace by:*

- 1 Recommended practice, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6099, Q6111 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1(2)*.

NP64

Additional guidance can be found in *Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea*.

Corr. UKHO (16/02/22) [NP64-No 5-Wk 42/22]

Egypt - Gulf of Suez - Approaches to Suez Bay — light float

57

Paragraph 2.10 3 line 3 *For 29°39'·49N 32°32'·42E Read 29°39'·62N 32°32'·42E*

ENC EG4EGR13 (6.001) [NP64-No 10-Wk 06/23]

Egypt - Gulf of Suez - Approaches to Suez Bay — Directions; light float

74

Paragraph 2.107 5-6 *Replace by:*

5 From the S end of Newport Rock Channel, the track continues 2¾ miles SSW, between the waiting anchorages (2.7) to the vicinity of No 2 Light Beacon (safe water) (29°48'·63N 32°32'·09E), W of Conry Rock (3.31), passing clear of a dangerous wreck, marked by light buoys (isolated danger), lying 6 cables ENE of the light beacon.

6 A further dangerous wreck lies close W of the W edge of the prohibited anchorage area (2.103), about 1¾ miles N of No 2 Light Beacon.

All N-bound vessels should pass E of No 2 Light Beacon (29°48'·63N 32°32'·09E) and all S-bound vessels W of the beacon.

(Directions for In the Gulf of Suez TSS through to Strait of Gûbâl continue at 3.30)

ENC EG4EGR13 (6.001) [NP64-No 11-Wk 06/23]

Egypt - Gulf of Suez - Approaches to Suez Canal — Radio reporting

81

Paragraph 3.7 1 including heading *Replace by:*

Spare 3.7

Egyptian Notice 1/23 [NP64-No 12-Wk 06/23]

Egypt - Gulf of Suez - Approaches to Suez Bay — Directions; light float

84

Paragraph 3.27 1 *Replace by:*

1 From the vicinity of No 2 Light Beacon (safe water) (29°48'·63N 32°32'·09E) the route leads initially S for about 13 miles, through the S bound lane of the TSS in the Gulf of Suez, to a position in the vicinity of 29°35'·39N 32°31'·48E, and thence SSE for a farther 12½ miles, to a position ENE of Ra's Abū Daraj (29°22'·86N 32°34'·06E).

Egyptian Notice 1/23; ENC EG4EGR13 6.001 [NP64-No 13-Wk 06/23]

Egypt - Gulf of Suez - Approaches to Suez Bay — Directions; light float

85

Paragraph 3.31 2 lines 1-4 *Replace by:*

2 W of Conry Rock (29°48'·37N 32°34'·22E), which is marked on its SE side by Conry Rock Light Beacon (W cardinal). See caution at 3.28. Thence

Paragraph 3.31 4 lines 1-2 *For 29°39'·49N 32°32'·42E Read 29°39'·62N 32°32'·42E*

Paragraph 3.31 7 lines 2-4 *Delete*

ENC EG4EGR13 (6.001); Egyptian Notice 1/23 [NP64-No 14-Wk 06/23]

Egypt - Gulf of Suez - Approaches to Suez Bay — Directions; light float

88

Paragraph 3.71 1 line 4 *For 29°39'·49N 32°32'·42E Read 29°39'·62N 32°32'·42E*

ENC EG4EGR13 (6.001) [NP64-No 15-Wk 06/23]

Egypt - Gulf of Suez - Ra's Shuqayr — Directions; light buoy

95

Paragraph 3.119 4 lines 2-3 *Replace by:*

...4 cables WNW of Ras Shukheir Light Buoy (safe water) (28°09'·56N 33°20'·82E), from a tug.

Paragraph 3.120 1 lines 11-12 *Replace by:*

...whilst keeping Ras Shukheir Light Buoy (3.119) on their port side.

Egyptian Notice 5/22 [NP64-No 18-Wk 32/23]

Jordan - Gulf of Aqaba - Al 'Aqabah — Light

194

After Paragraph 8.73 3 line 6 *Insert:*

Al 'Aqabah South Light (29°26'·79N 34°58'·08E) (8.99).

Jordan Maritime Commission [NP64-No 7-Wk 52/22]

Jordan - Al 'Aqabah — Pilotage

196

Paragraph 8.92 2-4 *Replace by:*

2 The pilot boat is black hulled with white superstructure. Pilots board in the following positions: General Cargo Berths (8.102), the Phosphate Berths (8.103) and the anchorages (8.90): 29°29'·72N 34°58'·21E. Moshterak (8.105) and Moutah (8.104) Floating Berths: 29°28'·50N 34°58'·10E.

**Saudi Arabia - Yanbu' al Bahr —
Arrival information; transshipment areas**

214

Paragraph 9.96 3-4 *Replace by:*

- 3 **Transshipment areas.** Extensive STS transfer areas have been established, centred on:
24°08'00N 37°19'00E;
23°28'00N 37°53'00E.

Vessels conducting STS transfer operations will be underway at slow speed and restricted in their ability to manoeuvre. Mariners should keep clear of these areas.

Saudi Ports Authority Notice A/397/21 [NP64-No 4-Wk 07/22]

- 3 Container Terminal and RoRo Berth (8.106):
29°27'78N 34°57'88E.
Yarmouk Floating Berth (8.107): 29°27'11N
34°57'70E.
Royal Jordanian Naval Base (8.108): 29°22'90N
34°56'70E (outer); 29°23'60N 34°57'70E
(inner).

- 4 Jordan Fertilizer Industry (JFI) (8.113), Oil
Terminal (8.110) and LNG Terminal (8.112):
29°21'70N 34°56'60E.

For further information, see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Corr. Jordan Maritime Commission

[NP64-No 2-Wk 37/21]

Jordan – Gulf of Aqaba – Al 'Aqabah — Light

197

After Paragraph 8.99 3 line 6 *Insert:*

Al 'Aqabah South Light (white metal structure)
(29°26'79N 34°58'08E) standing on an
unnamed point.

Paragraph 8.100 2 lines 3-5 *Delete*

Jordan Maritime Commission [NP64-No 8-Wk 52/22]

**Jordan – Gulf of Aqaba – Al 'Aqabah –
Royal Jordanian Naval Base — Light**

199-200

Paragraph 8.108 1 *Replace by:*

- 1 Naval base (29°23'70N 34°57'80E) consists of a
sea-facing jetty about 210 m in length flanked on
each end by three dolphins connected by walkways
and an inner basin with finger jetty berths for patrol
craft. A short breakwater and detached wave barrier,
from which lights are exhibited, protect the NW
entrance to the basin which was dredged (2006) to
5 m.

- 2 The sea-facing jetty has depths alongside of
17.2 m and lies parallel to the main breakwater of the
basin to which it is connected. The white sector
(006°–010°) of the N end wave barrier light
(29°23'86N 34°57'83E) provides an approach to the
sea-facing jetty and leads to the entrance to the inner
basin. A ramp lies about 1 cable SSE of the head of
the sea-facing jetty; a helipad is situated about
1 cable S of the ramp.

Jordan Maritime Commission [NP64-No 9-Wk 52/22]

**Saudi Arabia - Red Sea - Yanbu' al Bahr —
Directions; caution**

210

After Paragraph 9.64 5 line 12 *Insert:*

Caution. A number of STS transfer areas lie along
this route, see 9.96.

Saudi Ports Authority Notice A/397/21

[NP64-No 3-Wk 07/22]

**Saudi Arabia - Red Sea - Jeddah —
Basins and berths; container terminal**

234

Paragraph 9.241 1 *Replace by:*

- 1 The terminal (21°29'30N 39°09'20E) is the N
cargo handling facility of the port. It consists of
numbered berths used for container traffic; R1 to R3,
length 864 m, within an area dredged to 17 m (2016),
and R4, length 495 m, with depths alongside of about
16.5 m.

ENC GB54031C (11.001) [NP64-No 19-Wk 41/23]

Oman - South coast - Port Salalah — Depths

301

Paragraph 13.43 1 lines 3-4 *Replace by:*

...side of the main harbour basin; dredged depth alongside
Berth Nos 4 to 6 is 17.0 m.

Paragraph 13.43 1 line 9 *Replace by:*

...harbour where depths are not maintained.

Paragraph 13.45 1 line 4 *Replace by:*

...length with a dredged depth of 17.0 m.

Paragraph 13.46 1 line 4 *Replace by:*

...alongside depths from 4 to about 10 m. Berth Nos 21 to...

Paragraph 13.46 2 line 2 *Replace by:*

...harbour, are used for bulk cargoes; dredged depth 15 m.

Paragraph 13.47 1 line 3 *For 12m Read 11m*

GB Chart 2896 (2022)

[NP64-No 16-Wk 10/23]

NP64

Oman - Gulf of Masirah - Jazirat Ĥamr Nafūn — Fairway

306

Paragraph 13.82 ¹ lines 8-10 *Replace by:*

...and W sides.

UKHO [NP64-No 17-Wk 31/23]

Djibouti - Approaches to Djibouti — Arrival information; pilotage

322

Paragraph 14.57 ¹ lines 3-5 *Replace by:*

The pilots board in position 11°38'·34N 43°07'·77E for the main port. For vessels bound for Doraleh Oil (14.78)...

French Notice 18/196/21 [NP64-No 1-Wk 32/21]

Djibouti - Golfe de Tadjoura - Doraleh Container Terminal — Berth; depths

326

Paragraph 14.77 ¹ lines 1-5 *Replace by:*

¹ The terminal (11°35'·92N 43°06'·38E), with a 1050 m long quay, can handle two post-Panamax container vessels simultaneously, with depths alongside of about 15 to 17 m. The corners of the terminal are marked by pylons from which obstruction lights are displayed.

UKHO [NP64-No 6-Wk 51/22]

NP65 St Lawrence Pilot (2020 Edition)

Québec - Chenal du Vieux Fort — Directions; lights; light sector

77

Paragraph 3.27 ² lines 5-9 *Replace by:*

³ The track then leads NNE in the white sector (010°-012°) of Chenal du Vieux Fort Light (red and white rectangle daymark, on square framework tower) (51°23'·86N 57°48'·22W), passing:

Paragraph 3.27 ³ lines 1-5 *Delete*

Canadian E Notice 12/4970/19 [NP65-No 1-Wk 06/20]

Québec - Détroit de Jacques-Cartier - Île à la Chasse — Directions; shoal

90

After Paragraph 4.49 ¹ line 10 *Insert:*

S of an isolated rocky shoal (50°11'·19N 63°09'·73W), depth 4 m, thence:

Canadian E Notice 12/4456/19 [NP65-No 2-Wk 06/20]

Québec - Archipel de Mingan - Île Saint-Charles — Directions; shoals

90

Paragraph 4.49 ² lines 6-9 *Replace by:*

S of two rocky patches (50°11'·11N 63°17'·80W and 50°11'·05N 63°16'·55W respectively), with depths of about 5 to 6 m, which lie S of the E part of Île Saint-Charles (50°12'·17N 63°19'·67W). The island has cliffs and is wooded. Thence:

Canadian Eastern Notice 11/E11/22
[NP65-No 18-Wk 31/23]

Québec - Havre-Saint-Pierre - Chenal Quin — Directions; depth

91

Paragraph 4.56 ¹ lines 6-7 *Replace by:*

...buoys, has a least charted depth of 8·0 m on the leading line, and a bottom of rock, gravel and sand. It is...

Canadian Chart 4429/21 [NP65-No 8-Wk 28/21]

Quebec - St Lawrence River - Rivière Saguenay — Directions; light Buoy

114

Paragraph 5.130 ² lines 1-3 *Replace by:*

² The track then leads to a position about 8 cables NE of Haut-fond Prince Light (5.129).

Canadian Eastern Notice 06/1203/22
[NP65-No 13-Wk 12/23]

Quebec - St Lawrence River - Rivière Saguenay — Light buoy

114

Paragraph 5.132 ¹ lines 1-5 *Replace by:*

¹ This section describes the navigable waters of Rivière Saguenay from a position about 8 cables NE of Haut-fond Prince Light (5.129), off the entrance to Rivière Saguenay, to Chicoutimi, Port Saguenay, about 60 miles WNW. The section is arranged as follows:

Canadian Eastern Notice 06/1203/22
[NP65-No 14-Wk 12/23]

Quebec - St Lawrence River - Rivière Saguenay — Directions; light buoy

116

Paragraph 5.143 ² lines 5-6 *Delete*

Canadian Eastern Notice 06/1203/22
[NP65-No 15-Wk 12/23]

**Gulf of St Lawrence - Îles de la Madeleine -
Havre de la Grande Entrée —
Directions; light buoys; leading lights**

127

Paragraph 6.35 1-3 *Replace by:*

- 1 **Entrance channel.** Havre de la Grande Entrée is approached from the SSW through a dredged channel, 100 m wide and, marked by light buoys (lateral), which leads to its entrance 1¼ miles WSW of La Bluff (47°32'51N 61°32'64W).
- 2 The entrance to the lagoon lies close NW of a low spit at the village of Grande Entrée and close SE of a drying sandy bank extending E from Île Wreck (47°33'65N 61°35'00W).
Thence a narrow buoyed channel, with shoal water on its N side, leads E to the berths at Grande Entrée.
- 3 **Useful marks:**
Two square towers, (47°37'11N 61°33'30W) (47°37'08N 61°33'40W) about 40 m in height, at Les Mines Seleine Inc plant on Dune du Nord, are visible when approaching Havre de la Grande Entrée from the S.

Canadian Eastern Notice 3/4950/20

[NP65-No 4-Wk 19/20]

**Gulf of St Lawrence - Îles de la Madeleine -
Havre de la Grande Entrée — Directions; light**

127

Paragraph 6.35 1 including existing Section IV Notice Week 19/20 *Replace by:*

- 1 **Entrance channel.** Havre de la Grande Entrée is approached from the SSW within the white sector (028°-029°) of Île de la Grande Entrée Light (red and white rectangular daymark, framework tower, 6 m in height) (47°33'35N 61°33'69W) through a dredged channel, 100 m wide and marked by light buoys (lateral), which then leads to its entrance 1¼ miles WSW of La Bluff (47°32'51N 61°32'64W).

Canadian Eastern Notice 06/4654/22

[NP65-No 16-Wk 12/23]

**Canada - St Lawrence River - Gaspé Peninsula
- Anse de Mont-Louis — Light**

141

Paragraph 7.28 1-2 *Replace by:*

- 1 **Description.** Anse de Mont-Louis (49°14'11N 65°43'90W), has the village of Mont-Louis, containing a church, at its head. A small river enters the SW corner of the bay.
Approach. The bay is entered between drying reefs in the white sector (174°-178°) of Mont-Louis Light (red and white vertical rectangle on framework tower, 3 m in height) (49°13'75N 65°43'95W).

Canadian Eastern Notice 1/1230/21

[NP65-No 6-Wk 14/21]

**St Lawrence River - Chenal de Beaujeu Ouest —
Directions; depth; leading lights**

166

Paragraph 8.105 1-3 *Replace by:*

- 1 **Description.** This channel, E of Île aux Grues (47°03'68N 70°32'34W) (8.102), has a width of about 213 m and a least charted depth of 7.9 m.
Directions. From a position NW of Banc de Beaujeu (8.104), the channel leads SW, passing SE of ruins of a large concrete pier, 5 cables S of Pointe MacPherson-LeMoine (47°04'70N 70°30'86W), marked close S by CBJ Light Buoy (S cardinal).
Thence to a position ENE of Île aux Grues wharf head light (8.108).

Canadian Chart CA1317 (2020) [NP65-No 5-Wk 29/20]

**Nova Scotia - Northumberland Strait -
Pictou Harbour — Directions; light**

250

Paragraph 13.90 1 lines 1-3 *Delete*

Canadian Eastern Notice 05/4404/22

[NP65-No 17-Wk 31/23]

**Gulf of St Lawrence - Pointe Escuminac to
Cap Gaspé — Regulations; restricted area**

271

Paragraph 14.2 1 line 1 including heading *Replace by:*

Regulations

14.2

- 1 **Restricted area.** Entry and speed are periodically restricted in and around the Shediac Valley. See 1.87 and 1.88.

Canadian E Notice 3A/21

[NP65-No 7-Wk 26/21]

**Gulf of St Lawrence - Miramichi Bay - Portage
Island Channel — Directions; leading lights**

272

Paragraph 14.19 1 including heading *Replace by:*

Spare

14.19

Canadian Eastern Notice 1/4911/22

[NP65-No 12-Wk 29/22]

**New Brunswick - Baie des Chaleurs -
Dalhousie — Directions; light**

282

Paragraph 14.102 1 lines 5-8 *Delete*

Paragraph 14.103 2 lines 8 *Replace by:*

Dalhousie Island Light (green, white, black square on square framework tower) (48°04'34N 66°21'86W).

Chimney (48°03'20N 66°22'32W).

Canadian E Notice 4/4426/21

[NP65-No 9-Wk 28/21]

NP65

Canada - Baie des Chaleurs - Dalhousie — Lights; cross references

285

Paragraph 14.124 *3* line 3 *For* (14.102) *Read* (14.103)

Paragraph 14.125 *1* line 3 *For* (14.102) *Read* (14.103)

UKHO [NP65-No 10-Wk 31/21]

Canada - Baie des Chaleurs - Dalhousie — Directions; leading lights

285-286

Paragraph 14.130 *1-2* *Replace by:*

1 Major lights:

Carleton Light on Pointe Tracadigache (14.102).

Dalhousie Harbour Leading Lights. From a position about 7 cables E of Dalhousie Island Light (14.103) the alignment (268°) of the following lights, visible on the leading line only, leads to the East Wharf, passing N of shoal ground, marked by a light buoy (port hand) in East Bay (48°03'·99N 66°21'·56W), NW of Inch Arran Point.

2 Front light (white trapezium daymark, red stripe on square framework tower, 13 m in height) (48°04'·25N 66°21'·95W).

Rear light (similar construction and tower, daymark inverted, 16 m in height) (49 m from front light).

West Wharf. From a position about 7 cables E of Dalhousie Island Light (14.103), the track leads W into a channel leading to West Wharf, passing:

S of Middle Ground (48°04'·66N 66°21'·75W), sand and stones and marked by light buoys (starboard hand), and:

N of Dalhousie Island Light.

