



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 16

16 April 2026

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

H102A should be used for reporting changes to Port Information.

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

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

The following communication facilities are available:

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

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

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

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

Software required:

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

SEARCHABLE NOTICES TO MARINERS

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

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

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

NOTICES TO MARINERS ON-LINE

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

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

FURTHER GUIDANCE NOTES

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

- File content and description
- PC and printer specifications

CUSTOMER SERVICE

If you experience any difficulties, please contact the UKHO Customer 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

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

Tel: +65 6424 4200

ADMIRALTY NOTICES TO MARINERS

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

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

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

Planning for the future

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



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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.

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

All Tides Publications

Nautical Almanac Publications, including Sight Reduction Tables.

Section VIII – ADMIRALTY Digital Services

Information relevant to ADMIRALTY Digital Services.

Further Guidance

The Mariner's Handbook (**NP100**) gives a fuller explanation of the limitations of charts and details of the UKHO policy for the promulgation and selection of navigational 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	ADMIRALTY Publications
142	2596	INT 553	NP 18
269	2791	INT 1303	e-NP 18
1000	3365	INT 1370	NP 84
1054	3489	INT 1379	NP 201B
1104	3558	INT 1380	
1461	3599	INT 1461	
2106	3929	INT 1993	
2108	4118	INT 4634	
2134	4755	INT 5252	
2589	DE 90		
2590			

CHART PRODUCTION TOOLS

The UKHO is introducing new production tools to assist in the creation of its SNCs. Some SNC content will change as a result of this. More details can be found at:

<https://www.admiralty.co.uk/charts/additional-information>.

Affected charts will display a note showing the same link.

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NM WEBSEARCH QR CODE

We are aware that on some paper charts the QR code in the lower left corner which links to NM Websearch is returning an error. If this occurs, you can use the direct URL

<https://www.ukho.gov.uk/nmwebsearch/> or the alternative QR code:



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 2030.

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

Please include the name and location of the feature in the image and how the image should be accredited within ADMIRALTY publications.

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

New Editions of ADMIRALTY Charts published 16 April 2026

Chart	Title, limits and other remarks	Scale	Folio	2026 Catalogue page
⊙269	Croatia, Ploče and Split with Adjacent Harbours, Channels and Anchorages. Ⓐ Gradska Luka. Ⓑ Ploče. Ⓒ Pakleni Kanal. Ⓓ Splitska Vrata. Ⓔ Split.	1:5,000 1:15,000 1:35,000 1:20,000 1:15,000	27	44
On publication of this New Edition former Notice 1108(P)/26 is cancelled. This chart remains affected by Notices 4792(T)/22, 3865(T)/25 and 1784(T)/26.				
⊙1054	Greece and Türkiye, Marmaris to Kaş. Ⓐ Approaches to Nísos Megísti. Ⓑ Kaş Limanı. Ⓒ Órmos Kastellorízou.	1:150,000 1:50,000 1:15,000 1:15,000	29	48
On publication of this New Edition former Notice 847(P)/26 is cancelled.				
⊙2589 INT 1379	International Chart Series, Denmark, Kattegat, Samsø Bælt. On publication of this New Edition former Notice 4685(P)/25 is cancelled.	1:75,000	10	34
⊙2590 INT 1380	International Chart Series, Denmark – Kattegat, Århus Bugt. Passage South of Sletterhage.	1:75,000 1:40,000	10	34
On publication of this New Edition former Notice 4688(P)/25 is cancelled.				
⊙2596 INT 1370	International Chart Series, Denmark, Entrance to the Baltic, Storebælt, Northern Part. This chart remains affected by Notice 5107(T)/25.	1:75,000	10	34
⊙2791	Indonesia, Plans in the Banda Sea. Ⓐ Ambon. Ⓑ Pelabuhan Wayame. Ⓒ Approaches to Ambon. Ⓓ Approaches to Tual. Ⓔ Tual. Ⓕ Selat Egron.	1:25,000 1:10,000 1:200,000 1:200,000 1:50,000 1:250,000	60	74, 100
On publication of this New Edition former Notices 3103(T)/24 and 1031(P)/26 are cancelled.				
⊙3365 INT 5252	International Chart Series, Korea - South West Coast, Geomundo to Dacheuksan Gundo and Jejudo. Jeju Hang.	1:250,000 1:15,000	52	82, 84
This chart is to be deleted from the list of charts affected by Notice 464(P)/26. This chart remains affected by Notice 387(T)/26.				

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

New Editions of ADMIRALTY Charts published 16 April 2026 (continued)

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>2026 Catalogue page</i>
⊙3489 INT 553	International Chart Series, South China Sea - North East Part, Manila to Hong Kong. This chart remains affected by Notices 4508(T)/20, 5550(P)/20, 5637(P)/20, 6158(P)/20, 833(P)/21, 4848(P)/21, 1834(P)/22, 3071(P)/22, 2923(P)/25, 3363(P)/25, 4497(P)/25 and 1443(P)/26.	1:1,500,000	48	76, 78, 80
⊙3558	Philippine Islands, Luzon - South-West Coast, Approaches to Batangas. Batangas. On publication of this New Edition former Notice 742(P)/26 is cancelled. This chart is to be deleted from the list of charts affected by Notice 1834(P)/22. This chart remains affected by Notices 6035(T)/20 and 1517(P)/24.	1:50,000 1:20,000	48	78
⊙3929	Korea - South Coast, Chuja Gundo to Geomundo. This chart is to be deleted from the list of charts affected by Notice 464(P)/26. This chart remains affected by Notice 267(T)/26.	1:125,000	52	82, 84
⊙4118	China - Hong Kong, Harbour - Central Part. On publication of this New Edition former Notices 1253(P)/26 and 1210(P)/26 are cancelled. This chart remains affected by Notice 1121(T)/25.	1:8,000	47	78
⊙DE90 INT 1461	International Chart Series, North Sea, The Netherlands and Germany, Entrance to River Ems. Ⓐ Borkum. Ⓑ Eemshaven.	1:50,000 1:12,500 1:20,000	9	32
	This chart remains affected by Notice 1689(T)/26.			

ADMIRALTY Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP18 & e-NP18	ADMIRALTY Sailing Directions Baltic Pilot Volume 1 21st Edition (2026) ISBN Number: 978-0-70-774-9020	16/04/2026	Updated to NM Week 49/25 (04/12/25) First updates in NM week 16/26. NP18 20th Edition (2022) is cancelled.

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

ADMIRALTY Publications (continued)

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>Remarks</i>
NP84	ADMIRALTY List of Lights and Fog Signals Volume L 6th Edition (2026) Northern Seas Coast of Norway North of 60° 55'N, Svalbard, The Faroes, Iceland, Greenland and Coast of Russia to Bering Strait ISBN Number: 978-0-70-772-5031	16/04/2026	Updated to Week 11/26 (12/03/26) First Updates in NM Week 16/26 (16/04/26) Volume L 5th Edition (2025) is cancelled.
NP201B	ADMIRALTY Tide Tables United Kingdom and Ireland (Excluding Isles of Scilly, English Channel to River Humber, Channel Islands and European Channel Ports) Volume 1B, 2027 Edition. ISBN Number: 978-0-70-772-2825	16/04/2026	-

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

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ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 30 APRIL 2026

New Editions of ADMIRALTY Charts

<i>Chart</i>	<i>Title, limits and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>	<i>Folio</i>	<i>2026 Catalogue page</i>
142	Strait of Gibraltar.	1:100,000	⊙142	18	40
1000 INT 1993	International Chart Series, Senegal, Approaches to Dakar, Baie de Gorée.	1:50,000	⊙1000 INT 1993	20	52
1104	Bay of Biscay.	1:1,000,000	⊙1104	16	20, 40
1461	Italy, Slovenia and Croatia, Gulf of Trieste and Approaches.	1:100,000	⊙1461	27	44
2106 INT 1303	International Chart Series, Entrances to the Baltic Sea, Storebælt and Lillebælt to Fehmarn Belt.	1:200,000	⊙2106 INT 1303	10	34
2108	Entrance to the Baltic, Kattegat - Southern Part. Ⓐ The Sound, Routeing.	1:200,000 1:1,000,000	⊙2108	10	34
2134	Brunei and Malaysia, Plans in Brunei Bay. Ⓐ Muara and Approaches. Ⓑ Sungai Brunei Inner Bar. Ⓒ Sungai Brunei and Batang Limbang.	1:20,000 1:12,000 1:50,000	⊙2134	48	78
3599	Iran, Bandar-e Shahīd Bāhonar and Bandar-e Shahīd Rajā'ī with Approaches. Ⓐ Bandar-e Shahīd Rajā'ī. Ⓑ Bandar-e Shahīd Bāhonar.	1:50,000 1:20,000 1:20,000	⊙3599	40	62
4755 INT 4634	International Chart Series, Nova Scotia/Nouvelle-Écosse, Southeast Coast/Côte Sud-Est., Halifax Harbour, Bedford Basin.	1:10,000	⊙4755 INT 4634	80	130

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

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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>
269	Croatia, Ploče and Split with Adjacent Harbours, Channels and Anchorages.	Ⓢ269
1054	Greece and Türkiye, Marmaris to Kaş.	Ⓢ1054
2589 INT 1379	International Chart Series, Denmark, Kattegat, Samsø Bælt.	Ⓢ2589 INT 1379
2590 INT 1380	International Chart Series, Denmark – Kattegat, Århus Bugt.	Ⓢ2590 INT 1380
2596 INT 1370	International Chart Series, Denmark, Entrance to the Baltic, Storebælt, Northern Part.	Ⓢ2596 INT 1370
2791	Indonesia, Plans in the Banda Sea.	Ⓢ2791
3365 INT 5252	International Chart Series, Korea - South West Coast, Geomundo to Daeheuksan Gundo and Jejudo.	Ⓢ3365 INT 5252
3489 INT 553	International Chart Series, South China Sea - North East Part, Manila to Hong Kong.	Ⓢ3489 INT 553
3558	Philippine Islands, Luzon - South-West Coast, Approaches to Batangas.	Ⓢ3558
3929	Korea - South Coast, Chuja Gundo to Geomundo.	Ⓢ3929
4118	China - Hong Kong, Harbour - Central Part.	Ⓢ4118
DE90 INT 1461	International Chart Series, North Sea, The Netherlands and Germany, Entrance to River Ems.	ⓈDE90 INT 1461

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

IA

TEMPORARY AND PRELIMINARY NOTICES

In Force 10 April 2026

(Former In Force List dated 13 March 2026 is cancelled)

