



# ADMIRALTY NOTICES TO MARINERS

## Weekly Edition 02

12 January 2023

(Published on the ADMIRALTY website 30 December 2022)

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

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

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

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

H102A should be used for reporting changes to Port Information.

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

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

The following communication facilities are available:

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

# I

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

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

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

### **Software required:**

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

### **SEARCHABLE NOTICES TO MARINERS**

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

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

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

### **NOTICES TO MARINERS ON-LINE**

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

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

### **FURTHER GUIDANCE NOTES**

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

- File content and description
- PC and printer specifications

### **CUSTOMER SERVICE**

If you experience any difficulties, please contact the UKHO Customer Services Team in the UK on:

Tel: +44 (0) 1823 484444 (office hours Monday-Friday 6am-10pm GMT and an on call service for emergency permits operated 24/7)

Email: [customerservices@ukho.gov.uk](mailto:customerservices@ukho.gov.uk)

Our Singapore team can also be contacted outside of UK hours on:

Tel: +65 6424 4200

# ADMIRALTY NOTICES TO MARINERS

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This ADMIRALTY Notices to Mariners Bulletin (ANMB) is published by the UK Hydrographic Office (UKHO). The UK Maritime and Coastguard Agency accepts that both the paper and digital forms of the ANMB comply with carriage requirement for Notices to Mariners within Regulation 19.2.1.4 of the revised Chapter V of the Safety of Life at Sea Convention, and the Merchant Shipping (Safety of Navigation) Regulations, both of which came into force 1 July 2002.

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

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

## Planning for the future

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



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TA1 2DN, United Kingdom  
Telephone +44 (0)1823 484444  
customerservices@ukho.gov.uk  
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Find out more about our market-leading  
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admiralty.co.uk    

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# I

## EXPLANATORY NOTES

### Dating

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

### Section I - Publications List

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

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

### Section IA - Temporary and Preliminary (T&P) Notices

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

### Section IB - Current Nautical Publications

Information about Publications including the current edition numbers is included in the Weekly NM at the end of March, June, September and December.

### Section II - Updates to Standard Nautical Charts

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

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

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

### Section III - Navigational Warnings

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

### Section IV - Sailing Directions

Updates to all Sailing Directions are given in Section IV of *ADMIRALTY Notices to Mariners*. Those in force at the end of the year are reprinted in NP247(2) *Annual Summary of ADMIRALTY Notices to Mariners Part 2*. A list of updates in force is published in Section IV of the Weekly Edition quarterly. Full details of how to keep Sailing Directions up-to-date can be found in NP294 *How to Keep Your ADMIRALTY Products Up-to-Date*.

In 2018, the UKHO began the process of removing AIS and Racon information from ADMIRALTY Sailing Directions, as this is held in greater detail within ADMIRALTY Radio Signals publications. During this transition, AIS and Racon information will be removed from new editions of each Sailing Direction volume, and AIS and Racon information present in existing Sailing Direction volumes will no longer be updated. For accurate, up-to-date information on AIS and Racons, refer to ADMIRALTY Radio Signals publications.

### Section V - Lights

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

## Section VI - Radio Signals

Updates to all the Radio Signals are given in Section VI. When a chart-updating notice is issued for information that is also included within the Radio Signals, the appropriate volume reference number is quoted, followed in parentheses by the number of the Weekly Edition containing (in Section VI) the corresponding update to the service details. The updates in Section VI should be cut out and pasted into the appropriate volumes.

## Section VII - Miscellaneous Publications

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

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

## All Tides Publications

**Nautical Almanac Publications**, including Sight Reduction Tables.

## Section VIII – ADMIRALTY Digital Services

Information relevant to ADMIRALTY Digital Services.

## Further Guidance

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

## CAUTIONARY NOTES

### Updating

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

### Laws and Regulations

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

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

### Reliance on Charts and Associated Publications

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

### Charts

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

### Satellite-Derived Positions and Chart Accuracy

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

## ADMIRALTY Charts affected by the Publication List

ADMIRALTY Charts	ADMIRALTY Charts	International Charts
138	DE 31	INT 1231
323	DE 43	INT 1333
847	DE 44	INT 1334
889		INT 1357
902		INT 1358
903		INT 1452
1118		INT 1563
1271		INT 1564
1827		INT 1777
1828		INT 1855
2683		
2966		
4792		
5607_11		
5616_13		
5616_22		
5620_12		

### PAPER CHART SUNSET

The UKHO has announced its intention to withdraw from paper charts by the end of 2026. This decision has been taken to allow us to focus on our digital navigation products and services that meet the needs of today's and tomorrow's seafarers.

The withdrawal of paper charts will be done in a phased approach over a number of years. Charts withdrawn will be announced in this bulletin in advance.

We will provide more information in this bulletin as we begin the process.

For more information about our decision, timetable, and the impacts, please visit <https://www.admiralty.co.uk/sunsetting-paper-charts>

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## CHANGES TO REMAINING PAPER CHARTS

As the UKHO withdraws charts, as part of its sunset of paper charts, you should note the following;

1. We will not add detail from withdrawn charts to omission of detail areas on remaining smaller scale charts.
2. Remaining ADMIRALTY paper charts may not provide suitable scale charting for your purposes.
3. You are encouraged to obtain and use the best scale charting available for your purposes. These may be charts produced by local hydrographic offices. Please consult your Distributor for more information.

## UKRAINE NAVIGATIONAL INFORMATION

Owing to insufficient information, it is not always possible to ensure that ADMIRALTY Nautical Publications are completely up-to-date for new dangers or changes to aids to navigation.

Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.

## BALTIC SEA CHART DATUM 2000 (BSCD2000)

UKHO Products and Services, including foreign charts, in the Baltic Sea region are changing to a new vertical reference system for depth and height information. During this transition period, Charts may be referred to either mean sea level or the new BSCD2000. For further information please contact the national charting authority and see ADMIRALTY Sailing Directions.

This note is to be reviewed in 2026.

## PHOTOGRAPHY

ADMIRALTY publications utilise imagery from a wide variety of sources, mariners, port authorities and other users. The UK Hydrographic Office (UKHO) welcomes new imagery of navigational aids, landmarks, coastline, approaches to and from ports and berths. Imagery from the mariner's point of view is especially helpful. Images can be sent to the UKHO using the email [publications.queries@ukho.gov.uk](mailto:publications.queries@ukho.gov.uk). Please include the name and location of the feature in the image and how the image should be accredited within ADMIRALTY publications.

# I

## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Charts published 12 January 2023

Chart	Title, limits and other remarks	Scale	Folio	2023 Catalogue page
<p>⊙323 INT 1564</p>	<p>International Chart Series, Dover Strait, Eastern Part.</p> <p><i>Includes changes to depths from the latest British Government surveys.</i></p> <p><i>Note:</i> This chart remains affected by Notices 2320(T)/19 and 4227(T)/22. This chart is to be deleted from the list of charts affected by Notice 2038(P)/22.</p>	1:75,000	1	24
<p>⊙902 INT 1334</p>	<p>International Chart Series, The Sound – Denmark, Københavns Havn.</p> <p>Ⓐ Northern Part.</p> <p>Ⓑ Southern Part.</p> <p>Ⓒ Inderhavnsbroen Passage Span.</p> <p>Ⓓ Knippelsbro Passage Spans.</p> <p>Ⓔ Langebro og Lille Langebro Passage Span.</p> <p>Ⓕ Bryggebroens Passage Span.</p> <p>Ⓖ Kalvebodbroens Passage Spans.</p> <p>Ⓗ Slusen og Sjællandsbroens Passage Span.</p> <p>Ⓛ Teglværksbroens Passage Span.</p> <p>Ⓜ Avedøreværket.</p> <p><i>Includes changes to coastline, buoyage, lights, restricted areas and jetties.</i> <i>(A modified reproduction of INT1334 published by Denmark.)</i></p> <p><i>Note:</i> On publication of this New Edition former Notice 4096(P)/22 is cancelled. This chart remains affected by Notices 3341(T)/18 and 3255(T)/22.</p>	<p>1:10,000</p> <p>1:20,000</p> <p>1:3,500</p> <p>1:2,000</p> <p>1:3,000</p> <p>1:3,000</p> <p>1:3,000</p> <p>1:3,000</p> <p>1:1,500</p> <p>1:14,000</p>	10	34

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



# I

## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Charts published 12 January 2023 (continued)

Chart	Title, limits and other remarks	Scale	Folio	2023 Catalogue page
⊙903 INT 1333	International Chart Series, Entrance to the Baltic, The Sound, Middle Part. (A) Dragør Havn. (B) Kalve Bridge Passage Spans. (C) Øresundsbroen. (D) The Sound, Routeing.	1:50,000 1:7,000 1:3,000 1:12,500 -	10	34
<i>Includes changes to depths, port developments, aids to navigation, obstructions and restricted areas. (A modified reproduction of INT1333 published by Denmark.)</i>				
<i>Note: This chart remains affected by Notice 3255(T)/22.</i>				
⊙1271	Korea - West Coast, Daesan Hang, Pyeongtaek - Dangjin Hang and Incheon New Port. (A) Daesan Hang. (B) Pyeongtaek - Dangjin Hang. (C) Incheon New Port.	1:25,000 1:30,000 1:50,000	52	82
<i>Includes significant safety-related information as follows: changes to depths and coastline.</i>				
<i>Note: On publication of this New Edition former Notice 4448(P)/22 is cancelled.</i>				
⊙1827	England - South Coast, Harbours on the South East Coast of England. (A) Approaches to Ramsgate. (B) Pegwell Bay and the River Stour. (C) Ramsgate. (D) Broadstairs. (E) Margate.	1:12,500 1:12,500 1:5,000 1:5,000 1:7,500	1	24
<i>Includes changes to depths from the latest British Government and Port Authority Surveys.</i>				
⊙1828 INT 1563	International Chart Series, England - South-East Coast, Dover to North Foreland. Ramsgate.	1:37,500 1:5,000	1	24
<i>Includes changes from the latest British Government and Port Authority Surveys.</i>				
<i>Note: This chart is to be deleted from the list of charts affected by Notice 2038(P)/22.</i>				

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Charts published 12 January 2023 (continued)

Chart	Title, limits and other remarks	Scale	Folio	2023 Catalogue page
⊙2683	Barents Sea, Southern Part.  <i>Includes significant safety-related information as follows: new submarine cables and obstructions.</i>  <i>Note:</i> On publication of this New Edition former Notice 4330(P)/22 is cancelled. This chart remains affected by Notices 4860(T)/20, 359(T)/21, 4485(P)/21, 2567(T)/22 and 3259(P)/22.	1:2,000,000	14	18, 134
⊙2966	Russia - Murmanskij Bereg, Kol'Skiy Zaliv. Murmansk.  <i>Includes significant safety-related information as follows: new submarine cable.</i>  <i>Note:</i> On publication of this New Edition former Notices 4973(T)/16, 1031(T)/19 and 4314(P)/22 are cancelled. This chart remains affected by Notices 3336(T)/18 and 4351(T)/18.	1:50,000 1:25,000	14	38
⊙4792	Canada, Québec/Quebec, Fleuve Saint-Laurent/St. Lawrence River, Port de Montréal. Ⓐ Ⓑ Jetée Alexandra.	1:15,000 1:15,000 1:10,000	79	130
	<i>Includes significant safety-related information as follows: changes to depths, obstruction and seaplane areas.</i>  <i>Note:</i> On publication of this New Edition former Notice 4764(P)/22 is cancelled.			

#### New Editions of ADMIRALTY Small Craft Charts published 12 January 2023

Chart	Title and other remarks	Scale	NP109A Catalogue page
5607_11	Ⓐ River Blackwater, Bradwell to Maldon. Ⓑ Bradwell. Ⓒ Tollesbury. Ⓓ Maldon.	1:25,000 1:12,500 1:12,500 1:12,500	17
	<i>Includes full updates for New Edition and Notices to Mariners affecting source charts.</i>		

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

### NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

#### New Editions of ADMIRALTY Small Craft Charts published 12 January 2023 (continued)

Chart	Title and other remarks	Scale	NP109A Catalogue page
5616_13	Ⓐ Oigh Sgeir to Barra. Ⓑ Acairseid Mhor.	1:100,000 1:30,000	35
<i>Includes full updates for New Edition and Notices to Mariners affecting source charts.</i>			
5616_22	Loch Boisdale.	1:12,500	35
<i>Includes full updates for New Edition and Notices to Mariners affecting source charts.</i>			
<i>Note: This chart remains affected by Notice 312(T)/22.</i>			
5620_12	Milford Haven - Dale Roads to Milford Shelf.	1:12,500	39
<i>Includes full updates for New Edition and Notices to Mariners affecting source charts.</i>			
<i>Note: This chart remains affected by Notices 2187(T)/22 and 2372(T)/22.</i>			

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

### ADMIRALTY CHARTS TO BE PUBLISHED 26 JANUARY 2023

#### New Editions of ADMIRALTY Charts

Chart	Title, limits and other remarks	Scale	Charts to be <b>WITHDRAWN</b>	Folio	2023 Catalogue page
138	China - Hainan Dao, Xiuying Gangqu.	1:10,000	⊙138	47	76
<i>Includes significant safety-related information as follows: changes to depths, coastline, channel limits and wrecks.</i>					
847 INT 1231	International Chart Series, Sweden - East Coast, Norrköping and Approaches.		⊙847 INT 1231	10	36
	Ⓐ Approaches to Norrköping.	1:25,000			
	Ⓑ Norrköpings Hamn.	1:15,000			
	Ⓒ Continuation at Same Scale.	1:25,000			
<i>Includes changes to depths, dredged areas and buoyage. (A modified reproduction of INT1231 published by Sweden.)</i>					
889 INT 1777	International Chart Series, Sweden - East Coast, Vaddö to Öregrund.	1:50,000	⊙889 INT 1777	11	36
	Ⓐ Continuation at same scale.	1:50,000			
	Ⓑ Öregrundsleden.	1:25,000			
	Ⓒ Granön.	1:25,000			
	Ⓓ Hallstavik.	1:12,500			
	Ⓔ Östhammar.	1:12,500			
	Ⓕ Öregrund.	1:12,500			
	Ⓖ Hargshamn.	1:12,500			
<i>Includes changes to depths. (A modified reproduction of INT1777 published by Sweden.)</i>					
1118 INT 1855	International Chart Series, Spain - North West Coast, Ria De Ferrol. 43° 25'·50 N —43° 29'·49 N., 08° 22'·83 W—08° 15'·45 W	1:10,000	⊙1118 INT 1855	18	40
<i>Includes changes to depths. (A modified reproduction of INT1855 published by Spain.)</i>					