Canadian Eastern Notice 5/4426/21

[NP65-No 11-Wk 31/21]

Québec - Péninsule de la Gaspésie - Birch Point to Cap Gaspé — Marine nature reserve

287

After Paragraph 14.142 *Insert:*

Marine Nature Reserve

14.142a

1 An ESSA is established centred on Banc des Américains (48°35'·87N 63°54'·95W), extending from E of Île Bonaventure (48°29'·70N 64°09'·76W) (14.152) to E of Cap Gaspé (48°45'·07N 64°09'·76W) (7.11). For more information see the Fisheries and Oceans Canada website at www.dfo-mpo.gc.ca.

Canadian SD ATL 108 CH04 [NP65-No 3-Wk 06/20]

NP66A South west coast of Scotland Pilot (2023 Edition)

NP66B North-West Coast of Scotland Pilot (2023 Edition)

NP67 West Coasts of Spain and Portugal Pilot (2021 Edition)

International regulations – European Union

7

Paragraph 1.58 *2* line 11 *For Her Read His*

UKHO [NP67-No 22-Wk 47/22]

Spain - North-west coast - Ría de Arousa - Isla Rua — Directions; buoy

92

Paragraph 4.57 *7* *Replace by:*

ESE of Isla Rua (42°32'·96N 8°56'·38W) (4.56), and:

UKHO [NP67-No 42-Wk 46/23]

Spain - West coast - Ría de Arousa - San Xulian de Arousa — Anchorage; wreck

96

Paragraph 4.74 *2* line(s) 5 *Replace by:*

...mentioned above, and a dangerous wreck (42°34'·18N 8°52'·20W).

Spanish Notice 46/346/21 [NP67-No 17-Wk 11/22]

Spain - West coast - Puerto de Marín — Arrival information - outer anchorages; submarine pipelines

101

Paragraph 4.102 *1* *Replace by:*

1 **Outer anchorages.** There are eight anchor berths located SW of Isla Tambo, as follows:

FP1 (42°24'·18N 8°43'·20W); depth 18 m, mud.

FP2 (42°24'·00N 8°43'·54W); depth 21 m, mud, stone.

After Paragraph 4.102 *2* line 6 *Insert:*

Caution. Attention is drawn to the charted submarine pipelines laid between the vicinity of Isla Tambo and the port.

Spanish Notice 19/163/23 [NP67-No 41-Wk 46/23]

Spain - Puerto de Vigo and approaches - Las Serralleiras — Directions; buoy

106

Paragraph 4.132 *4* lines 7-9 *Replace by:*

...del Asno. A light buoy (N cardinal) marks the extremity of several dangers extending NW.

Spanish Notice 40/366/23 [NP67-No 43-Wk 47/23]

**Portugal - Río Miño - Barra Norte —
Directions; beacons**

110

Paragraph 4.152 *3 Replace by:*

- 3 Barra Norte.** The channel passes close S of the dangers extending up to 2 cables S of Punta de Los Picos (4.151) and close N of the dangers extending up to 2 cables N of Insua Velha.

UKHO [NP67-No 39-Wk 24/23]

WSW of the head (41°10'·37N 8°42'·48W) of the extension of Molhe Norte (5.49), at Porto de Leixões (5.36), thence:

- 4** Clear of a depth of 18·6 m (41°09'·35N 8°45'·27W), thence:

WSW of Longas (41°09'·23N 8°41'·61W), a group of rocky shoals lying 4 cables off the coast.

Thence the track continues SSE to a position W of Molhe Norte (41°08'·69N 8°40'·78W) (5.72), in the vicinity of Leixões Outer Anchorage (5.44).

Useful marks:

Portuguese Notice 4/152/23 [NP67-No 44-Wk 47/23]

Portugal - Viana do Castelo — Seaplane area

115

Paragraph 5.17 *3 line(s) 5 Replace by:*

...training wall and Molhe do Cabedelo is 2 cables wide.
Seaplane operations may take place throughout the area.

Portuguese Notice 8/274/21 [NP67-No 7-Wk 49/21]

**Portugal - Rio Ave to Rio Douro —
Directions; wrecks; ODAS buoy**

118

Paragraph 5.35 *3-4 Replace by:*

- 3** WSW of ODAS buoy APDL1 (41°10'·46N 8°44'·50W), thence:
WSW of a dangerous wreck (41°10'·21N 8°43'·29W); Molhe N ODAS Light Buoy (special) is moored 1½ cables E of the wreck. And:
WSW of the head (41°10'·37N 8°42'·48W) of the extension of Molhe Norte (5.49), at Porto de Leixões (5.36), thence:
- 4** Clear of a depth of 18·6 m (41°09'·35N 8°45'·27W), thence:
WSW of Longas (41°09'·23N 8°41'·61W), a group of rocky shoals lying 4 cables off the coast.
Thence the track continues SSE to a position W of Molhe Norte (41°08'·69N 8°40'·78W) (5.72), in the vicinity of Leixões Outer Anchorage (5.44).

Useful marks:

ENC PT528505 (6.027); Portuguese Notice 5/209/22 [NP67-No 29-Wk 14/23]

**Portugal - Rio Ave to Rio Douro —
Directions; wrecks; ODAS buoy**

118

Paragraph 5.35 *3-4* including existing Section IV Notice 14/23 *Replace by:*

- 3** WSW of ODAS buoy APDL1 (41°10'·46N 8°44'·84W), thence:
WSW of a dangerous wreck (41°10'·21N 8°43'·29W); Molhe N ODAS Light Buoy (special) is moored 1½ cables E of the wreck. And:

Portugal - Porto de Leixões — Prohibited areas

120

Paragraph 5.44 *1-2 Replace by:*

- 1 Outer anchorage.** Leixões Outer Anchorage (41°08'·50N 8°47'·00W) has depths between 27 and 39 m. However, strong W winds may make this anchorage impracticable.

Vessels of less than 85 m in length and less than 5 m draught may, by arrangement with the port authority, anchor N of the line joining Quebra-mar Light (41°10'·37N 8°42'·48W) (5.52) with Castelo do Queijo (41°10'·12N 8°41'·39W) (5.52) but at least 3 cables from Quebra-mar Light.

- 2 Caution.** ODAS light buoys are present in the latter anchorage and a prohibited anchorage area of radius 50 m, centred on an obstruction (41°10'·29N 8°41'·96W), is situated within the SW part of the anchorage area.

After Paragraph 5.46 *1 line 3 Insert:*

**Traffic Regulations
5.46a**

- 1 Restricted area.** Anchoring in the port approaches up to 7 cables W and 7½ cables S of Quebra-mar Light (5.52) is restricted; prior arrangement with the port authority is required.

- 2 Prohibited areas** exists up to 4 miles NNW of the port, in the vicinity of Leixões Ocean Terminal, see 5.61.

Underwater pipelines are laid at the entrance to the outer port between the heads of Molhe Norte and Molhe Sul, and anchoring is prohibited within 100 m. See also caution at 5.44.

Portuguese Notice 7/238/21; ENC PT528505 [NP67-No 5-Wk 45/21]

Portugal - Porto de Leixões — Anchorages

120

Paragraph 5.44 including heading and existing Section IV Notice Week 45/21 *Replace by:*

**Outer anchorages
5.44**

- 1 Leixões Outer Anchorage** (41°08'·50N 8°47'·00W) has depths between 27 and 39 m. However, strong W winds may make this anchorage impracticable.

NP67

Vessels of less than 85 m in length and less than 5 m draught may, by arrangement with the port authority, anchor N of the line joining the head of the extension of Molhe Norte (5.49) with Castelo do Queijo (41°10'·12N 8°41'·39W) (5.52); vessels should remain at least 3 cables clear of the head of the extension of Molhe Norte.

- 2 **Caution.** ODAS light buoys are present in the latter anchorage and a prohibited anchorage area (5.46a), is situated within the SW part of the anchorage area.

Portuguese Notices 5/209/22; 11/320/22

[NP67-No 30-Wk 14/23]

Portugal - Porto de Leixões — Pilotage

120

Paragraph 5.45 *Replace by:*

- 1 **Pilotage** is compulsory for entering, leaving or shifting berth and is available 24 hours.

A mandatory pilotage area exists and comprises the following zones:

An arc of radius 2 miles centred on the head of Molhe Norte (5.49).

For vessels proceeding to Leixões Ocean Terminal an arc of radius 3 miles centred on Leça Lighthouse (5.34).

- 2 In bad weather the pilot boat will direct the vessel to the port entrance, by VHF, and will embark from the shelter of the breakwater.

For further details see *ADMIRALTY List of Radio Signals Volume 6(1)* and 1.47.

ENC PT426402 (5.020); Portuguese Notice 5/209/22

[NP67-No 31-Wk 14/23]

Portugal - Porto de Leixões — Traffic regulations; restricted area; prohibited areas

120

Paragraph 5.46a including heading and existing Section IV Notice Week 45/21 *Replace by:*

Traffic Regulations 5.46a

- 1 **Restricted area.** Anchoring in the port approaches up to 7 cables W and 7½ cables S of head of the extension of Molhe Norte (5.49) is restricted; prior arrangement with the port authority is required.

Anchoring and fishing are prohibited within 50 m of two obstructions (41°10'·28N 8°41'·96W and 41°10'·07N 8°41'·72W).

- 2 Anchoring is prohibited within 100 m of underwater pipelines laid at the entrance to the outer port between the heads of Molhe Norte and Molhe Sul.

Anchoring within the NW outer harbour is restricted, prior arrangement with the port authority is required. See 5.54 for more information.

- 3 **Prohibited areas** exists up to 4 miles NNW of the port, in the vicinity of Leixões Ocean Terminal, see 5.61.

A prohibited area, marked by light buoys (lateral and cardinal), surrounds an area under development (5.49a), close S of the head of the extension of Molhe Norte (5.49).

See also caution at 5.44.

Portuguese Notices 5/209/22; 11/320/22

[NP67-No 32-Wk 14/23]

Portugal - Porto de Leixões — Development

120

After Paragraph 5.49 3 line 12 *Insert:*

Development

5.49a

- 1 Works are in progress (2022) close S of the head of the extension of Molhe Norte (5.49); the works are surrounded by a prohibited area (5.46a).

Portuguese Notice 5/209/22

[NP67-No 33-Wk 14/23]

Portugal - Porto de Leixões — Directions; lights

121

Paragraph 5.52 1 lines 3-5 *Delete*

Portuguese Notice 5/209/22

[NP67-No 34-Wk 14/23]

Portugal - Porto de Leixões — Directions; light; prohibited area

121

Paragraph 5.53 2 lines 1-11 *Replace by:*

- 2 ENE of the head (41°10'·37N 8°42'·48W) of the extension of Molhe Norte (5.49); a prohibited area (5.46a) is situated close S of the breakwater head. Thence:

Between the heads of Molhe Norte and Molhe Sul, 220 m apart. A light (green lantern on white tower, 10 m in height) is exhibited from the head of Molhe Sul.

Portuguese Notice 5/209/22

[NP67-No 35-Wk 14/23]

Portugal - Porto de Leixões — Terminal

121-122

Paragraph 5.61 1-2 *Replace by:*

- 1 **Description.** Leixões Ocean Terminal (41°12'·10N 8°45'·07W) is reported closed (2021). A submarine pipeline extends 1½ miles WSW from a position ashore 5½ cables NNW of Leça Lighthouse (5.52).

- 2 **Restricted area.** Anchoring and fishing are prohibited within the areas around the terminal and the submarine pipeline.

Portuguese Notice 7/244/21

[NP67-No 6-Wk 45/21]

Portugal - Porto do Douro — Directions; light

123

Paragraph 5.75 1 lines 3-4 *Delete*

Portuguese Notice 5/209/22

[NP67-No 36-Wk 14/23]

Portugal - Porto de Aveiro — Seaplane area

126

Paragraph 5.102 *2 Delete*

After Paragraph 5.105 *1 line 5 Insert:*

Seaplane area

5.105a

- 1* Operations may take place within an area (40°40'·20N 8°43'·10W) of maximum radius two miles.

Portuguese Notice 8/259/21 [NP67-No 8-Wk 49/21]

**Portugal - Rio Douro to Cabo Carvoeiro -
Porto de Aveiro — Directions for entering
harbour; leading lights**

127

Paragraph 5.110 *3 lines 6-7 Replace by:*

The track then continues to a position about 2¼ cables from the front light.

Paragraph 5.111 *1-2 Replace by:*

- 1* **Leading lights:**

Front light: Triângulo Oeste Light (green tower, red bands, 4 m in height) (40°38'·70N 8°44'·57W).

Rear light: Forte da Barra Light (white tower, 19 m in height) (40°38'·70N 8°43'·97W) (4½ cables from front light).

The alignment (089·5°) of these lights leads E through Canal da Embocadura for about 4 cables.

- 2* Thence, Canal Principal, leads NE for about 1 mile to the vicinity of Monte Farinha Light (green tower, red band, 4 m in height) (40°39'·48N 8°43'·50W) passing:

NW of the entrance to Doça de Serviços (40°38'·83N 8°44'·10W). Triângulo Norte Light (white round tower, green bands, 4 m in height) is exhibited from the S side of the entrance and Praia do Porto Light (green round tower, red band, 4 m in height) from the N side of the entrance, thence:

UKHO

[NP67-No 48-Wk 51/23]

**Portugal - Porto da Figuera da Foz —
Seaplane area**

129

Paragraph 5.129 *3 line(s) 11 Replace by:*

...entrance to the fish dock.

Seaplane area. Operations may take place within an area (40°08'·75N 8°51'·67W) of maximum radius two miles.

Portuguese Notice 8/276/21 [NP67-No 9-Wk 49/21]

**Portugal - Rio Mondego to Cabo Carvoeiro -
Porto da Nazaré — Anchorage; wreck**

132

Paragraph 5.143 *3 line(s) 1-7 Replace by:*

- 3* **Pilotage** is available during daylight hours from Monday to Friday.

Anchorage. Enseada da Nazaré lies at the head of Canahão da Nazaré (5.135) and is open W. Anchorage may be obtained in position 39°35'·93N 9°04'·76W, depth 30 m, sand, keeping clear of a wreck (39°35'·79N 9°04'·68W), located about 1½ cables SSE of the anchor position. Anchoring is prohibited in the outer port, entrance channel or inner port.

Portuguese Notice 10/314/21 [NP67-No 18-Wk 12/22]

**Portugal – Entrance to Rio Tejo –
Baía de Cascais — Outer anchorages; wrecks**

139

Paragraph 5.181 *1 lines 1-6 Replace by:*

- 1* Designated anchorage areas in Baía de Cascais (5.172) for vessels awaiting entry to Rio Tejo:

Anchorage (38°40'·06N 9°24'·45W) for vessels of more than 5 m draught. A wreck (38°39'·80N 9°24'·28W) is situated in the S part of the anchorage. Attention is drawn to an historic wreck (5.182) lying close inside the E boundary of the area;

UKHO

[NP67-No 21-Wk 42/22]

Portugal - Porto de Lisboa — Seaplane area

139

After Paragraph 5.181 *1 line 8 Insert:*

- 2* The anchorages are located within a seaplane operating area (38°41'·00N 9°22'·00W). Operations may take place in a surrounding area with a maximum radius of two miles.

Portuguese Notice 8/283/21 [NP67-No 10-Wk 49/21]

**Portugal – West coast – Porto de Lisboa —
Regulations concerning entry**

139

Paragraph 5.184 *3 Replace by:*

- 3* **Safe distances.** Navigation within 150 m of dock entrances, wharves, piers, terminals and river walls is prohibited and Pontal de Cacilhas must be given a clearance of 500 m. Above Doca da Marinha (38°42'·48N 9°07'·85W), in the approach to Canal de Cabo Ruivo (5.207), the N bank of the river should be given a clearance of 1000 m.

Corr. Hydrographic Office Portugal 17/03/22

[NP67-No 26-Wk 01/23]

**Portugal - Porto de Lisboa and approaches —
Seaplane area**

140

After Paragraph 5.186 *Insert:*

**Seaplane area
5.186a**

- 1* Seaplane operations may take place within an area, centred on 38°41'·20N 9°16'·00W, with a maximum radius of two miles. Navigation within the area is prohibited during these operations. See also 5.181.

GB Chart 3221 (2022)

[NP67-No 38-Wk 18/23]

NP67

Portugal - Canal do Barreiro — Seaplane area

144

Paragraph 5.200 1 line(s) 5-6 *Replace by:*

...Barreiro, at the entrance to Rio Coina. The channel, within which seaplanes may operate, is marked by light buoys (lateral), and has...

Portuguese Notice 8/267/21 [NP67-No 11-Wk 49/21]

Portugal - Porto de Setúbal — Seaplane area

149

Paragraph 5.238 1 line(s) 4-10 *Replace by:*

Restricted areas. Seaplane operations may take place within two areas (38°28'30N 8°50'30W and 38°28'00N 8°46'50W), maximum radius two miles. The areas are used by seaplanes to draw water for fighting forest fires. It is prohibited to enter the areas during these operations. For further information contact the Port Authority.

Portuguese Notice 8/270/21 [NP67-No 12-Wk 49/21]

Portugal - Porto de Setúbal — Seaplane area

150

Paragraph 5.248 4 line(s) 9 *Replace by:*

...(38°28'35N 8°47'00W). A seaplane operating area (5.238) is located 3 cables ESE of No 9-CS Light Buoy.

Portuguese Notice 8/286/21 [NP67-No 13-Wk 49/21]

Portugal - Porto de Setúbal — Directions; shoals

150

Paragraph 5.246 2 lines 5-7 *Replace by:*

SE of No 2 Light Beacon (5.244), noting that shoal depths extend S of the light beacon, thence:
SE of 0.3 m shoal (38°27'49N 8°57'99W), thence:

Portuguese Notice 7/241/22 [NP67-No 37-Wk 14/23]

Portugal - Porto de Sines — Anchorages

152

Paragraph 5.269 1 lines 1-5 including heading *Replace by:*

Outer anchorages 5.269

1 Anchorage may be obtained S of the port, within 16 designated anchorages, as follows:

A1 to A6, centred on 37°54'75N 8°52'10W, radius of 370 m and depths from 20 to 50 m;
B1 to B10, centred on 37°53'10N 8°52'40W, radius of 555 m and depths of more than 40 m.