Cancelled Notices

<i>Area</i>	<i>Notice No.</i>
2	3375(T)/22, 3625(T)/23, 1403(T)/24, 4445(T)/24, 1570(T)/25, 2500(T)/25, 2774(T)/25, 3843(T)/25, 4536(T)/25, 4605(T)/25, 4612(T)/25, 4646(T)/25, 4708(T)/25, 4902(T)/25, 5105(T)/25, 302(T)/26, 1337(P)/26
4	2186(T)/24, 2296(T)/24, 1870(T)/25, 2183(T)/25, 2940(T)/25, 3087(T)/25, 3889(T)/25, 4685(P)/25, 4688(P)/25, 5342(P)/25, 988(T)/26, 1105(T)/26, 1209(T)/26, 1505(T)/26
5	1347(P)/25, 4079(T)/25, 4255(T)/25, 5568(T)/25, 5707(T)/25, 1093(T)/26, 1110(T)/26
6	4649(T)/25, 1198(P)/26
8	452(T)/23, 2635(T)/24, 3190(T)/25, 4307(T)/25, 4619(T)/25, 5217(T)/25, 5599(T)/25, 120(P)/26, 847(P)/26, 1108(P)/26
9	788(T)/26, 871(T)/26
11	3597(P)/25
12	2159(T)/22, 2248(T)/22, 2280(T)/22, 4276(T)/22, 1578(T)/23, 2391(T)/23, 3835(T)/23, 4627(T)/23, 388(T)/25, 3914(T)/25, 4305(T)/25, 4635(P)/25, 5080(T)/25, 5216(T)/25, 5381(T)/25, 193(P)/26, 1228(P)/26, 1249(P)/26, 1250(P)/26, 1560(T)/26, 1566(T)/26, 1571(T)/26, 1572(T)/26
13	117(P)/26
14	2183(T)/24, 2299(P)/24, 422(P)/26, 731(P)/26, 1210(P)/26, 1253(P)/26
15	636(T)/26
16	2539(T)/23, 197(T)/26
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18	2727(T)/25, 3282(T)/25, 4301(T)/25, 5782(T)/25, 216(T)/26, 579(T)/26, 595(T)/26, 1039(T)/26, 1043(T)/26, 1048(T)/26, 1073(P)/26, 1076(T)/26, 1203(T)/26, 1286(T)/26, 1287(T)/26, 1295(T)/26
19	3622(P)/24, 5767(P)/24, 188(P)/26, 1284(P)/26, 1409(P)/26
20	421(T)/26, 736(T)/26, 1323(T)/26
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<i>No. of Notice</i>	<i>Charts affected</i>	<i>Locality & Subject</i>	<i>Folio(s)</i>
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2352(T)/22	1413.....	WALES, North Coast: Wrecks; Buoy.....	3
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2867(T)/22	1462, 5617_18.....	SCOTLAND, East Coast: Dredging area; Depths; Works.....	2,6
3381(P)/22	1478, 1973, 5620_7, 5620_8, 5620_9.....	WALES, West Coast: Marine farm; Buoyage; Works.....	2,3
3875(T)/22	2021, 5600_4.....	ENGLAND, South Coast: Works.....	1,2
4657(P)/22	2022, 2628, 5600_13.....	ENGLAND, South Coast: General information.....	1,2
432(P)/23	2702, 2792.....	IRELAND, West Coast: Quay; Works; Dredging area.....	4
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459(P)/23	5620_3, 5621_2.....	WALES, West Coast: Depths.....	2
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4406(T)/23	1994, 2000, 5610_3.....	SCOTLAND, West Coast: Lights; Beacons.....	2,3
242(T)/24	2173, 3338, 3339...	IRELAND, West Coast: Buoy.....	4
482(T)/24	106, 1408, 1503.....	ENGLAND, East Coast: Obstruction.....	7
502(P)/24	1820, 2096, 2709, 3339.....	IRELAND, West Coast: Depths; Drying heights.....	4
515(T)/24	1186, 5606_8.....	ENGLAND, East Coast: Works.....	2,8
565(T)/24	1772, 1787, 5621_11, 5621_15..	IRELAND, East Coast: Buoyage.....	2,3
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789(T)/24	1773, 1777, 5622_10, 5622_11, 5622_12.....	IRELAND, South Coast: Buoyage.....	2
829(T)/24	2036, 5600_13.....	ENGLAND, South Coast: Works; Buoyage.....	1,2
1219(T)/24	1835, 2482, 5606_11.....	ENGLAND, East Coast: Wreck.....	2,8
1221(P)/24	442, 1613, 2655, 5602_1, 5602_6, 5604_2.....	ENGLAND, South Coast: Wreck.....	1,2
1223(T)/24	1901, 1967, 5602_15, 5602_16..	ENGLAND, South Coast: Works.....	1,2
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2978(P)/25	1152, 1179, 5608_12, 5608_13, 5608_3.....	ENGLAND, Bristol Channel: Depths.....	2
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3433(P)/25	2007.....	SCOTLAND, West Coast: Bridges; Works; Vertical clearances; Legends.....	3
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4017(T)/25	1890.....	SCOTLAND, East Coast: Works; Bridge.....	6
4051(P)/25	1879, 1883.....	IRELAND, West Coast: Depths; Drying heights.....	4
4076(P)/25	1553, 2162, 2249, 2568, 2581, 2584..	SCOTLAND, Orkney Islands: Depths; Drying heights.....	6
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4263(P)/25	1123, 2649.....	ENGLAND, South West Coast: Wreck.....	1,2
4278(P)/25	1166, 5608_18, 5608_21.....	ENGLAND, West Coast: Depths; Drying heights.....	2
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4540(P)/25	1975, 2052, 2692...	ENGLAND, East Coast: Depths.....	7
4560(T)/25	210, 1446, 5617_16, 5617_4....	SCOTLAND, East Coast: Scientific instrument.....	2,6
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4643(T)/25	1121, 1123, 2049, 5621_14, 5622_1, 5622_2.....	IRELAND, South Coast: Buoyage.....	2,3
4657(P)/25	1119, 3281, 3283, 3294, 3295.....	SCOTLAND, Shetland Islands: Depths.....	6
4689(T)/25	104, 107, 5614_14, 5614_15.....	ENGLAND, East Coast: Buoyage.....	2,7
4697(T)/25	2693, 5607_7.....	ENGLAND, East Coast: Buoyage.....	2,7
4702(T)/25	2021, 5600_4.....	ENGLAND, South Coast: Piles; Works; Pontoons.....	1,2
4707(T)/25	156, 1192, 1627, 2182A, 2182B, 5615_2, 5615_20, 5615_23, 5615_6, 5615_7.....	ENGLAND, East Coast: Works; Light; Buoyage.....	2,7
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5299(T)/25	2035, 2036, 2045, 5600_2, 5600_7.....	ENGLAND, South Coast: Wreck; Buoyage.....	1,2
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5317(T)/25	1138, 2669, 3655, 5604_13, 5604_16, 5604_4, 5604_5.....	CHANNEL ISLANDS, Jersey: Scientific instruments.....	2,16
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272(T)/26	30, 871, 1901, 1967, 5602_14, 5602_15, 5602_16, 5602_19.....	ENGLAND, South Coast: Scientific instruments.....	1,2
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1436(T)/26	1415, 1468, 5621_12, 5621_5, 5621_7.....	IRELAND, East Coast: Foul.....	2,3
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2822(T)/19	857, 858.....	SWEDEN, West Coast: Depths.....	10
4290(T)/19	2264.....	RUSSIA, Baltic Sea Coast: Mooring buoys.....	11
6402(P)/19	2018, 2248, 2264, 2816, 2817.....	BALTIC SEA: Submarine pipelines.....	10,11
5964(T)/20	2218, 3818.....	FINLAND, South Coast: Spoil ground.....	11
3082(P)/21	2817.....	BALTIC SEA: Submarine cable.....	10
1111(P)/22	2106.....	DENMARK, Islands: Restricted areas; Buoyage; Works.....	10
4954(T)/22	2859.....	LATVIA: Buoyage.....	10
221(T)/23	2856.....	SWEDEN, East Coast: Maximum authorised draught; Berths; Depth.....	10
747(T)/23	2040, 2688.....	POLAND: Explosive dumping ground.....	10
1663(T)/23	798.....	SWEDEN, East Coast: Maximum authorised draught; Depth.....	10
2488(T)/23	2018, 2816.....	DENMARK, Islands: Restricted areas; Obstructions; Submarine pipeline.....	10
2743(T)/23	2241, 2248.....	ESTONIA: Buoy.....	10,11
3963(T)/23	2108.....	DENMARK, East Coast: Submarine pipelines; Buoyage.....	10
4450(T)/23	2636.....	POLAND: Works; Quay.....	10
5060(T)/23	2592.....	DENMARK, Islands: Depth.....	10
266(P)/24	900.....	DENMARK, East Coast: Quay; Works; Depths; Lights.....	10
1380(T)/24	2364, 2395.....	RUSSIA, Baltic Sea Coast: Lights.....	11
1442(T)/24	2227, 2241, 2248..	ESTONIA: Foul.....	10,11
1490(T)/24	2218, 3818.....	FINLAND, South Coast: Works; Buoy.....	11
1546(T)/24	2364.....	RUSSIA, Baltic Sea Coast: Dolphin; Berths; Lights.....	11
1838(T)/24	2164, 3830.....	FINLAND, West Coast: Virtual aid to navigation.....	11
2570(T)/24	2227.....	ESTONIA: Scientific instrument; Restricted area.....	11
2667(T)/24	2040, 2688.....	POLAND: Buoy.....	10
2673(T)/24	2014, 2015, 2018, 2040, 2288, 2679, 2688.....	POLAND: Measuring instruments.....	10
3376(T)/24	2014, 2018, 2040, 2816.....	POLAND: Measuring instruments.....	10
4103(T)/24	2698.....	RUSSIA, Baltic Sea Coast: Works.....	11
4119(T)/24	2014, 2018, 2040..	POLAND: Explosive dumping ground.....	10
4282(T)/24	2014, 2018.....	POLAND: Buoyage.....	10
4513(T)/24	876, 903, 2108, 2115, 2594, 2595..	SWEDEN, West Coast: Measuring instruments; Depths.....	10
4540(T)/24	2227.....	ESTONIA: Obstruction; Restricted area.....	11
4882(T)/24	2014, 2018, 2040..	POLAND: Buoy.....	10
5434(P)/24	2098, 3863.....	FINLAND, West Coast: Bridge; Works.....	11
5453(T)/24	843.....	SWEDEN, East Coast: Depths.....	10
5620(T)/24	2688.....	POLAND: Buoy.....	10
5944(T)/24	2688.....	POLAND: General information.....	10
5948(T)/24	2014, 2018, 2040, 2816.....	POLAND: Explosive dumping ground.....	10
139(T)/25	2678.....	POLAND: Submarine pipeline; Buoy.....	10
290(T)/25	2637, 2688.....	POLAND: Works; Port development.....	10
560(T)/25	2452.....	POLAND: Buoyage.....	10
743(T)/25	2014, 2018, 2040..	POLAND: Buoyage; Automatic Identification Systems.....	10
782(T)/25	2014, 2018, 2040..	POLAND: Buoyage.....	10
1201(T)/25	2637.....	POLAND: Buoy.....	10
1214(T)/25	2601.....	DENMARK, Islands: Depths.....	10
1216(T)/25	2024, 2025, 2453, 2677, 2678, 2679..	POLAND: Measuring instruments.....	10,16,53