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

# I

## CHARTS TO BE AVAILABLE 26 JANUARY 2023

### New Charts

#### Reproductions of German Government Charts

Chart	Title, limits and other remarks	Scale	Charts to be <b>WITHDRAWN</b>	Folio	2023 Catalogue page
DE31 INT 1357	International Chart Series, Baltic Sea, Germany and Denmark, Rødbyhavn to Dahmeshöved. 54° 11'·50 N—54° 40'·60 N., 011° 00'·00 E—011° 34'·00 E Fehmarnsundbrücke (Fehmarn Sound Bridge) 54° 23'·50 N—54° 24'·50 N., 011° 06'·20 E—011° 07'·30 E  <i>A new chart providing increased coverage of the Fehmarnbelt between Germany and Denmark. (Published jointly by the UKHO and the Hydrographic Office of Germany). This chart is included in the International Chart Series.</i>	1:50,000  1:12,500	-	10	34
DE43 INT 1358	International Chart Series, Baltic Sea, Germany and Denmark, Gabelsflach to Fehmarnsund (Fehmarn Sound). 54° 17'·60 N—54° 37'·50 N., 010° 16'·50 E—011° 06'·80 E Ⓐ Heiligenhafen. 54° 22'·20 N—54° 22'·81 N., 010° 58'·75 E—010° 59'·65 E Ⓑ Entrance to Heiligenhafen. 54° 22'·00 N—54° 22'·90 N., 010° 58'·75 E—011° 02'·00 E  <i>A new chart providing coverage of Gabelsflach to Fehmarnsund. (Published jointly by the UKHO and by the Hydrographic Office of Germany.) This chart is included in the International Chart Series.</i>	1:50,000  1:6,000  1:12,500	-	9	32

### New Editions

#### Reproductions of German Government Charts

Chart	Title, limits and other remarks	Scale	Charts to be <b>WITHDRAWN</b>	Folio	2023 Catalogue page
DE44 INT 1452	International Chart Series, North Sea, Germany, Entrance to River Elbe. Cuxhaven.	1:50,000  1:12,500	⊙DE44 INT 1452	9	32
<i>Includes changes to depths. (Published jointly by the UKHO and by the Hydrographic Office of Germany.)</i>					

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

# I

## ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

### ADMIRALTY Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
323 INT 1564	International Chart Series, Dover Strait, Eastern Part.	⊙323 INT 1564
902 INT 1334	International Chart Series, The Sound – Denmark, Københavns Havn.	⊙902 INT 1334
903 INT 1333	International Chart Series, Entrance to the Baltic, The Sound, Middle Part.	⊙903 INT 1333
1271	Korea - West Coast, Daesan Hang, Pyeongtaek - Dangiin Hang and Incheon New Port.	⊙1271
1827	England - South Coast, Harbours on the South East Coast of England.	⊙1827
1828 INT 1563	International Chart Series, England - South-East Coast, Dover to North Foreland.	⊙1828 INT 1563
2683	Barents Sea, Southern Part.	⊙2683
2966	Russia - Murmanskiy Bereg, Kol'Skiy Zaliv.	⊙2966
4792	Canada, Québec/Quebec, Fleuve Saint-Laurent/St Lawrence River, Port de Montréal.	⊙4792
5607_11	River Blackwater, Bradwell to Maldon	5607_11
5616_13	Oigh Sgeir to Barra.	5616_13
5616_22	Loch Boisdale.	5616_22
5620_12	Milford Haven - Dale Roads to Milford Shelf.	5620_12

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

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## INDEX OF CHARTS AFFECTED

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## II

### INDEX OF CHARTS AFFECTED


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## II

### 66\* SCOTLAND - Shetland Islands - Depths. Drying height. Alongside depth. Rock.

Source: NIRAS

#### Chart 3284 (Panel B, Out Skerries Harbour) [ previous update 4696/20 ] ETRS89 DATUM

Insert	depth, $0_5$	(a)	60° 25'·169N., 0° 45'·136W.
Delete	depth, $1_3$ , close E of:	(a)	above
Insert	depth, $0_4$	(b)	60° 25'·255N., 0° 45'·102W.
Delete	depth, $1_5$ , close S of:	(b)	above
Insert	drying height, $0_3$ , enclosed by 0m low water line	(c)	60° 25'·321N., 0° 45'·458W.
Delete	depth, $0_4$ , close NE of:	(c)	above
Insert	depth, $1_6$ , and extend 2m contour NE to enclose	(d)	60° 25'·329N., 0° 45'·394W.
Delete	depth, $2_7$ , close NE of:	(d)	above
Insert	depth, $4_6$ , and extend 5m contour NW to enclose alongside depth, $\cdot (3_9)$	(e)	60° 25'·351N., 0° 44'·613W. 60° 25'·355N., 0° 45'·082W.
Delete	depth, $5$ , close S of:	(e)	above
Insert	depth, $1_7$ , enclosed by 2m contour	(f)	60° 25'·510N., 0° 44'·447W.
Delete	depth, $2_1$ , close NE of:	(f)	above
Insert	 ( $0_1$ )	(g)	60° 25'·138N., 0° 45'·092W.
Delete	depth, $1_3$ , close E of:	(g)	above
Replace	depth, $8_5$ , with depth, $7_3$		60° 25'·312N., 0° 45'·079W.

### 89\* ENGLAND - South Coast - Spoil ground. Legend.

Source: CEFAS

#### Chart 2044 (INT 1734) (Panel A, Shoreham Harbour Western Arm and River Adur) [ previous update 3884/21 ] ETRS89 DATUM

Insert	limit of spoil ground, pecked line, joining:	(a)	50° 49'·910N., 0° 15'·979W.
		(b)	50° 49'·871N., 0° 15'·979W.
		(c)	50° 49'·870N., 0° 15'·893W.
		(d)	50° 49'·911N., 0° 15'·894W.
	legend, <i>Spoil Ground</i> , within:	(a)-(d)	above

#### Chart 5605\_4 (Panel B, Shoreham Harbour Western Arm and River Adur) [ previous update 2240/22 ] ETRS89 DATUM

Insert	limit of spoil ground, pecked line, joining:	(a)	50° 49'·910N., 0° 15'·979W.
		(b)	50° 49'·871N., 0° 15'·979W.
		(c)	50° 49'·870N., 0° 15'·893W.
		(d)	50° 49'·911N., 0° 15'·894W.
	legend, <i>Spoil Ground</i> , within:	(a)-(d)	above

### 91\* ENGLAND - East Coast - Depth.

Source: Port of London Authority

#### Chart 3337 [ previous update 4956/22 ] ETRS89 DATUM

Insert	depth, $5_6$	51° 29'·790N., 0° 01'·361E.
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## II

### 92\* ENGLAND - South East Coast - Depths.

Source: FPV Morven

#### Chart 1610 (INT 1511) [ *previous update 4514/22* ] ETRS89 DATUM

Replace depth, 29<sub>5</sub>, with depth, 28 51° 10′.06N., 1° 41′.14E.

#### Chart 1892 (INT 1741) [ *previous update 3748/22* ] ETRS89 DATUM

Replace depth, 29<sub>5</sub>, with depth, 28 51° 10′.18N., 1° 41′.32E.

#### Chart 2449 [ *previous update 4592/22* ] WGS84 DATUM

Insert depth, 28 (a) 51° 10′.06N., 1° 41′.14E.

Delete depth, 29<sub>5</sub>, close E of: (a) above

#### Chart 5605\_2 [ *previous update New Edition 16/06/2022* ] WGS84 DATUM

Insert depth, 28 (a) 51° 10′.06N., 1° 41′.14E.

Delete depth, 29<sub>5</sub>, close E of: (a) above


#### Chart 5606\_3 [ *previous update New Edition 26/05/2022* ] ETRS89 DATUM

Replace depth, 29<sub>5</sub>, with depth, 28 51° 10′.18N., 1° 41′.32E.

### 93\* ENGLAND - South Coast - Buoyage.

Source: Exeter Port Authority Notice 30/22

#### Chart 2290 [ *previous update 4076/22* ] ETRS89 DATUM

Insert  Fl(2)6s 50° 37′.579N., 3° 26′.574W.

Move  Mo(A)10s Exe, from: 50° 35′.895N., 3° 23′.736W.  
to: 50° 35′.903N., 3° 23′.458W.

#### Chart 3315 [ *previous update 3485/21* ] ETRS89 DATUM

Move  Mo(A)10s Exe, from: 50° 35′.86N., 3° 23′.78W.  
to: 50° 35′.90N., 3° 23′.46W.

#### Chart 5601\_6 (Panel A, Approaches to the River Exe) [ *previous update 1338/22* ] ETRS89 DATUM

Insert  Fl(2)6s 50° 37′.579N., 3° 26′.574W.

Move  Mo(A)10s Exe, from: 50° 35′.895N., 3° 23′.736W.  
to: 50° 35′.903N., 3° 23′.458W.

#### Chart 5601\_2 [ *previous update New Chart 02/12/2021* ] ETRS89 DATUM

Move  Mo(A)10s Exe, from: 50° 35′.86N., 3° 23′.78W.  
to: 50° 35′.90N., 3° 23′.46W.

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### 96\* IRISH SEA - Depths.

Source: British Government Survey

#### Chart 1121 (INT 1062) [ previous update 5129/22 ] ETRS89 DATUM

Insert	depth, 38	53° 40'·7N., 4° 50'·5W.
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#### Chart 1411 (INT 1608) [ previous update 5129/22 ] ETRS89 DATUM

Insert	depth, 57	53° 47'·90N., 4° 53'·99W.
	depth, 44	(a) 53° 43'·67N., 4° 51'·88W.
Delete	depth, 48, close SW of:	(a) above
Insert	depth, 38	53° 40'·75N., 4° 50'·50W.

#### Chart 1826 (INT 1607) [ previous update 4714/22 ] ETRS89 DATUM

Insert	depth, 57	53° 47'·90N., 4° 53'·99W.
	depth, 44	(a) 53° 43'·67N., 4° 51'·88W.
Delete	depth, 48, close SW of:	(a) above
Insert	depth, 38	53° 40'·75N., 4° 50'·50W.

#### Chart 5609\_1 [ previous update 3761/22 ] ETRS89 DATUM

Insert	depth, 38	53° 40'·7N., 4° 50'·5W.
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#### Chart 5612\_24 [ previous update 5129/22 ] ETRS89 DATUM

Insert	depth, 38	53° 40'·7N., 4° 50'·5W.
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#### Chart 5613\_23 [ previous update 5129/22 ] ETRS89 DATUM

Insert	depth, 38	53° 40'·7N., 4° 50'·5W.
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#### Chart 5621\_18 [ previous update 4673/22 ] ETRS89 DATUM

Insert	depth, 38	53° 40'·7N., 4° 50'·5W.
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### 59 DENMARK - East Coast - NM Block. Danger line. Buoyage. Legend. Rock.

Source: Danish Chart Correction 28/283/22

#### Chart 930 [ previous update 5236/21 ] WGS84 DATUM

Insert	the accompanying block, centred on:	55° 40'·1N., 9° 45'·0E.
	danger line, dotted line, joining:	(a) 55° 41'·60N., 9° 39'·84E.
		(b) 55° 41'·68N., 9° 39'·91E.
		(c) 55° 41'·67N., 9° 39'·95E.
		(d) 55° 41'·62N., 9° 39'·94E.
		(e) 55° 41'·59N., 9° 39'·87E.
	seabed type, R, within:	(a)-(e) above
		(a) above
		(b) above
	legend, Numerous moorings, centred on:	55° 41'·58N., 9° 39'·22E.

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### 60 DENMARK - North Sea Coast - Depths. Buoy.

Source: Danish Chart Correction 28/279/22

#### Chart 3766 (INT 1411) [ previous update 3751/21 ] WGS84 DATUM

Insert	depth, 4 <sub>8</sub> , enclosed by 5m contour	(a) 55° 05′.35N., 8° 20′.62E.
Delete	depth, 5 <sub>2</sub> , close W of:	(a) above
Move	⚓ Fl.G.4s No3, from:	55° 05′.14N., 8° 20′.70E.
	to:	55° 05′.37N., 8° 20′.92E.

### 63\* NORTH SEA - United Kingdom Sector - Maritime limit. Legend. Note.

Source: Offshore Petroleum Regulator for Environment and Decommissioning

#### Chart 272 [ previous update 4250/22 ] WGS84 DATUM

Insert	maritime limit, pecked line, joining:	57° 08′.81N., 2° 00′.25E. 57° 07′.54N., 2° 00′.18E. 57° 08′.18N., 1° 54′.22E. 57° 09′.02N., 1° 54′.66E.
	legend, <i>Oil Field Decommissioning</i> (see Note), centred on:	57° 07′.22N., 1° 56′.32E.

#### Chart 274 [ previous update 4257/22 ] WGS84 DATUM

Insert	maritime limit, pecked line, joining:	57° 08′.81N., 2° 00′.25E. 57° 07′.54N., 2° 00′.18E. 57° 08′.18N., 1° 54′.22E. 57° 09′.02N., 1° 54′.66E.
	legend, <i>Oil Field Decommissioning</i> (see Note), centred on:	57° 07′.42N., 1° 56′.47E.
	the accompanying note, OIL/GAS FIELD DECOMMISSIONING, centred on:	58° 38′.03N., 3° 19′.20E.

#### Chart 1405 (INT 1400) [ previous update 4250/22 ] WGS84 DATUM

Insert	maritime limit, pecked line, joining:	57° 09′.0N., 1° 54′.7E. 57° 08′.8N., 2° 00′.3E. 57° 07′.5N., 2° 00′.2E. 57° 08′.2N., 1° 54′.2E.
	legend, <i>Oil Field Decommissioning</i> (see Note), centred on:	57° 08′.2N., 2° 03′.5E.