Permission must be obtained from the port authority before anchoring. At the onset of bad weather vessels should be prepared to leave the anchorage.

ENC PT528514 (7.001) [NP67-No 1-Wk 26/21]

Portugal - Porto de Sines — Directions; approach routes

153

Paragraph 5.279 1 *Replace by:*

1 Porto de Sines is approached via one of three two-way routes, situated NW, WSW and S of Cabo de Sines (5.262).

Portuguese Chart PT26408 (2021) [NP67-No 2-Wk 26/21]

Portugal - Porto de Sines — Directions; anchorages

153

Paragraph 5.280 1 line 9 *For* (5.269) *Read* (5.280a)

ENC PT528514 (7.001) [NP67-No 3-Wk 26/21]

Portugal - Porto de Sines — Anchorages

154

Paragraph 5.280 3 lines 4-8 *Replace by:*

...entrance passing E of Molhe Oeste. A light buoy (port hand) is moored 1½ cables S of the head of Molhe Oeste. This light buoy may be unlit in heavy weather.

ENC PT528514 (7.001) [NP67-No 4a-Wk 26/21]

Portugal - Porto de Sines — Directions; leading lights

154

After Paragraph 5.280 4 line 7 *Insert:*

Multi-purpose Terminal Leading Lights:

Front light (post, 5 m in height) (37°56'35N 8°51'34W).

Rear light (similar structure, 8 m in height) (75 m from front light).

From a position about 4¾ cables NNW of the head of Molhe E Light (37°56'33N 8°51'96W) (5.278), at NE limit of anchorage area C (5.280a), the alignment of these lights (127.7°) leads to the NE-facing quay of the Multi-purpose Terminal (5.286).

Portuguese Notice 5/201/22 [NP67-No 25-Wk 48/22]

Portugal - Porto de Sines — Anchorages

154

After Paragraph 5.280 5 line 7 *Insert:*

Anchorage 5.280a

1 Anchorage may be obtained within anchorage area C (37°56'70N 8°52'30W); radius of 370 m and depths from 20 to 27 m.

The anchorage is designated as reserved and permission must be obtained from the Port Authorities for its use.

ENC PT528514 (7.001) [NP67-No 4b-Wk 26/21]

Portugal - Porto de Lagos — Seaplane area

164

Paragraph 6.34 *3 Replace by:*

- 3 Anchorage** (37°06'·16N 8°39'·17W) may be obtained in depths of about 10 to 16 m, sand, ENE of the entrance.

Portuguese Notice 8/263/21 [NP67-No 14-Wk 49/21]

Spain – Bahía de Cádiz – Canal del Norte — Directions; depth

185

Paragraph 6.182 *1 line 2 For 67 m Read 6 m*

UKHO [NP67-No 15-Wk 01/22]

Spain - South Coast - Cádiz — Directions; lights

185

Paragraph 6.184 *7-8 Replace by:*

- 7 Entry to International Free Zone harbour.** The bearing (209·3°) of a directional light (white round tower, red bands, 12 m in height) (36°30'·12N 6°15'·77W), situated at the head of the harbour, leads between the breakwater heads into the basin.

- 8** A light (green post, 3 m in height) is exhibited from the head of the W breakwater and lights are exhibited from the extremities of the berths in the harbour.

Spanish Notice 44/22; Derrotero 5 [NP67-No 27-Wk 04/23]

Spain - South coast - Cádiz — Maximum draughts

186

Paragraph 6.187 *1 lines 1-8 Replace by:*

- 1** The International Free Zone Harbour (Zona Franca) (36°30'·20N 6°15'·75W) comprises two main berths: Muelle de Poniente; 325 m in length; on the NW side of the harbour; maximum draught 8·7 m. Muelle de Ribera; 320 m in length, with RoRo facilities; at the head of the harbour; maximum draught 8·5 m.

Spanish Notice 49/22; Derrotero 5 [NP67-No 28-Wk 05/23]

Spain - Strait of Gibraltar - Puerto de Tarifa — Pilotage; restricted area

196

Paragraph 7.37 *1 lines 6-7 Replace by:*

Pilotage. Pilot boards within 5 cables of the head of Dique del Sagrado Corazón (36°00'·39N 5°36'·21W).

Restricted Area. Anchoring is prohibited within the harbour and in an area surrounding the approach to Tarifa, up to 4 cables SSE of the entrance.

Spanish Notice 51/405/21 [NP67-No 19-Wk 18/22]

Spain – Strait of Gibraltar – Isla de Tarifa — Directions; buoys

202

After Paragraph 7.64 *1 line 2 Insert:*

SSE of a light buoy (S cardinal) (36°00'·05N 5°35'·51W); an ODAS light buoy is moored 1 cable NNW, thence:

Spanish Chart 4450 (2021) [NP67-No 16-Wk 02/22]

Spain - South coast - Puerto de Algeciras-La Línea — Arrival information; outer anchorages

207

Paragraph 7.94 *4 Replace by:*

Area D (36°05'·56N 5°24'·63W), situated NE of Punta Carnero. Submarine cables are laid through the anchorage and an obstruction (36°06'·00N 5°24'·06W) lies in the NE part of the area. The W portion of the anchorage lies within a marine nature reserve (7.10). See also 1.71.

UKHO [NP67-No 40-Wk 41/23]

Gibraltar – Gibraltar Harbour — King's Harbour Master

210

Paragraph 7.113 *2 line 5 For Queen's Read King's*

UKHO [NP67-No 23-Wk 47/22]

Gibraltar – Gibraltar Harbour — King's Harbour Master

212

Paragraph 7.124 *1 line 4 For Queen's Read King's*

Paragraph 7.127 *1 line 8 For Queen's Read King's*

UKHO [NP67-No 24-Wk 47/22]

Arquipélago dos Açores - Ilha de São Miguel - South coast - Baixa da Negra — Directions; ODAS buoy

223

Paragraph 8.36 *5 line 7 For (37°43'·89N 25°43'·46W) Read (37°43'·56N 25°43'·32W)*

Portuguese Notice 4/155/23 [NP67-No 45-Wk 47/23]

Portugal – Arquipélago dos Açores – San Miguel – Porto de Ponta Delgada — Arrival information; prohibited anchorage

223

After Paragraph 8.39 *2 line 10 Insert:*

Anchoring and fishing are prohibited within Dori Underwater Archaeological Park (37°44'·60N 25°37'·70W).

Portuguese Notice 11/345/21 [NP67-No 20-Wk 21/22]

NP67

Arquipélago dos Açores - Ilha Terceira - Porto de Angra do Heroísmo — Berth

233

Paragraph 8.108 including heading *Replace by:*

Basins and berths

8.108

- 1 **Porto Pipas.** The mole can accommodate vessels up to 115 m LOA and 6.5 m draught.

UKHO [NP67-No 47-Wk 51/23]

Arquipélago dos Açores - Canal Do Faial - Areia Larga — Anchorage

240

Paragraph 8.156 *Replace by:*

- 1 **Anchorage** may be obtained off Areia Larga, an inlet in which there is a small shipyard, situated 6½ cables SE of Ilhéus da Madalena (8.146). The anchorage is in a depth of about 29 m, fine sand, on the alignment (018°) of the E extremity of Ilhéu Deitado with Ilhéu em Pé (5¼ cables farther NNE) and on the alignment (082.2°) of a pair of leading lights (38°31'63N 28°32'17W) at the shipyard.

UKHO [NP67-No 46-Wk 51/23]

NP68 East Coast of the United States Pilot Volume 1 (2021 Edition)

Gulf of Maine - Penobscot Bay and approaches — Pilotage

64

Paragraph 2.68 2 line(s) 5-6 *Replace by:*

Vessels from the W. In position 43°50'74N
69°16'44W.

US Notice 51/13288/21

[NP68-No 5-Wk 24/22]

Gulf of Maine - Portsmouth Harbor — Directions for entering harbour; approach

108

Paragraph 3.214 *Replace by:*

- 1 From a position N of Duck Island (43°00'30N 70°36'30W) (3.225) the approach to Portsmouth Harbor leads W, passing:
S of a dangerous wreck (43°02'31N 70°40'62W), position approximate, thence:
To the pilot boarding position (3.207), thence:
2 S of a dangerous wreck (43°02'46N 70°41'75W), and:
N of the NE side of Gunboat Shoal (43°01'38N 70°42'08W), marked No 1 Light Buoy (port hand).

The track then leads to a position SSW of Whaleback Light (43°03'53N 70°41'78W) (3.215), at the beginning of the entrance leading line.

- 3 Vessels approaching from the S should pass at least 5 cables W of Isles of Shoals.

Useful marks:

Round tower (43°02'01N 70°43'23W).

UKHO

[NP68-No 14-Wk 31/23]

Boston Harbor and Inner Approaches — Vertical clearance

122

Paragraph 4.74 2 *Replace by:*

- 2 Fore River Bridge (42°14'68N 70°58'03W), a lifting bridge with a clearance of 18.2 m (60 ft) when closed and 53.3 m (175 ft) when open, spans the Weymouth Fore River at Quincy.

US Notice 33/13270/21

[NP68-No 1-Wk 48/21]

Massachusetts - Nantucket Sound and Vineyard Sound — Fish traps

135

After Paragraph 5.27 2 line 9 *Insert:*

- 3 **Fish traps** and submerged pilings exist in areas adjacent to the coast in Nantucket and Vineyard Sounds and their approaches. See also 1.24.

ENC US5MA1FT (2.000)

[NP68-No 15-Wk 34/23]

Massachusetts - East approaches to Nantucket Sound - Pollock Rip Channel and Butler Hole — Directions; depth; wrecks

136

Paragraph 5.38 1-3 *Replace by:*

- 1 From the vicinity of 41°33'00N 69°51'00W, Pollock Rip Channel leads generally W through Broken Part of Pollock Rip, passing:
S of a dangerous wreck (41°33'17N 69°54'14W); two further dangerous wrecks lie to the N. Thence:
2 S of a shoal (41°33'00N 69°54'75W), with a depth of 3.6 m (12 ft), reported (2019), thence:
N of Pollock Rip (41°32'47N 69°55'55W), marked on its N side by No 5 Buoy (port hand).
3 The track then leads WSW, passing:
SSE of Bearse Shoal (41°33'20N 69°57'64W), marked on its S side by No 6 Light Buoy (starboard hand). Two dangerous wrecks (41°33'01N 69°57'77W and 41°32'97N 69°58'78W) are situated near the S extent of the shoal.

ENC US5MA42M (9.001)

[NP68-No 3-Wk 08/22]

Massachusetts – East approaches to Nantucket Sound — Anchorages; obstructions; wrecks; fish traps

137

Paragraph 5.40 *1* Replace by:

- 1* Anchoring is permitted in the following areas:
Anchorage K (41°37'48N 69°55'85W). East of Monomoy Island out to 3 miles from the coast, between Chatham (41°40'80N 69°57'20W) and the SE part of Monomoy Island. Wrecks and obstructions lie within the anchorage.

Caution. Fish traps, see 5.27.

Anchorage J. East of the charted pecked line running from about 41°41'N 69°48'W to No 17 Light Buoy (5.39), 22 miles SW, and thence SSE to the shore. Wrecks and obstructions may lie within the anchorage area.

ENC US5MA1FT (2.000) [NP68-No 16-Wk 34/23]

New York – Fishers Island Sound - Watch Hill Passage to Latimer Reef — Directions; wreck

169

After Paragraph 6.37 *3* line 5 *Insert*:

Clear of a dangerous wreck (41°18'13N 71°55'80W), thence:

US Notice 12/12372/22 [NP68-No 12-Wk 43/22]

New York - Main passage through west part of Long Island Sound — Recommended route

184

After Paragraph 6.169 *1* *Insert*:

Recommended route 6.169a

- 1* A recommended route for deep-draught vessels has been established in Western Long Island Sound and approaches to the East River. While not mandatory, deep-draught commercial vessels (including tugs and barges) are requested to follow the designated route at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channels for information concerning vessels transiting these routes.

US Notice 16/12363/22 [NP68-No 8-Wk 38/22]

New York - Main passage through west part of Long Island Sound - Cable and Anchor Reef to Execution Rocks — Directions

184

Paragraph 6.174 *1* lines 1–4 *Replace by*:

- 1* From the vicinity of Cable and Anchor Reef the route through the W part of Long Island Sound continues WSW for about 11 miles to the vicinity of Matinecock Point, passing:

Paragraph 6.174 *2* line 9 *Replace by*:

...5 cables NE of Matinecock Point.

The track then continues WSW about 5 miles, following the recommended route (6.169a), passing:

US Notice 16/12363/22 [NP68-No 9-Wk 38/22]

New York - Long Island Sound - Execution Rocks — Directions; wreck

184

After Paragraph 6.174 *3* line 8 *Insert*:

Clear of a dangerous wreck (40°52'28N 73°44'19W).

United States Notice 6/12363/22 [NP68-No 6-Wk 31/22]

New York - Main passage through west part of Long Island Sound – Execution Rocks to Throgs Neck — Directions

185

Paragraph 6.175 *1* lines 1–4 *Replace by*:

- 1* From a position S of Execution Rocks the recommended route through the W part of Long Island Sound continues SSW for 3½ miles to the vicinity of Stepping Stones Light, passing:

Paragraph 6.175 *3* lines 1–10 *Replace by*:

- 3* WNW of Stepping Stones Light (red brick building, granite base, white band on SW side) (40°49'47N 73°46'48W), which marks the NW end of reefs extending NW from the shore.

The recommended route then leads S for about 1½ miles to Throgs Neck (7.131), at the E entrance of East River, (7.131) between Willets Point and Throgs Neck, passing:

E of a dangerous wreck (40°49'20N 73°47'20W), position approximate, reported (2009), thence:
W of Kings Point (40°48'70N 73°45'85W) (6.226).

US Notice 16/12363/22 [NP68-No 10-Wk 38/22]

New York - Long Island Sound - Little Neck Bay - Kings Point — General information

191

Paragraph 6.226 *1* lines 4–5 *For* (40°48'75N 73°45'55W) *Read* (40°48'70N 73°45'85W)

US Notice 16/12363/22 [NP68-No 11-Wk 38/22]

New York Harbor - Lower Bay — Anchorage areas; cable area

201

Paragraph 7.75 *4* line 5 *Replace by*:

...the S. Depths range from 2 to 20 m (6 to 65 ft). An outfall is situated in the S part of the anchorage, and a number of wrecks and obstructions lie close to or within the anchorage area. A cable area extends close SE of the anchorage area.

United States Notice 36/12324/21; ENC US4NY1AM [NP68-No 2-Wk 50/21]

NP68

New York Harbor - Lower Bay - Sandy Hook Bay — Anchorages; wreck

201

Paragraph 7.76 1 line(s) 1-8 *Replace by:*

1 **Anchorage No 49F** (40°26'·99N 74°01'·35W), an emergency naval anchorage, with depths of 5 to 7 m (16 to 23 ft).

Anchorage No 49G (40°28'·18N 74°02'·71W), a naval anchorage, with depths of 7 to 8·5 m (23 to 28 ft). A dangerous wreck (40°27'·92N 74°02'·72W) is situated in the SE part of the anchorage.

These anchorages are reserved for vessels carrying explosives and may not be used as general anchorages.

UKHO

[NP68-No 4-Wk 16/22]

New York Harbor - Lower Bay - Sandy Hook Bay — Anchorages; obstruction

201

Paragraph 7.76 1 including existing Section IV Notice Week 16/22 *Replace by:*

1 **Anchorage No 49F** (40°26'·99N 74°01'·35W), an emergency naval anchorage, with depths of 4·6 to 7 m (15 to 23 ft). An obstruction (40°26'·89N 74°01'·38W) lies near the centre of the anchorage.

Anchorage No 49G (40°28'·18N 74°02'·71W), a naval anchorage, with depths of 7 to 8·5 m (23 to 28 ft). A dangerous wreck (40°27'·92N 74°02'·72W) is situated in the SE part of the anchorage.

These anchorages are reserved for vessels carrying explosives and may not be used as general anchorages.

ENC US5NYCAG (6.000)

[NP68-No 13-Wk 24/23]

New York Harbour - Upper Bay - Hudson River Channel — Depths

202

Paragraph 7.83 1 line(s) 7-8 *Replace by:*

...major wharves at 59th Street, has project depths from 13·7 m (45 ft) to 14·6 m (48 ft).

GB Chart 3455 Ed.7 (2020)

[NP68-No 17-Wk 45/23]

New York - Staten Island - Arthur Kill — Anchorages; wrecks and obstructions

206

After Paragraph 7.104 1 line 5 *Insert:*

Caution. Numerous wrecks and obstructions are situated within the anchorage.

ENC US5NYCBD (4.000)

[NP68-No 7-Wk 32/22]

NP69 East Coast of the United States Pilot Volume 2 (2021 Edition)

Delaware - Cape Henlopen — Anchorage; obstructions

67

Paragraph 3.78 1 line(s) 1-8 *Replace by:*

1 General Anchorage Area A (38°57'·00N 75°11'·00W), lies NNW of Cape Henlopen; the extremities of the anchorage are marked by light buoys and buoys (special). Tankers up to 16·8 m (55 ft) draught can be accepted for lightening.

Caution. A number of wrecks and obstructions are situated close to or within the anchorage area.

US Notice 30/12214/21

[NP69-No 7-Wk 43/21]

Pennsylvania - Delaware River - Penn Channel — Depths

68

Paragraph 3.85 1 lines 4-6 *Replace by:*

Thence for 28 miles to Newbold Island (40°07'·70N 74°45'·30W) the project depth is 12·2 m (40 ft) with a least width of 122 m. An obstruction (40°08'·12N 74°45'·37W), with a depth of 5·1 m (17 ft), lies where the track alters from Penn Channel to Newbold Channel directional light.

US Notice 7/12314/21

[NP69-No 1-Wk 19/21]

New Jersey - Delaware River - Salem River — Anchorage; buoys

70

Paragraph 3.104 1 line 8 *Replace by:*

...anchorage, and is marked by a buoy (port hand). Light buoys (special) are moored in the NW part of the anchorage.