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1270(T)/25	2040, 2688.....	POLAND: Buoy.....	10
1291(T)/25	889.....	SWEDEN, East Coast: Obstructions; Depth.....	11
1557(T)/25	903, 2115, 2594, 2595.....	DENMARK, Islands: Works; Submarine cables.....	10
1800(T)/25	2597.....	DENMARK, Islands: Depth.....	10
1934(T)/25	2115.....	DENMARK, Islands: Channel depths.....	10
2184(T)/25	2014, 2018, 2040...	POLAND: Buoyage.....	10
2189(T)/25	2040, 2048, 2276...	LITHUANIA: Buoy.....	10
2262(T)/25	903, 2594, 2595....	DENMARK, Islands: Depths.....	10
2269(T)/25	811.....	SWEDEN, East Coast: Works; Bridge; Lights; Boom; Buoyage.....	10
2365(T)/25	2227.....	ESTONIA: Works; Dredging area; Buoyage; Lights.....	11
2389(T)/25	2014.....	POLAND: Buoyage.....	10
2586(T)/25	857.....	SWEDEN, West Coast: Bridge; Works; Horizontal clearance.....	10
2589(T)/25	1402.....	SWEDEN, West Coast: Fouls; Measuring instruments.....	9
2679(T)/25	2679.....	POLAND: Restricted area.....	10
2912(T)/25	2688.....	POLAND: Measuring instruments.....	10
2917(T)/25	2248.....	ESTONIA: Measuring instrument.....	11
2920(T)/25	2059, 2226.....	ESTONIA: Buoyage.....	10
3089(T)/25	900.....	DENMARK, East Coast: General information.....	10
3134(T)/25	2108.....	DENMARK, East Coast: Depths.....	10
3530(T)/25	2054.....	SWEDEN, East Coast: Swept areas.....	10
3531(T)/25	870.....	SWEDEN, West Coast: Marine farm; Obstructions.....	12
3615(P)/25	2014, 2018.....	GERMANY, Baltic Coast: Submarine cables.....	10
3840(T)/25	811, 820.....	SWEDEN, East Coast: Restricted area; Works; Piles; Boom; Buoyage; Lights.....	10
4026(T)/25	2637, 2688.....	POLAND: Buoyage.....	10
4039(T)/25	2637, 2688.....	POLAND: Works; Buoyage.....	10
4052(T)/25	900, 2106, 2592....	DENMARK, East Coast: Bridge; Works; Vertical clearance.....	10
4086(T)/25	2218, 3818.....	FINLAND, South Coast: Works; Lights.....	11
4252(T)/25	2215, 2817.....	ESTONIA: Buoyage.....	10
4254(T)/25	2059, 2817.....	ESTONIA: Buoyage.....	10
4265(P)/25	889, 891.....	SWEDEN, East Coast: Bird sanctuaries; Restricted areas.....	11
4266(T)/25	2843.....	SWEDEN, East Coast: Quay; Works; Buoyage.....	10
4473(T)/25	2856.....	SWEDEN, East Coast: Works; Marina.....	10
4474(T)/25	847.....	SWEDEN, East Coast: Works; Berths; Buoyage.....	10
4498(T)/25	2637, 2688.....	POLAND: Works.....	10
4500(T)/25	2014, 2015, 2816...	POLAND: Measuring instruments.....	10
4613(T)/25	2637.....	POLAND: Buoyage.....	10
4650(T)/25	2218, 3818.....	FINLAND, South Coast: Dredged area; Works; Lights.....	11
4695(P)/25	2108.....	DENMARK, Islands: Depths; Wrecks.....	10
4696(T)/25	798.....	SWEDEN, East Coast: Works; Berths.....	10
4699(T)/25	869.....	SWEDEN, West Coast: Works; Berths.....	10
4700(T)/25	857, 858.....	SWEDEN, West Coast: Buoy.....	10
4706(T)/25	2014, 2018, 2040...	POLAND: Measuring instruments.....	10
4711(P)/25	2677.....	POLAND: Quay; Works; Depths.....	10
4804(T)/25	864.....	SWEDEN, East Coast: Buoy; Automatic Identification System.....	10
4999(T)/25	2364, 2395.....	RUSSIA, Baltic Sea Coast: Works.....	11
5107(T)/25	938, 2106, 2596....	DENMARK, Islands: Works.....	10
5349(T)/25	798.....	SWEDEN, East Coast: Maximum authorised draught; Quays; Depth.....	10
5379(P)/25	853, 869.....	SWEDEN, West Coast: Wreck.....	10,12
5423(P)/25	2637.....	POLAND: Works; Dredging area; Depths; Buoyage; Lights.....	10
5468(P)/25	2276.....	LITHUANIA: Submarine cable; Works; Buoyage.....	10
5569(T)/25	811, 820.....	SWEDEN, East Coast: Breakwater; Works.....	10
5587(T)/25	259, 958, 2014, 2015, 2018, 2115, 2595, 2816, 2856...	SWEDEN, South Coast: Measuring instruments.....	10
5594(T)/25	2014, 2018, 2040...	POLAND: Works.....	10

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36(P)/26	2014, 2018, 2040...	POLAND: Wind farm; Works; Buoyage; Piles; Restricted areas.....	10
68(T)/26	2059.....	ESTONIA: Buoy.....	10
129(T)/26	2595.....	DENMARK, Islands: Buoy.....	10
154(T)/26	811, 820.....	SWEDEN, East Coast: Restricted area.....	10
236(T)/26	2014, 2018, 2816...	POLAND: Buoyage.....	10
290(T)/26	2453, 2677.....	POLAND: Restricted area.....	10
403(T)/26	2637, 2688.....	POLAND: Buoyage.....	10
444(T)/26	3825.....	FINLAND, Saaristomeri: Works.....	11
478(P)/26	811, 820.....	SWEDEN, East Coast: Wrecks; Obstructions; Depths.....	10
484(T)/26	2014, 2018.....	POLAND: Buoy.....	10
511(T)/26	843.....	SWEDEN, East Coast: Works; Dredging area.....	10
564(P)/26	2014, 2018, 2040...	POLAND: Wind farm; Works.....	10
605(T)/26	259, 893, 2085, 2252.....	GULF OF BOTHNIA: Traffic separation scheme; Two-way routes.....	10,11
723(T)/26	2276.....	LITHUANIA: Buoy.....	10
743(T)/26	820.....	SWEDEN, East Coast: Vertical clearance; Bridge.....	10
899(T)/26	2018, 2816.....	SWEDEN, South Coast: Works; Wrecks; Buoyage.....	10
989(T)/26	259, 889, 890, 2073, 2082, 2252, 2817.....	SWEDEN, East Coast: Restricted area.....	10,11
1049(T)/26	810.....	SWEDEN, East Coast: Restricted area.....	10
1055(T)/26	798.....	SWEDEN, East Coast: Maximum authorised draughts.....	10
1195(T)/26	874.....	SWEDEN, West Coast: Virtual aid to navigation; Obstruction.....	10
1231(T)/26	2453, 2677, 2679...	POLAND: Works; Buoyage.....	10
1232(T)/26	2014, 2018, 2040, 2816.....	POLAND: Measuring instruments.....	10
1263(T)/26	2014, 2018, 2040, 2288, 2688.....	POLAND: Works.....	10
1321(T)/26	2014.....	POLAND: Restricted area.....	10
1336(T)/26	2018, 2040.....	BALTIC SEA: Buoyage; Light-beacon; Automatic Identification System.....	10
1391(T)/26	810.....	SWEDEN, East Coast: Restricted area.....	10
1392(T)/26	857, 858.....	SWEDEN, West Coast: Buoy.....	10
1393(T)/26	846, 2055.....	SWEDEN, East Coast: Fairways.....	10
1454(T)/26	3817.....	FINLAND, South Coast: Fairway; Restricted area.....	11
1459(T)/26	2014, 2018.....	POLAND: Buoy.....	10
1460(T)/26	2014, 2018, 2816...	POLAND: Precautionary areas.....	10
1506(T)/26	259, 2018, 2054, 2816, 2817, 2842, 2843, 2844.....	SWEDEN, East Coast: Restricted area.....	10
1511(T)/26	2018, 2040.....	POLAND: Restricted area.....	10
1512(P)/26	2014, 2018.....	POLAND: Wind farm; Works; Buoyage.....	10
1519(P)/26	903, 2595.....	DENMARK, Islands: Buoyage.....	10
1599(T)/26	811.....	SWEDEN, East Coast: Works; Horizontal clearance; Bridge; Fairway.....	10
1614(T)/26	2014, 2816.....	POLAND: Explosive dumping ground; Buoy.....	10
1621(T)/26	811, 820.....	SWEDEN, East Coast: Works; Pontoon; Buoyage.....	10
1634(T)/26	2014, 2015, 2679...	POLAND: Explosive dumping ground.....	10
1637(T)/26	2048, 2288.....	LATVIA: Buoy; Automatic Identification System.....	10
1638(T)/26	2595.....	DENMARK, Islands: Depth.....	10
1714(T)/26	2018, 2816.....	SWEDEN, East Coast: Works; Buoyage.....	10
1780(T)/26	2843.....	SWEDEN, East Coast: Works; Bridge; Fairway.....	10

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1520(P)/23	121, 129.....	NORTH SEA, United Kingdom Sector: Works; Wind farm; Buoyage; Restricted area; Submarine cable.....	7