### 102 NETHERLANDS - Light.

Source: Netherlands Notice 50/367/22

#### Chart 1457 (INT 1464) (Panel A, Approach Harlingen) [ previous update 5142/22 ] WGS84 DATUM

Insert	★ Iso.G.8s	53° 10′.79N., 5° 24′.87E.
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
## II

### 57 NORTH ATLANTIC OCEAN - Submarine cable.

Source: SubCom


Note: Former Notice 2939(P)/21 is cancelled.

#### Chart 2 (INT 160) [ previous update 4692/22 ] WGS84 DATUM

Insert submarine cable, , joining:


48° 44'·5N., 10° 25'·1W.  
48° 49'·5N., 10° 20'·3W.  
49° 02'·3N., 10° 20'·6W.  
49° 16'·4N., 9° 24'·9W.  
50° 05'·6N., 8° 31'·9W.  
50° 28'·6N., 8° 23'·6W.  
50° 48'·3N., 7° 11'·3W.  
50° 49'·8N., 6° 21'·8W.

#### Chart 1123 [ previous update 4673/22 ] ETRS89 DATUM

Insert submarine cable, , joining:


49° 41'·8N., 8° 54'·6W.  
49° 43'·2N., 8° 52'·5W.  
49° 56'·3N., 8° 44'·0W.  
50° 05'·6N., 8° 31'·9W.  
50° 28'·1N., 8° 24'·6W.  
50° 37'·7N., 7° 54'·7W.  
50° 48'·3N., 7° 11'·3W.  
50° 49'·7N., 6° 27'·0W.  
50° 51'·9N., 6° 00'·0W.  
50° 51'·9N., 5° 27'·5W.  
50° 50'·5N., 4° 50'·1W.

#### Chart 1156 [ previous update 475/22 ] ETRS89 DATUM

Insert submarine cable, , joining:

50° 51'·18N., 5° 10'·44W.  
50° 50'·77N., 4° 59'·77W.  
50° 50'·83N., 4° 58'·35W.  
50° 50'·48N., 4° 50'·94W.  
50° 50'·28N., 4° 40'·72W.  
50° 51'·01N., 4° 39'·43W.  
50° 51'·07N., 4° 38'·94W.  
50° 50'·14N., 4° 33'·22W.

#### Chart 1178 (INT 1611) [ previous update 4673/22 ] ETRS89 DATUM


Insert submarine cable, , joining:

50° 49'·26N., 6° 39'·93W.  
50° 49'·90N., 6° 23'·26W.  
50° 51'·88N., 6° 00'·39W.  
50° 52'·15N., 5° 28'·22W.  
50° 51'·42N., 5° 24'·52W.  
50° 51'·23N., 5° 12'·27W.  
50° 50'·28N., 4° 40'·72W.  
50° 51'·07N., 4° 38'·94W.  
50° 50'·14N., 4° 33'·24W.

## II


### 57 NORTH ATLANTIC OCEAN - Submarine cable. (continued)

#### Chart 2492 [ *previous update 3848/22* ] NAD83 DATUM

Insert submarine cable, , joining:


39° 54'·3N., 71° 30'·1W.  
40° 07'·2N., 71° 52'·0W.

#### Chart 2649 (INT 1063) [ *previous update 4564/22* ] ETRS89 DATUM

Insert submarine cable, , joining:


50° 50'·5N., 4° 52'·0W.  
50° 52'·1N., 5° 47'·6W.  
50° 48'·3N., 7° 11'·3W.  
50° 36'·9N., 7° 57'·2W.  
50° 28'·1N., 8° 24'·6W.  
50° 05'·6N., 8° 31'·9W.  
49° 56'·3N., 8° 44'·0W.  
49° 43'·2N., 8° 52'·5W.  
49° 33'·2N., 9° 08'·4W.  
49° 19'·1N., 9° 19'·1W.  
49° 11'·0N., 9° 42'·3W.  
49° 03'·6N., 10° 19'·1W.  
48° 59'·2N., 10° 22'·1W.  
48° 50'·7N., 10° 19'·9W.  
48° 46'·9N., 10° 23'·2W.

#### Chart 2754 [ *previous update 4486/22* ] NAD83 DATUM

Insert submarine cable, , joining:

40° 35'·00N., 72° 37'·52W.  
40° 37'·57N., 72° 39'·58W.  
40° 38'·26N., 72° 41'·35W.  
40° 40'·59N., 72° 43'·23W.  
40° 40'·96N., 72° 43'·82W.  
40° 42'·67N., 72° 49'·18W.  
40° 42'·69N., 72° 49'·67W.  
40° 43'·70N., 72° 51'·58W.  
40° 43'·94N., 72° 51'·81W.

#### Chart 2860 [ *previous update 3752/22* ] NAD83 DATUM

Insert submarine cable, , joining:


39° 54'·3N., 71° 30'·1W.  
40° 34'·6N., 72° 37'·1W.  
40° 37'·6N., 72° 39'·6W.  
40° 38'·4N., 72° 41'·5W.  
40° 40'·6N., 72° 43'·2W.  
40° 44'·0N., 72° 51'·9W.



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### 57 NORTH ATLANTIC OCEAN - Submarine cable. (continued)

#### Chart 4103 (INT 103) [ *previous update 3341/22* ] WGS84 DATUM

Insert submarine cable, , joining:


48° 44'·5N., 10° 25'·1W.  
 48° 49'·5N., 10° 20'·3W.  
 49° 03'·6N., 10° 19'·1W.  
 49° 14'·9N., 9° 28'·0W.  
 50° 05'·6N., 8° 31'·9W.  
 50° 28'·1N., 8° 24'·6W.  
 50° 30'·0N., 8° 17'·8W.

#### Chart 4403 (INT 403) [ *previous update 4337/22* ] WGS84 DATUM

Insert submarine cable, , joining:


40° 40'·0N., 72° 44'·7W.  
 39° 54'·3N., 71° 30'·1W.

#### Chart 4404 (INT 404) [ *previous update 4337/22* ] WGS84 DATUM

Insert submarine cable, , joining:

39° 54'·3N., 71° 30'·1W.  
 40° 43'·9N., 72° 51'·8W.

#### Chart 5603\_1 (Panel A, Lizard Point to Hartland Point) [ *previous update 4006/22* ] ETRS89 DATUM

Insert submarine cable, , joining:


50° 50'·14N., 4° 33'·24W.  
 50° 51'·07N., 4° 38'·94W.  
 50° 50'·28N., 4° 40'·72W.  
 50° 51'·42N., 5° 24'·52W.  
 50° 52'·15N., 5° 28'·22W.  
 50° 52'·05N., 5° 48'·52W.

#### Chart 5603\_15 (Panel C, Bude Bay to Hartland Point) [ *previous update 4006/22* ] ETRS89 DATUM

Insert submarine cable, , joining:


50° 51'·05N., 4° 38'·80W.  
 50° 50'·14N., 4° 33'·22W.

#### Chart 5608\_2 (Panel A, Padstow to Saint Ann's Head) [ *previous update 475/22* ] ETRS89 DATUM

Insert submarine cable, , joining:

50° 51'·1N., 5° 09'·5W.  
 50° 50'·5N., 4° 50'·0W.

#### Chart 5608\_2 (Panel B, Boscastle to Hartland Point) [ *previous update 475/22* ] ETRS89 DATUM


Insert submarine cable, , joining:

50° 50'·43N., 4° 40'·41W.  
 50° 51'·01N., 4° 39'·43W.  
 50° 51'·07N., 4° 38'·94W.  
 50° 50'·14N., 4° 33'·22W.


## II

### 57 NORTH ATLANTIC OCEAN - Submarine cable. (continued)


**Chart 5620\_1** [ *previous update 4673/22* ] ETRS89 DATUM

Insert	submarine cable,  , joining:	50° 48'·7N., 7° 00'·0W. 50° 49'·8N., 6° 25'·7W. 50° 51'·9N., 5° 59'·7W. 50° 52'·2N., 5° 28'·2W. 50° 51'·4N., 5° 24'·7W. 50° 50'·5N., 4° 50'·1W.
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**Chart 5622\_1** [ *previous update 4673/22* ] ETRS89 DATUM

Insert	submarine cable,  , joining:	50° 40'·0N., 7° 45'·1W. 50° 48'·3N., 7° 11'·3W. 50° 49'·2N., 6° 40'·1W. 50° 51'·5N., 6° 04'·2W.
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**Chart 5623\_1** [ *previous update 4673/22* ] ETRS89 DATUM

Insert	submarine cable,  , joining:	50° 40'·0N., 7° 45'·1W. 50° 48'·3N., 7° 11'·3W. 50° 49'·2N., 6° 40'·1W. 50° 51'·5N., 6° 04'·2W.
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### 88 ROMANIA - Automatic Identification Systems. Depths.

Source: Romanian Notices 7/69/22 and 7/74/22

**Chart 2282 (Panel A, Mangalia to Midia)** [ *previous update 4667/22* ] WGS84 DATUM

Insert	Automatic Identification System, <i>AIS</i> , at light-buoy	44° 18'·86N., 28° 42'·00E. 43° 47'·75N., 28° 36'·31E.
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**Chart 2282 (Panel C, Portul Midia)** [ *previous update 4667/22* ] WGS84 DATUM

Insert	Automatic Identification System, <i>AIS</i> , at light-buoy	44° 18'·84N., 28° 41'·97E.
	depth, 8 <sub>4</sub>	(a) 44° 19'·08N., 28° 41'·79E.
Delete	depth, 9 <sub>3</sub> , close SW of:	(a) above

**Chart 2282 (Panel D, Portul Mangalia)** [ *previous update 4667/22* ] WGS84 DATUM

Insert	Automatic Identification System, <i>AIS</i> , at light-buoy	43° 47'·78N., 28° 36'·30E.
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### 61 MALACCA STRAIT - Buoy.

Source: Marine Department, Malaysia Notice 89/22

**Chart 2152** [ *previous update 5338/21* ] WGS84 DATUM



Delete	 Q(6)+LFl.15s	2° 59'·784N., 101° 22'·865E.
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## II

### 99\* SINGAPORE - Buoy.

Source: Maritime and Port Authority of Singapore

**Chart 4034** [ *previous update 4373/22* ] WGS84 DATUM

Replace	 <i>Fl.Y.5s OVPJ</i> with  <i>Fl.Y.5s OVPJ</i>	1° 17′.946N., 103° 43′.898E.
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### 100\* SINGAPORE - Buoy.

Source: Maritime and Port Authority of Singapore

**Chart 4037** [ *previous update 3952/22* ] WGS84 DATUM

Insert	 <i>Fl.Y.3s MESN SJI</i>	1° 13′.120N., 103° 50′.739E.
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**Chart 4040** [ *previous update 5120/22* ] WGS84 DATUM

Insert	 <i>Fl.Y.3s MESN SJI</i>	1° 13′.12N., 103° 50′.74E.
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


**Chart 4041** [ *previous update 5069/22* ] WGS84 DATUM

Insert	 <i>Fl.Y.3s MESN SJI</i>	1° 13′.12N., 103° 50′.74E.
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### 62 CHINA - South Coast - Buoyage. Lights.

Source: Chinese Notice 39/1344/22

**Chart 3993** [ *previous update 1437/22* ] CGCS2000 DATUM

Insert	 <i>Q(3)10s T2</i>	21° 41′.95N., 108° 37′.84E.
	 <i>Fl(3)G.10s J3A</i>	21° 42′.12N., 108° 38′.02E.
	 <i>Q J3B</i>	21° 42′.04N., 108° 37′.80E.
	 <i>Q(6)+LFl.15s J3C</i>	21° 42′.30N., 108° 37′.88E.
	 Iso.R.4s10m5M	21° 42′.12N., 108° 37′.77E.
Amend	designation of buoy to, <i>J3D</i>	21° 42′.28N., 108° 37′.79E.
Delete	 <i>Q(6)+LFl.15s T2</i>	21° 41′.96N., 108° 37′.83E.

### 64 CHINA - South Coast - Wreck.

Source: Chinese chart 15435

**Chart 343** [ *previous update New Edition 13/10/2022* ] CGCS 2000 DATUM

Delete		22° 24′.69N., 113° 45′.75E.
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## II

### 68 CHINA - East Coast - Light.

Source: Chinese Notice 43/1453/22

**Chart 1603** [ *previous update 4605/22* ] CGCS 2000 DATUM

Insert	★ Iso.R.4s15m3M	31° 25′.04N., 121° 29′.07E.
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**Chart 1604 (Panel A, Baoshan to Dongfengxi Sha)** [ *previous update 4069/22* ] CGCS 2000 DATUM

Insert	★ Iso.R.4s15m3M	31° 25′.04N., 121° 29′.07E.
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### 69 VIETNAM - Depths.

Source: VMS South Notice 213/22

**Chart 3874 (Panel, Quy Nhon)** [ *previous update 1295/22* ] WGS84 DATUM

Insert	depth, 8 <sub>8</sub>	(a) 13° 46′.56N., 109° 14′.94E.
Delete	depth, 9 <sub>9</sub> , close SE of:	(a) above
Replace	depth, 9 <sub>1</sub> , with depth, 8 <sub>3</sub>	13° 46′.66N., 109° 14′.88E.

### 70 CHINA - Bo Hai - Wrecks.

Source: Chinese Notices 47/1555/22 & 47/1557/22

**Chart 1250** [ *previous update 4695/22* ] CGCS 2000 DATUM

Insert	⊕ Rep (2022) PA	37° 42′.7N., 119° 49′.4E.
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**Chart 1256** [ *previous update 4801/22* ] WGS84 DATUM

Insert	⊕	37° 34′.5N., 119° 39′.3E.
	⊕ Rep (2022) PA	37° 42′.7N., 119° 49′.4E.

**Chart 1294** [ *previous update 5204/22* ] CGCS 2000 DATUM

Insert	⊕	37° 34′.50N., 119° 39′.28E.
	⊕ Rep (2022) PA	37° 42′.70N., 119° 49′.40E.