ENC US4DE12M (27.012)

[NP69-No 49-Wk 44/23]

Pennsylvania - Delaware River - Penn Channel and Newbold channel — Directions; obstruction

86

Paragraph 3.246 2 lines 6-7 *Replace by:*

Thence the track alters through Penn Channel onto the Newbold Channel directional light. An obstruction (40°08'·12N 74°45'·37W), with a depth of 5·1 m (17 ft) lies where the track alters.

US Notice 7/12314/21

[NP69-No 2-Wk 19/21]

Pennsylvania - Delaware River - Maple beach to Trenton — Directions; caution

87

After Paragraph 3.250 2 line 4 *Insert:*

Caution. An obstruction (40°10'·57N 074°44'·15W) lies in the E part of Duck Island Range, WSW of the Coal Pier (3.253).

US Notice 39/12314/21

[NP69-No 10-Wk 51/21]

**Virginia – Chesapeake Bay –
Little Creek — Depth**

99

Paragraph 4.36 2 lines 5–7 *Replace by:*

Depths. The approach channel has a maintained depth of 3.3 m (11 ft). For the latest controlling depth the charts and port authorities should be consulted.

ENC US5VA18M (18.000) [NP69-No 18-Wk 37/22]

**Virginia - Norfolk Harbor —
Arrival information; speed limit**

102

After Paragraph 4.68 1 line 2 *Insert:*

There is a speed limit of 10 kn in Norfolk Harbor Reach (4.76).

See Appendix V for further information.

UKHO [NP69-No 17-Wk 37/22]

Virginia - James River — Vertical clearance

108

After Paragraph 4.109 2 line 14 *Insert:*

An overhead power cable, with a vertical clearance of 61.2 m (201 ft) over the main channel and 57.3 m (188 ft) over the secondary channel (37°10'·73N 76°39'·27W), N of Skiffes Creek (4.120). Least vertical clearance outside the channels is 18.2 m (60 ft).

US Notice 27/12248/21 [NP69-No 6-Wk 38/21]

**Virginia - James River - Jordan Point —
Directions; lights**

109

Paragraph 4.116 4-5 *Replace by:*

4 Thence, from a position within the dredged channel, close N of No 91 Light Buoy (37°17'·97N 77°07'·63W), the track leads generally WNW, through the buoyed channel, to a position 3 cables NNE of Jordan Point (37°18'·78N 77°13'·41W). Thence the track leads under a lift bridge (4.109) at Jordan Point and through a dredged section E of Hopewell (4.124) to the junction with Appomattox River.

Useful mark:

Jordan Point Warning Light (framework tower) (37°18'·52N 77°11'·43W).

US Notices 5/12251,12252/21 [NP69-No 3-Wk 19/21]

**Potomac River - North of Lower Cedar Point —
Bridge; caution**

133

After Paragraph 5.105 1 line 10 *Insert:*

Caution. Construction works are in progress (2021) in the vicinity of Harry W Nice Memorial Bridge.

US Notice 9/12285/21 [NP69-No 4-Wk 19/21]

**Chesapeake Bay - Point No Point to
Blackwalnut Point —Directions; obstruction**

137

Paragraph 5.142 2 line 8 *Replace by:*

...Thence:

Clear of an obstruction (38°30'·01N 76°26'·77W), with a depth of 9.7 m, thence:

US Notice 36/12263/21 [NP69-No 9-Wk 50/21]

**Chesapeake Bay – Point No Point to
Blackwalnut Point — Directions; wreck**

137

Paragraph 5.142 5 line 6 *Replace by:*

...towers and an aerial dish are prominent. Thence:

E of a dangerous wreck (38°40'·15N 76°25'·68W), marked by a light buoy (port hand).

US Notice 17/12263/22 [NP69-No 19-Wk 38/22]

**Chesapeake Bay – Baltimore Harbor –
Curtis Bay Channel — Directions**

156

Paragraph 6.122 1 *Replace by:*

1 From a position in Fort McHenry Channel, about 4½ cables NW of Francis Scott Key Bridge (6.102), the track leads W in the green sector (266.5°–269.5°) of Curtis Bay Directional Light (multi-pile structure) (39°13'·27N 76°34'·58W) through Curtis Bay Channel to the berthing areas in Curtis Bay and Curtis Creek.

US Notice 3/12278/22 [NP69-No 16-Wk 25/22]

**Maryland - Chesapeake Bay - Baltimore Harbor
- Fort McHenry Channel — Directions; berths;
leading lights**

156

Paragraph 6.124 including heading *Replace by:*

**Spare
6.124**

US Notice 33/12281/22 [NP69-No 36-Wk 19/23]

**North Carolina - Oregon Inlet to Cape Hatteras
— Directions; light buoy**

168

After Paragraph 7.23 2 line 6 *Insert:*

E of Cape Hatteras Lighted Wave Buoy CDIP 250 (special) (35°15'·56N 75°17'·17W), thence:

US Notice 34/11009/21 [NP69-No 8-Wk 49/21]

NP69

North Carolina - Oregon Inlet to Cape Hatteras — Directions; light buoy

167-168

Paragraph 7.23 2-3 including existing Section IV Notice Week 49/21 *Replace by:*

- 2 E of Wimble Shoals (35°34'·80N 75°24'·00W), over which the sea breaks in E gales. A wreck with a depth of 21 m (11 fm) lies 7½ miles ESE. Thence:
Clear of Cape Hatteras Lighted Research Buoy (special) (35°39'·44N 75°09'·62W), thence:
Clear of a wreck (35°23'·86N 75°06'·87W) with a swept depth of 16·4 m (9 fm), thence:
E of Cape Hatteras Lighted Wave Buoy CDIP 250 (special) (35°15'·56N 75°17'·17W), thence:
- 3 E of Cape Hatteras (35°14'·00N 75°32'·00W), narrow, low and sandy. A light (7.21), is exhibited from the cape. A dangerous wreck lies 9¼ miles E of the cape.

US Notice 11/12200/23 [NP69-No 48-Wk 43/23]

Cape Lookout to Cape Fear - Coastal route — Directions; obstruction

174

Paragraph 7.73 1 lines 3-7 *Replace by:*

SSE of No 14 Light Buoy (starboard hand) (34°18'·11N 76°23'·99W). Two obstructions lie about 11 miles SE of the light buoy. Numerous wrecks lie in Onslow Bay (7.66).

US Notice 41/11520/21 [NP69-No 11-Wk 03/22]

North Carolina - Morehead City — Directions; leading Lights

178

Paragraph 7.94 3 *Replace by:*

- 3 **Cutoff Channel.** The track then leads NNW through the centre of Cutoff Channel to Morehead City Channel east of Fort Macon (7.79).

Morehead City Channel leading lights:

Front light (multiple pile structure) (34°41'·64N 76°40'·00W).

Rear light (framework tower on multiple pile structure) (1¼ cables from front light).

The alignment (125·9°), astern, of these lights leads about 1 mile through the centre of Morehead City Channel. Thence the track leads NNW to the chosen destination.

United States Notice 23/11541/21 [NP69-No 5-Wk 28/21]

North Carolina - Morehead City — Directions; leading lights

178

Paragraph 7.94 3 including existing Section IV Notice Week 28/21 *Replace by:*

- 3 **Fort Macon Reach Leading Lights:**
Front light (tower on multiple pile structure) (34°42'·08N 76°40'·38W).

Rear light (tower on multiple pile structure) (1¼ cables from front light).

The alignment (338·8°) of these lights, leads through the centre of Cutoff Channel to the beginning of Range B (Morehead City Channel) east of Fort Macon (7.79).

4 **Morehead City Channel Leading Lights:**

Front light (multiple pile structure) (34°41'·64N 76°40'·00W).

Rear light (framework tower on multiple pile structure) (1¼ cables from front light).

The alignment (125·9°), astern, of these lights leads about 1 mile through the centre of Morehead City Channel. Thence the track leads NNW to the chosen destination.

US Notice 48/11541/21 [NP69-No 14-Wk 17/22]

Cape Fear to Cape Romain - Coastal route — Directions; obstruction

179

After Paragraph 7.112 1 line 4 *Insert:*

SSE of an obstruction (33°23'·37N 78°11'·05W), thence:

US Notice 41/11009/21 [NP69-No 12-Wk 03/22]

South Carolina - Cape Fear to Cape Romain — Directions; obstruction

179

Paragraph 7.112 2 line(s) 1-6 *Replace by:*

- 2 Clear of a fish haven (32°56'·78N 78°54'·80W); a second fish haven lies 7 miles WNW. Thence:
Clear of an obstruction (32°56'·62N 78°57'·59W), thence:
SSE of a wreck (33°00'·10N 79°06'·11W), marked by WR4 Light Buoy (starboard hand). An obstruction lies 3½ miles WSW of this wreck.

US Notice 45/11009/21 [NP69-No 13-Wk 12/22]

United States of America - South Carolina - Cape Romain to Charleston — Route; buoyage

194

Paragraph 8.16 1 lines 3-4 *For* 32°37'·08N 79°35'·50W *Read* 32°35'·65N 79°32'·27W

US Notice 24/11521/22 [NP69-No 30-Wk 08/23]

South Carolina - Charleston Harbor and approaches — Limiting conditions; depths

195

Paragraph 8.26 1 *Replace by:*

- 1 Project depths are as follows:
Fort Sumter Range 16·5 m (54 ft).
Mount Pleasant Range and Rebellion Reach 15·8 m (52 ft).
Wando River 15·8 m (52 ft).
Lower Town Creek Reach 13·7 m (45 ft).

Cooper River to Daniel Island Reach (8.50) 15.8 m (52 ft).

Continuation of Cooper River; Daniel Island Bend (8.50) to Goose Creek, 13½ miles above the entrance, 13.7 m (45 ft).

Cooper River, Range A to F, 10.7 m (35 ft).

GB Chart 2806 Ed.5 (2019); US Chart 11524 (2015); UKHO [NP69-No 37-Wk 36/23]

South Carolina - Charleston Harbor and approaches — Draught

196

Paragraph 8.27 1 lines 1-6 *Delete*

GB Chart 2806 Ed.5 (2019) [NP69-No 38-Wk 36/23]

South Carolina - Charleston Harbor - Arrival information — Anchorage

197

Paragraph 8.34 1 including heading *Replace by:*

Spare 8.34

US Notice 47/11520/21 [NP69-No 15-Wk 18/22]

South Carolina - Charleston Harbor — Pilotage

197

Paragraph 8.35 *Replace by:*

- 1 Pilotage is compulsory for all foreign vessels and United States vessels under register in the foreign trade. Pilotage is optional for United States vessels in the coastal trade which have on board a pilot licensed by the federal government. The pilot boards in the following areas:

A (32°35'·58N 79°32'·32W) for vessels restricted by draught, as directed.

B (32°37'·09N 79°35'·52W) for vessels of deeper draught, as directed.

C (32°39'·27N 79°40'·10W) for vessels with less draught, as directed.

- 2 For further information see *ADMIRALTY List of Radio Signals Volume 6(5)*.

US Notice 40/11528/22; ENC US5SC25M [NP69-No 33-Wk 10/23]

South Carolina - Charleston Harbor and approaches — Toponym

198

Paragraph 8.37 2 line 8 *For Entrance Channel Read Fort Sumpter Range*

Paragraph 8.37 2 line 10 *For Entrance Channel Read Fort Sumpter Range*

GB Chart 2806 Ed.5 (2019) [NP69-No 39-Wk 36/23]

South Carolina - Charleston Harbor and approaches - Daniel Island Reach — Restricted areas

198

Paragraph 8.37 3 lines 5-7 *Replace by:*

Daniel Island Reach. Restricted areas encompass the degaussing range situated at the S end of Daniel Island Reach (8.50), and Hugh K. Leatherman, Sr Terminal (8.58).

ENC US5SC14M (69.000) [NP69-No 40-Wk 36/23]

South Carolina - Charleston Harbor and approaches - Daniel Island Reach — Development

198

Paragraph 8.41 1 lines 1-5 *Delete*

ENC US5SC14M (69.000) [NP69-No 41-Wk 36/23]

South Carolina - Charleston Harbor and approaches — Toponym

198

Paragraph 8.44 1 line 8 *For Entrance Channel Read Fort Sumpter Range*

GB Chart 2806 Ed.5 (2019) [NP69-No 42-Wk 36/23]

South Carolina - Charleston Harbor and approaches — Toponym

199

Paragraph 8.45 1 lines 1-2 *For Entrance Channel Read Fort Sumpter Range*

Paragraph 8.45 1 lines 9-10 *For Entrance Channel Read Fort Sumpter Range*

GB Chart 2806 Ed.5 (2019) [NP69-No 43-Wk 36/23]

United States of America - South Carolina - Approaches to Charleston Harbor — Directions; buoyage

199

Paragraph 8.46 2 lines 2-3 *Replace by:*

...(8.16), at the entrance to the dredged channel to Charleston Harbor, the alignment (298·6°) of these lights leads...

US Notice 24/11521/22 [NP69-No 31-Wk 08/23]

South Carolina - Charleston Harbor and approaches — Directions; toponym

199

Paragraph 8.46 2 including existing Section IV Notice Week 08/23 *Replace by:*

- 2 From the vicinity of C Light Buoy (safe water) (8.16), at the entrance to the dredged channel to Charleston Harbor, the alignment (298·6°) of these lights leads WNW through the centre of Fort Sumter Range, marked by light buoys (lateral), passing:

GB Chart 2806 Ed.5 (2019) [NP69-No 44-Wk 36/23]

NP69

South Carolina - Charleston Harbor and approaches — Directions; depth

201

Paragraph 8.54 ¹ lines 1-4 *Replace by:*

- ¹ From the W end of South Channel (8.40) a channel, with a least charted depth of 6.4 m (21 ft) (2022), leads NW thence N for 1¼ miles to the S end of Lower Town Creek Reach, passing:

ENC US5SC14M (69.000) [NP69-No 45-Wk 36/23]

South Carolina - Charleston Harbor and approaches — Berths; terminal

201

After Paragraph 8.58 ² line 16 *Insert:*

Hugh K Leatherman, Sr Terminal (32°50'40N 79°56'00W); container terminal with a quay length of 430 m and a depth of about 16 m alongside. An adjoining quay, 490 m in length and with depths of about 2 m alongside, lies to the N. Numerous floating moorings, used by the Navy, lie in the vicinity of the terminal.

ENC US5SC14M (69.000) [NP69-No 46-Wk 36/23]

South Carolina - Charleston Harbor and approaches - Wando River — Depths

202

Paragraph 8.64 ² line 3 *For* 13.7 m (45 ft) *Read* 15.8 m (52 ft)

US Chart 11524 (2015); UKHO

[NP69-No 47-Wk 36/23]

Georgia - Savannah River - Savannah — Limiting conditions; controlling depths

206

Paragraph 8.95 ¹ lines 1-5 *Replace by:*

- ¹ Project depth for the main channel from Tybee Range to Jones Island Range (8.111) is 14.9 m (49 ft). Thence from Tybee Knoll Cut Range (8.111) to Whitehall Channel (8.114) the project depth reduces to 14.3 m (47 ft). Thereafter, the project depth for Whitehall Channel reduces to 10.9 m (36 ft), thence 9.1 m (30 ft) in Port Wentworth Channel.

UKHO [NP69-No 34-Wk 13/23]

Georgia - Savannah River - Savannah — Limiting conditions; vertical clearance

206

Paragraph 8.96 ¹ line 6 *Replace by:*

...of 67.3 m (221 ft) and 63.3 m (208 ft), respectively, ...

UKHO [NP69-No 35-Wk 13/23]

Georgia - Savannah and approaches — Arrival information; outer anchorages

207

Paragraph 8.102 ¹ *Replace by:*

- ¹ Anchorage may be obtained, with good holding ground, in depths of about 6 to 14 m (19 to 45 ft), N or NE of Tybee V-AIS T (safe water) (31°56'16N 80°35'06W). Anchoring is not recommended within a 2-mile radius of Tybee V-AIS T.

US Coast Pilot 4 [NP69-No 51-Wk 50/23]

United States of America - Georgia - Approaches to Savannah — Directions; buoyage

208

Paragraph 8.110 ¹ lines 1-4 *Replace by:*

- ¹ From the vicinity of 31°56'50N 80°36'50W, the track leads WNW for about 6 miles through the entrance channel, marked by light buoys (lateral) and V-AIS (lateral), to the beginning of Tybee Range.

ENC US5GA20M (58.001) [NP69-No 32-Wk 08/23]

Florida - Saint Marys Entrance to Saint Johns River — Route

224

Paragraph 9.53 ¹ *Replace by:*

- ¹ From the vicinity of STM Light Buoy (safe water) (30°42'90N 81°14'64W), the Recommended Two-Way Whale Avoidance Route (9.55) leads SE, SW then W to a position in the vicinity of Pilot Area A (30°21'89N 81°10'54W) (9.73), at the seaward end of the approach channel to Saint Johns River.

US Notice 19/11488/22 [NP69-No 20-Wk 43/22]

Florida - Saint Marys Entrance to Saint Johns River — Directions

224

Paragraph 9.58 ¹⁻² including heading *Replace by:*

Saint Marys Entrance to Saint Johns River 9.58

- ¹ Between Saint Marys Entrance and the entrance to Saint Johns River, obstructions and wrecks lie up to 30 miles off the coast.

From the vicinity of STM Light Buoy (safe water) (30°42'90N 81°14'64W) the Recommended Two-Way Whale Avoidance Route (9.55) leads SE, SW and W, passing:

- ² NE of a fish haven (30°39'40N 81°09'26W), with a depth of 15.2 m (50 ft), thence:
Between fish havens (30°27'70N 80°56'00W and 30°24'50N 80°54'38W) with depths of 15 m (49 ft), thence:
SE of obstructions (30°23'98N 81°02'27W).

Thence the track leads generally W to a position in the vicinity of Pilot Area A (30°21'89N 81°10'54W) (9.73), at the seaward end of the approach channel to Saint Johns River.