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4461(P)/23	1406, 1610, 2182A, 2182B, 2692, 4140, 5606_5, 5606_8, 5607_1, 5614_25, DE 2, DE 7, DE 20, DE 87, DE 103.....	NORTH SEA: Submarine power cable.....	2,7,9
1171(T)/24	295, 1427, 2182D..	NORTH SEA, Norwegian Sector: Scientific instruments.....	6,13
2115(T)/24	1408, 1631, 1632, 1633.....	NORTH SEA, Netherlands Sector: Buoyage.....	7,9
2121(T)/24	1408, 1632, 1633...	NORTH SEA, Netherlands Sector: Virtual aid to navigation.....	7,9
2173(T)/24	1408, 1632, 2182A, 5614_25.....	NORTH SEA, Netherlands Sector: Virtual aid to navigation.....	2,7,9
2544(P)/24	272, 273, 274, 1405, 2182B.....	NORTH SEA, United Kingdom Sector: Submarine pipeline; Works.....	7,13
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3454(T)/24	120.....	NETHERLANDS: Buoy.....	9
4421(T)/24	1408, 1632, 1633...	NORTH SEA, Netherlands Sector: Buoyage.....	7,9
256(T)/25	266, 1187, 2182A, 2182B, 4140, 5614_25, 5615_23..	NORTH SEA, United Kingdom Sector: Platform; Fog signal.....	2,7
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1066(T)/25	2182A, 2182B, 5614_25.....	NORTH SEA, Netherlands Sector: Buoyage.....	2,7
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1676(P)/25	274, 292, 1405, 1427, 2182C.....	NORTH SEA, Norwegian Sector: Works; Offshore installation; Precautionary areas.....	6,7,13
2516(P)/25	292, 294, 1427, 2182C, 2182D.....	NORTH SEA, Norwegian Sector: Submarine pipelines; Precautionary areas..	6,13
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2669(P)/25	273, 278, 2182B....	NORTH SEA, United Kingdom Sector: Submarine pipeline; Works.....	7
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2710(P)/25	274, 291, 1405, 2182C.....	NORTH SEA, Norwegian Sector: Submarine pipeline; Submarine cable.....	6,7,13
3098(T)/25	BE 106.....	BELGIUM: Restricted area; Buoyage.....	9
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3173(P)/25	273, 278, 2182B, 2182C.....	NORTH SEA, United Kingdom Sector: Submarine pipeline; Works.....	6,7
3268(P)/25	1408, 1504, 1631...	NORTH SEA, Netherlands Sector: Wind farm; Works.....	7,9
4044(T)/25	124.....	NETHERLANDS: Depth information.....	9
4250(T)/25	1405, 1422.....	NORTH SEA, Norwegian Sector: Buoyage.....	9,13
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4701(P)/25	292, 294, 1427, 2182C.....	NORTH SEA, Norwegian Sector: Offshore installation; Precautionary area..	6,13
4791(P)/25	1408, 1631, 1632, 1633.....	NORTH SEA, Netherlands Sector: Vessel traffic service.....	7,9
4800(T)/25	1408, 1504, 1631, 2182A, 5614_25.....	NORTH SEA, Netherlands Sector: Virtual aid to navigation.....	2,7,9

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4987(T)/25	110, 116.....	NORTH SEA, Netherlands Sector: Submarine pipeline; Restricted area.....	9
4989(T)/25	208.....	NETHERLANDS: Buoyage.....	9
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5469(P)/25	1632, 2182A, 2182B, 5614_25.....	NORTH SEA, Netherlands Sector: Obstruction.....	2,7,9
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5531(T)/25	272, 274.....	NORTH SEA, United Kingdom Sector: Buoyage.....	7
5652(P)/25	125, 1408, 1631.....	NORTH SEA, Netherlands Sector: Wind farm; Works.....	7,9
5767(T)/25	292, 294, 1427, 2182C.....	NORTH SEA, Norwegian Sector: Buoyage.....	6,13
5785(T)/25	278.....	NORTH SEA, United Kingdom Sector: Scientific instrument.....	7
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369(T)/26	1187.....	NORTH SEA, United Kingdom Sector: Fog signal; Wind turbine.....	7
410(P)/26	292, 294, 1427, 2182C.....	NORTH SEA, Norwegian Sector: Offshore installation; Precautionary area...	6,13
553(T)/26	295, 1427, 2182D..	NORTH SEA, Norwegian Sector: Scientific instruments.....	6,13
582(T)/26	BE 11, BE 101.....	NETHERLANDS: Buoy; Measuring instrument.....	9
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603(T)/26	207.....	NETHERLANDS: General information.....	9
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849(T)/26	2182A, 2182B, 4140.....	NORTH SEA, Netherlands Sector: Buoy.....	7
935(T)/26	266, 268.....	NORTH SEA, United Kingdom Sector: Buoyage.....	7
1117(T)/26	1402, 1422.....	DENMARK, North Sea Coast: Buoy.....	9
1279(T)/26	1546, 1631.....	NETHERLANDS: Restricted area.....	9
1467(P)/26	1422.....	NORTH SEA, Danish Sector: Buoyage.....	9
1580(T)/26	208.....	NETHERLANDS: Restricted area; Buoyage.....	9
1582(T)/26	124.....	NETHERLANDS: Restricted area; Buoyage.....	9
1590(T)/26	122, 130.....	NORTH SEA, Netherlands Sector: Buoy.....	9
1635(T)/26	1402, 1422.....	DENMARK, North Sea Coast: Works.....	9
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1735(T)/26	1427, 1428, 2182D	NORTH SEA, Norwegian Sector: Works; Precautionary area.....	13
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1320(T)/22	3635.....	PORTUGAL, West Coast: Buoyage.....	18
4280(T)/22	3635.....	PORTUGAL, West Coast: Buoy.....	18
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3920(P)/23	3221, 3222.....	PORTUGAL, West Coast: Depths.....	18
1522(T)/24	93.....	PORTUGAL, South Coast: Buoy.....	18
1530(T)/24	3227.....	PORTUGAL, West Coast: Buoy.....	18
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1734(T)/24	3259.....	PORTUGAL, West Coast: Buoy; Automatic Identification System; Virtual aid to navigation.....	18
2594(T)/24	3228.....	PORTUGAL, West Coast: Light.....	18
3655(T)/24	20, 2522.....	FRANCE, West Coast: Works; Wind farm; Restricted area.....	16,17
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4637(T)/24	2148, 2451.....	FRANCE, North Coast: Restricted areas; Works; Buoy.....	1,16
4898(T)/24	3228.....	PORTUGAL, West Coast: Works; Spoil ground.....	18
4908(T)/24	2136, 2613, 2656, 2675.....	FRANCE, North Coast: Works; Restricted area.....	1,16
5097(T)/24	3258, 3634.....	PORTUGAL, West Coast: Wreck; Restricted area.....	18
5616(T)/24	2029, 2669, 5604_6.....	FRANCE, North Coast: Wreck.....	2,16
5757(T)/24	3259, 3260.....	PORTUGAL, West Coast: Buoy.....	18
115(P)/25	2148.....	FRANCE, North Coast: Wind farm; Buoyage; Anchorage area; Works.....	16
252(T)/25	3260.....	PORTUGAL, West Coast: Buoy.....	18
289(T)/25	2135, 2136, 2613...	FRANCE, North Coast: Measuring instruments; Buoyage.....	16
415(T)/25	2146, 2613, 2675...	FRANCE, North Coast: Wreck.....	1,16
1229(T)/25	323, 1406, 1610, 2449, 5605_1, 5605_10, 5605_11, 5606_1, BE 11, BE 102.....	FRANCE, North Coast: Automatic Identification System.....	1,2,7,9
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2762(T)/25	3259.....	PORTUGAL, West Coast: Depths.....	18
3097(P)/25	1733.....	SPAIN, West Coast: Depths; Alongside depths.....	18
3130(T)/25	2349.....	FRANCE, West Coast: Platform; Restricted area.....	16
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4202(T)/25	3258.....	PORTUGAL, West Coast: Wreck; Virtual aid to navigation.....	18
4256(T)/25	2879, 2990.....	FRANCE, North Coast: Restricted area.....	16
4502(T)/25	88.....	SPAIN, South West Coast: Breakwater; Works; Light; Buoy.....	18
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284(T)/26	3258, 3634.....	PORTUGAL, West Coast: Obstruction.....	18

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668(T)/26	87, 3635, 4103.....	PORTUGAL, West Coast: Buoy.....	18
1011(T)/26	73.....	SPAIN, South West Coast: Buoy.....	18
1104(T)/26	89, 3636.....	PORTUGAL, South Coast: Dredging area; Works; Spoil ground.....	18
1190(T)/26	3258.....	PORTUGAL, West Coast: Buoy.....	18
1191(T)/26	87, 3132, 3636, 4103, 4104.....	PORTUGAL, West Coast: Buoy.....	18,20
1193(T)/26	93.....	PORTUGAL, South Coast: Buoy.....	18
1294(T)/26	3259, 3260.....	PORTUGAL, West Coast: Buoyage.....	18
1296(T)/26	3259.....	PORTUGAL, West Coast: Buoyage; Platform.....	18
1309(T)/26	3220.....	PORTUGAL, West Coast: Buoy.....	18
1466(T)/26	3258.....	PORTUGAL, West Coast: Foul; Buoy.....	18
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1636(T)/26	2349.....	FRANCE, West Coast: Buoy; Scientific instruments.....	16

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5804(P)/25	1858, 1861, 3133, 3134.....	NORTH ATLANTIC OCEAN, Islas Canarias: Submarine cables.....	20
149(P)/26	2, 219, 245, 272, 274, 292, 1119, 1128, 1129, 1234, 1239, 1405, 1422, 1427, 1942, 2182B, 2182C, 2666, 2670, 2755, 2860, 2861, 4101, 4102, 4103, 4114, 4140, 4403, 4404, 4407.....	NORTH ATLANTIC OCEAN: Submarine cable; Works.....	5,6,7,9,1 3,15,18,1 9,78,81,8 2
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1602(T)/25	2217.....	BLACK SEA: Obstructions.....	31
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1775(T)/25	2217.....	BLACK SEA: Wreck; Depth; Restricted area.....	31
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3405(P)/25	849, 850.....	CYPRUS: Wreck.....	30
3860(T)/25	3303.....	UKRAINE: Buoy.....	31
3863(P)/25	2104.....	TÜRKIYE, South Coast: Works; Depths.....	30
3865(T)/25	269.....	CROATIA: Buoyage.....	27
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3922(T)/25	965.....	ITALY, Sicilia: Restricted area.....	24
3927(T)/25	204, 220, 1467.....	ITALY, East Coast: Submarine pipelines.....	27
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1233(P)/26	141, 145.....	MOROCCO, North Coast: Works; Restricted area; Buoyage; Virtual aids to navigation.....	18
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276(T)/21	4150.....	SOUTH AFRICA, South Coast: Buoy; Radar beacon.....	35
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5925(P)/24	2970.....	SOMALIA: Quay; Anchorage area; Restricted area; Buoy; Pilot boarding place; Mooring; Light; Works.....	32
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5105(P)/16	16.....	SAUDI ARABIA, Red Sea Coast: Depths; Wrecks; Submarine pipeline; Rocks; Coral.....	32
2363(P)/17	6, 12, 15, 143, 157, 158, 159, 164, 452, 453, 1925, 2375, 2658, 2659, 2964.....	RED SEA: Routeing measures.....	32
2822(T)/17	2523, 3790.....	QATAR: Buoy.....	40

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11. RED SEA, ARABIA, IRAQ AND IRAN (continued)