## II

### 80 CHINA - South Coast - Lights. Wind farm. Legend.

Source: Chinese Notice 39/1340/22

#### Chart 1369 [ *previous update 3664/22* ] CGCS2000 DATUM

Insert	limit of wind farm, pecked line, joining:	(a) 22° 20′.02N., 114° 57′.72E. (b) 22° 20′.76N., 115° 01′.39E. (c) 22° 17′.40N., 115° 01′.39E. (d) 22° 16′.70N., 114° 57′.72E.
	legend, Wind farm under construction (2022), within:	(a)-(d) above
	★ Mo(C)Y.12s17m5M	(a) above (b) above
	★ Mo(C)Y.12s18m5M	(c) above (d) above

#### Chart 1962 [ *previous update 4737/22* ] WGS84 DATUM

Insert	limit of wind farm, pecked line, joining:	(a) 22° 20′.0N., 114° 57′.7E. (b) 22° 20′.8N., 115° 01′.4E. (c) 22° 17′.4N., 115° 01′.4E. (d) 22° 16′.7N., 114° 57′.7E.
	legend, Wind farm under construction (2022), within:	(a)-(d) above

#### Chart 1968 [ *previous update 4970/22* ] WGS84 DATUM

Insert	limit of wind farm, pecked line, joining:	22° 20′.0N., 114° 57′.7E. 22° 20′.8N., 115° 01′.4E. 22° 17′.4N., 115° 01′.4E. 22° 16′.7N., 114° 57′.7E.
	legend, Wind farm under construction (2022), centred on:	22° 15′.2N., 114° 57′.2E.

#### Chart 3026 [ *previous update 5065/22* ] WGS84 DATUM

Insert	limit of wind farm, pecked line, joining:	(a) 22° 20′.02N., 114° 57′.72E. (b) 22° 20′.76N., 115° 01′.39E. (c) 22° 17′.40N., 115° 01′.39E. (d) 22° 16′.70N., 114° 57′.72E.
	legend, Wind farm under construction (2022), within:	(a)-(d) above
	★ Mo(C)Y.12s17m5M	(a) above (b) above
	★ Mo(C)Y.12s18m5M	(c) above (d) above 22° 15′.99N., 115° 00′.31E.

## II

### 81 CHINA - East Coast - Light-beacons.

Source: Chinese Notice 42/1414/22

#### Chart 1126 [ previous update 4329/22 ] CGCS 2000 DATUM

Insert	 Q.R.13m5M	29° 55′.86N., 121° 54′.45E.
Delete	 Fl.R.4s5M	29° 55′.69N., 121° 54′.38E.

#### Chart 1304 [ previous update 5140/22 ] CGCS 2000 DATUM

Insert	 Q.R.13m5M	29° 55′.86N., 121° 54′.45E.
Delete	 Fl.R.4s5M	29° 55′.69N., 121° 54′.38E.


#### Chart 1592 [ previous update 3470/22 ] WGS84 DATUM

Insert	 Q.R.13m5M No 3	29° 55′.86N., 121° 54′.45E.
Delete	 Fl.R.4s14m5M No 3	29° 55′.69N., 121° 54′.38E.

### 82 TAIWAN - Buoyage.

Source: UKHO

#### Chart 1760 [ previous update 4970/22 ] WGS84 DATUM

Insert	 Fl(5)Y.20s ODAS	24° 28′.8N., 120° 07′.2E.
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#### Chart 1761 [ previous update 43/23 ] WGS84 DATUM

Insert	 Fl(5)Y.20s ODAS	24° 57′.3N., 120° 41′.1E.
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#### Chart 3231 [ previous update 3929/22 ] WGS84 DATUM

Insert	 Fl(5)Y.20s ODAS	24° 28′.78N., 120° 07′.17E. 24° 57′.26N., 120° 40′.96E.
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#### Chart 3658 [ previous update 4804/22 ] WGS84 DATUM

Insert	 Fl(5)Y.20s ODAS	24° 57′.26N., 120° 40′.93E.
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### 84 CHINA - East Coast - Virtual aid to navigation. Buoy.

Source: Chinese Notice 42/1415/22

#### Chart 1759 [ previous update 4329/22 ] CGCS 2000 DATUM

Insert	symbol, blue and yellow emergency wreck marking buoy, St Georges cross topmark, Al.Oc.BuY.3s (2 buoys)	(a) 28° 59′.3N., 122° 19′.1E.
	symbol, Virtual aid to navigation, isolated danger topmark, V-AIS, out of position	(a) above

## II

### 95 TAIWAN - Depth.

Source: UKHO

**Chart 4052 (INT 52)** [ *previous update 4796/22* ] WGS84 DATUM

Delete



21° 42′.4N., 122° 09′.5E.

**Chart 4509 (INT 509)** [ *previous update 4032/22* ] WGS84 DATUM

Delete



21° 40′.7N., 122° 08′.7E.

### 97 CHINA - East Coast - Lights. Legend. Buoyage.

Source: Chinese Notice 42/1420/22

**Chart 1763** [ *previous update 3629/22* ] WGS84 DATUM

Insert

★ LFl.10s 11

27° 58′.99N., 120° 55′.90E.

★ Q.Y 9

27° 58′.81N., 120° 55′.78E.

★ Iso.4s 5

(a) 27° 58′.66N., 120° 55′.67E.

radar beacon, Racon (X), at light

(a) above

★ Q.Y 1

27° 58′.44N., 120° 55′.53E.

Move



Fl(2)R.6s No20, from:

27° 58′.63N., 120° 55′.49E.

to:

27° 58′.70N., 120° 55′.38E.



Fl(2)G.6s No19', from:

27° 58′.58N., 120° 56′.03E.

to:

27° 58′.52N., 120° 56′.16E.

Delete

legend, Marked by yellow light buoys, centred on:

27° 58′.71N., 120° 55′.92E.

### 71 JAPAN - Hokkaidō - Lights.

Source: Japanese Notice 49/603/22

**Chart JP 1030** [ *previous update 4818/22* ] WGS84 DATUM

Insert

★ Fl G 3s 16m 7M

42° 18′.25N., 140° 57′.78E.

Delete

★ Fl G 3s 7M

42° 18′.38N., 140° 58′.04E.

**Chart JP 1034** [ *previous update 4818/22* ] WGS84 DATUM

Insert

★ Fl G 3s 16m 7M

42° 18′.25N., 140° 57′.78E.

Delete

★ Fl G 3s 7M



42° 18′.38N., 140° 58′.04E.

## II

### 72 JAPAN - Honshū - Buoy. Superbuoy.

Source: Japanese Notice 49/606/22

**Chart JP 54** [ *previous update 1209/22* ] WGS84 DATUM

Replace  Fl (5) Y 20s, with  Mo(U) 15s 38° 51′·5N., 141° 53′·7E.

### 73 JAPAN - Seto Naikai - Lights.

Source: Japanese Notice 49/607/22

**Chart JP 104** [ *previous update 2774/22* ] WGS84 DATUM

Amend light to, Mo(U) R 10s 34° 03′ 16·4"N., 132° 51′ 16·1"E.  
34° 03′ 08·4"N., 132° 51′ 08·1"E.

### 74 JAPAN - Seto Naikai - Light.

Source: Japanese Notice 49/608/22

**Chart JP 141** [ *previous update 4557/22* ] WGS84 DATUM

Amend light to, Fl R 3s 13m 5M 33° 49′·07N., 132° 40′·99E.

**Chart JP 1102** [ *previous update 4914/22* ] WGS84 DATUM

Amend light to, Fl R 3s 13m 5M 33° 49′·07N., 132° 40′·99E.

**Chart JP 1108** [ *previous update 4557/22* ] WGS84 DATUM

Amend light to, Fl R 3s 13m 5M 33° 49′·07N., 132° 40′·99E.

### 75 JAPAN - Kyūshū - Fish havens.

Source: Japanese Notice 49/611/22

**Chart JP 187** [ *previous update 4915/22* ] WGS84 DATUM

Insert  32° 47′·6N., 128° 39′·1E.  
32° 46′·0N., 128° 37′·6E.



## II

### 83 INDONESIA - Sulawesi - NM Blocks. Depths.

Source: ENC ID3342R1

#### Chart 2894 [ previous update 3639/22 ] WGS84 DATUM

Insert the accompanying block, centred on: 1° 19′.5N., 121° 22′.0E.

#### Chart 2957 [ previous update 4604/22 ] WGS84 DATUM

Insert the accompanying block, centred on: 1° 17′.9N., 121° 22′.9E.  
 depth, 14, and extend 20m contour N to enclose (a) 1° 06′.3N., 121° 56′.2E.  
 Delete depth, 34, close NW of: (a) above


#### Chart 3484 (INT 554) [ previous update 3639/22 ] WGS84 DATUM

Insert the accompanying block, centred on: 1° 19′.1N., 121° 27′.1E.

### 94 MEXICO - Pacific Ocean Coast - Buoy. Lights.

Source: Mexican Notices 16/194, 201, 202, 208/22 and UKHO

#### Chart 1029 [ previous update 5154/22 ] WGS84 DATUM

Amend Punta Colnett light to, Fl.6s110m10M 30° 57′.7N., 116° 19′.8W.  
 light to, Iso & Iso.R & 2Fl.10M 31° 59′.2N., 116° 51′.0W.  
 Delete  Q 32° 20′.8N., 117° 06′.2W.

#### Chart 1049 [ previous update 965/22 ] WGS84 DATUM

Amend light-buoy to, Fl.2s 32° 20′.8N., 117° 05′.8W.  
 light to, Iso.2s & Iso.R.2s & 2Fl.3s10M 31° 59′.2N., 116° 51′.1W.  
 Punta Colnett light to, Fl.6s110m10M 30° 57′.7N., 116° 19′.8W.

### 103 MEXICO - Pacific Ocean Coast - Lights.

Source: Mexican Notice 17/271/22

#### Chart 1017 (Panel B) [ previous update 3484/19 ] WGS84 DATUM

Insert ★ Fl(4)16s16m14M Cabo Virgenes 27° 33′.8N., 112° 22′.3W.  
 Delete ★ Fl(4)16s16m10M Cabo Virgenes 27° 32′.9N., 112° 21′.6W.

### 90 BRAZIL - South Coast - Wreck.

Source: Brazilian Notice 19/S 216(P)/22

#### Chart 431 [ previous update 4903/22 ] WGS84 DATUM

Insert  22° 55′.81S., 43° 53′.95W.

## II











### 58 COLOMBIA - Caribbean Sea Coast - Buoyage.

Source: Colombian Notices 315/22 and 318/22

#### Chart 2194 [ previous update 1299/22 ] WGS84 DATUM

- Insert  *Iso.4s* (a) 12° 17'·9N., 71° 58'·9W.
- Delete  *Q*, close S of: (a) above

#### Chart 2267 (Panel D, Puerto Bolivar) [ previous update 4479/22 ] WGS84 DATUM

- Insert  *Iso.4s* 12° 17'·92N., 71° 58'·91W.
- Delete former  *Q* 12° 17'·88N., 71° 58'·80W.
- Insert  *Fl.G.3s '1'* (a) 12° 16'·99N., 71° 58'·41W.
- Delete former  *Q.G '1'*, close N of: (a) above
- Insert  *Fl.R.3s '2'* (b) 12° 16'·88N., 71° 58'·57W.
- Delete former  *Q.R '2'*, close NE of: (b) above
- Insert  *Fl.G.3s '3'* (c) 12° 16'·29N., 71° 57'·95W.
- Delete former  *Q.G '3'*, close SE of: (c) above
- Insert  *Fl.R.3s '4'* (d) 12° 16'·18N., 71° 58'·10W.
- Delete former  *Q.R '4'*, close E of: (d) above

#### Chart 2267 (Panel C, Approaches to Puerto Bolivar) [ previous update 4479/22 ] WGS84 DATUM

- Insert  *Iso.4s* (a) 12° 17'·92N., 71° 58'·91W.
- Delete  *Q*, close S of: (a) above

### 105 UNITED STATES OF AMERICA - East Coast - Obstruction.

Source: US Coast Guard District 1 LNM 49/12402/22

#### Chart 3204 [ previous update 4007/22 ] NAD83 DATUM

- Insert  *Obstn PA (tow line)* 40° 35'·63N., 74° 01'·21W.

#### Chart 3459 [ previous update 4489/22 ] NAD83 DATUM

- Insert  *Obstn PA (tow line)* 40° 35'·63N., 74° 01'·21W.

## II

### 86(T)/23 SCOTLAND - West Coast - Scientific instruments. Buoyage.

Source: Peel Ports NM 77/22

1. Unlit environmental monitoring buoys marked by orange buoys, have been established on the seabed in the following positions:  
55° 53′.33N., 5° 24′.07W.  
56° 08′.35N., 5° 12′.47W.
2. Mariners are advised to navigate with caution in the area.  
(ETRS89 DATUM)

**Charts affected - 2131 - 2381 - 2382 - 5610\_10**

### 65(T)/23 ESTONIA - Buoyage.

Source: Estonian Notice 8/120(T)/22

1. Yellow *ODAS* light-buoys, *Fl.Y.5s*, have been established in the following positions:  
58° 04′.66N., 23° 39′.87E.  
58° 04′.67N., 23° 42′.92E.
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Charts affected - 2215 - 2816 - 2817**

### 67(T)/23 NORTH ATLANTIC OCEAN - Arquipélago dos Açores - Works. Light. Pier. Pole. Buoyage.

Source: Portuguese Notices 7/257(T)/22 and 10/316(T)/22

1. Works are in progress in the approaches to Angra Do Heroísmo.
2. As part of the Porto Pipas expansion works, the last extension caisson of the pier was placed and is delimited, at its end, by the following positions:  
38° 38′.995N., 27° 12′.931W.  
38° 38′.991N., 27° 12′.924W.  
38° 38′.995N., 27° 12′.918W.
3. A light, *Fl.Y.6s2M*, on a 2m iron pole with yellow cross has been established in position 38° 38′.995N., 27° 12′.931W.
4. \* Yellow cylindrical light-buoys, *Iso.Y.2s*, have been established in the following positions:  
38° 39′.049N., 27° 12′.966W.  
38° 38′.980N., 27° 12′.970W.
5. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
6. Former Notice 4282(T)/22 is cancelled.  
\*Indicates new or revised entry  
(WGS84 DATUM)

**Chart affected - 1957**

### 85(T)/23 SINGAPORE - Wreck. Buoy.

Source: Maritime and Port Authority of Singapore

1. A vessel has sunk, least depth 5.1m, in the Changi Barge Temporary Holding (ACBTH) anchorage in position  
1° 20′.46N., 104° 03′.08E.