(Directions continue for coastal passage at 9.114, and for approaches to Saint Johns River at 9.79)

US Notice 19/11488/22 [NP69-No 21-Wk 43/22]

**Florida – Jacksonville and approaches —
Limiting conditions; controlling depths**

225

Paragraph 9.63 *1* including heading *Replace by:*

**Controlling depths
9.63**

- 1* The approach channel, from seaward to Jacksonville Harbor Barcut–3, has a dredged depth of 15.5 m (51 ft) (2022).

Project depths in the Saint Johns River dredged channel are as follows:

Jacksonville Harbor Barcut–3 (30°23′.87N 81°22′.09W); 14.9 m to 14.3 m (49 to 47 ft);

Main channel from Jacksonville Harbor Barcut–3 to, and including, Lower Terminal Channel (30°21′.24N 81°37′.14W); 14.3 m to 12.2 m (47 to 40 ft);

Upper Terminal Channel (30°19′.66N 81°37′.45W); 10.4 m (34 ft);

US Chart 11490 (2019) **[NP69–No 22–Wk 43/22]**

**Florida – Jacksonville and approaches —
Arrival information; outer anchorages**

228

Paragraph 9.72 *1* *Replace by:*

- 1* Vessels waiting outside the entrance to Saint Johns River may, weather permitting, use the charted anchor berths 1 to 6 and A to D, in depths of 10 to 16 m (33 to 52 ft), between 8 cables and 3½ miles NNE of the entrance (30°23′.91N 81°22′.50W), between the breakwaters.

ENC US5FL51M (53.001) **[NP69–No 23–Wk 43/22]**

**Florida – Jacksonville and approaches —
Arrival information; pilotage**

228

Paragraph 9.73 *2* lines 1–6 *Replace by:*

- 2* Pilots board in the following areas:
Area A (30°21′.89N 81°10′.54W); for vessels with a draught greater than 12.2 m (40 ft) up to 14.3 m (47 ft).
Area B (30°23′.59N 81°19′.14W); for vessels with a draught of 12.2 m (40 ft) or less.
Ladder should be rigged 3 m (10 ft) above the waterline. Pilots board from boats 15 m in length, with orange hull, grey superstructure and “PILOT” in large letters written on each side.

ENC US5FL51M (53.001) **[NP69–No 24–Wk 43/22]**

**Florida – Jacksonville and approaches —
Directions; approaches**

229

*After Paragraph 9.79 *2* line 3 Insert:*

**Approaches
9.79a**

- 1* The approach channel, marked by V-AIS and light buoys (lateral), leads W, then generally WNW, from a position in the vicinity of Pilot Area A (9.73) to a position at the seaward end of Jacksonville Harbor Barcut–3, within Pilot Area B (9.73).

US Notice 19/11488/22 **[NP69–No 25–Wk 43/22]**

**Florida – Jacksonville and approaches —
Directions; Saint Johns River Entrance to
Dames Point**

229

Paragraph 9.80 *1* including heading *Replace by:*

**Saint Johns River Entrance to Dames Point
9.80**

- 1* **Jacksonville Harbor Barcut–3 Leading Lights:**
Front light (tower on piles) (30°24′.24N 81°25′.66W).
Rear light (framework tower on piles) (¼ miles from front light).

From a position about 2¾ miles E of the entrance breakwaters of Saint Johns River, the alignment (276.7°) of these lights leads through the centre of Jacksonville Harbor Barcut–3, marked by light buoys (lateral), to the beginning of Cut–4, passing:

US Notice 19/11488/22 **[NP69–No 26–Wk 43/22]**

**United States of America - Florida -
Jacksonville and approaches - Basins and
berths — Blount Island Marine Terminal; depths**

231

Paragraph 9.95 *1* line(s) 6–9 *Replace by:*

...81°32′.45W); eight berths, including RoRo, totalling 2010 m in length, with depths of about 11.5 m to 15 m alongside.

The terminal is fronted by Blount Island Turning Basin, dredged to a depth of 12.5 m.

ENC US5FL52M (54.001) **[NP69–No 29–Wk 08/23]**

**Florida - Jacksonville - Blount Island
Marine Terminal — Basins and
berths; wreck; depth**

231

Paragraph 9.95 *1* including existing Section IV Notice Week 08/23 *Replace by:*

- 1* **Saint Johns River Coal Terminal** (30°23′.43N 81°31′.95W); 246 m in length with a depth of 10.6 m alongside. The basin fronting the terminal is dredged to 10.4 m.

Blount Island Marine Terminal (30°23′.81N 81°32′.45W); eight berths, including RoRo, totalling 2010 m in length, with depths of about 11.5 m to 15 m alongside.

NP69

The terminal is fronted by Blount Island N and S Turning Basins, dredged to a depth of 14.5 m. A dangerous wreck (30°23'14N 81°32'36W) lies within the turning basin, S of the channel.

Saint Johns River Coal Terminal and part of Blount Island Marine Terminal lie within a safety and security zone. See 9.74.

ENC US5FL52M (55.001); US Notice 52/11491/22
[NP69-No 50-Wk 48/23]

Florida – Saint Johns River to Cape Canaveral — Route

232

Paragraph 9.107 ¹ *Replace by:*

- ¹ From a position at the seaward end of the approach channel to Saint Johns River (9.80) the coastal route leads generally SSE, for about 110 miles, to a position NE of Cape Canaveral (28°27'40N 80°32'00W).

US Notice 19/11488/22 [NP69-No 27-Wk 43/22]

Florida – Saint Johns River to Cape Canaveral — Directions

233

Paragraph 9.114 ¹⁻² including heading *Replace by:*

Saint Johns Approach to Cape Canaveral 9.114

- ¹ From a position in the vicinity of Pilot Area A (30°21'89N 81°10'54W) (9.73), at the seaward end of Saint Johns River, the track leads E through the Recommended Two-Way Whale Avoidance Route (9.55), then SSE, keeping clear of numerous charted fish havens, passing:
- ² Clear of an obstruction (29°58'88N 80°48'03W), position approximate, thence:

US Notice 19/11488/22 [NP69-No 28-Wk 43/22]

NP69A East coasts of Central America and Gulf of Mexico Pilot (2020 Edition)

Colombia - Cayos del Este Sudeste — Traffic regulations; restricted areas

64

Paragraph 2.7 ¹ *Replace by:*

- ¹ **Traffic separation schemes** (2.41) have been established off Cabo de San Antonio (2.38) and Cayo La Tabla (2.44).
- Restricted areas.** Entry into the Cayos del Este Sudeste (2.19) is affected by numerous restrictions and prohibitions. For further details, consult the local authorities.

Colombian Chart 204/20
[NP69A-No 1-Wk 50/20]

Colombia - Cayos de Alberquerque — Traffic regulations; restricted area

64

Paragraph 2.7 ¹ including existing Section IV Notice Week 50/20 *Replace by:*

- ¹ **Traffic separation schemes** (2.41) have been established off Cabo de San Antonio (2.38) and Cayo La Tabla (2.44).

Restricted areas. Entry into the Cayos del Este Sudeste (2.19) and Cayos de Albuquerque (2.18) is affected by numerous restrictions and prohibitions. For further details, consult the local authorities.

Colombian Chart 203/20 [NP69A-No 8-Wk 13/21]

Colombia - Isla de Providencia - Puerto Catalina — Anchorages

65

Paragraph 2.17 ¹ *Replace by:*

- ¹ Puerto Catalina (13°22'40N 81°22'40W) is situated on the NW side of the island.

Designated anchorages have been established as follows:

CP12-Bravo (13°23'10N 81°24'20W), in about 13 m.

CP12-Alpha (13°22'67N 81°23'15W), in about 3 to 5 m.

Colombian Notice 151/22 [NP69A-No 49-Wk 12/23]

Colombia - Cayos de Alberquerque — Restricted area; caution

65

After Paragraph 2.18 ¹ line 7 Insert:

Restricted areas. See 2.7.

Caution is required when navigating in the vicinity of the bank due to strong winds and currents.

Colombian Chart 203/20 [NP69A-No 9-Wk 13/21]

Colombia - Cayos del Este Sudeste — Restricted areas; caution

65-66

Paragraph 2.19 ² *Replace by:*

- ² **Restricted areas.** See 2.7.

Caution is required when navigating in the vicinity of the bank due to strong winds and currents.

Directions. There are no specific directions, the chart being sufficient guide.

Useful mark:

Cayo Bolivar Light (red tower, white bands) (12°23'97N 81°28'49W).

Anchorage may be obtained on the W edge of the bank, outside the reef.

Colombian Chart 204/20
[NP69A-No 2-Wk 50/20]

**Mexico - Gulf of Mexico - Peninsula de Yucatan
— Marine nature reserve**

102

After Paragraph 5.11 *1* line 9 *Insert*:

The Mexican Caribbean Biosphere Reserve is situated in an extensive area off the E and NE coasts of Peninsula de Yucatán (20°00'00N 89°00'00W) (5.107). The reserve encloses several areas subject to different regulations.

Mexican Chart MX4012 (2021)

[NP69A-No 39-Wk 35/22]

**Mexico - Gulf of Mexico - Peninsula de Yucatan
— Marine nature reserve**

111

Paragraph 5.74 *1-2* including heading *Replace by*:

**Marine nature reserves
5.74**

1 See 5.11.

Mexican Chart MX4012 (2021)

[NP69A-No 40-Wk 35/22]

**Mexico - Peninsula de Yucatan -
Majahual (Puerto Costa Maya) —
Harbour; development**

112

Paragraph 5.85 *1* *Replace by*:

1 **General layout.** The port consists of a jetty (18°43'80N 87°41'40W) 530 m in length, with an arm extending NE, for about 390 m.

Paragraph 5.87 *1-2* *Replace by*:

1 The jetty (5.85) provides four berths; alongside depths range from about 10 to 15 m. Contact the Port Authority for details.

Mexican Notice 9/107/22

[NP69A-No 50-Wk 14/23]

**Mexico - Yucatan Channel - Isla Mujeres —
Directions; wreck; shoals**

115

Paragraph 5.107 *Replace by*:

1 From a position E of Isla Mujeres S Point Light (21°12'22N 86°42'79W), the track leads NNW for about 48 miles, passing:

ENE of a dangerous wreck (21°20'03N 86°44'98W), position approximate, thence:

2 ENE of a stranded wreck (21°24'02N 86°44'77W), thence:

WSW of a shoal, reported (1968), with a least depth of 18.3 m (21°43'39N 86°37'75W).

3 The track then leads to a position N of Cabo Catoche (21°36'28N 87°06'19W), a sandy point marked by a light (5.105), and N of an obstruction (21°49'23N 87°05'90W) with a depth of 6.4 m, reported (1932). Cabo Catoche forms the N extremity of Peninsula de Yucatán.

(Directions continue at 6.21,

and for the offshore and through routes at 6.12)

ENC MX392000 (1.001); Mexican Chart 4012 (2021)

[NP69A-No 52-Wk 38/23]

**Mexico - Yucatan Channel -
Bahía Mujeres — Anchorage**

116

Paragraph 5.116 *6* *Replace by*:

6 **Anchorage** may be obtained about 2 miles WNW of Roca la Bandera Light in 7 to 8 m, clear of the marine nature reserves. Attention is drawn to the submarine cables which lie to the N.

A mooring buoy for cruise vessels lies near the anchorage and a further two mooring buoys lie E of the marine nature reserve around Punta Cancún.

ENC MX392000 (1.001)

[NP69A-No 53-Wk 38/23]

**Mexico - Gulf of Mexico - Peninsula de Yucatan
— Marine nature reserve**

119

After Paragraph 6.7 *1* line 1 *Insert*:

Marine nature reserves

6.7a

1 There are several marine protected areas along the N coast of Peninsula de Yucatán (20°00'00N 89°00'00W) (5.107), including the Mexican Caribbean Biosphere Reserve (5.11) on the NE coast.

Within these areas numerous restrictions and prohibitions apply. For further information consult local authorities.

Mexican Chart MX4012 (2021)

[NP69A-No 41-Wk 35/22]

**Mexico - Yucatán Peninsula - Cabo Catoche to
Progreso — Directions; lights**

121

Paragraph 6.21 *Replace by*:

1 **Major lights:**

Cabo Catoche Light (21°36'28N 87°06'19W) (5.105).

Lagartos Light (white square concrete tower, 20 m in height) (21°35'96N 88°09'53W).

2 Dzilam de Bravo Light (white round concrete tower, 20 m in height) (21°23'66N 88°53'20W).

Telchac Light (white round tower, 20 m in height) (21°19'85N 89°14'80W).

Progreso Light (white truncated conical masonry tower, 33 m in height) (21°17'32N 89°39'64W).

ENC MX392000 (1.001)

[NP69A-No 54-Wk 38/23]

NP69A

Mexico - Yucatán Peninsula - Cabo Catoche to El Cuyo — Directions

121

Paragraph 6.22 *Replace by:*

- 1 From a position N of Cabo Catoche Light (5.105) the route leads W for 33 miles to a position N of El Cuyo Light (red round concrete tower, 7 m in height) (21°30'·93N 87°40'·69W), passing:
N of an obstruction (21°49'·23N 87°05'·90W) with a depth of 6·4 m, reported (1932), thence:
- 2 N of a spit extending 6 miles N from Punta Mosquito (21°33'·82N 87°20'·08W).

Useful mark:

Isla Holbox Light (aluminium truncated pyramidal tower, 9 m in height) (21°31'·48N 87°22'·81W).

ENC MX392000 (1.001) [NP69A-No 55-Wk 38/23]

Mexico - Yucatán Peninsula - Punta Yalkubul to Progreso — Directions; light

121

Paragraph 6.24 *3* lines 1–4 *Delete*

ENC MX392000 (1.001) [NP69A-No 56-Wk 38/23]

Mexico - Yucatán Peninsula - Cabo Catoche to Progreso - Boca de Conil — Anchorage

121

Paragraph 6.25 *1* including heading *Replace by:*

Spare 6.25

Mexican Chart 92100 (2021) [NP69A-No 34-Wk 20/22]

Mexico - East coast - Bay of Campeche - San Pedro to Banco de Sabancuy — Restricted area

126

Paragraph 6.68 *3* line 3 *Replace by:*

...NE of, the port of Isla del Carmen. The S part of the anchorage lies within a restricted area (6.70).

Paragraph 6.70 *3* line(s) 5–7 *Replace by:*

Restricted area. Anchoring and underwater activities are prohibited within research areas and marine reserves as follows:

- 4 An area which extends up to 12 miles from the coast between San Pedro Light (6.76) and Banco de Sabancuy (6.63).
An area of coast lying N of Campeche (6.77) extending about 12 miles from shore.
Contact local authorities for more information.

Prohibited anchorage. Anchoring is prohibited within the restricted areas except in designated anchorages (6.68).

ENC MX300840 (2.006) [NP69A-No 15-Wk 19/21]

Mexico - Bay of Campeche - Campeche — Anchorage

127

Paragraph 6.79 *1* lines 1–3 *Replace by:*

- 1 Anchorage may be obtained in an area (19°50'·08N 90°37'·57W) WSW of Campeche, depths from 4 to 5 m. A light buoy (safe water) is moored in the centre of the area and a restricted area (6.70) encompassing a marine reserve lies N of it.

Mexican ENC MX408532 (1.003)

[NP69A-No 25-Wk 33/21]

Mexico - Gulf of Mexico - Bay of Campeche - Ciudad del Carmen — Development

128

After Paragraph 6.86 *1* line 7 *Insert:*

Development. Construction of a new basin (Darsena 4) for an offshore supply terminal is in progress (2020). The basin (18°38'·95N 91°51'·30W) extends W, close N of the entrance to the fishing vessel haven and is protected by N and S breakwaters, from the heads of which lights will be exhibited.

Mexican Notice 23/282; 292; 293/20

[NP69A-No 7-Wk 08/21]

Mexico - East coast - Bay of Campeche - Dos Bocas — Anchorage

129

Paragraph 6.92 *1* lines 1–2 *Replace by:*

- 1 **Outer anchorages.** A tanker anchorage area (18°44'·95N 93°10'·55W) is situated 18 miles N of the port. An ODAS buoy (18°44'·87N 93°11'·78W) is situated within the anchorage area.

Mexican Notice 7/105/21

[NP69A-No 19-Wk 26/21]

Mexico - Bay of Campeche - Puerto de Seybaplaya — Harbour

129

Paragraph 6.99 *1* lines 1–6 *Replace by:*

- 1 **General information.** Puerto de Seybaplaya (19°39'·12N 90°42'·44W), consisting of an industrial park and two berthing platforms, lies S of Punta Morro Light (6.72). The port primarily supports the offshore oil industry; container and RoRo vessels are also handled.
- 2 **Directions.** Leading lights:
Front light (red tower, 6 m in height) (19°39'·26N 90°42'·41W).
Rear light (red tower, 10 m in height) (about 30 m from front light).
From the vicinity of Seybaplaya Landfall Buoy (safe water) (19°38'·26N 90°42'·86W) the alignment (021°) of the above lights leads to the small basin on the E side of Platform 2.

3 **Berths.** The main berthing platforms lie on the S side of a causeway which extends about 2 miles from shore:

Platform 2 (19°39'·17N 90°42'·52W), near the base of the causeway, comprises a quay on the E side, 300 m in length with alongside depths of about 4 m; a RoRo ramp lies at the S end of the berth. An oil jetty, about 50 m in length, lies close S of the RoRo ramp.

4 Platform 8 (19°39'·21N 90°44'·38W), near the head of the causeway, comprises two quays, each 200 m in length with alongside depths of about 6 m.

Monserrat Pier (19°40'·30N 90°42'·71W), a shorter causeway, lies about 1 mile N. The pier comprises a number of berths, the largest of which is about 100 m in length.

UKHO

[NP69A-No 35-Wk 22/22]

Mexico - Gulf of Mexico - Bay of Campeche - Frontera — Anchorage; pipeline

130

Paragraph 6.101 3 lines 1-3 *Replace by:*

3 **Anchorage**, exposed to N winds, may be obtained in an area outside the bar, centred on 18°36'·03N 92°44'·84W, in 7·3 to 9·1 m.

Caution. A submarine pipeline passes through the NW side of the anchorage.