3559(P)/17	2837, 3178, 3179...	UNITED ARAB EMIRATES: Submarine pipeline; Obstruction.....	40
5518(P)/17	1228.....	IRAQ: Jetty; Dolphins; Mooring buoys; Floating dock; Dredged area.....	40
994(P)/19	1229, 1235, 2847, 2884.....	IRAQ: Works; Buoyage; Channel.....	40
1646(P)/19	3737, 3759.....	BAHRAIN: Works.....	40
2208(T)/19	2523, 2837, 2847, 2886, 3772, 3950...	QATAR: Buoy.....	40
3202(P)/19	3812.....	SAUDI ARABIA, East Coast: Depths.....	40
6699(P)/19	3718.....	SAUDI ARABIA, East Coast: Works; Buoyage; Dredged area.....	40
3127(P)/20	15, 16.....	SAUDI ARABIA, Red Sea Coast: General information.....	32
5242(T)/20	1214, 3773.....	KUWAIT: Light-beacon; Lights.....	40
6028(P)/20	3175.....	UNITED ARAB EMIRATES: Works; Restricted area; Outfall; Buoyage.....	40
3623(P)/21	2577.....	SAUDI ARABIA, Red Sea Coast: Depths.....	32
4104(T)/21	2882, 2883, 3719, 3775, 3788.....	SAUDI ARABIA, East Coast: Obstruction.....	40
597(P)/22	3734, 3736, 3737...	BAHRAIN: Dredged area; Reclamation area; Works; Buoyage.....	40
1064(P)/22	3179, 3778, 3779, 3780.....	UNITED ARAB EMIRATES: Works; Restricted areas.....	40
1452(P)/22	15.....	SAUDI ARABIA, Red Sea Coast: Buoy; Single Point Mooring; Deep water route; Precautionary area; Submarine pipeline.....	32
3372(P)/22	3176.....	UNITED ARAB EMIRATES: Dredging area; Reclamation area; Works; Buoyage; Restricted area.....	40
4751(P)/22	2523, 2837, 2847, 2883, 2886, 2887, 3772, 3950.....	QATAR: Submarine pipeline; Works; Offshore installation.....	40
734(T)/23	1224, 2847, 2858, 2882, 2884, 3773, 3774.....	KUWAIT: Buoyage.....	40
1223(P)/23	3171, 3520.....	UNITED ARAB EMIRATES: Works; Dredging area.....	40
1233(T)/23	2578.....	EGYPT, Suez Canal: Works; Buoy.....	24
1722(T)/23	327.....	SAUDI ARABIA, Red Sea Coast: Buoyage.....	32
4159(T)/23	12.....	SAUDI ARABIA, Red Sea Coast: Buoy.....	32
4449(T)/23	2444, 3179, 3413...	UNITED ARAB EMIRATES: Obstruction.....	40
555(T)/24	2523, 2883, 2886...	IRAN: Barge.....	40
619(T)/24	1223, 2882, 2884, 3773.....	KUWAIT: Wreck.....	40
905(T)/24	2883, 2886, 3788...	BAHRAIN: Buoy.....	40
1357(T)/24	3709, 3723.....	UNITED ARAB EMIRATES: Buoy.....	40
2528(P)/24	2443, 2444, 2837, 2889.....	UNITED ARAB EMIRATES: Works; Dredging area; Reclamation area.....	40
2672(P)/24	12, 158, 159, 327, 333, 801, 2374, 2375.....	SAUDI ARABIA, Red Sea Coast: Submarine cables.....	32
2688(T)/24	1224, 2882, 2884, 3773, 3774.....	ARABIAN SEA: Scientific instruments; Buoyage.....	40
2747(T)/24	3413.....	UNITED ARAB EMIRATES: Barge; Lights.....	40
3475(P)/24	2443, 2444, 2837, 2886, 2887, 2889, 3178, 3179, 3413...	UNITED ARAB EMIRATES: Works; Submarine pipeline.....	40
3728(P)/24	3736.....	BAHRAIN: Depths.....	40
4544(T)/24	2837, 2858, 2887, 2888, 2889, 3175, 4705.....	UNITED ARAB EMIRATES: Wreck.....	32,40
4659(T)/24	2888, 3174, 3175...	UNITED ARAB EMIRATES: Dredged area; Works; Buoyage.....	40
4949(T)/24	2888, 3174.....	UNITED ARAB EMIRATES: Buoy.....	40
5384(P)/24	3734, 3736, 3737...	BAHRAIN: Works; Submarine pipeline.....	40

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11. RED SEA, ARABIA, IRAQ AND IRAN (continued)

5665(P)/24	2523, 2837, 2847, 2886, 2887, 3772, 3781, 3950.....	QATAR: Submarine cables; Works.....	40
117(P)/25	265.....	DJIBOUTI: Submarine cables.....	32
414(T)/25	15, 157.....	SAUDI ARABIA, Red Sea Coast: Lights; Buoyage.....	32
481(P)/25	2577, 2599.....	SAUDI ARABIA, Red Sea Coast: Works; Port developments; Dredging area	32
632(T)/25	2443, 2444, 3178, 3179.....	UNITED ARAB EMIRATES: Buoy.....	40
671(T)/25	3713, 3715.....	UNITED ARAB EMIRATES: Restricted area; Buoyage.....	40
695(P)/25	3713, 3715.....	UNITED ARAB EMIRATES: Depths.....	40
777(T)/25	3176, 3177, 3752...	UNITED ARAB EMIRATES: Depths.....	40
839(T)/25	3762.....	OMAN: Buoy.....	40
1022(T)/25	801.....	ISRAEL, Red Sea Coast: Platform; Lights; Works.....	32
1135(P)/25	265.....	RED SEA: Submarine cables.....	32
1219(T)/25	2882, 2884, 3773...	KUWAIT: Platform.....	40
1359(T)/25	1223, 2882, 2884, 3773.....	KUWAIT: Light; Buoy.....	40
1572(T)/25	1214.....	KUWAIT: Works.....	40
1952(T)/25	3778, 3796.....	UNITED ARAB EMIRATES: Restricted area; Buoyage; Dredging area; Reclamation area; Works.....	40
2159(T)/25	801.....	ISRAEL, Red Sea Coast: Marine farm; Buoyage.....	32
2278(T)/25	3174, 3175.....	UNITED ARAB EMIRATES: Buoyage.....	40
2335(T)/25	2887, 2888, 3174, 3175.....	UNITED ARAB EMIRATES: Buoy.....	40
2752(P)/25	3414.....	UNITED ARAB EMIRATES: Bridge; Works.....	40
2801(T)/25	1229, 1235, 3773...	KUWAIT: Scientific instruments.....	40
2867(P)/25	2886, 3735, 3737, 3738, 3790.....	BAHRAIN: Submarine cable; Works.....	40
3339(T)/25	2599, 2658.....	SAUDI ARABIA, Red Sea Coast: Buoy.....	32
3394(T)/25	2523, 2837, 2858, 2883, 2886, 2887...	IRAN: Light-beacon.....	40
3704(T)/25	2882, 2884, 3773...	KUWAIT: Restricted areas.....	40
3912(T)/25	326, 327, 328.....	SAUDI ARABIA, Red Sea Coast: Buoyage.....	32
4050(T)/25	143, 157, 2964, 4704.....	RED SEA: Wreck.....	32
4385(T)/25	2837, 2847, 2858, 2883, 2886, 3788, 3790.....	BAHRAIN: Buoyage.....	40
4998(T)/25	2443, 2444, 2837, 2858, 2886, 2887, 2889, 3178.....	UNITED ARAB EMIRATES: Buoy.....	40
5035(P)/25	3713, 3715.....	UNITED ARAB EMIRATES: Dredging area; Reclamation area; Works; Buoyage; Overhead cable; Pylons; Channel.....	40
5224(T)/25	2887, 2888, 2889, 3175, 3176.....	UNITED ARAB EMIRATES: Buoyage.....	40
5363(T)/25	3950.....	QATAR: Restricted area.....	40
5450(P)/25	3176, 3177, 3752...	UNITED ARAB EMIRATES: Reclamation areas; Buoyage; Breakwater; Dredging areas; Works.....	40
5592(T)/25	3176, 3177, 3752...	UNITED ARAB EMIRATES: Dredging area; Works; Buoyage.....	40
5657(T)/25	326, 327, 328.....	SAUDI ARABIA, Red Sea Coast: Buoyage.....	32
312(P)/26	3708, 3709, 3723...	UNITED ARAB EMIRATES: Reclamation area; Works; Buoyage.....	40
366(T)/26	2889, 3177, 3178, 3179, 3951.....	UNITED ARAB EMIRATES: Buoyage.....	40
378(P)/26	3176, 3412.....	UNITED ARAB EMIRATES: Restricted area; Buoyage; Works.....	40
482(P)/26	3778, 3780, 3796...	UNITED ARAB EMIRATES: Works; Dredging areas; Buoyage.....	40
538(T)/26	3778, 3780.....	UNITED ARAB EMIRATES: Disused submarine pipeline; Buoyage.....	40
541(P)/26	1268, 1269.....	IRAN: Dredged area.....	40

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11. RED SEA, ARABIA, IRAQ AND IRAN (continued)

615(P)/26	12.....	SAUDI ARABIA, Red Sea Coast: Harbour developments; Channel; Channel depth; Buoyage; Light; Light-beacons; Dredging area; Berths; Alongside depths.....	32
693(P)/26	2443, 2889, 3177, 3178, 3179.....	UNITED ARAB EMIRATES: Submarine pipeline.....	40
787(T)/26	3713, 3715.....	UNITED ARAB EMIRATES: Dredging area; Reclamation area; Works.....	40
972(P)/26	3178, 3179.....	UNITED ARAB EMIRATES: Submarine pipelines; Restricted areas.....	40
1107(T)/26	2837, 2851, 2858, 2888, 3520.....	UNITED ARAB EMIRATES: Restricted area.....	40
1192(P)/26	3599.....	IRAN: Channel; Depth; Dredged area.....	40
1234(P)/26	2132, 2133.....	EGYPT, Red Sea Coast: Spoil ground; Depths; Buoyage; Channel; Breakwaters; Dredged areas; Works; Reclamation area; Light.....	32
1314(T)/26	2847, 2882, 2884, 3773.....	KUWAIT: Wreck.....	40
1480(T)/26	333, 2374, 5501....	EGYPT, Red Sea Coast: Buoy; Radar beacon.....	32
1517(T)/26	3778, 3780, 3796...	UNITED ARAB EMIRATES: Dredged depth.....	40
1633(T)/26	2523.....	QATAR: Buoy.....	40
1692(P)/26	2523, 2886, 3772...	QATAR: Submarine pipelines.....	40
1743(P)/26	38, 58, 707, 1268, 2441, 2442, 2443, 2444, 2523, 2851, 2882, 2883, 2884, 2886, 2887, 2888, 2889, 3171, 3172, 3174, 3175, 3176, 3520, 3523, 3723, 3735, 3737, 3738, 3761, 3773, 3774, 3775, 3786, 3788, 3790, 3950.....	ARABIAN SEA: Submarine cables; Works.....	40,41
1789(P)/26	2444, 2523, 2886, 3179.....	QATAR: Wells.....	40