## II

### 85(T)/23 SINGAPORE - Wreck. Buoy. (continued)

2. An Isolated danger buoy, *Fl(2)10s*, has been deployed, in position  $1^{\circ} 20' \cdot 47''\text{N.}$ ,  $104^{\circ} 03' \cdot 09''\text{E.}$
3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.  
(WGS84 DATUM)

**Charts affected - 3831 - 4043 - 4044**

### 104(T)/23 INDONESIA - Sumatera - Wreck.

Source: Indonesian Notice 50/577(P)/22

1. A sunken vessel exists in position  $2^{\circ} 42' \cdot 01''\text{S.}$ ,  $105^{\circ} 51' \cdot 23''\text{E.}$
2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)

**Chart affected - 3471**

### 76(T)/23 JAPAN - Honshū - Works. Dredging area. Submarine pipeline.

Source: Japanese Notice 49/5625(T)/22

1. Dredging works are taking place, until 27 March 2023, within an area bounded by the following positions:

$37^{\circ} 55' 56''\text{N.}$ ,  $139^{\circ} 03' 33''\text{E.}$

$37^{\circ} 55' 53''\text{N.}$ ,  $139^{\circ} 03' 42''\text{E.}$

$37^{\circ} 55' 37''\text{N.}$ ,  $139^{\circ} 03' 35''\text{E.}$

$37^{\circ} 55' 38''\text{N.}$ ,  $139^{\circ} 03' 27''\text{E.}$

2. A submarine discharging pipeline is being laid within an area bounded by the following positions:

$37^{\circ} 56' 53''\text{N.}$ ,  $139^{\circ} 03' 53''\text{E.}$

$37^{\circ} 56' 51''\text{N.}$ ,  $139^{\circ} 03' 59''\text{E.}$

$37^{\circ} 55' 37''\text{N.}$ ,  $139^{\circ} 03' 32''\text{E.}$

$37^{\circ} 55' 38''\text{N.}$ ,  $139^{\circ} 03' 27''\text{E.}$

$37^{\circ} 56' 18''\text{N.}$ ,  $139^{\circ} 03' 40''\text{E.}$

$37^{\circ} 56' 21''\text{N.}$ ,  $139^{\circ} 03' 39''\text{E.}$

$37^{\circ} 56' 33''\text{N.}$ ,  $139^{\circ} 03' 44''\text{E.}$

$37^{\circ} 56' 33''\text{N.}$ ,  $139^{\circ} 03' 45''\text{E.}$

(WGS84 DATUM)

**Chart affected - JP 1155A**

### 77(T)/23 JAPAN - Kyūshū - Buoy.

Source: Japanese Notice 49/5628(T)/22

1. The pillar buoy, (*R Lt*) , in position  $33^{\circ} 55' 56 \cdot 2''\text{N.}$ ,  $130^{\circ} 44' 07 \cdot 3''\text{E.}$  has been removed until further notice.  
(WGS84 DATUM)

**Chart affected - JP 1267**

## II

### 78(T)/23 JAPAN - Kyūshū - Depths.

Source: Japanese Notice 49/5629(T)/22

- Depths less than charted exist in the following positions:

<i>Depth</i>	<i>Position</i>
0·9m	33° 36′ 14·4"N., 130° 23′ 44·5"E.
1m	33° 36′ 12·3"N., 130° 23′ 45·7"E.
2m	33° 36′ 10·5"N., 130° 23′ 44·7"E.

(WGS84 DATUM)

**Chart affected - JP 1227**

### 98(P)/23 INDONESIA - Nusa Tenggara - Submarine cable.

Source: Indonesian Notice 50/575(P)/22

- A submarine cable is being laid joining the following positions:

8° 57′·91S., 115° 41′·15E.

8° 48′·92S., 115° 39′·62E.

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

(WGS84 DATUM)

**Charts affected - 2875 - 2876 - 2915 - 3706**

### 101(P)/23 PHILIPPINE ISLANDS - Submarine cables.

Source: NAMRIA NAVPHIL 217/22

- Submarine cable laying operations are taking place, joining the following positions:

10° 58′·39N., 124° 37′·71E.

10° 55′·47N., 124° 37′·92E.

and

10° 25′·43N., 124° 00′·71E.

10° 24′·70N., 124° 01′·46E.

10° 24′·72N., 124° 04′·82E.

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

- Charts will be updated when works are complete.

(WGS84 DATUM)

**Charts affected - 3484 (INT 554) - 3809 - 4416 - 4417 - 4473 - 4474 - 4477**

## II

### 106(P)/23 PHILIPPINE ISLANDS - Submarine cables.

Source: NAMRIA NAVPHIL 233/22

1. Submarine cable laying operations are taking place, joining the following positions:

10° 47' 73N., 122° 40' 91E.  
10° 46' 12N., 122° 41' 10E.  
10° 44' 71N., 122° 41' 66E.  
10° 44' 57N., 122° 41' 82E.  
10° 43' 67N., 122° 44' 63E.  
10° 43' 91N., 122° 46' 98E.  
10° 45' 12N., 122° 48' 87E.  
10° 45' 53N., 122° 51' 29E.  
10° 45' 89N., 122° 53' 87E.  
10° 45' 76N., 122° 54' 16E.  
10° 44' 33N., 122° 55' 27E.  
10° 44' 28N., 122° 55' 48E.  
10° 44' 28N., 122° 56' 50E.  
10° 44' 57N., 122° 57' 66E.  
10° 44' 58N., 122° 57' 67E.  
10° 44' 60N., 122° 57' 72E.

and

9° 45' 02N., 126° 04' 99E.  
9° 41' 84N., 126° 06' 27E.  
9° 40' 47N., 126° 06' 19E.  
9° 38' 19N., 126° 04' 52E.  
9° 36' 25N., 126° 03' 88E.  
9° 34' 64N., 126° 00' 43E.  
9° 32' 88N., 125° 59' 28E.  
9° 32' 13N., 125° 57' 61E.  
9° 32' 10N., 125° 56' 40E.  
9° 32' 58N., 125° 55' 07E.  
9° 32' 68N., 125° 53' 89E.  
9° 31' 80N., 125° 52' 37E.  
9° 31' 20N., 125° 52' 03E.

2. Mariners are advised to navigate with caution in the area.
3. Charts will be updated when works are complete.  
(WGS84 DATUM)

**Charts affected - 2391 - 3484 (INT 554) - 3809 - 4416 - 4417 - 4420 - 4475 - 4479 - 4480 - 4497**

### 87(P)/23 NEW ZEALAND - North Island - Depths. Drying height. Piers. Beacons. Buoyage.

Source: New Zealand Notice 25/67(P)/22

1. Depths less than charted exist within Whangarei Harbour in the vicinity of the channel west of Limestone Island. The most significant are as follows:

<i>Depth (m)</i>	<i>Position</i>
0.6	35° 46' 97S., 174° 20' 99E.
1.8	35° 46' 94S., 174° 21' 04E.

2. A drying height, 0.2m, exists in position centred on: 35° 47' 00S., 174° 20' 95E.
3. A pier has been established with outermost positions of: North End 35° 45' 12S., 174° 20' 95E. and South End 35° 45' 14S., 174° 20' 96E. A further 4 piers are planned for construction to the South.
4. Beacons in Kioreroa Reach have recently been replaced with buoys and a new numbering sequence.

## II

### 87(P)/23 NEW ZEALAND - North Island - Depths. Drying height. Piers. Beacons. Buoyage. (continued)

5. Mariners are advised to navigate with caution in the area.
6. Charting action will take place in due course.  
(WGS84 DATUM)

**Chart affected - NZ 5215**

### 79(T)/23 NORTH PACIFIC OCEAN - General information.

Source: Japanese Notice 49/5630(T)/22

1. A rocket launch is due to take place from the Tanegashima Space Center between 24 January and 27 February 2023.
2. A sea warning area will be established, bounded by the following positions:

30° 25'·67N., 130° 58'·35E.  
30° 26'·80N., 130° 59'·88E.  
30° 27'·02N., 131° 00'·00E.  
30° 27'·02N., 131° 16'·80E.  
30° 20'·40N., 131° 16'·80E.  
30° 20'·40N., 130° 57'·82E.  
30° 21'·95N., 130° 57'·82E.  
30° 22'·33N., 130° 57'·68E.

3. Between 25 January and 28 February 2023, rocket debris is predicted to fall within areas bounded by the following positions:

29° 57'·0N., 132° 46'·0E.  
30° 13'·0N., 132° 48'·0E.  
30° 19'·0N., 132° 57'·0E.  
30° 13'·0N., 133° 37'·0E.  
29° 50'·0N., 133° 34'·0E.  
and  
26° 47'·0N., 135° 06'·0E.  
27° 40'·0N., 136° 03'·0E.  
26° 37'·0N., 137° 02'·0E.  
25° 44'·0N., 136° 05'·0E.  
and  
15° 18'·0N., 132° 53'·0E.  
15° 15'·0N., 134° 31'·0E.  
12° 56'·0N., 134° 26'·0E.  
13° 00'·0N., 132° 48'·0E.

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

**Charts affected - 2347 - 2412 - 3237 - 4507 (INT 507) - 4509 (INT 509) - 4510 (INT 510) - JP 1221**

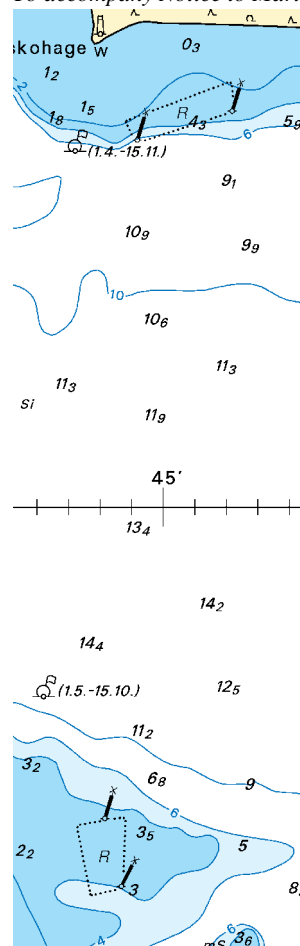
*To accompany Notice to Mariners 63/23*

*On Chart 274*

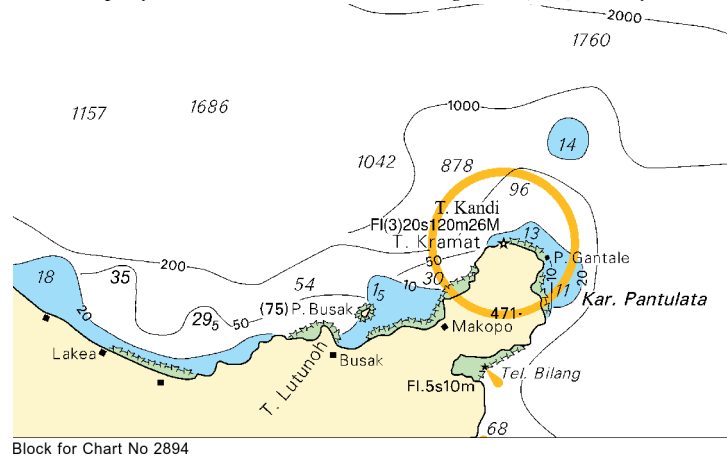
OIL/GAS FIELD DECOMMISSIONING  
Production platforms and associated structures in the areas indicated are currently being decommissioned. During the works, aids to navigation may be unreliable and certain features may not be as shown. Consult local notices to mariners issued by the oil/gas field operator for details of decommissioning progress.



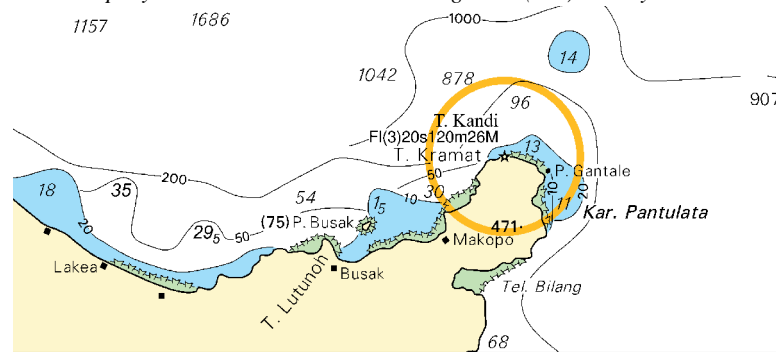
To accompany Notice to Mariners 59/23. Image Size (mm) 124.1 by 38.1



To accompany Notice to Mariners 83/23. Image Size (mm) 57.3 by 95.3

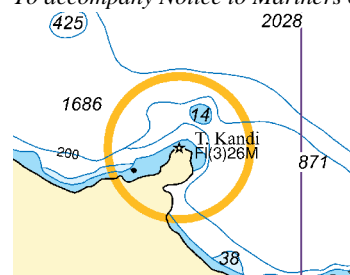


To accompany Notice to Mariners 83/23. Image Size (mm) 45.7 by 102.1



Block for Chart No 2957

To accompany Notice to Mariners 83/23. Image Size (mm) 35 by 45



Block for Chart No 3484

### III

#### NAVIGATIONAL WARNINGS

See *The Mariner's Handbook (2020 Edition)*. Only the most convenient ADMIRALTY Chart is quoted. All warnings issued within the previous 42 days are broadcast via Enhanced Group Call (EGC) and/or NAVTEX.

The complete texts of all in-force NAVAREA I warnings, including those which are no longer being broadcast, are available from [www.admiralty.co.uk/RNW](http://www.admiralty.co.uk/RNW). Additionally, a quarterly cumulative list of the complete text of all in-force NAVAREA I Warnings is included in Section III of the Weekly NM Bulletin in Weeks 1, 13, 26 and 39 each year.