Mexican Notice 22/281/20

[NP69A-No 6-Wk 05/21]

Mexico - Gulf of Mexico - Bahía de Campeche - Dos Bocas to Coatzacoalcos — Directions; oilfield; obstructions

130

Paragraph 6.109 1 line 9 *Replace by:*

Clear of a 10·6 m obstruction (18°40'·73N 93°49'·24W), reported (1981).

ENC GB201307 (4.001)

[NP69A-No 58-Wk 47/23]

Mexico - Coatzacoalcos — Limiting conditions; vertical clearance

131

Paragraph 6.115 1 *Replace by:*

1 Coatzacoalcos Bridge (18°07'·20N 94°25'·28W), a lifting bridge, has a vertical clearance of 12 m in the central fairway when closed and 38 m when open.

Mexican Chart 83110/20

[NP69A-No 10-Wk 16/21]

Mexico - Coatzacoalcos — Arrival information; TSS

131

After Paragraph 6.120 1 line 10 Insert:

Traffic Separation Scheme

6.120a

1 A traffic separation scheme, not IMO-adopted, leads SSE, from about 6 miles NNW of the fairway buoy (safe water) (18°12'·38N 94°25'·62W) to the entrance channel.

Mexican Chart 83110/20

[NP69A-No 11-Wk 16/21]

Mexico - Coatzacoalcos — Directions; TSS

132

Paragraph 6.126 1-3 *Replace by:*

1 **Track.** From the vicinity of the pilot boarding area (6.120) the route leads SSE, in the TSS (6.120a).

Entrance Leading Lights:

Front light (white metal truncated pyramidal metal tower, orange bands, 33 m in height) (18°08'·17N 94°24'·25W).

2 Rear light (similar structure, 51 m in height) (9 cables from front light).

The alignment (162·2°) of these lights leads through the breakwaters into a channel marked by light buoys (lateral) for a distance of 1¼ miles.

Thence the route divides, one part leading SSW directly to the wharves at the Free Port, the other continuing SSE for 5 cables into Dársena de Pajaritos.

Dársena de Pajaritos Leading Lights:

3 Front Light (white concrete post, 8 m in height) (18°07'·48N 94°24'·33W).

Rear Light (white metal post, 10 m in height) (2 cables from front light).

The alignment (179·6°) of these lights leads S for about 8 cables into the basin.

Mexican Chart 83110/20

[NP69A-No 12-Wk 16/21]

Mexico - Bay of Campeche - Nautla — Directions; platform

139

After Paragraph 6.178 2 line 4 Insert:

NE of a platform (20°10'·13N 96°34'·27W), thence:

ENC MX382000 (1.000)

[NP69A-No 27-Wk 38/21]

Mexico - Gulf of Mexico - Tuxpan — Directions; pilotage

140

Paragraph 6.179 4 lines 3-4 *Replace by:*

The track then leads to the pilot boarding position (6.192).

ENC MX581110

[NP69A-No 21-Wk 28/21]

NP69A

Mexico - Gulf of Mexico - Tuxpan — Pilotage

141

Paragraph 6.192 *1* lines 1- 2 *Replace by:*

- 1* Pilotage is compulsory. Pilots board in position 20°59'·84N 97°15'·01W. Entry and departure are restricted to...

ENC MX581110

[NP69A-No 22-Wk 28/21]

Mexico - Gulf of Mexico - Tuxpan — Directions; leading lights

141

Paragraph 6.198 *2-7* *Replace by:*

- 2* Rear light (similar structure, 22 m in height) (2 cables from front light), thence:
From the vicinity of the pilot boarding position (6.192), the alignment (240·5°) of these lights leads WSW in the entrance channel for 3¾ miles, passing between the breakwaters.

3 **Leading lights:**

Front light (orange daymark on white metal truncated pyramidal tower, 16 m in height) (20°57'·66N 97°20'·15W).

Rear light (similar structure, 22 m in height) (1½ cables from front light).

The alignment (254·3°) of these lights then leads WSW for 1 mile past the settlement of Tampamachoco on the N bank.

4 **Leading lights:**

Front light (red and white daymarks on white metal tower, 30 m in height) (20°57'·22N 97°20'·89W).

Rear light (similar structure, 42 m in height) (96 m from front light).

The alignment (244·7°) of these lights leads WSW passing the settlement of Tabuco on the S bank.

5 **Leading lights:**

Front light (red and white daymarks on white metal tower, 24 m in height) (20°56'·66N 97°21'·31W).

Rear light (similar structure, 36 m in height) (1¼ cables from front light).

The alignment (226·4°) of these lights leads SW, passing Nuevo Muelle Fiscal (6.200).

6 **Leading lights:**

Front light (white lattice beacon, red bands, 12 m in height) (20°56'·63N 97°21'·41W).

Rear light (similar structure, 16 m in height) (1¾ cables from front light).

The alignment (232°) of these lights leads into Turning Basin II (20°56'·84N 97°21'·21W).

7 **Useful marks:**

Three chimneys (21°00'·91N 97°19'·99W) fronting the power plant within the refinery 3 miles NW of the entrance to Río Tuxpan.

ENC MX681112

[NP69A-No 23-Wk 28/21]

Mexico - Gulf of Mexico - Tuxpan — Directions; pilotage

143

Paragraph 6.212 *1* lines 1-3 *Replace by:*

- 1* From the vicinity of the pilot boarding position (6.192), the route leads NNE for 30 miles, passing:

ENC MX581110

[NP69A-No 24-Wk 28/21]

Mexico - Gulf of Mexico - Isla de Lobos to Tampico — Directions; light buoy

144

Paragraph 6.213 *2* lines 7 *For* (22°16'·34N 97°44'·19W)
Read (22°16'·65N 97°44'·48W)

Mexican Notice 10/117/23

[NP69A-No 57-Wk 43/23]

Mexico - Bahía de Campeche - Puerto Lobos — Submarine pipelines

144

After Paragraph 6.215 *1* *Insert:*

- 2* **Caution.** A submarine pipeline is laid within Puerto Lobos, extending generally ENE from a position about 1 mile S of Barra Galindo (21°15'·63N 97°25'·38W) (6.208).

ENC GB200376 (10.004)

[NP69A-No 42-Wk 35/22]

Mexico - Gulf of Mexico - Punta Jerez to La Pesca — Directions; shoal depth

149

After Paragraph 6.249 *2* line 3 *Insert:*

Clear of a shoal (23°23'·00N 97°29'·00W), with a depth of 19 m, thence:

ENC MX372000 (1.000)

[NP69A-No 43-Wk 35/22]

Mexico - Gulf of Mexico - La Pesca to Río Grande — Directions; shoal depth; buoy

149

After Paragraph 6.250 *1* line 3 *Insert:*

Clear of a shoal (23°55'·72N 97°33'·88W), with a depth of 21·5 m, thence:

After Paragraph 6.250 *2* line 2 *Insert:*

Clear of an ODAS light buoy (25°16'·88N 97°08'·40W).

ENC MX371000 (1.000)

[NP69A-No 44-Wk 35/22]

Mexico - Gulf of Mexico - La Pesca to Río Grande — Directions; shoal depth; buoy

149

Paragraph 6.253 *2* lines 4 *Replace by:*

22°26'·00N 97°46'·00W; general cargo. An obstruction (22°24'·15N 97°47'·13W) is situated in the SW part of the anchorage.

ENC MX407221 (2.002)

[NP69A-No 32-Wk 07/22]

**United States of America – Gulf of Mexico –
Port Mansfield — Leading lights**

154

Paragraph 7.19 3 lines 1–4 *Replace by:*

3 The track then continues through Port Mansfield Channel (26°33'·83N 97°16'·60W), which has been cut through Padre Island and thence W for 8 miles across Laguna Madre.

Port Mansfield Channel Leading Lights:

Front light (red vertical mark, white stripe, on framework tower) (26°33'·49N 97°25'·51W).

Rear light (similar structure) (4 cables from front light).

The alignment (267·1°) of these marks leads W through the centre of the channel into Port Mansfield.

US Notice 14/11301.1/21

[NP69A-No 16-Wk 24/21]

**United States of America - Gulf of Mexico -
Texas - Port Brownsville — Wrecks; pilotage**

155

Paragraph 7.28 2 line(s) 7 *Replace by:*

...part of the N anchorage. Several wrecks lie within the S anchorage and close to the S margin; a fish haven lies close S.

Paragraph 7.29 1 line(s) 1–4 *Replace by:*

1 Pilotage is compulsory and available day and night. Pilots board 1 mile E of BS Light Buoy (safe water) (7.35). See *ADMIRALTY List of Radio Signals Volume 6(5)* under Brazos Santiago.

UKHO; GB Chart 3849 Ed.1 (2021)

[NP69A-No 20-Wk 27/21]

**United States of America – Corpus Christi –
La Quinta — Directions; lights**

161

Paragraph 7.73 4 lines 3–7 *Delete*

Paragraph 7.73 5–6 *Replace by:*

5 The alignment (336·8°), ahead, of the Inbound Leading Lights, and (156·3°), astern, of the Outbound Leading Lights leads NNW through the centre of the channel for a distance of 3½ miles.

Channel A Leading Lights (VHF activated):

Inbound front light (red, white stripe, framework tower on piles) (27°52'·89N 97°17'·12W).

Rear light (similar structure) (2¾ cables from front light).

6 Outbound front light (red square, white stripe, on framework tower, on piles) (27°52'·44N 97°14'·94W).

Rear light (similar structure) (4¾ cables from front light).

The alignment (283·1°), ahead, of the inbound leading lights, and (103°), astern, of the outbound leading lights, leads WNW through the channel for a distance of about 1¼ miles.

7 **La Quinta Channel Extension B Range Leading Lights:**

Front light (framework tower on piles) (27°52'·59N 97°17'·56W).

Rear light (similar structure) (1 cable from front light).

The alignment (258·3°) of these lights leads WSW through La Quinta Extension to the end of the fairway.

UKHO

[NP69A-No 45-Wk 36/22]

**United States of America - Texas -
Matagorda Bay — Pilotage; caution**

165

Paragraph 7.95 2 line 2 *Replace by:*

...greater than 165 m in length will be...

Corr. Matagorda Bay Pilots

[NP69A-No 4-Wk 01/21]

**United States of America - Texas -
Approaches to Matagorda Bay —
Directions; caution**

166

Paragraph 7.96 1 lines 1–4 including heading *Replace by:*

**Directions for entering harbour
7.96**

1 **Caution.** During new and full moon phases, currents between the breakwaters are reported to exceed 4½ kn, and may exceed 6 kn after frontal passages.

Matagorda Ship Channel. From a position close SE of MSC Light Buoy (28°12'·02N 96°05'·22W), the route leads NW for 16 miles, within a Safety Fairway, passing:

Corr. Matagorda Bay Pilots

[NP69A-No 5-Wk 01/21]

**United States of America - Gulf of Mexico -
Galveston Bay – Bolivar Roads — Anchorage**

173

Paragraph 7.151 1 line(s) 3 *Replace by:*

...56 ft) in the anchorage. There are multiple obstructions within and close to the limits of the anchorage.

ENC US5TX53M

[NP69A-No 3-Wk 50/20]

**United States of America – Gulf of Mexico –
Texas City — Directions; lights**

175

Paragraph 7.184 3 line 3 *For* (105·1°) *Read* (103·3°)

Paragraph 7.184 3 line 4 *For* (285·2°) *Read* (283·2°)

Paragraph 7.184 4 line 4 *For* (049·8°) *Read* (047·8°)

US Notice 51/11324/21

[NP69A-No 36-Wk 24/22]

NP69A

United States of America – Gulf of Mexico – Bayport — Directions; lights

176

Paragraph 7.193 *1 Replace by:*

- 1 **Bayport Ship Channel Leading Lights:**
Front light (framework tower) (29°36'·87N
94°57'·12W).
Rear light (similar structure) (1¼ miles from front
light).
- 2 From the vicinity of 29°36'·86N 94°57'·34W, on the
NNW reach of the Houston Ship Channel, the
alignment (088·9°) of these lights, astern, and the
white sector of Bayport Ship Channel Directional Light
(tower) (29°36'·79N 95°01'·68W), ahead, leads W,
through a channel marked by light beacons (lateral),
for 3¼ miles, directly into the turning basin and wharf
area.

US Notice 20/11326/22 [NP69A-No 46-Wk 43/22]

United States of America - Texas - Houston — Alongside berths; obstruction

180

Paragraph 7.214 *1 line(s) 3 Replace by:*

...length, maintained depth 9·7 m. An obstruction
lies alongside the berth.

US Notice 30/08/21 [NP69A-No 28-Wk 49/21]

United States of America - Texas - Houston — Basins and berths; depths

182

Paragraph 7.215 *6 line 5 For 11·5 m Read 10·5 m*

ENC US5HOUEC (3.000) [NP69A-No 33-Wk 08/22]

United States of America - Texas - Port Arthur - Sabine Pass — Anchorage; obstruction

186

Paragraph 7.253 *1 Replace by:*

- 1 **Sabine Pass Anchorage Basin** (29°43'·92N
93°51'·98W), on the E side of the main ship channel,
is for temporary use by vessels of all types. A light
buoy (special) marks the centre of the anchorage.
Caution. An obstruction (29°44'·00N 93°52'·02W)
lies within the anchorage.

US Notice 7/11326/21 [NP69A-No 13-Wk 17/21]

United States of America - Louisiana - Port of Lake Charles — Anchorage; wrecks; obstructions

191

Paragraph 7.304 *1 Replace by:*

- 1 Fairway anchorage (29°38'·00N 93°15'·00W), depths
12 to 7 m (39 to 25 ft). Numerous wrecks and
obstructions exist within the anchorage. Platforms and
associated pipelines also lie within the anchorage.

US Notice 29/11339/23 [NP69A-No 51-Wk 33/23]

United States of America - Louisiana - Port of Lake Charles — Development

191

After Paragraph 7.308 *2 line 3 Insert:*

Development 7.308a

- 1 Work is in progress (2021) on the construction of
Venture Global LNG Terminal (29°46'·07N 93°20'·53W)
on the E shore of Calcasieu Pass.

US Notice 26/11339/21 [NP69A-No 26-Wk 37/21]

United States of America – Louisiana – Port of Lake Charles — Development

191

Paragraph 7.308a existing Section IV Notice Week 37/21
including heading *Delete*

H102 Venture Global LNG [NP69A-No 47-Wk 02/23]

United States of America – Louisiana – Port of Lake Charles — Berths

192

After Paragraph 7.313 *1 line 3 Insert:*

Venture Global LNG Terminal:

Consists of two berths: N Berth (29°46'·47N
93°20'·45W) and a S berth (29°46'·26N
93°20'·45W). The terminal handles LNG vessels
up to 315 m LOA, with a 50 m beam and a
maximum draft of 12·2 m; 180 000 m³.

H102 Venture Global LNG [NP69A-No 48-Wk 02/23]

United States of America – Gulf of Mexico – Louisiana – Mississippi River — Directions; caution

201

After Paragraph 8.56 *1 line 4 Insert:*

Caution. Numerous dangerous wrecks and
obstructions are situated within this stretch of river,
some of which are on or close to the centreline.

GB Chart 3382 (2022) [NP69A-No 37-Wk 25/22]

**United States - Mississippi River - New Orleans
— Directions; obstructions**

205

After Paragraph 8.90 1 line 7 *Insert*:

Caution. Numerous dangerous wrecks and obstructions lie within this stretch of river, some of which are on or close to the centreline.

Paragraph 8.92 1 *Replace by*:

- 1 The berths are subject to continuous silting and depths change rapidly; continuous dredging of the berths is in operation. Alongside depths given are reported and the latest depth information should be obtained from the port authorities or private berth operators.

Meraux to Inner Harbor Navigation Canal:

Tanker berth (29°55'·51N 89°56'·76W), handling crude oil and petroleum products, is 231 m in length, depths alongside from 10·6 to 12·2 m.

Four tanker berths handling crude oil and petroleum products. Crude wharf (29°55'·57N 89°57'·91W), 176 m in length, depth alongside 10·6 m, is the longest. No 4 Dock (29°55'·77N 89°58'·66W), 118 m in length, depths alongside 12·8 to 15·2 m, is the deepest; an obstruction lies close to the E-most dolphin.

ENC US5MSYBE; US Coast Pilot 5 Ch8 Ed.49
[NP69A-No 29-Wk 50/21]

**United States of America – Mississippi River –
Baton Rouge — Directions; leading lights**

212

Paragraph 8.140 7 lines 3–5 *Replace by*:

...framework tower) (30°23'·70N 91°12'·48W).
Rear light (similar structure) (1¼ cables from front light).

US Notice 14/11370.1/21
[NP69A-No 17-Wk 24/21]

**United States of America - Mississippi River -
Greater Baton Rouge — Wreck**

212

Paragraph 8.142 1 lines 3–5 *Replace by*:

...is 335 m in length, depth alongside 14 m; a dangerous wreck, depth 11·4 m, is situated at the S end of the berth.

ENC US5BPGBE [NP69A-No 30-Wk 03/22]

**United States of America - Mississippi River -
Greater Baton Rouge — Depths**

213

Paragraph 8.142 5 lines 2–7 *Replace by*:

Tanker berth (30°28'·87N 91°11'·65W), handling petroleum products and petrochemicals, is 914 m in length, maximum charted depth alongside 14 m. An obstruction area and a dangerous wreck (30°29'·08N 91°11'·66W and 30°29'·00N 91°11'·67W), with depths of 8·6 m and 13·6 m respectively, lie at the N end of the berth.

ENC US5BPGGB [NP69A-No 31-Wk 03/22]

**United States of America - Gulf of Mexico -
Florida - Tampa Bay — Anchorage; obstructions**

223

After Paragraph 9.39 1 line 7 *Insert*:

Caution. Several obstructions lie within the anchorages.

ENC US5FL11M (54.000) [NP69A-No 14-Wk 19/21]

**United States of America - Gulf of Mexico -
Florida - Tampa Bay – Big Bend —
Directions; lights**

232

Paragraph 9.117 1 line(s) 2–5 *Delete*

Paragraph 9.117 2 line(s) 1–6 *Replace by*:

- 2 From a position (27°48'·65N 82°27'·01W) at the ENE end of Cut A Channel the alignment (276°), astern, of the W Leading Lights leads E for 2 miles through the approach channel to the turning basin and berthing area.