12. INDIAN OCEAN, PAKISTAN, INDIA, SRI LANKA, BANGLADESH AND BURMA

5395(T)/17	39, 707, 4705.....	PAKISTAN: Wreck.....	32,41
2951(T)/18	90.....	BANGLADESH: Obstruction.....	43
2106(P)/19	IN 211, IN 255, IN 292, IN 293, IN 2016, IN 2076....	INDIA, West Coast: Works; Buoyage.....	41
2869(P)/19	IN 203, IN 2013, IN 2031.....	INDIA, West Coast: Works.....	41
3861(T)/19	833.....	BURMA: Buoy.....	43
4267(T)/19	1885.....	BURMA: Buoy.....	43
4326(P)/19	1488, IN 207, IN 253, IN 254, IN 292.....	INDIA, West Coast: Works.....	41
5223(T)/19	90.....	BANGLADESH: Obstruction.....	43
5373(T)/19	3877, 3895, 4701, 4702.....	INDIAN OCEAN, Comores: Volcanic activity.....	36,38
2164(P)/20	725, 727.....	INDIAN OCEAN, Chagos: Rocks; Obstructions.....	38
3175(T)/20	823, 826, 833.....	BURMA: Wreck.....	43
3503(T)/20	39, 58.....	PAKISTAN: Quarantine anchorage.....	41
4378(P)/20	IN 33.....	INDIAN OCEAN, Nicobar Islands: Depths; Obstructions; Lights.....	42
1276(T)/21	39, 58.....	PAKISTAN: Wrecks.....	41
2269(P)/21	IN 31, IN 32.....	INDIA, East Coast: Buoy.....	42,43
2620(T)/21	813.....	SRI LANKA, West Coast: Wreck.....	42
3518(P)/21	IN 32, IN 223, IN 262.....	INDIA, East Coast: Works.....	41,42
237(T)/22	90, IN 31.....	BANGLADESH: Wreck.....	43

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12. INDIAN OCEAN, PAKISTAN, INDIA, SRI LANKA, BANGLADESH AND BURMA (continued)

1487(T)/22	90, IN 31.....	BANGLADESH: Depths.....	43
1755(T)/22	90, IN 31.....	BANGLADESH: Wreck; Buoyage.....	43
2266(T)/22	102.....	BANGLADESH: Wreck; Buoy.....	43
3056(T)/22	90, IN 31.....	BANGLADESH: Wreck.....	43
3632(T)/22	IN 2039, IN 2082, IN 2110.....	INDIA, West Coast: Buoyage.....	41
4716(P)/22	817, IN 31.....	BURMA: Wells; Submarine pipeline.....	43
393(T)/23	90, 817.....	BANGLADESH: Obstruction.....	43
1526(T)/23	90, IN 31.....	BANGLADESH: Works; Dredging area.....	43
3080(P)/23	IN 2082, IN 2110.....	INDIA, West Coast: Pier; Works.....	41
3270(T)/23	90.....	BANGLADESH: Wreck.....	43
3827(T)/23	4708, 4723.....	INDIAN OCEAN: Buoy.....	63,64
4179(P)/23	IN 203, IN 2033, IN 2083.....	INDIA, West Coast: Works; Maritime limit; Buoyage; Mooring buoys; Wreck; Depths.....	41
4523(T)/23	IN 3010, IN 3041.....	INDIA, East Coast: Buoyage.....	43
4644(T)/23	IN 2008.....	INDIA, West Coast: Buoy.....	41
4647(T)/23	IN 2008, IN 2120.....	INDIA, West Coast: Buoy.....	41
4665(T)/23	40, 58.....	PAKISTAN: Buoy.....	41
4968(T)/23	38, 707.....	PAKISTAN: Wreck.....	41
1453(T)/24	90.....	BANGLADESH: Wreck.....	43
1618(T)/24	1495, 1497.....	INDIAN OCEAN, La Réunion: Mooring; Buoy.....	38
2133(P)/24	IN 2075.....	INDIA, West Coast: Works; Buoy.....	42
2184(T)/24	709, 4703, 4706, 4707.....	INDIA, East Coast: Moorings.....	42
2474(T)/24	90, IN 31.....	BANGLADESH: Wreck.....	43
3526(P)/24	721.....	INDIAN OCEAN, Seychelles: Depths.....	36
4004(T)/24	818, 823, 830.....	BURMA: Light.....	43,45
4325(T)/24	317, 318, 319, IN 31, IN 32, IN 33, IN 308, IN 352, IN 353.....	INDIA, East Coast: Buoyage.....	42,43
4341(T)/24	1495.....	INDIAN OCEAN, La Réunion: Buoyage.....	38
4488(T)/24	317, IN 313, IN 3001, IN 3028.....	INDIA, East Coast: Works; Buoyage.....	43
4547(P)/24	716, 721.....	INDIAN OCEAN, Seychelles: Depths.....	36
5043(P)/24	IN 3001.....	INDIA, East Coast: Jetty; Dredged areas; Berth.....	43
5319(P)/24	IN 211, IN 2016, IN 2076.....	INDIA, West Coast: Jetty; Dredged depths; Berths.....	41
5980(T)/24	90, 817.....	BANGLADESH: Buoy.....	43
881(T)/25	1495.....	INDIAN OCEAN, La Réunion: Beacons.....	38
955(T)/25	1495, 1497.....	INDIAN OCEAN, La Réunion: Moorings; Scientific instruments.....	38
1601(P)/25	IN 2082, IN 2110.....	INDIA, West Coast: Dolphins; Jetties; Works.....	41
1906(T)/25	IN 22, IN 32, IN 220, IN 260, IN 2029.....	INDIA, West Coast: Buoy.....	41,42
2623(T)/25	90.....	BANGLADESH: Wreck.....	43
2651(P)/25	143, 157, 171, 452, 453, 1925, 1926.....	INDIAN OCEAN: Works; Submarine cables.....	32
2730(T)/25	102.....	BANGLADESH: Wreck.....	43
2812(P)/25	IN 2034, IN 2108.....	INDIA, West Coast: Works.....	41

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2823(T)/25	39, 707, 709, IN 22, IN 32, IN 214, IN 221, IN 251, IN 253, IN 257, IN 258, IN 260, IN 261, IN 263, IN 272, IN 292, IN 293.....	INDIA, West Coast: Obstructions; Scientific instruments.....	41,42
3086(P)/25	69, 1584, 2197, IN 262.....	INDIA, East Coast: Depths; Recommended anchorage; Buoyage.....	42
4041(P)/25	90, 817, IN 31.....	BANGLADESH: Submarine cable; Works.....	43
4046(T)/25	IN 211, IN 2015, IN 2016.....	INDIA, West Coast: Wreck.....	41
4275(P)/25	6, 12, 15, 143, 157, 159, 264, 265, 452, 453, 707, 1925, 3661, IN 22, IN 211, IN 255, IN 292, IN 293, IN 2016.....	INDIAN OCEAN: Submarine cables.....	32,41,42
4387(P)/25	39, 707, IN 202, IN 251.....	INDIA, West Coast: Platform; Works.....	41
4534(P)/25	707, 709, 1014, 4703, 4705, 4706, 4707, IN 22, IN 211, IN 255, IN 257, IN 258, IN 259, IN 272, IN 273, IN 292, IN 293, IN 294, IN 2016.....	INDIA, West Coast: Submarine cable; Works.....	32,41,42
4582(T)/25	317, 707, 710, 711, 712, 740, 742, 1470, IN 22, IN 31, IN 32, IN 33, IN 205, IN 206, IN 211, IN 212, IN 213, IN 215, IN 216, IN 219, IN 221, IN 223, IN 253, IN 255, IN 256, IN 257, IN 258, IN 259, IN 262, IN 272, IN 292, IN 293, IN 308, IN 351, IN 352, IN 353, IN 357, IN 2008, IN 2120, IN 3002, IN 3034, IN 3035.....	INDIAN OCEAN: Buoyage.....	36,38,41, 42,43
4616(T)/25	90.....	BANGLADESH: Buoy.....	43
4674(T)/25	IN 211, IN 255, IN 2016.....	INDIA, West Coast: Wreck.....	41
5151(T)/25	1495, 1497.....	INDIAN OCEAN, La Réunion: Scientific instrument.....	38

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5229(P)/25	5, 6, 15, 38, 39, 40, 58, 100, 143, 157, 158, 159, 164, 171, 263, 264, 265, 452, 453, 542, 548, 616, 666, 707, 1925, 2659, 2837, 2851, 2858, 2949, 2964, 2968, 2969, 2970, 3520, 3522, 3523, 3661, 3709, 3723, 3784, 3785...	INDIAN OCEAN: Submarine cables; Works.....	32,36,40, 41
5380(T)/25	39, 707, 4705, IN 251.....	INDIA, West Coast: Wreck.....	32,41
5739(P)/25	709, 712, 830, 3795, 3797, 3880, 3900, 3904, 3906, 3942, 3943, 4146, 4148, 4150, 4151, 4152, 4156, 4159, 4163, 4169, 4171, 4177, 4178, 4179, 4180, 4700, 4702, 4707, IN 33, IN 472	INDIAN OCEAN: Submarine cable.....	34,35,36, 37,38,42, 45
121(T)/26	823, 826, 830.....	MYANMAR (BURMA): Restricted areas.....	43,45
323(T)/26	39, 707, IN 202, IN 251, IN 254, IN 292.....	INDIA, West Coast: Works.....	41
558(T)/26	IN 210, IN 254, IN 292.....	INDIA, West Coast: Wreck.....	41
648(T)/26	817.....	MYANMAR (BURMA): Offshore installations.....	43
696(T)/26	1495, 1497.....	INDIAN OCEAN, La Réunion: Stakes.....	38
878(T)/26	707, 709, 4703, 4705, 4706, 4707, IN 22, IN 273, IN 292, IN 293, IN 294.....	INDIA, West Coast: Buoyage.....	32,41,42
879(T)/26	317, 818, 830, 1398, 4706, 4707, IN 31, IN 32, IN 33, IN 313, IN 357, IN 472, IN 473, IN 3001, IN 3004.....	INDIAN OCEAN: Buoyage.....	42,43,45
896(P)/26	IN 2076.....	INDIA, West Coast: Dredged area; Turning circle; Depth.....	41
1205(T)/26	709, 1013, 2760, 2779, 3323, 4702, 4703, 4706, 4707, 4714, IN 22, IN 31, IN 33.....	INDIAN OCEAN: Buoyage.....	38,42,43, 46

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12. INDIAN OCEAN, PAKISTAN, INDIA, SRI LANKA, BANGLADESH AND BURMA (continued)