Alternatively, these may be requested by e-mail from NAVAREA I Co-ordinator at: [navwarnings@ukho.gov.uk](mailto:navwarnings@ukho.gov.uk)

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

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Weekly Edition 02 published on the UKHO website 30 Dec 22.

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Navarea I (NE Atlantic) *Weekly Edition 02*

The following NAVAREA I warnings were in force at 300500 UTC Dec 22.

2022 series: 068, 168, 194, 213, 217, 219, 220, 221, 226, 229, 230.

Summary of Navarea I warnings issued since Weekly Edition 01:

- |     |  |                   |
|-----|--|-------------------|
| 229 | 1. Navarea I warnings in force at 231000 UTC Dec 22. | 2. Cancel 225/22. |
| 230 | 1. RIGLIST. Correct at 300500 UTC Dec 22.            |                   |

Southern North Sea: 51N to 55N

52-29.8N	004-13.0E	Valaris 123 ACP Q10-A
52-41.8N	004-17.7E	JB-115 ACP HNA
52-45.4N	003-45.5E	Swift 10 ACP P6-A
53-00.0N	001-50.8E	Valaris 72 ACP Hewett Gas Field
53-11.0N	002-05.9E	Noble Hans Deul ACP Southwark
53-14.0N	003-14.5E	590021 ACP Allseas Test
53-19.4N	002-34.5E	Seafox 7 ACP 49/23-AQ
53-21.9N	001-39.1E	Well Safe Protector ACP Anglia Gas Field
53-27.7N	001-55.1E	Seafox 4 ACP Galleon Gas Field
53-37.5N	004-08.7E	Maersk Resolute ACP L7-H
53-58.7N	006-55.1E	Seafox 2 ACP Dolwin Beta
53-59.0N	000-47.4E	Haeva ACP Neptune Gas Field
54-04.0N	000-28.8E	Noble Innovator
54-04.4N	000-54.9E	Erda ACP 42/30-ST3
54-05.1N	002-01.6E	Valaris Gorilla V
54-14.7N	002-09.2E	Ensco 92 ACP Boulton Gas Field
54-34.2N	002-17.6E	Prospector 1 ACP Cygnus Gas Field
54-54.4N	000-03.4W	Maersk Resilient

North Sea: 55N to 60N, East of 5W

	55-28.6N	005-06.4E	Maersk Reacher ACP Dan Oil Field
	55-28.6N	005-06.4E	Noble Sam Turner ACP Dan Oil Field
	55-48.2N	004-33.7E	Maersk Interceptor ACP Valdemar Oil Field
	56-19.5N	003-21.2E	Maersk Integrator ACP Valhall Oil Field
	56-23.5N	002-53.5E	Linus
	56-25.4N	003-13.6E	West Elara ACP Eldfisk Oil Field
	56-37.5N	002-12.4E	Noble Sam Hartley
	56-41.8N	002-20.1E	Valaris 121 ACP Judy Oil Field
	56-51.0N	002-15.3E	Valaris 120 ACP Jade Oil Field
NEW	Scapa Flow		Safe Caledonia
	57-05.0N	000-51.1E	Stena Don
	57-09.2N	001-40.4E	Valaris Gorilla VI
	57-22.5N	001-59.9E	Valaris Norway ACP Mungo Oil Field
	57-41.9N	001-24.2E	Valaris 122
	57-45.4N	004-22.2E	Valaris Viking
	57-48.9N	004-32.0E	Maersk Inspirer ACP YME Oil Field
	57-54.2N	000-03.5E	Well Safe Guardian
	58-00.8N	000-55.4W	COSL Innovator
	58-25.3N	000-32.9W	COSL Pioneer
	58-44.9N	002-34.1E	Deepsea Atlantic
	58-55.3N	002-11.8E	Maersk Invincible ACP Ivar Aasen
	59-11.9N	002-24.7E	West Phoenix
	59-13.8N	002-33.3E	Deepsea Aberdeen

### III

59-20.5N 001-49.6E Deepsea Nordkapp  
59-27.4N 001-34.5E Ocean Patriot

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

60-11.4N 001-42.2E Paul B Loyd Jr  
60-21.3N 002-54.0E Askepott  
60-43.7N 003-34.6E Transocean Endurance  
61-02.4N 002-20.2E Noble Lloyd Noble ACP Valemon

South and West Coasts of the British Isles  
Nil.

#### NOTES:

- A. Rigs are protected by a 500 metre safety zone.
- B. ACP - Adjacent to Charted Platform.
- C. For Rigs located North of 65N, East of 5W, refer to Navarea XIX Warnings or visit [www.navarea-xix.no](http://www.navarea-xix.no)

- 2. Cancel 228/22.

## UPDATES TO ADMIRALTY SAILING DIRECTIONS

### NP13 Australia Pilot Volume 1 (2020 Edition)

#### 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]

### NP14 Australia Pilot Volume 2 (2019 Edition)

#### 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 1¾ miles S of the island. Thence:

Australian Notice 7/269/22 [NP14-No 17-Wk 02/23]

### Victoria – Western Port – Phillip Island — Directions; lights

142

Paragraph 5.11 *2 Replace by:*

- 2 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:*

- 5 **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]

## NP18 Baltic Pilot Volume 1 (2022 Edition)

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 Måvholmsegapet (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:*

- 1 **Landmarks:**  
Stora rös (57°36'53N 11°47'08E) (3.47).  
Stora Käsö 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 Mavholmsegapet, 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]

## NP19 Baltic Pilot Volume 2 (2022 Edition)

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]

## NP27 Channel Pilot (2022 Edition)

England – South coast – Isle of Wight – Wootton  
Creek — Sector light

223

Paragraph 7.174 *4 line 10 For (224.3°–225.8°) Read (223°–224.5°)*

Corr. KHM Portsmouth 14/10/22

[NP27-No 35-Wk 02/23]

NP48 Mediterranean Pilot Volume 4  
(2019 Edition)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]



**NP51 New Zealand Pilot (2021 Edition)****North Island – Mercury Island to  
Tauranga Harbour – Ruamahua 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 Ruamahua Island, the S and highest island in the group.

ENC NZ300534 (4.000) [NP51–No 8–Wk 02/23]

**NP56 Norway Pilot Volume 1 (2022 Edition)****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 Kristhällan Leading Lights:**

Front light: Kristhällan N Light (lantern on white shed) (58°56'·02N 11°07'·71E).

Rear light: Kristhällan 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 1¼ 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 Kristhällan 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 Kristhällan 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]

**NP69A East coasts of Central America and Gulf  
of Mexico Pilot (2020 Edition)****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 m<sup>3</sup>.

H102 Venture Global LNG [NP69A–No 48–Wk 02/23]

## UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

**NP74, Vol A Edition 2022.** Weekly Edition No. 2, Dated 12 January 2023.

*Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>A4822</b>	- Outer Channel. Ldg Lts 040.7°. Front (GB:ABP)	54 03.19 N 3 09.22 W	Q W	7	14	Orange □ on beacon	W035.2°-046.2°(11°)
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\*

**NP75, Vol B Edition 2022.** Weekly Edition No. 2, Dated 12 January 2023.

*Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>B2244.5</b> NO., 09400 *	- Rørvik	59 08.81 N 10 57.42 E	Al WRG	..	..	..	<b>Sectors to be amended (P) 2022</b>
	*	*	*	*	*	*	*

<b>B2249.8</b> NO., 010748 *	- Kallera	59 10.87 N 10 57.06 E	Iso R 4s	5	1.8	.. 5	Floodlit. <b>(P) 2022</b>
	*	*	*	*	*	*	*

<b>B2252</b> NO., 010200	- Vaterland. Ldg Lts 355.6°. Front	59 11.05 N 10 57.15 E	F R	9	2	Post	<b>Iso W 2s (P) 2022</b>
							*

<b>B2252.1</b> NO., 010300	- Vaterland. Ldg Lts 355.6°. Rear. 440m from front	59 11.28 N 10 57.12 E	F R	20	2	Post	Floodlit. <b>Iso W 2s in position 59°11'35N, 10°57'11E (P) 2022</b>
							*

<b>B2800</b>	ARENDAL. SOUTH APPROACHES Remove from list; deleted
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<b>B2816</b>	ARENDAL TO GRIMSTAD Remove from list; deleted
--------------	--

<b>B2822</b>	ARENDAL TO GRIMSTAD Remove from list; deleted
--------------	--

<b>B2828</b>	ARENDAL TO GRIMSTAD Remove from list; deleted
--------------	--

<b>B3848</b> NO., 167014 *	- Stokkenes	60 26.33 N 5 36.59 E	Iso R 4s	6	3.2	Post 10	Floodlit
		*	*	*	*	*	*

**NP76, Vol C Edition 2022.** Weekly Edition No. 2, Dated 12 January 2023.

*Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>C0970.6</b> DK., 4260	- Årøsund Havn. New S Mole. Head	55 15.61 N 9 43.72 E	Fl G 3s	4	2.5	Grey post 3	..
		*					

NP76, Vol C Edition 2022 *continued.*

<b>C3347-9</b> LT, , 0006-1	PORT OF KLAIPEDA - N Mole. Head. North-westward	55 43-98 N 21 04-46 E	Fl W 4s	3	. . Yellow x on yellow pile 3	Marks measuring equipment. Safety area 200 meters in radius. <b>(T) 2022</b>
*	*	*	*	*	*	*
<b>C4145-8</b> FI, , 62869	- Holma	65 07-87 N 24 18-13 E	VQ(9)W 10s	12	4-2 $\Sigma$ on yellow beacon, black band	<i>(fl 0-15, ec 0-45) x 8, fl 0-15, ec 5-05.</i> <b>TE 2022</b>
						*

## NP77, Vol D Edition 2022. Weekly Edition No. 2, Dated 12 January 2023.

*Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>D1168</b> FR, L1, 37830	- Port de L'Herbaudière. Pointe du Devin	46 59-15 N 2 17-59 W	Dir WRG 12s	10	W11 White column and R 8 hut, green top G 8 6	<i>(ec 1, lt 1) x 3, ec 1, lt 5.</i> Oc(4) G314°-028°(74°). Oc(4) W028°-035°(7°). Oc(4) R035°-134°(99°)
*			*		*	*
<b>D2582</b> MA, , 14750 FR, L2, 16900 ES, I, 13470	<b>Pointe d'Azemmour</b>  - Emergency light	33 20-35 N 8 18-19 W  ..	Fl(2)WR 6s  Fl(2)WR 6s	45  ..	<b>W15</b> White tower R11 14  3 ..	<i>fl 1, ec 1, fl 1, ec 3.</i> W075°-100°(25°), R100°-245°(145°). Obscured 245°-075°(190°) ..
*	*	*	*	*	*	*
<b>D2588</b> MA, , 15050 FR, L2, 16940 ES, I, 13490	- <b>Sidi Bou Wafi</b>  - - Emergency light	33 15-02 N 8 31-01 W  ..	Fl W 5s  Fl W 3s	65  ..	<b>30</b> White tower, black top 51 10 ..	<i>fl 0-2</i> ..
*	*	*	*	*	*	*
<b>D2615</b> MA, , 17750 FR, L2, 17920	<b>Cap d'Aglou</b>  - Emergency light	29 40-53 N 9 58-89 W ..	Fl(2+1)W 12s  Fl(2)W 6s	54  ..	<b>20</b> Metal tower 20 10 ..	<i>fl 1, ec 1, fl 1, ec 3, fl 1, ec 5</i> ..
*	*	*	*	*	*	*
<b>D4284</b>	ESTUAIRE DU GABON Remove from list; deleted					
<b>D4286</b>	ESTUAIRE DU GABON Remove from list; deleted					
<b>D7362-61</b>  *	- Inner Harbour Entrance. Breakwater. Head. IHC-1	24 48-65 N 54 40-21 E *	Fl G 5s  *	..  *	.. Green beacon  *	..  *
<b>D7362-62</b>  *	- Inner Harbour Entrance. Breakwater. Head. IHC-2	24 48-76 N 54 40-36 E *	Fl R 5s  *	..  *	.. Red beacon  *	..  *
<b>D7362-63</b>  *	- Logistic Terminal. N End. IHC-3	24 48-29 N 54 41-28 E *	Fl R 5s  *	..  *	.. Red beacon  *	..  *
<b>D7362-65</b>  *	- Foreshore Basin. IHC-5	24 47-54 N 54 41-19 E *	Fl G 5s  *	..  *	.. Green beacon  *	..  *

# V

**NP78, Vol E Edition 2022.** Weekly Edition No. 2, Dated 12 January 2023.  
*Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>E0524-153</b> FR, L1, 49940	- Port-La-Nouvelle	43 01-56 N 3 04-13 E	Oc W 4s	39	10	△ on grey metal framework pylon, red and white vertical stripes 3	..
*	*	*	*	*	*	*	*
<b>E6373-4</b> TN, , 3325	- Té Boulba. No 5	35 39-83 N 10 57-63 E	Fl G 4s	4	3	Beacon	<b>(P) 2022</b>
*	*	*	*	*	*	*	*
<b>E6373-5</b> TN, , 3330	- Té Boulba. No 6	35 39-76 N 10 57-66 E	Fl R 5s	4	3	Beacon	<b>(P) 2022</b>
*	*	*	*	*	*	*	*
<b>E6373-6</b> TN, , 3285	- Té Boulba. Fishing Harbour. NW Pier. Head	35 39-77 N 10 57-53 E	Fl G 4s	7	5	Beacon 6	<i>fl 1.</i> <b>(T) 2022</b>
							*
<b>E6373-927</b> TN, , 3315	- Té Boulba. No 3	35 40-30 N 10 57-58 E	Fl G 4s	4	3	Beacon	<b>(P) 2022</b>
*	*	*	*	*	*	*	*
<b>E6373-928</b> TN, , 3320	- Té Boulba. No 4	35 40-30 N 10 57-63 E	Fl R 5s	4	3	Beacon	<b>(P) 2022</b>
*	*	*	*	*	*	*	*
<b>E6415-7</b> TN, , 1158	- Fishing Port. Spur No 2	37 09-18 N 10 14-12 E	Fl(3)W 5s	3	7-6	..	<i>(fl 0-3, ec 0-7) x 2, fl 0-3, ec 2-7.</i> <b>TE 2022</b>
							*
<b>E6789-5</b> MA, , 04450 ES, II, 72610 FR, L2, 11780	<b>Oued Laou</b> - Emergency light	35 28-41 N 5 06-58 W ..	Oc(2)W 6s Oc W 3s	150 ..	<b>18</b> 8	White tower ..	<i>ec 2-4, lt 1-6, ec 0-4, lt 1-6.</i> <b>TE 2022</b> ..
*	*	*	*	*	*	*	*