US Notice 16/11416/21 [NP69A-No 18-Wk 26/21]

**United States of America - Florida - Tampa Bay
– Big Bend — Directions; lights**

232

Paragraph 9.117 1–2 including existing Section IV Notice Week 26/21 *Replace by*:

Big Bend Leading Lights:

Inbound front light (27°48'·38N 82°24'·14W).
Inbound rear light (¾ cables from front light).
Outbound front light (27°48'·70N 82°27'·63W).
Outbound rear light (1¼ miles from front light).

- 2 From a position (27°48'·65N 82°27'·01W) at the ENE end of Cut A Channel the alignment (096°), ahead, of the inbound leading lights, and (276°), astern, of the outbound leading lights leads E for 2 miles through the approach channel to the turning basin and berthing area.

Big Bend Pilot Leading Lights:

Front light (27°49'·05N 82°24'·80W).
Rear light (5¾ cables from front light).

US Notice 4/114416/22 [NP69A-No 38-Wk 26/22]

NP70

NP70 West Indies Pilot Volume 1 (2021 Edition)

Bahamas - Great Bahama Bank - Ocean Cay — Prohibited anchorage

114

After Paragraph 4.265 2 line 6 *Insert*:

Prohibited anchorage. Anchorage is prohibited within an area centred on 25°24'00N 79°13'57W.

Corr. MSC Cruise Management 15/12/20; ENC GB500461 (3.002) [NP70-No 1-Wk 13/21]

Dominican Republic - Manzanillo — Port operations

153

Paragraph 6.55 1 lines 1–2 *Replace by*:

- 1 **Port operations.** Berthing and unberthing is available 24 hours. During unfavourable conditions, berthing and unberthing of vessels over 180 m in length takes place during daylight hours only.

Corr. UKHO 27/01/23 [NP70-No 9-Wk 08/23]

Cuba - Punta Maisí to Cabo Lucrecia — Directions; light

160

After Paragraph 7.15 2 line 3 *Insert*:

Playa Caracolillo Light (Bahía de Banes) (white truncated conical tower, 10 m in height) (20°52'57N 75°39'64W).

Cuban Notice 9/129/21 [NP70-No 4-Wk 45/21]

Cuba - Cabo Lucrecia to Punta Maternillos — Directions; light

164

After Paragraph 7.46 1 line 4 *Insert*:

Playa Caracolillo Light (Bahía de Banes) (20°52'57N 75°39'64W) (7.15).

Cuban Notice 9/129/21 [NP70-No 5-Wk 45/21]

Cuba - North coast - La Habana — Limiting conditions

175

Paragraph 7.119 1 including heading *Replace by*:

Limiting conditions

Controlling depth

7.119

- 1 **Depths** in the entrance channel generally exceed 11 m.

Caution. Numerous obstructions and depths of less than 10 m, lie within the harbour and inlets of the bay.

7.119a

Tidal levels

- 1 Mean maximum range about 0.5 m; mean minimum range about 0.1 m. See information in *ADMIRALTY Tide Tables Volume 2*.

Local weather

7.119b

- 1 With N and especially NW winds, high seas form in the entrance to the bay and make navigation difficult, otherwise in good weather entry to the port presents no problems.

Berths near the harbour entrance may be affected by a heavy swell that sweeps in during NW winds.

GB Chart 414 Ed.2 (2021) [NP70-No 2-Wk 21/21]

Cuba - North coast - La Habana — Berths; depths

176

Paragraph 7.131 1 line 8 *For 8 Read 7*

Paragraph 7.131 5 line 6 *Replace by*:

...alongside of about 9 to 12 m. General cargo. An obstruction (23°07'52N 82°20'35W), with a depth of 9.1 m, lies alongside berth No 22.

GB Chart 414 Ed.2 (2021); Cuban Chart 11829 Ed. 6 (2019); ENC CU511830 (3.000) [NP70-No 3-Wk 21/21]

Cayman Islands — General information; restricted marine areas and marine parks

260

Paragraph 10.222 1 lines 8–9 *Replace by*:

For the latest information on Marine Parks and the National Conservation (Marine Parks) Regulations, 2021, see the Marine Park Brochures available at www.doe.ky/information/brochures/ or contact the local authority.

Corr. Port Authority of the Cayman Islands

[NP70-No 6-Wk 04/22]

Cayman Islands – Grand Cayman – George Town — Directions; leading lights

263

Paragraph 10.243 1 lines 1–7 *Delete*

Corr. Port Authority of the Cayman Islands

[NP70-No 7-Wk 04/22]

Cayman Islands – Grand Cayman – George Town – Spotts Bay — Anchorages

263

Paragraph 10.244 3 lines 1–4 *Delete*

Corr. Port Authority of the Cayman Islands

[NP70-No 8-Wk 04/22]

NP71 West Indies Pilot Volume 2 (2022 Edition)

Virgin Islands – Pillsbury Sound – Current Hole
— Directions; obstruction

90

Paragraph 3.191 3 lines 10–11 *Replace by:*

Clear of a reported obstruction (18°19'00N 64°50'00W), position approximate, thence: ESE of the rocks and obstructions fringing Cabrita Point (18°19'47N 64°49'91W) (3.185), marked on the SE by No 1 Light Buoy (port hand).

ENC US5PR16M (16.000) [NP71-No 4-Wk 42/22]

Puerto Rico – East coast – Bahía de Fajardo —
Directions

143

Paragraph 4.247 4 lines 4–10 *Replace by:*

...Bateria, the track leads SSW into the bay, for which the chart is the best guide.

Paragraph 4.247 5 lines 1–5 *Replace by:*

- 5 **Entrance channel from the east.** A channel, reportedly seldom used, leads W into Bahía de Fajardo, to a position N of No 3 Buoy (port hand) (18°20'77N 65°37'41W), passing:

ENC US5PR59M (12.000) [NP71-No 2-Wk 36/22]

Puerto Rico – East coast – Bahía de Fajardo –
Punta Bateria — Anchorage, wreck

143

Paragraph 4.248 1 line 4 *Replace by:*

...good holding ground and fair protection. A dangerous wreck (18°20'77N 65°37'76W) lies within the anchorage.

ENC US5PR59M (12.000) [NP71-No 3-Wk 36/22]

Guadeloupe - Pointe-à-Pitre —
Traffic regulations

233

Paragraph 6.118 1 *Replace by:*

- 1 **Anchoring is prohibited** as follows:
In the vicinity of submarine cables laid to the S of Îlet du Gosier (16°11'91N 61°29'45W), for a distance of about 1½ miles.
Within an area centred on 16°13'24N 61°32'36W.

French Notice 15/21(P)/22 [NP71-No 7-Wk 15/23]

Martinique - North-west coast -
Rade de Saint-Pierre — Arrival information;
restricted areas

245

After Paragraph 7.21 1 line 8 Insert:

Restricted areas for navigation, anchoring and diving exist along the coast near Le Carbet (7.24). Contact local authorities for details.

French Notice 16/22; French SD H5

[NP71-No 8-Wk 15/23]

Martinique - North-west coast -
Rade de Saint-Pierre — Arrival information;
restricted areas

245

Paragraph 7.21 including existing Section IV Notice Week 15/23 *Replace by:*

- 1 **Pilotage** is compulsory as follows:
For all vessels carrying hydrocarbons or dangerous goods.
For vessels over 50 m in length proceeding to the port or anchorage.
Pilots board at 14°44'51N 61°11'67W.
- 2 **Caution.** Pilot boarding position is within a seaplane landing area (7.14).
Restricted areas are established within Rade de Saint-Pierre as follows:
Anchoring is prohibited within an area, marked by light buoys (special), centred on 14°44'42N 61°10'76W.
- 3 Anchoring and fishing are prohibited within an area centred on 14°43'54N 61°10'92W.
Restrictions on navigation, anchoring and diving exist along the coast near Le Carbet (7.24). Contact local authorities for details.

French Notice 34/260/22 [NP71-No 10-Wk 52/23]

Martinique - South coast - Cul-de-Sac du Marin
— Speed limit

251

After Paragraph 7.65 2 line 7 Insert:

- 3 **Speed limit.** A 5 knot speed limit applies within an area in the vicinity of Pointe Marin (14°27'04N 60°53'02W) (7.68) and in the harbour of Le Marin.

French Notice 14/22; French SD H5

[NP71-No 5-Wk 15/23]

Martinique - South coast - Cul-de-Sac du Marin
— Restricted areas; speed limit

251

Paragraph 7.65 including existing Section IV Notice Week 15/23 *Replace by:*

- 1 **Description.** Cul-de-Sac du Marin (14°27'40N 60°52'80W) is a small, well-sheltered bay, with a very irregular shoreline. The harbour is restricted by reefs, especially near the centre, but the water is so clear that dangers are usually visible.

NP71

The village of Le Marin (14°28'·30N 60°52'·00W), at the head of the harbour, is a port of entry and has a large factory on its W side.

2 **Pilotage** is compulsory for vessels carrying hydrocarbons or dangerous cargo irrespective of LOA, and all vessels over 50 m in length; vessels awaiting a pilot must not proceed N or E of the pilot boarding position (14°26'·60N 60°55'·00W). Pilots come from Fort-de-France (7.34), and at least 6 hours notice is required.

3 **Restricted areas.** Anchoring and fishing is prohibited as follows:

Within an area centred on Banc de la Douane (14°28'·07N 60°52'·22W) (7.69);

Within an area centred on 14°27'·71N 60°52'·04W.

4 **Speed limit.** A 5 kn speed limit applies within an area in the vicinity of Pointe Marin (14°27'·04N 60°53'·02W) (7.68) and in the harbour of Le Marin. A 2 kn speed limit applies in an area centred on 14°27'·71N 60°52'·04W.

French Notice 34/260/22; International nautiques H5

[NP71-No 11-Wk 52/23]

Martinique – South-east coast – Îlets de Sainte-Anne — Marine nature reserve

253

After Paragraph 7.75 3 line 7 *Insert*:

Marine nature reserve

7.75a

1 **Îlets de Sainte-Anne Natural Reserve** has been established in the waters surrounding the islands of Hardy (14°25'·03N 60°49'·90W), Percé (14°24'·79N 60°50'·01W), Burgaux (14°24'·75N 60°49'·93W) and Toisroux (7.78). Restrictions include:

Entry is prohibited within 100 m of the islands.

Anchoring is prohibited within 300 m of the islands, and mooring is limited to installed buoys.

For further information on restrictions contact the local authorities.

French Notice 5/H5/22

[NP71-No 1-Wk 28/22]

Martinique – East coast – Havre du Robert — Anchorage; wreck

257

Paragraph 7.94 4 lines 6–7 *Replace by*:

Area No 17, with a radius of 1½ cables, centred on 14°39'·98N 60°55'·38W, a dangerous wreck lies within the anchorage.

French Notice 12/08(P)/23

[NP71-No 9-Wk 20/23]

Martinique – East coast – Baie du François — Restricted area

257

After Paragraph 7.96 2 line 8 *Insert*:

Restricted area. Entry is restricted and anchoring is prohibited within an area surrounding Pointe Bateau (14°37'·34N 60°53'·33W).

French Notice 14/22; French SD H5

[NP71-No 6-Wk 15/23]

NP72 Southern Barents Sea and Beloye More Pilot (2019 Edition)

Russia – Kol'skiy Zaliv – Guba Kulonga — Anchorage

86

Paragraph 2.120 2 *Replace by*:

2 **Anchorage** may be obtained within Kulonga Roads, which extend S and SW of Guba Kulonga. The roads also comprise Water Areas 1 and 2, in depths from 35 to 58 m, each with a radius of 400 m. The Water Areas are intended for tanker anchorage and vessels engaged in loading/unloading of oil products. Vessels not engaged in these operations are prohibited from entering the Water Areas.

Caution. A number of wrecks lie within Kulonga Roads.

ENC RU5ORL83 (1.002)

[NP72-No 7-Wk 42/21]

Russia – Outer approaches to Murmansk – Kil'dinskiy Proliv — Outer anchorages

88

After Paragraph 2.130 2 line 3 *Insert*:

Outer anchorages

2.130a

1 Three transshipment areas are established near Bukhta Mogil'naya (2.77). Depths from 20 to 90 m, centred as follows:

Area 6 (69°18'·90N 34°16'·13E);

Area 7 (69°19'·12N 34°16'·45E);

Area 8 (69°18'·95N 34°17'·27E).

Cautions. Mooring buoys are moored in and around these areas.

A submarine cable runs E–W through the centre of Area 8 and the SE corner of Area 6.

Russian Notice 45/4159/20

[NP72-No 6-Wk 53/20]

Russia – Kol'skiy Zaliv – Mys Mishukov — Obstructions

89

After Paragraph 2.141 3 line 3 *Insert*:

E of an obstruction (69°03'·06N 33°02'·94E), thence:

Paragraph 2.141 4 lines 1-3 *Replace by:*

- 4 E of a spit (69°02'·52N 33°02'·55E) marked on its SE side by Mishukovskiy Light Buoy (E cardinal); an obstruction lies about 1 cable E of the spit. Thence:

Russian Notice 30/3229/21 [NP72-No 8-Wk 42/21]

Russia - Motovskiy Zaliv — Traffic regulations

91

Paragraph 2.153 1-2 *Replace by:*

- 1 **Traffic separation scheme.** See 2.61.
Vessels using the inshore traffic zone to enter Motovskiy Zaliv give way to vessels leaving the inlet.

Restricted areas. Anchoring is prohibited in the following areas:

- 2 Area No 60, situated at the entrance to Guba Titovka (2.168).
Area No 59, along the N shore of Motovskiy Zaliv from Guba Eyna (2.165) to Mys Motka (69°37'·72N 32°12'·29E) (2.155).

Prohibited area. Navigation is prohibited in Area No 11 (see Appendix I), encompassing Guba Zapadnaya Litsa (2.163).

ENC RU4ORL59 (5.011) [NP72-No 10-Wk 48/23]

Russia - Motovskiy Zaliv - Guba Zapadnaya Litsa — Directions; caution

93

After Paragraph 2.163 3 line 6 *Insert:*

Caution. Mariners are advised that navigation is prohibited within this area (see 2.153).

ENC RU4ORL59 (5.011) [NP72-No 11-Wk 48/23]

Russia - Murmanskij Bereg - Guba Voron'ya — Restricted area

101

After Paragraph 3.36 2 line 2 *Insert:*

Restricted area. Anchoring, fishing and underwater operations are prohibited within Regulated Area No 93 (69°12'·95N 35°44'·85E) (see Appendix I), situated about 2 miles NNW of Guba Voron'ya. A wreck (69°13'·01N 35°43'·81E), marked by a light buoy (isolated danger), lies within the restricted area.

Russian Chart 12001/19 [NP72-No 4-Wk 46/19]

Russia - Murmanskij Bereg - Guba Yarnyshnaya — Restricted area

101

After Paragraph 3.39 1 line 8 *Insert:*

Restricted area. Anchoring, fishing and underwater operations are prohibited within Regulated Area No 94 (69°08'·47N 36°02'·26E) (see Appendix I), situated within the entrance to Guba Yarnyshnaya.

Russian Chart 12001/19 [NP72-No 5-Wk 46/19]

Russia - Dvinskij Zaliv - Approaches to Arkhangel'sk — Anchorage

131

Paragraph 5.18 1-2 *Replace by:*

- 1 **Anchorage No 801** (64°58'·52N 40°02'·86E) is for vessels awaiting suitable conditions for crossing the bar into the channel leading to Arkhangel'sk; depths of 10 to 13 m, sand and mud.

Caution. At this anchorage fresh W winds raise a heavy swell and the strong out-going stream from the river causes anchored vessels to lie to a beam sea and creates a dangerous surf on the bar.

Anchorage No 804 (64°50'·67N 39°55'·55E) has depths of 10 to 13 m, sand and mud.

ENC RU3ODLP0 (2.000) [NP72-No 9-Wk 14/23]

Russia - Pechorskaya Guba — Regulations

173

After Paragraph 6.5 1 *Insert:*

Regulations

6.5a

- 1 **Nenetskiy State Nature Reserve.** A marine reserve exists around the peninsula of Poluostrov Russkiy Zavorot (6.7) and within the waters of Pechorskaya Guba (6.29), specifically:

The waters of Guba Korovinskaya (6.35) and Guba Bolvanskaya (6.44);

An area extending approximately 5 miles offshore from the coast of Zakhar'in Bereg (6.35);

An area extending approximately 1 mile off Poluostrov Russkiy Zavorot;

An area extending approximately 1 mile off all of the sea islands within Pechorskaya Guba.

- 2 Within the reserve there is a prohibition on all activities opposing the objectives of the reserve and the special regime prevailing in the area. Vessels transiting the area should contact the Ministry of Natural Resources and Environment for further information.

Russian Notice 25/3105/19 [NP72-No 1-Wk 40/19]

Russia - Pechorskaya Guba — Regulations

177

After Paragraph 6.32 1 line 4 *Insert:*

Regulations

6.32a

- 1 **Nature reserve.** See 6.5a.

Russian Notice 25/3105/19 [NP72-No 2-Wk 40/19]

Russia - Pechorskaya Guba — Regulations

184

After Paragraph 6.77 6 line 5 *Insert:*

Traffic regulations

6.77a

- 1 **Nature reserve.** See 6.5a.