1214(P)/26	616, 644, 646, 666, 674, 716, 2895, 2926, 2927, 2930, 2931, 2933, 2939, 2949, 2964, 2968, 3310, 3361, 3784, 3785, 3795, 3797, 3877, 3878, 3880, 4169, 4171, 4172, 4179, 4180, 4204, 4700, 4701, 4702, 4703, 4705...	INDIAN OCEAN: Submarine cables.....	32,35,36, 38,42
1246(T)/26	40, 58.....	PAKISTAN: Buoy.....	41
1271(P)/26	IN 3028.....	INDIA, East Coast: Works.....	43
1533(P)/26	1488, IN 207.....	INDIA, West Coast: Works.....	41
1534(T)/26	IN 210, IN 254, IN 292.....	INDIA, West Coast: Offshore installation.....	41
1601(P)/26	IN 211, IN 2016.....	INDIA, West Coast: Harbour limits; Anchorage area.....	41
1652(P)/26	817, 818, 830, 4071, 4073, 4706, IN 31, IN 33, IN 473	INDIAN OCEAN: Submarine cable.....	42,43,45
1672(P)/26	IN 3012.....	INDIA, East Coast: Depths; Lights; Leading lines; Pier; Jetty; Berths.....	43
1684(T)/26	90, BD 7510.....	BANGLADESH: Wreck.....	43
1685(T)/26	90, BD 7510.....	BANGLADESH: Wreck.....	43
1686(T)/26	90, 102, BD 7510...	BANGLADESH: Buoy; Wreck.....	43
1687(T)/26	102, BD 7510.....	BANGLADESH: Buoy; Wreck.....	43
1688(T)/26	102, BD 7510.....	BANGLADESH: Wreck; Buoy.....	43
1691(T)/26	90, BD 5001, IN 351.....	BANGLADESH: Recommended tracks.....	43
1694(T)/26	90, BD 2508, BD 3004, BD 5001, IN 351.....	BANGLADESH: Buoyage.....	43
1695(T)/26	90, 102, BD 7510...	BANGLADESH: Wreck.....	43
1696(T)/26	102, BD 7510.....	BANGLADESH: Wreck.....	43
1697(T)/26	90, 102, BD 7510...	BANGLADESH: Wreck.....	43
1699(T)/26	90, 102, BD 7510...	BANGLADESH: Wreck; Buoy.....	43
1700(T)/26	90, BD 7510.....	BANGLADESH: Wreck.....	43
1718(T)/26	102, BD 7510.....	BANGLADESH: Buoy; Wreck.....	43
1756(P)/26	IN 2051, IN 2060.....	INDIA, West Coast: Buoyage; Depths; Leading lights; Lights; Leading line...	41

13. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

1401(P)/18	1312, 2422, 2435, 2436, 2868, 2870, 3947.....	INDONESIA, Sumatera: Submarine cables.....	45,46,47, 48
4673(P)/18	3947.....	INDONESIA, Sumatera: Submarine cable.....	45
637(T)/19	3471.....	INDONESIA, Sumatera: Buoy.....	46
4676(T)/19	2152, 2155.....	MALAYSIA, Peninsular Malaysia, West Coast: Buoyage.....	45
6060(P)/19	1146.....	MALAYSIA, Peninsular Malaysia, West Coast: Depths.....	45
2024(P)/20	3940, 3946, 3947...	MALACCA STRAIT: Submarine cable.....	45
165(T)/21	3831, 3833, 3937, 4041.....	INDONESIA, Sumatera: Wreck.....	45
4687(P)/21	1312, 2403, 2869, 3831, 5527.....	INDONESIA, Sumatera: Light-beacon.....	45,46,47
1494(T)/22	3945.....	MALACCA STRAIT: Wreck; Hulk.....	45
5134(T)/22	2158.....	MALACCA STRAIT: Buoy.....	45
104(T)/23	3471.....	INDONESIA, Sumatera: Wreck.....	46
1881(P)/23	4038, 4040.....	SINGAPORE: Buoy.....	45
2643(T)/24	3584, 3921.....	INDONESIA, Sumatera: Buoy.....	45
3053(T)/24	3921.....	INDONESIA, Sumatera: Wreck.....	45

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13. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA (continued)

3239(P)/24	4036, 4038, 4039, 4040, 4041, 4042...	SINGAPORE STRAIT: Submarine cable.....	45
3799(T)/24	2139, 2158, 3902, 3946.....	MALACCA STRAIT: Wreck; Buoy.....	45
4207(T)/24	4034.....	SINGAPORE: Obstructions.....	45
4479(P)/24	4038, 4040.....	SINGAPORE: Submarine pipeline.....	45
4919(T)/24	3902, 3947.....	MALACCA STRAIT: Wreck.....	45
5006(P)/24	4038, 4039, 4040...	SINGAPORE: Submarine cable.....	45
5884(T)/24	2403, 3833, 3902, 3947.....	SINGAPORE STRAIT: Wreck.....	45
1403(T)/25	3921, 3944, 3945...	MALACCA STRAIT: Buoy.....	45
1407(T)/25	2139, 2155, 3945...	MALAYSIA, Peninsular Malaysia, West Coast: Buoy.....	45
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3493(P)/25	4034.....	SINGAPORE: Wreck.....	45
3774(T)/25	4037, 4040, 4041...	SINGAPORE: Buoy.....	45
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4892(T)/23	1965, 3990.....	VIETNAM: Virtual aids to navigation.....	47
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942(P)/24	1716, 1719, 1720, 1754, 1760, 1761, 2400, 2401, 2431...	CHINA, East Coast: Recommended routes.....	50
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1621(T)/24	2414, 2422, 3446, 3482, 4508.....	MALAYSIA, Peninsular Malaysia, East Coast: Wreck.....	47
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II

1709* ENGLAND - East Coast - Depths.

Source: Port of London Authority

Chart 1186 (INT 1426) (Panel A, Canvey Island to Coalhouse Point) [previous update 1179/26] ETRS89 DATUM

Insert	depth, 136	(a)	51° 30'·209N., 0° 32'·467E.
Delete	depth, 138, close SW of:	(a)	above

1710* ENGLAND - East Coast - Depths.

Source: mv Northern Gale

Chart 2052 (INT 1560) [previous update 913/26] ETRS89 DATUM

Insert	depth, 69, and extend 10m contour SE to enclose	(a)	52° 03'·99N., 1° 33'·68E.
Delete	depth, 76, close NW of:	(a)	above

Chart 5607_5 [previous update 913/26] ETRS89 DATUM

Insert	depth, 69, and extend 10m contour SE to enclose	(a)	52° 03'·99N., 1° 33'·68E.
Delete	depth, 76, close NW of:	(a)	above

Chart 5614_1 (Panel B, Orford Ness) [previous update 954/26] ETRS89 DATUM

Insert	depth, 69, and extend 10m contour SE to enclose	(a)	52° 03'·99N., 1° 33'·68E.
Delete	depth, 76, close NW of:	(a)	above

1711* ENGLAND - West Coast - Drying heights. Depths. Drying contours.

Source: ABP North West

Chart 1552 (INT 1641) (Panel C, Fleetwood) [previous update 557/25] ETRS89 DATUM

Insert	drying height, 09, and extend 0m low water line E to enclose		53° 55'·679N., 3° 00'·340W.
	drying height, 03, and extend 0m low water line SW to enclose	(a)	53° 55'·630N., 3° 00'·125W.
Delete	depth, 11, close SW of:	(a)	above
Insert	drying height, 03, and extend 0m low water line N to enclose		53° 55'·506N., 3° 00'·117W.
	drying height, 18	(b)	53° 55'·493N., 3° 00'·161W.
Delete	drying height, 12, close NW of:	(b)	above
Insert	drying height, 51, and extend 5m drying contour SE to enclose	(c)	53° 55'·240N., 3° 00'·248W.
Delete	drying height, 42, close SE of:	(c)	above
Insert	drying height, 56, and extend 5m drying contour N to enclose		53° 55'·216N., 3° 00'·330W.
Replace	depth, 16, with depth, 11		53° 55'·542N., 3° 00'·131W.

II

1711* ENGLAND - West Coast - Drying heights. Depths. Drying contours. (continued)

Chart 1552 (INT 1641) (Panel B, Approaches to Fleetwood) [*previous update 557/25*] ETRS89 DATUM

Insert	drying height, 21	(a)	53° 56'·65N., 3° 01'·19W.
Delete	drying height, 16, close NW of:	(a)	above
Insert	drying height, 03, and extend 0m water line NW to enclose	(b)	53° 55'·63N., 3° 00'·12W.
Delete	depth, 11, close SW of:	(b)	above
Replace	drying height, 42, with drying height, 51, and extend 5m drying contour SE to enclose		53° 55'·24N., 3° 00'·25W.

Chart 5613_11 (Panel C, Fleetwood) [*previous update 4847/24*] ETRS89 DATUM

Insert	drying height, 03, and extend 0m water line NE to enclose	(a)	53° 55'·630N., 3° 00'·125W.
Delete	depth, 01, close NW of:	(a)	above
Insert	drying height, 51, and extend 5m drying contour SE to enclose	(b)	53° 55'·240N., 3° 00'·248W.
Delete	drying height, 42, close SE of:	(b)	above
Insert	drying height, 56, and extend 5m drying contour N to enclose		53° 55'·216N., 3° 00'·330W.

Chart 5613_11 (Panel A, Approaches to Fleetwood) [*previous update 4847/24*] ETRS89 DATUM

Insert	drying height, 21	(a)	53° 56'·65N., 3° 01'·19W.
Delete	drying height, 16, close NW of:	(a)	above
Insert	drying height, 03, and extend 0m water line NW to enclose		53° 55'·63N., 3° 00'·12W.
Replace	drying height, 42, with drying height, 51, and extend 5m drying contour SE to enclose		53° 55'·24N., 3° 00'·25W.

Chart 5613_11 (Panel B, Fleetwood to Skippool) [*previous update 4847/24*] ETRS89 DATUM

Insert	drying height, 03, and extend 0m water line NW to enclose		53° 55'·63N., 3° 00'·12W.
Replace	drying height, 42, with drying height, 51, and extend 5m drying contour SE to enclose		53° 55'·24N., 3° 00'·25W.

1715* SCOTLAND - West Coast - Wreck.

Source: Peel Ports

Note: Former Notice 4612(T)/25 is cancelled.