**NP82, Vol J Edition 2023.** Weekly Edition No. 2, Dated 12 January 2023.  
*Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>J4068</b> US, IV, 26182	- Oiltanking Mooring Dolphin	29 21-72 N 94 54-77 W	Fl W 2-5s	5	..	White ◇, orange border, on pile	Private
*	*	*	*	*	*	*	*
<b>J4259-297</b>	- Ethylene. Pier. E	20 56-62 N 97 21-48 W	Iso G 2s	10	5	Green beacon 7	..
*	*	*	*	*	*	*	*
<b>J4259-298</b>	- Ethylene. Pier. W	20 56-61 N 97 21-50 W	Iso G 2s	10	5	Green beacon 7	..
*	*	*	*	*	*	*	*
<b>J4355-5</b> MX, , 27-025	- Puerto Frontera (Puerto Alvaro Obegón). E Breakwater	18 36-81 N 92 41-47 W	Fl G 5s	11	10	White truncated pyramidal concrete tower 5	<i>fl 0-5</i>
				*	*		

# V

## NP82, Vol J Edition 2023 *continued.*

<b>J4842-5</b> CU, P2101, 60-00	Puerto de Canañas. Punta Africana. No 6	22 59-21 N 82 58-36 W	Fl R 4s	5	3 Red $\Delta$ on red concrete tower on piles	..	*
<b>J5125-04</b> CU, P2101, 1016-04	- Canalizo La Estopa. No 21	21 38-51 N 81 48-53 W	Fl G 3s	3	2 Green $\square$ on green GRP tower on pile	<b>TE 2022</b>	*
<b>J5125-05</b> CU, P2101, 1016-05	- Canalizo La Estopa. No 20	21 38-70 N 81 48-50 W	Fl R 4s	3	2 Red $\Delta$ on red GRP tower on pile	<b>TE 2022</b>	*
<b>J5125-07</b> CU, P2101, 1016-07	- Canalizo La Estopa. No 17	21 38-90 N 81 48-50 W	Fl G 5s	3	2 Green $\square$ on green GRP tower on pile	<b>Destroyed (T) 2022</b>	*
<b>J5125-09</b> CU, P2101, 1016-09	- Canalizo La Estopa. No 13	21 39-20 N 81 48-50 W	Fl G 3s	3	2 Green $\square$ on green GRP tower on pile	<b>Destroyed (T) 2022</b>	*

## NP83, Vol K Edition 2022. Weekly Edition No. 2, Dated 12 January 2023. *Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>K4722</b> FJ, F201, 4722	VITI LEVU. EAST COAST. OVALAU Island - Levuka. Na Tubari. Ldg Lts 263°08'. Front	17 40-96 S 178 50-06 E	F Bu	15	7 Orange $\Delta$ on church tower	Neon $\square$ . <b>TE 2022</b>	*
<b>K4983-4</b> FR, L2, 65380	- N Side. Pointe Papuaa. North-north-westward (FR)	16 27-77 S 151 45-38 W	Fl G 2-5s	4	3 Green $\Delta$ on green beacon 6	<i>fl 0-5</i>	*

## NP84, Vol L Edition 2022. Weekly Edition No. 2, Dated 12 January 2023. *Last Updates: Weekly Edition No. 52, dated 29 December 2022.*

<b>L1924</b> NO, , 554200	Kraka. Ravnholmen	64 56-15 N 11 14-24 E	Oc(2)WRG 8s	7 W3-8 Pile R3-2 6 G3-2	G149-6°-166-9°(17-3°), W166-9°-171-5°(4-6°), R171-5°-177-9°(6-4°), G177-9°-188-5°(10-6°), R188-5°-286°(97-5°), G286°-351-3°(65-3°), W351-3°-001-9°(10-6°), R001-9°-054-7°(52-8°)	*
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NP84, Vol L Edition 2022 *continued.*

<b>L1929</b> NO, , 555000	MÅHOLMRÅSA - Ternholmen. S Point	64 59.73 N 11 07.16 E	Iso WRG 6s	9 W5.2 Post R4.4 3 G4.4		G260.4°-276.9°(16.5°), W276.9°-281.6°(4.7°), R281.6°-289.1°(7.5°), G289.1°-290.5°(1.4°), W290.5°-295.8°(5.3°), R295.8°-335.8°(40°), G335.8°-075.2°(99.4°), W075.2°-080.5°(5.3°), R080.5°-094.9°(14.4°), G094.9°-095.8°(0.9°), W095.8°-097.3°(1.5°), R097.3°-103.5°(6.2°)
				*	*	*
<b>L1933</b> NO, , 557000	Fruflesa	65 01.31 N 11 07.80 E	Oc(2)WRG 8s	13 W7.1 Post R6.1 12 G6.1		G133.4°-159.3°(25.9°), W159.3°-162.3°(3°), R162.3°-175.5°(13.2°), G175.5°-210.3°(34.8°), W210.3°-228.2°(17.9°), R228.2°-252.6°(24.4°), G252.6°-254.2°(1.6°), W254.2°-269.7°(15.5°), R269.7°-302.3°(32.6°), G302.3°-330.6°(28.3°)
				*		*
<b>L1949</b> NO, , 562300	- Rypån	64 58.94 N 11 35.68 E	Oc(2)WRG 8s	7 W3.7 Post R 3 10 G 3		G019.2°-033.2°(14°), W033.2°-051.6°(18.4°), R051.6°-054.1°(2.5°), G054.1°-100.8°(46.7°), W100.8°-130.8°(30°), R130.8°-168.6°(37.8°), G168.6°-199.1°(30.5°), W199.1°-205.3°(6.2°), R205.3°-215.1°(9.8°)
				*		*
<b>L1951</b> NO, , 562400	- Dolmsundet	65 00.45 N 11 38.76 E	Oc(3)WRG 10s	3 W3.7 Pile R 3 3 G 3		G047.7°-059.1°(11.4°), W059.1°-070.4°(11.3°), R070.4°-071.5°(1.1°), G071.5°-240.3°(168.8°), W240.3°-245.8°(5.5°), R245.8°-253.3°(7.5°)
				*		*
<b>L3964</b> NO, , 934700	- Ingøy. Avløysninga	71 05.33 N 24 03.31 E	Iso WRG 4s	16 W4.7 Pile R3.9 8 G3.9		G089.1°-125.7°(36.6°), W125.7°-149.9°(24.2°), R149.9°-270.8°(120.9°), G270.8°-279.2°(8.4°)
			*	*		*
<b>L3994</b> NO, , 939800	- Svartviknæringen (Sortviknæringen)	71 06.20 N 24 50.98 E	Fl WRG 5s	21 W6.6 Tripod R5.7 6 G5.7		<i>fl 1.</i> G135.6°-136.2°(0.6°), W136.2°-175°(38.8°), R175°-250.5°(75.5°), G250.5°-261.5°(11°), W261.5°-267.7°(6.2°), R267.7°-279.9°(12.2°), G279.9°-281°(1.1°), W281°-310.4°(29.4°), R310.4°-338.3°(27.9°), G338.3°-350°(11.7°), W350°-001°(11°), R001°-018°(17°)
				*	*	*

NP84, Vol L Edition 2022 *continued.*

<b>L4041</b> NO, , 947100	MAGERØYA - Knivskjærodden	71 11-06 N 25 40-33 E	Fl(2)WRG 10s	35	W5-5 R4-6 G4-6	Concrete column 3	<i>fl 0-5, ec 1-5, fl 0-5, ec 7-5.</i> R283°-070-5°(147-5°), G070-5°-081-3°(10-8°), W081-3°-283°(201-7°)
*		*	*	*	*	*	*

NP85, Vol M Edition 2022. Weekly Edition No. 2, Dated 12 January 2023.  
*Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>M4216-5</b> KR, 410, 3073	Jaeundo	34 55-34 N 126 05-44 E	Fl(2)W 6s	32	11	White round concrete tower 9	W133°-330°(197°)
					*		*
<b>M4254-92</b> KR, 410, 2657-2	Hwasun Hang. Outer Breakwater. B	33 14-01 N 126 20-22 E	Fl(4)Y 8s	6	8	× on yellow round steel pipe 17	. .
							*
<b>M4254-93</b> KR, 410, 2657-1	Hwasun Hang. Outer Breakwater. A	33 13-96 N 126 20-57 E	Fl(4)Y 8s	6	8	× on yellow round steel pipe 17	<b>TE 2022</b>
							*

NP86, Vol N Edition 2022. Weekly Edition No. 2, Dated 12 January 2023.  
*Last Updates: Weekly Edition No. 1, dated 05 January 2023.*

<b>N4485</b> GR, , 6175	Ágios Ioánnis. E Mole. Head	39 25-30 N 23 09-70 E	Fl G 3s	9	3	Metal framework, gallery and metal column, green band 7	<i>fl 0-3</i>
*	*	*	*	*	*	*	*
<b>N4833-05</b> GR, , 3392	Árvi Viánnou. S Mole. Head	34 59-42 N 25 27-32 E	Fl R 3s	. .	. .	Metal framework with gallery, metal column with red band	<i>fl 0-6</i>
*	*	*	*	*	*	*	*
<b>N4833-08</b> GR, , 3392-1	Árvi Viánnou. N Mole. Head	34 59-45 N 25 27-30 E	Fl G 3s	. .	. .	Metal framework with gallery, metal column and green band	<i>fl 0-6</i>
*	*	*	*	*	*	*	*

## VI

### ONGOING MAINTENANCE PROCESS IN ADMIRALTY RADIO SIGNALS VOLUMES

In order to guarantee the safety of Mariners at sea, avoid any unsafe and unnecessary duplication/updating of information appearing in different paper and digital ADMIRALTY Radio Signals Volumes, the information will now be centralised into the most relevant ADMIRALTY Radio Signals Volume.

For more information, a reference to the location of any required information will also be added to each ADMIRALTY Radio Signals Volume.

### EFFECTIVE FROM 19 DEC 2022 THE NAVAREA I AND METAREA I CO-ORDINATORS WILL HAVE FULL OPERATIONAL CAPABILITY (FOC) FOR BROADCASTING NAVIGATIONAL AND METEOROLOGICAL WARNINGS VIA THE IRIDIUM SAFETYCAST SERVICE

The Co-Ordinators will promulgate SafetyCast messages as part of a numbered series in accordance with the joint IMO/IHO/WMO maritime safety information manual.

For more information see ALRS Volumes 3 and 5.

Contact information for NAVAREA I is:

Phone: +44 (0)1823 353448

Fax: +44 (0)1823 322352

email: [navwarnings@ukho.gov.uk](mailto:navwarnings@ukho.gov.uk)

## UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 2 dated 12 January 2023

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The **ADMIRALTY List of Radio Signals diagrams** included in the paper version of the weekly Notice to Mariners (Section VI) are printed in black and white. If required, a colour version of these diagrams can be downloaded from [www.admiralty.co.uk/maritime-safety-information](http://www.admiralty.co.uk/maritime-safety-information). To obtain the colour versions select **View and download NMs** – select **Weekly** – select **Year** – select **Week** – go to **Selected Week Content** – select **File** (for example: NP286(3)–WK01–14–PAGE149\_Week01\_2023.pdf)

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## VI

### VOLUME 2, NP282(1), Third Edition, 2022

Published Wk 12/22  
(Last Updates: Weekly Edition No. 1 dated 05 January 2023)

#### RADAR BEACONS

**PAGE 16, DENMARK, below 55710 Rolf Oil Field, Platform DUC-RF-A.**

Insert:

Tyra East Gasfield Offshore Platform H	55°43'·12N 4°47'·70E	3				U		55732-5
Tyra West Gasfield Offshore Platform C	55°42'·89N 4°44'·84E	3				U		55735

Danish Notice 50/1058/22 (RSDRA2022000317799) 2/23

#### AUTOMATIC IDENTIFICATION SYSTEM (AIS)

**PAGE 94, DENMARK.**

**Tyra Gas Field, Platform West C.**

Delete entry

Danish Notice 50/1058/22 (RSDRA2022000317799) 2/23

**PAGE 94, DENMARK, below Tyra Gas Field, Platforms East B & E.**

Insert:

Tyra West Gasfield Offshore Platform C	55°42'·89N 4°44'·84E	992191528		Real	21
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Danish Notice 50/1058/22 (RSDRA2022000317799) 2/23

### VOLUME 2, NP282(2), Third Edition, 2022

Published Wk 12/22  
(Last Updates: Weekly Edition No. 1 dated 05 January 2023)

#### AUTOMATIC IDENTIFICATION SYSTEM (AIS)

**PAGE 236, KOREA, SOUTH, below Myeongnyangsu Tide Gauge.**

Insert:

Namhang Bridge Lt	35°04'·81N 129°01'·93E	994401641		Real	
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Korean Notice 50/1135/22 (RSDRA2022000322702) 2/23

## VOLUME 6, NP286(1), Third Edition, 2022

Published Wk 20/22

*(Last Updates: Weekly Edition No. 01 dated 05 January 2023)***PAGE 59, FRANCE (Atlantic and English Channel Coasts), CALAIS, Pilots section.**

Delete and replace by:

**Pilots****AREA:**

The compulsory pilotage area extends up to 3.5 n miles from the breakwater.

**CONTACT DETAILS:**

Call: Pilotes Calais

Calais Pilot

VHF Channel: Ch 17

Telephone: +33(0)3 21964018

+33(0)3 21346018 (Towing)

+33(0)6 29652529 (Mobile)

E-mail: boulognecalaispilot@wanadoo.fr

**HOURS:** When a vessel is expected**PROCEDURE:**(1) **Pilotage is compulsory** for the following vessels:

- (a) Vessels of 60m LOA and over
- (b) All vessels carrying hydrocarbons or dangerous substances
- (c) Vessels which are aground or have engine failure

(2) **Notice of ETA:** Vessels should advise Calais Port of ETA via VHF Ch 17, 12h in advance and confirm 1h in advance of arrival.