Russian Notice 25/3105/19 [NP72-No 3-Wk 40/19]

NOTES



UPDATES TO ADMIRALTY MISCELLANEOUS NAUTICAL PUBLICATIONS

PART 3

CURRENT EDITIONS OF ADMIRALTY MISCELLANEOUS NAUTICAL PUBLICATIONS

NP No	Title	Edition	<i>Published / correct from Weekly Edition Number</i>
100	The Mariner's Handbook	13 th (2023)	49/23
136	Ocean Passages for the World Volume 1	2 nd (2021)	12/21
136	Ocean Passages for the World Volume 2	2 nd (2021)	12/21
350(1) ‡	ADMIRALTY Distance Tables – Atlantic Ocean	2 nd (2011)	07/12
350(2) ‡	ADMIRALTY Distance Tables – Indian Ocean	3 rd (2008)	15/08
350(3) ‡	ADMIRALTY Distance Tables – Pacific Ocean	2 nd (2009)	39/09
735	IALA Maritime Buoyage System.	8 th (2018)	42/18
5011	Symbols and Abbreviations used on ADMIRALTY Paper Charts	8 th (2020)	47/20
5012	ADMIRALTY Guide to ENC Symbols used in ECDIS	2 nd (2015)	34/15
133A	Paper Chart Maintenance Record	4 th (2013)	49/13
133C	ENC Maintenance Record	2 nd (2017)	48/17
231	ADMIRALTY Guide to the Practical Use of ENCs	3 rd (2019)	42/19
232	ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures	3 rd (2019)	12/19
294	How to Keep Your ADMIRALTY Products Up-to-Date	11 th (2022)	14/22
201A	Volume 1A ADMIRALTY Tide Tables United Kingdom – English Channel to River Humber (including Isles of Scilly, Channel Islands and European Channel Ports)	2024	19/23
201B	Volume 1B ADMIRALTY Tide Tables United Kingdom and Ireland (excluding Isles of Scilly, English Channel to River Humber, Channel Islands and European Channel Ports)	2024	24/23
202	Volume 2 ADMIRALTY Tide Tables North Atlantic Ocean and Arctic Regions	2024	25/23
203	Volume 3 ADMIRALTY Tide Tables Indian Ocean (including Tidal Stream Tables)	2024	28/23
204	Volume 4 ADMIRALTY Tide Tables South Pacific Ocean (including Tidal Stream Tables)	2024	32/23
205	Volume 5 ADMIRALTY Tide Tables South China Sea and Indonesia (including Tidal Stream Tables)	2024	36/23
206	Volume 6 ADMIRALTY Tide Tables North Pacific Ocean (including Tidal Stream Tables)	2024	40/23
207	Volume 7 ADMIRALTY South West Atlantic Ocean and South America	2024	46/23
208	Volume 8 ADMIRALTY Tide Tables South East Atlantic Ocean, West Africa and Mediterranean (including Tidal Stream Tables)	2024	48/23
164	Dover, Times of High Water and Mean Ranges (published annually)	2024	49/23
209	ADMIRALTY Tidal Stream Atlas Orkney and Shetland Islands, 1986	4 th	
218	ADMIRALTY Tidal Stream Atlas North Coast of Ireland and West Coast of Scotland, 1995	5 th	
219	ADMIRALTY Tidal Stream Atlas Portsmouth Harbour and Approaches, 1991	2 nd	
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NP No	Title	Edition	Published / correct from Weekly Edition Number
221	ADMIRALTY Tidal Stream Atlas Plymouth Harbour and Approaches, 1991	2 nd	
222	ADMIRALTY Tidal Stream Atlas Firth of Clyde and Approaches, 1992	1 st	
233	ADMIRALTY Tidal Stream Atlas Dover Strait, 1995	3 rd	
249	ADMIRALTY Tidal Stream Atlas Thames Estuary, 1985 (with Co-Tidal Charts)	2 nd	
250	ADMIRALTY Tidal Stream Atlas The English Channel, 1992	4 th	
251	ADMIRALTY Tidal Stream Atlas North Sea, Southern Part, 2005	4 th	
252	ADMIRALTY Tidal Stream Atlas North Sea, North Western Part, 2005	4 th	
253	ADMIRALTY Tidal Stream Atlas North Sea, Eastern Part, 2004	2 nd	
254	ADMIRALTY Tidal Stream Atlas The West Country, Falmouth to Teignmouth, 2003	1 st	
255	ADMIRALTY Tidal Stream Atlas Falmouth to Padstow, including the Isles of Scilly, 2004	1 st	
256	ADMIRALTY Tidal Stream Atlas Irish Sea and Bristol Channel, 1992	4 th	
257	ADMIRALTY Tidal Stream Atlas Approaches to Portland, 1973	3 rd	
258	ADMIRALTY Tidal Stream Atlas Bristol Channel, Lundy to Avonmouth, 2006	1 st	
259	ADMIRALTY Tidal Stream Atlas Irish Sea Eastern Part, 2006	1 st	
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337	ADMIRALTY Tidal Stream Atlas The Solent and Adjacent Waters, 1993	4 th	
214	ADMIRALTY Tidal Stream Atlas Persian Gulf, 1999	2 nd	
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303(1)	Rapid Sight Reduction Tables Vol I Selected Stars Epoch 2025-0		49/23
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GP100	The Astronomical Almanac	2023	24/23
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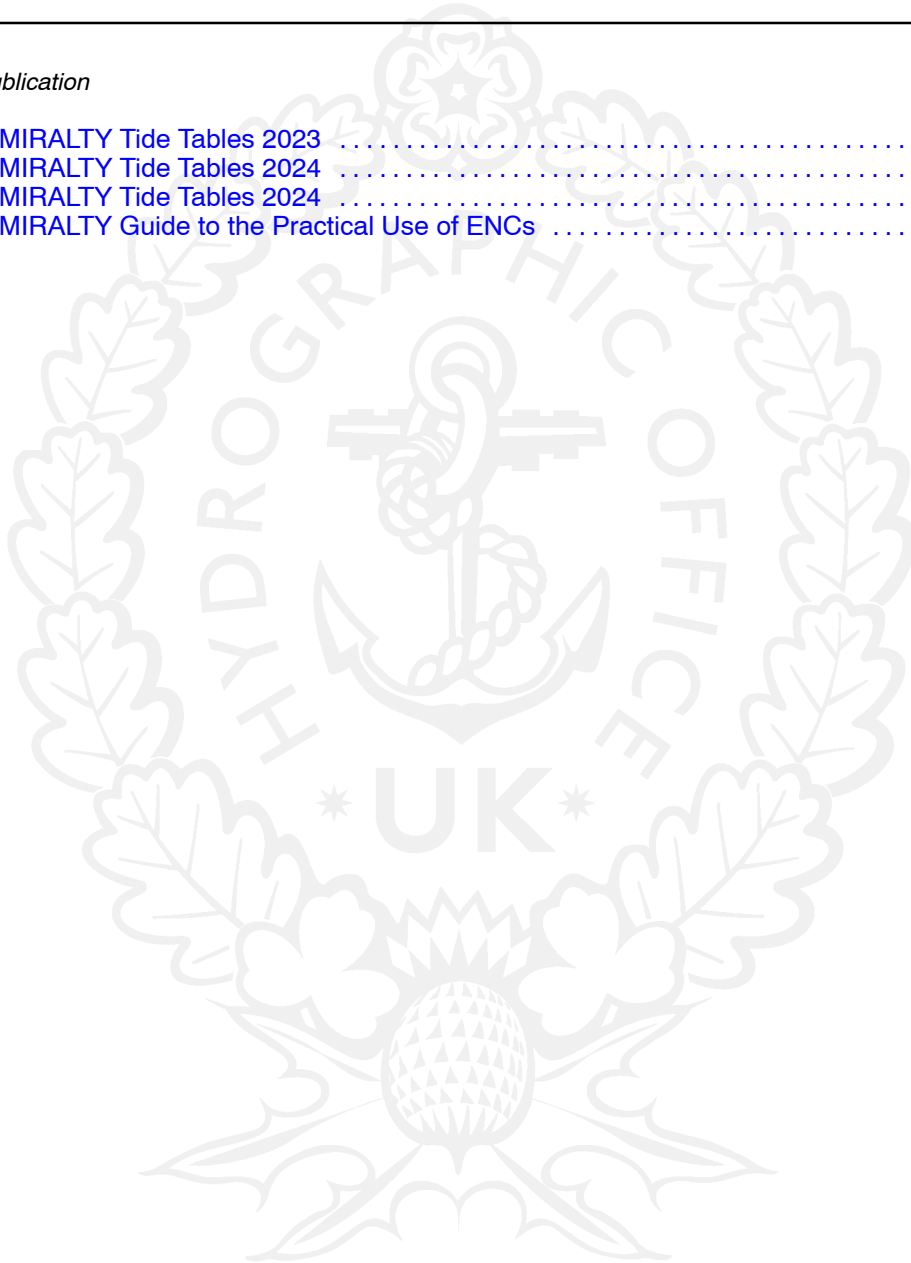
‡ Volumes on an extended cycle of Continuous Revision of 5 or more years.

UPDATES TO ADMIRALTY MISCELLANEOUS NAUTICAL PUBLICATIONS

PART 4

INDEX OF UPDATES IN FORCE ON 31 DECEMBER 2023 (Week 52/23)

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NP201A

NP201A United Kingdom – English Channel to River Humber (Including Isles of Scilly, Channel Islands and European Channel Ports)
Volume 1A, 2023 Edition

**England - South West - Exmouth —
Deletion of Tidal station**

xxxviii

Section: TABLE III

Delete: 26b Exmouth (Approaches)..... -2.44

UKHO [50/23]

**England - South West - Exmouth —
Deletion of Tidal station**

xliv

Section: TABLE V - Part 2

Delete: 26b Exmouth (Approaches)..... 4.8

UKHO [50/23]

**England - South West - Exmouth —
Deletion of Tidal station**

Page 288

Section: PART II

Delete: 26b Exmouth (Approaches).....including all data

Replace: 27 Exmouth Dock..... 50 37 3 25 +0035 +0055 +0050 +0020 -1.5 -1.6 -0.9 0.5 2.12

with:

27 Exmouth Dock..... 50 37 3 25 +0035 +0055 +0050 +0020 -1.5 -1.6 -0.8 0.4 2.13

UKHO [50/23]

**England - South West - Exmouth —
Deletion of Tidal station**

Page 302

Section: PART III

Delete: 26b Exmouth (Approaches).....including all data

Replace: 27 Exmouth Dock..... 2.12 179 1.22 240 0.50 118 0.09 358 0.05 092 0.050 345 0.015

with:

27 Exmouth Dock..... 2.13 178 1.18 237 0.47 120 0.08 359 0.05 089 0.042 336 0.018

UKHO [50/23]

England - South West - Exmouth —
Deletion of Tidal station

Page 309

Section: GEOGRAPHICAL INDEX

Delete: Exmouth (Approaches).....26b

UKHO [50/23]

NP201A United Kingdom – English Channel to
River Humber (Including Isles of Scilly,
Channel Islands and European Channel Ports)
Volume 1A, 2024 Edition

England - South West - Exmouth —
Deletion of Tidal station

Page xxxviii

Section: TABLE III

Delete: 26b Exmouth (Approaches)..... -2.44

UKHO [50/23]

England - South West - Exmouth —
Deletion of Tidal station

Page xlv

Section: TABLE V - Part 2

Delete: 26b Exmouth (Approaches)..... 4.8

UKHO [50/23]

England - South West - Exmouth —
Deletion of Tidal station

Page 296

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with:

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UKHO [50/23]

England - South West - Exmouth —
Deletion of Tidal station

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Section: PART III

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with:

27 Exmouth Dock..... 2.13 178 1.18 237 0.47 120 0.08 359 0.05 089 0.042 336 0.018

UKHO [50/23]

NP201A

England - South West - Exmouth —
Deletion of Tidal station

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Section: GEOGRAPHICAL INDEX

Delete: 26b Exmouth (Approaches)..... including all data

UKHO [50/23]

NP201B United Kingdom and Ireland (Excluding
Isles of Scilly, English Channel to River Humber,
Channel Islands and European Channel Ports),
Volume 1B, 2024 Edition

Page v

Section: Times used for predictions in Vol. 1B

Line 6: For 29th October 2024 read 27th October 2024

UKHO [29/23]

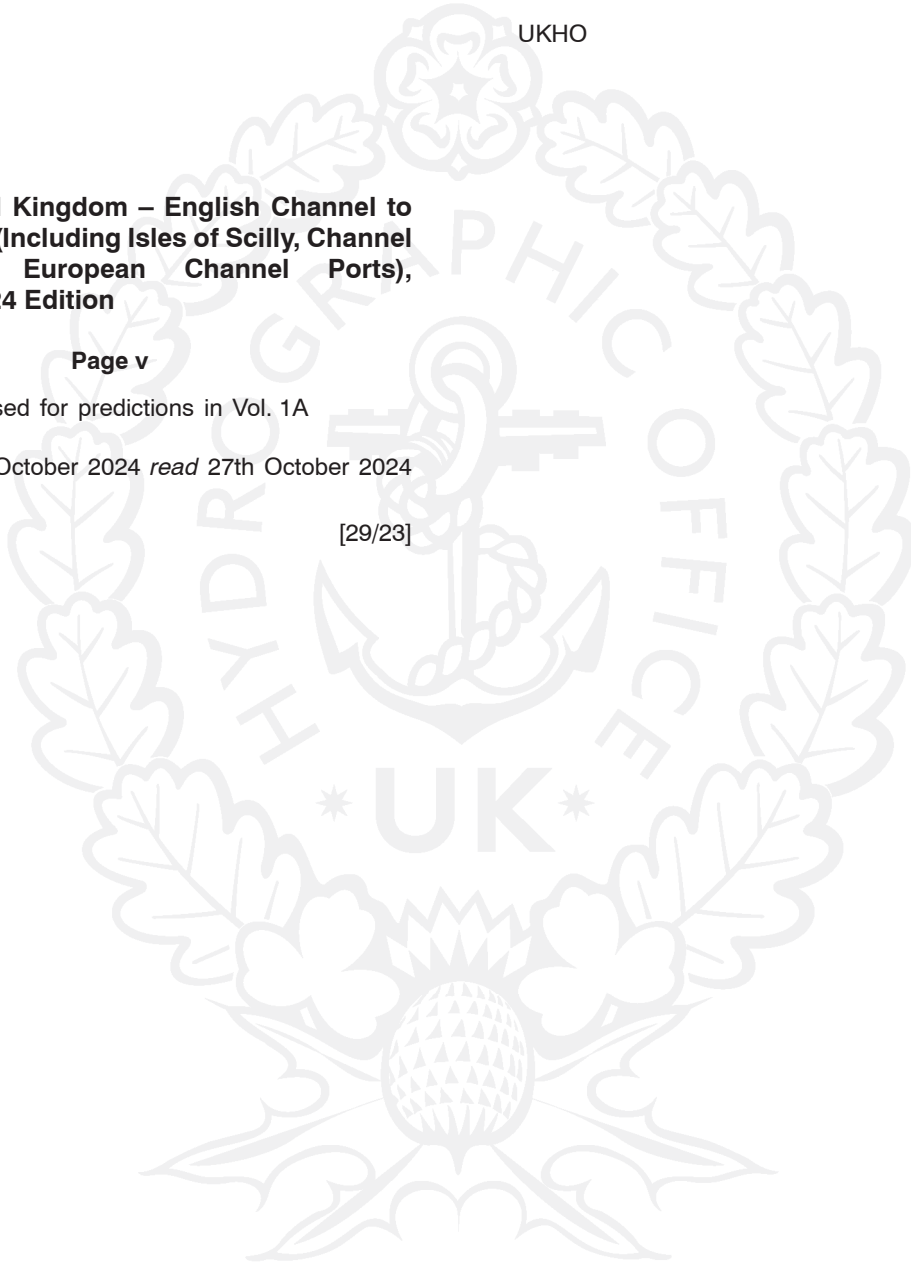
NP201A United Kingdom – English Channel to
River Humber (Including Isles of Scilly, Channel
Islands and European Channel Ports),
Volume 1A, 2024 Edition

Page v

Section: Times used for predictions in Vol. 1A

Line 6: For 29th October 2024 read 27th October 2024

UKHO [29/23]



Data Quality

Former Notice 34/21 and 36/21 Erratum is cancelled. Additions and amendments to the former Notice are indicated by sidelines.

Paragraph 5.3 line 24 *Replace existing CATZOC table by:*

ZOC/ECDIS Symbol	Position Accuracy	Depth Accuracy		Sea floor Coverage	Typical Survey Characteristics
A1	± 5 m + 5% depth	0.5 m + 1% depth		Full area search undertaken. All significant seafloor features detected and depths measured.	Controlled, systematic survey high position and depth accuracy achieved using DGPS or a minimum three high quality lines of position (LOP) and a multibeam, channel or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 0.6		
		30	± 0.8		
		100	± 1.5		
		1000	± 10.5		
A2	± 20 m	1.0 m + 2% depth		Full area search undertaken. All significant seafloor features detected and depths measured.	Controlled, systematic survey achieving position and depth accuracy less than ZOC A1 and using a modern survey echosounder and a sonar or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 1.2		
		30	± 1.6		
		100	± 3.0		
		1000	± 21.0		
B	± 50 m	1.0 m + 2% depth		Full area search not achieved; uncharted features, hazardous to surface navigation are not expected but may exist.	Controlled, systematic survey achieving similar depth but lesser position accuracies than ZOC A2, using a modern survey echosounder, but no sonar or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 1.2		
		30	± 1.6		
		100	± 3.0		
		1000	± 21.0		
C	± 500 m	2.0 m + 5% depth		Full area search not achieved; uncharted features; hazardous to surface navigation are not expected but may exist.	Low accuracy survey or data collected on an opportunity basis such as soundings on passage.
		Depth (m)	Accuracy (m)		
		10	± 2.5		
		30	± 3.5		
		100	± 7.0		
		1000	± 52.0		
D	Worse than ZOC C	Worse than ZOC C		Full area search not achieved, large depth anomalies may be expected.	Poor quality data or data that cannot be quality assessed due to lack of information.
U	Unassessed - the quality of the data has yet to be assessed; therefore, other means are required to ascertain survey quality				

Notes

- The categorisation of hydrographic data is based on three factors (position accuracy, depth accuracy, and sea floor coverage).
- The CATZOC attribute is the mechanism by which an ENC gives an estimate of the reliability of the source data. This is designed to give the mariner the same degree of understanding as the Source Diagram on an equivalent paper chart. ZOC A1 and A2 require very high accuracy standards which were rarely, if ever, achieved before the advent of satellite positioning in the 1980s. Therefore, many sea lanes that have been regarded as adequately surveyed or many years may carry a ZOC B classification.
- The ZOC classification attained by a survey is for the survey at the date it was conducted. In areas of mobile seabed the actual seabed may differ markedly from what has been charted, even if the survey is only a few months old (see NP100 chapter 1 paragraph 1.14).