(3) Vessels carrying hydrocarbons or dangerous substances should not enter the channel to the E of the meridian through Calais Approche Lt buoy (50°58'90N 1°45'08E) without a Pilot on board.

(4) Vessels should not pass Calais Approche Lt Buoy (50°58'90N 1°45'08E) or the 'Alpha' limit for ferries, approximately 1 n miles W of CA1 (50°57'65N 1°46'12E) and CA2 (50°58'15N 1°45'68E) Lt buoys without a Pilot on board.

(5) **Pilot boards** in position 50°59'65N 1°45'23E (0.75 n miles N of Calais Approche Lt buoy).**NOTE:**

Pilotage is provided by BOULOGNE-CALAIS.

*(Former update 42/22)*

French Bulletin 50/22, (RSDRA2022000317613), 02/23

## **VII**

### **UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS**

**There are no updates to miscellaneous Nautical Publications this week**

<b>UKRAINE NAVIGATIONAL INFORMATION</b>
<p>Owing to insufficient information, it is not always possible to ensure that ADMIRALTY Nautical Publications are completely up-to-date for new dangers or changes to aids to navigation.</p> <p>Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.</p>

## ADMIRALTY DIGITAL SERVICES

### 1. ENC / ECDIS and AVCS

#### *a) ENC temporarily withdrawn from AVCS*

A list of ENCs that have been temporarily withdrawn from AVCS for safety reasons can be found in the README file and on the AVCS Updates page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

#### *b) ENC Readme.txt file*

The README.TXT file located within the ENC\_ROOT folder of AVCS Exchange sets contains important safety related information relating to the use of ENCs in ECDIS. The file is also available on the AVCS Support page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

This file should be consulted each week to ensure that all related issues are taken into consideration. The file header indicates the last time that the README file was updated and the date that it was issued.

#### *c) Temporary information in ENCs*

Mariners should take temporary information into account when planning and executing a passage with ENCs and most ENC producers now include temporary information in their ENCs. It is usually compiled as normal ENC updates, sometimes with the start and end dates attributed or described as 'Temporary' in the pick report.

The latest confirmed status of T&P NM information in the ENCs that are available in ADMIRALTY services is shown in the ENC-T&P-NM-Status.pdf file at: [admiralty.co.uk/ENC-TP-NMs](http://admiralty.co.uk/ENC-TP-NMs). Note that T&P NMs are compiled for paper charts and may not align with any temporary information that is compiled into ENCs.

ADMIRALTY Information Overlay (AIO) includes ADMIRALTY T&P NMs for paper charts where the ENC Producer has not confirmed that they include temporary information in their ENCs.

Further guidance can be found in the AIO User Guide on the AVCS Support page, accessed from [admiralty.co.uk/avcs](http://admiralty.co.uk/avcs).

#### *d) Important notice for users of AVCS and ARCS Online Updating Services (AVCS OUS and ARCS OUS)*

The email service for AVCS OUS was withdrawn at the end of February 2019 due to technology infrastructure changes at UKHO.

The ARCS Online Updating Service was withdrawn in July 2019.

### 2. ADMIRALTY Products Supporting Digital Navigation

- i. ADMIRALTY ENC and ECDIS Maintenance Record (NP133C). This publication is designed to hold paper records on ENC and ECDIS maintenance to assist information management and support inspections. Please note that V2.0 is the current edition.
- ii. ADMIRALTY Guide to ENC Symbols Used in ECDIS (NP5012). A companion to the ADMIRALTY Guide to Symbols and Abbreviations Used on Paper Charts, NP5011. The 2nd edition of NP5012 includes the changes highlighted in the new S-52 standards and the new presentation library 4.0.
- iii. ADMIRALTY Guide to the Practical Use of ENCs (NP231). Supports ECDIS training on the interpretation and use of ENC data.
- iv. ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures (NP232). Provides clear guidance for any individual or organisation responsible for the introduction of ECDIS, in particular those involved in the development of detailed ECDIS operating procedures.

### 3. ADMIRALTY Digital Publications (ADP)

#### **ADMIRALTY Sailing Directions: Removal of AIS and Racons**

In 2018, the UKHO began the process of removing AIS and Racon information from ADMIRALTY Sailing Directions, as this is held in greater detail within ADMIRALTY Radio Signals publications. During this transition, AIS and Racon information will be removed from new editions of each Sailing Direction volume, and AIS and Racon information present in existing Sailing Direction volumes will no longer be updated. For accurate, up-to-date information on AIS and Racons, refer to ADMIRALTY Radio Signals publications.

#### **ADP V23 is available on the ADP Weekly Update DVD.**

ADP V23 will be released on 15<sup>th</sup> December 2022. ADP V18 (until July 2023), V19 and V23 are supported by the UKHO and are the only versions that allow users to receive tidal updates as they are made available. Users of older versions of ADP should upgrade to a supported version at their earliest convenience.

#### **ADMIRALTY TotalTide (ATT): German Tidal Stations predicted on LAT**

The TotalTide application computes predictions for all German tidal stations based on Lowest Astronomical Tide (LAT). Mariners using charts which refer to Mean Low Water Springs (MLWS) in German waters, must deduct 0.5m from all predicted tidal heights for these ports before applying them to the depths on those charts to determine the correct predicted depth of water. This advice will also be contained in the 'Notes' tab on the Prediction Windows in TotalTide for each German tidal station.

For information: Please note the UKHO will not be supporting V18 from July 2023.

The ADP software and the Data updates can still be downloaded from weekly ADP Update and Software DVDs.

To get access to the ADP Update and Software DVD, please contact your ADMIRALTY Distributor.

For information: Ensure that Activation Key Requests and Update Data Requests for ADP are sent to [ADPMailGateway@ukho.gov.uk](mailto:ADPMailGateway@ukho.gov.uk)

### 4. ADMIRALTY e-Nautical Publications (AENP)

There is currently an e-Reader 1.3 enabling users to read Digital copies of our Sailing Directions paper publications.

A new e-Reader 1.4 was released to the Channel on 01/10/2020. This version 1.4 has got the same functionalities as the current version 1.3 but is more performant and user-friendly. While the current 1.3 version can be used on Windows 7 and 8.1 Operating Systems (OS), the e-Reader 1.4 can only be used on Windows 8.1 and 10 OS, to follow the Microsoft guidelines of withdrawing support for Windows 7 OS.

To enable users to activate this new application, users might need to delete one e-Reader application from their Fleet Manager Licences if the maximum 3 allowed has been reached.

Both the e-Readers 1.3 and 1.4 are supported at the UKHO.

The e-Reader 1.4 software and the Data updates can be downloaded from weekly ADP Update and Software DVDs.

To get access to the AENP Update and Software DVD, please contact your ADMIRALTY Distributor.

## 5. Status of ADMIRALTY Digital Services

Update status table			
	Product	Last issue date/Week	Reissue Date/Week
i.	ADMIRALTY Vector Chart Service (AVCS) Base .zip download	01 December 2022 - 48	
ii.	ADMIRALTY Information Overlay (AIO) Base CD	31 March 2022 - 13	
iii.	ADMIRALTY Raster Chart Service (ARCS) Regional disc 1	03 November 2022 - 44	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 2	22 September 2022 - 38	16 February 2023 - 07
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 3	15 December 2022 - 50	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 4	24 November 2022 - 47	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 5	08 September 2022 - 36	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 6	14 July 2022 - 28	19 January 2023 - 03
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 7	26 May 2022 - 21	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 8	11 August 2022 - 32	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 9	28 July 2022 - 30	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 10	10 March 2022 - 10	02 February 2023 - 05
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 11	06 October 2022 - 40 Small-scale Planning Charts	

ADMIRALTY Vector Chart Service (AVCS) DVDs and ADMIRALTY Information Overlay (AIO) CDs are issued weekly and contain all base and update data available at the time of issue.

## 6. Supported ADMIRALTY Software Versions

Product	Supported Versions
ADP	V18, V19, V23
ADMIRALTY e-Reader	1.3, 1.4
NavPac and Compact Data	4.2

If you are using an unsupported version, contact your Chart Distributor to upgrade to the latest version as soon as possible.

# HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

**H.102A**

(V7.0 Jan 2013)

## Reporting Port Information affecting ADMIRALTY Products

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

# HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

**H.102A**

(V7.0 Jan 2013)

<b>RESCUE AND DISTRESS</b> Salvage, Lifeboat, Coastguard, etc.	
<b>SUPPLIES</b> Fuel. (with type, quantities and methods of delivery)  Fresh water. (with method of delivery and rate of supply)  Provisions.	
<b>SERVICES</b> Medical.  Ship Sanitation.  Garbage and slops.  Ship chandlery, tank cleaning, compass adjustment, hull painting.	
<b>COMMUNICATIONS</b> Nearest airport or airfield.  Port radio and information service. (with frequencies and hours of operating)	
<b>PORT AUTHORITY</b> Designation, address, telephone, e-mail address and website.	
<b>VIEWS</b> Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc.	
<b>ADDITIONAL DETAILS</b>	

## NOTES:

1. Form H.I02A lists the information required for ADMIRALTY Sailing Directions and has been designed to help the sender and the recipient. The sections should be used as an aide-memoir, being used or followed closely, whenever appropriate. Where there is insufficient space on the form an additional sheet should be used.
2. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.





# HYDROGRAPHIC NOTE FOR GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY

## CHART POSITIONS

(To accompany Form H.102)

**H.102B**  
(V7.0 Jan 2014)

### NOTES:

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

### 2. Objective of GNSS Data Collection

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

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

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

### 3. Details required

- It is essential that the chart number, edition date and its correctional state (latest NM) are stated. For ENC's, please state the ENC name and latest update applied.
- Position (to 2 decimal places of a minute) of observation point, using chart graticule or, if ungraduated, relative position by bearing/distance from prominent charted features (navigation lights, trig. points, church spires etc.).
- Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.
- Include GNSS receiver model and aerial type (if known). Also of interest: values of PDOP, HDOP or GDOP displayed (indications of theoretical quality of position fixing depending upon the distribution of satellites overhead) and any other comments.

## HYDROGRAPHIC NOTE – H.102 INSTRUCTIONS (V9.0 Dec 2017)

1. Mariners are requested to notify the United Kingdom Hydrographic Office (UKHO) when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications are seen to be necessary. Mariners can also report any ENC display issues experienced. The Mariner's Handbook (NP100) Chapter 4 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.
2. Accurate position or knowledge of positional error is of great importance. Where latitude and longitude have been used to specifically position the details of a report, a full description of the method used to obtain the position should be given. Where possible the position should be fixed by GPS or Astronomical Observations. A full description of the method, equipment, time, estimated error and datum (where applicable) used should be given. Where the position has been recorded from a smart phone or tablet, this is to be specifically mentioned. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two should be used to provide a redundancy check. Where position is derived from Electronic Position Fixing (e.g. LORAN C) or distances observed by radar, the raw readings of the system in use should be quoted wherever possible. Where position is derived after the event, from other observations and / or Dead Reckoning, the methodology of deriving the position should be included.
3. **Paper Charts:** A cutting from the largest scale chart is often the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.
4. **ENCs:** A screen shot of the largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected ENC should be sent along with details of the ECDIS make, model or age and version in use at the time.
5. When **soundings** are obtained The Mariner's Handbook (NP100) should where possible be consulted. It is important to ensure that full details of the method of collection are included with the report. This should include but not limited to:
  - (a) Make, model and type of echo sounder used.
  - (b) Whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given.
  - (c) Time, date and time zone should be given in order that corrections for the height of the tide may be made where necessary, or a statement made as to what corrections for tide have already been made.
  - (d) Where larger amounts of bathymetric data have been gathered, only those areas where a significant difference to the current chart or ENC should be specifically mentioned on the H102. The full data set may also be sent in, with an additional note added to this effect. If no significant differences are noted, the bathymetric data may still be of use, and sent in accordingly. Where full data sets are included, a note as to the data owner and their willingness for the data to be incorporated into charts and ENCs included.
6. **For Echo Sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use.** Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus, with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:
  - (a) the trace being weaker than normal for the depth recorded;
  - (b) the trace passing through the transmission line;
  - (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.
7. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.
9. Changes to Port Information should be forwarded on Form H.102A and any GPS/Chart Datum observations should be forwarded on Form H.102B together with Form H.102. Where there is insufficient space on the forms additional sheets should be used.
10. Reports on ocean currents, magnetic variations and other marine observations should be made in accordance with The Mariner's Handbook (NP100) Chapter 4 with forms also available at [admiralty.co.uk/MSI](http://admiralty.co.uk/MSI).

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



## Hydrographic Note – H.102

### Reporting information affecting ADMIRALTY Maritime Products & Services

For emergency information affecting safety of life at sea forward to: [navwarnings@ukho.gov.uk](mailto:navwarnings@ukho.gov.uk)  
Or alternatively contact T: +44 (0)1823 353448 (direct line) +44 (0)7989 398345 (mobile) F: +44 (0)1823 322352  
For new information affecting all ADMIRALTY Charts and Publications forward to: [hdr@ukho.gov.uk](mailto:hdr@ukho.gov.uk)  
This form H.102 and instructions are available online: [admiralty.co.uk/msi](http://admiralty.co.uk/msi)

Date			Ref. number		
Name of ship or sender			IMO number		
Address and general locality					
E-mail / Tel / Fax of sender					
Subject					
Position (see <i>Instruction 2</i> )	Latitude			Longitude	
	GPS		Datum		Accuracy
ADMIRALTY Charts affected				Edition	
Latest Weekly Edition of Notices to Mariners (NMs) held					
Replacement copy of chart number (see <i>Instruction 3</i> )	<b>IS / IS NOT</b> required				
ENCs affected					
Latest update disk applied	Week:				
Make, model and or age of ECDIS if applicable					
Publications affected (e-NP / DP number, edition number)					
Date of latest supplement/update, page & Light List number etc.					
Details of anomaly / observation:					
Name of observer / reporter					
H.102A submitted	Yes <input type="checkbox"/>	No <input type="checkbox"/>	H.102B submitted	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Tick box if not willing to be named as source of this information <input type="checkbox"/>					