Chart 1867 (Panel C, Hunterston Channel) [*previous update 4691/24*] ETRS89 DATUM

Insert	 Wk		55° 43'·930N., 4° 57'·002W.
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Chart 1907 (INT 1634) [*previous update 1264/25*] ETRS89 DATUM

Insert	 Wk		55° 43'·93N., 4° 57'·00W.
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Chart 2131 [*previous update 730/26*] ETRS89 DATUM

Insert	wreck out of position,  Wk		55° 43'·93N., 4° 57'·00W.
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Chart 2221 [*previous update 730/26*] ETRS89 DATUM

Insert	 Wk		55° 43'·93N., 4° 57'·00W.
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II

1715* SCOTLAND - West Coast - Wreck. (continued)


Chart 2491 [*previous update 1264/25*] ETRS89 DATUM

Insert  55° 43'·93N., 4° 57'·00W.

Chart 5610_9 [*previous update 4691/24*] ETRS89 DATUM

Insert  55° 43'·93N., 4° 57'·00W.

Chart 5610_11 [*previous update 730/26*] ETRS89 DATUM

Insert wreck out of position,  55° 43'·93N., 4° 57'·00W.

1719* IRELAND - West Coast - Depths.

Source: Geological Survey Ireland

Chart 1820 [*previous update 1155/26*] ETRS89 DATUM

Replace	depth, 27, with depth, 14, and extend 20m contour W to enclose	53° 31'·36N., 10° 13'·87W.
	depth, 79, with depth, 59	53° 31'·20N., 10° 13'·88W.
	depth, 89, with depth, 8	53° 31'·18N., 10° 14'·14W.

Chart 2707 [*previous update 2329/25*] ETRS89 DATUM

Insert	depth, 127, and extend 20m contour W to enclose	53° 31'·46N., 10° 13'·80W.
	depth, 14, and extend 20m contour W to enclose	(a) 53° 31'·35N., 10° 13'·87W.
Delete	depth, 27, close NE of:	(a) above
Insert	depth, 159, enclosed by 20m contour	53° 31'·26N., 10° 13'·76W.
	depth, 59	(b) 53° 31'·19N., 10° 13'·86W.
Delete	depth, 79, close S of:	(b) above
Replace	depth, 89, with depth, 8	53° 31'·18N., 10° 14'·14W.

1720* CELTIC SEA - UK Sector - Wrecks. Depth.

Source: UKHO

Chart 2649 (INT 1063) [*previous update 4638/25*] ETRS89 DATUM

Insert		49° 26'·7N., 9° 01'·2W.
		(a) 49° 25'·9N., 9° 02'·4W.
Delete	depth 115, close SW of:	(a) above

II

1723* ENGLAND - West Coast - Depths. Danger line.

Source: Mersey Docks and Harbour Company

Note: This update is included in New Edition 5613_5, published early 2026.

Chart 3490 (INT 1643) (Panel A, Seaforth to Tranmere) [*previous update New Edition 19/02/2026*] ETRS89 DATUM

Replace depth, 9, with depth, 82 53° 24'·053N., 3° 00'·617W.

Chart 3490 (INT 1643) (Panel B, Tranmere to Garston and Eastham) [*previous update New Edition 19/02/2026*] ETRS89 DATUM

Replace depth, 9, with depth, 82 53° 24'·053N., 3° 00'·617W.

Insert  53° 20'·699N., 2° 57'·849W.

1725* ENGLAND - East Coast - Obstructions. Depths.

Source: Port of London Authority

Chart 2151 (INT 1425) [*previous update 1660/26*] ETRS89 DATUM

Insert  *Obstn* 51° 27'·613N., 0° 17'·942E.

 *Obstn* 51° 27'·599N., 0° 17'·917E.

depth, 58 (a) 51° 27'·550N., 0° 17'·680E.

Delete depth, 59, close E of: (a) above

Replace depth, 48, with depth, 47 51° 27'·694N., 0° 18'·028E.

depth, 12, with depth, 11 51° 27'·584N., 0° 17'·953E.

1757* ENGLAND - East Coast - Depths.

Source: ABP Humber

Chart 1188 (INT 1553) [*previous update 1655/26*] ETRS89 DATUM

Insert depth, 34 (a) 53° 36'·58N., 0° 00'·74W.

Delete depth, 41, close E of: (a) above

Chart 5614_16 [*previous update New Edition 12/03/2026*] ETRS89 DATUM

Insert depth, 34 (a) 53° 36'·58N., 0° 00'·74W.

Delete depth, 41, close E of: (a) above

Chart 5614_17 (Panel A, Approaches to Grimsby) [*previous update New Edition 12/03/2026*] ETRS89 DATUM

Insert depth, 34 (a) 53° 36'·58N., 0° 00'·74W.

Delete depth, 41, close E of: (a) above

II

1759* ENGLAND - West Coast - Depth.

Source: Mersey Docks and Harbour Company

Chart 3490 (INT 1643) (Panel B, Tranmere to Garston and Eastham) [*previous update 1723/26*] ETRS89 DATUM

Insert depth, 68 53° 20'·409N., 2° 57'·525W.

1762* ENGLAND - East Coast - Depths. Drying heights.

Source: ABP Humber

Chart 3497 (INT 1554) [*previous update 1655/26*] ETRS89 DATUM

Insert	depth, 17, and extend 2m contour E to enclose	(a)	53° 42'·29N., 0° 25'·86W.
Delete	depth, 18, close SW of:	(a)	above
Insert	depth, 19, and extend 2m contour S to enclose	(b)	53° 42'·48N., 0° 24'·75W.
Delete	depth, 26, close NE of:	(b)	above
	depth, 24, close SW of:	(b)	above
Insert	drying height, 04, and extend 0m low water line S to enclose	(c)	53° 42'·58N., 0° 24'·79W.
Delete	drying height, 19, close NW of:	(c)	above
Insert	drying height, 03, enclosed by 0m low water line	(d)	53° 43'·18N., 0° 22'·84W.
Delete	depth, 04, close SE of:	(d)	above
Insert	drying height, 09, and extend 0m low water line NW to enclose	(e)	53° 43'·18N., 0° 22'·64W.
Delete	drying height, 01, close SE of:	(e)	above
Insert	drying height, 15	(f)	53° 43'·11N., 0° 22'·37W.
Delete	drying height, 06, close E of:	(f)	above
Insert	drying height, 16	(g)	53° 43'·05N., 0° 22'·07W.
Delete	drying height, 06, close SE of:	(g)	above
Insert	drying height, 04, and extend 0m low water line SE to enclose		53° 43'·00N., 0° 21'·92W.
	drying height, 04, enclosed by 0m low water line	(h)	53° 43'·31N., 0° 21'·87W.
Delete	depth, 02, close NW of:	(h)	above
Insert	depth, 49, and extend 5m contour NW to enclose	(i)	53° 43'·58N., 0° 21'·91W.
Delete	depth, 67, close NW of:	(i)	above
	depth, 29, close SE of:	(i)	above
Insert	depth, 48, and extend 5m contour SE to enclose	(j)	53° 43'·54N., 0° 22'·37W.
Delete	depth, 45, close NW of:	(j)	above

II

1762* ENGLAND - East Coast - Depths. Drying heights. (continued)

Chart 5614_19 (Panel A, Kingston Upon Hull to Humber Bridge) [*previous update New Edition 12/03/2026*] ETRS89 DATUM

Insert	depth, 17, and extend 2m contour E to enclose	(a)	53° 42'·29N., 0° 25'·86W.
Delete	depth, 18, close SW of:	(a)	above
Insert	depth, 19, and extend 2m contour S to enclose	(b)	53° 42'·48N., 0° 24'·75W.
Delete	depth, 26, close NE of:	(b)	above
	depth, 24, close SW of:	(b)	above
Insert	drying height, 04, and extend 0m low water line S to enclose	(c)	53° 42'·58N., 0° 24'·79W.
Delete	drying height, 19, close NW of:	(c)	above
Insert	drying height, 03, enclosed by 0m low water line	(d)	53° 43'·18N., 0° 22'·84W.
Delete	depth, 04, close SE of:	(d)	above
Insert	drying height, 09, and extend 0m low water line NW to enclose	(e)	53° 43'·18N., 0° 22'·64W.
Delete	drying height, 01, close SE of:	(e)	above
Insert	drying height, 15	(f)	53° 43'·11N., 0° 22'·37W.
Delete	drying height, 06, close E of:	(f)	above
Insert	drying height, 16	(g)	53° 43'·05N., 0° 22'·07W.
Delete	drying height, 06, close SE of:	(g)	above
Insert	drying height, 04, and extend 0m low water line SE to enclose		53° 43'·00N., 0° 21'·92W.
	drying height, 04, enclosed by 0m low water line	(h)	53° 43'·31N., 0° 21'·87W.
Delete	depth, 02, close NW of:	(h)	above
Insert	depth, 49, and extend 5m contour NW to enclose	(i)	53° 43'·58N., 0° 21'·91W.
Delete	depth, 67, close NW of:	(i)	above
	depth, 29, close SE of:	(i)	above
Insert	depth, 48, and extend 5m contour SE to enclose	(j)	53° 43'·54N., 0° 22'·37W.
Delete	depth, 45, close NW of:	(j)	above

1769* ENGLAND - South Coast - Buoyage.

Source: Lyminster Harbour

Note: Former Notice 4646/25 is cancelled.

Chart 2021 (Panel G, Lyminster River) [*previous update 3390/25*] ETRS89 DATUM

Insert  50° 44'·78N., 1° 30'·437W.

Chart 2035 (INT 1729) [*previous update 1315/26*] ETRS89 DATUM

Insert  50° 44'·78N., 1° 30'·44W.
50° 44'·80N., 1° 30'·25W.

Chart 5600_7 [*previous update New Edition 04/12/2025*] ETRS89 DATUM

Insert  50° 44'·78N., 1° 30'·44W.
50° 44'·80N., 1° 30'·25W.

II

1770* ENGLAND - South Coast - Legend.

Source: Cowes Harbour Commission

Chart 2793 [*previous update 1618/26*] ETRS89 DATUM

Insert  legend, *Works in progress (2026)*, centred on: 50° 45'·722N., 1° 17'·544W.

Chart 5600_21 [*previous update 1618/26*] ETRS89 DATUM

Insert  legend, *Works in progress (2026)*, centred on: 50° 45'·722N., 1° 17'·544W.

1771* ENGLAND - South Coast - Buoy.

Source: Langstone Harbour Board and UKHO

Note: Former Notice 1403(T)/24 is cancelled.

Chart 2037 (INT 1731) [*previous update 5734/25*] ETRS89 DATUM

Delete  Fl(5)Y.20s 50° 46'·57N., 0° 59'·49W.

Chart 2045 [*previous update 357/26*] ETRS89 DATUM

Delete  Fl(5)Y.20s 50° 46'·57N., 0° 59'·49W.

Chart 3418 [*previous update 1025/26*] ETRS89 DATUM

Delete  Fl(5)Y.20s 50° 46'·57N., 0° 59'·49W.

Chart 5600_16 (Panel A, Langstone Harbour) [*previous update 1025/26*] ETRS89 DATUM

Delete  Fl(5)Y.20s 50° 46'·57N., 0° 59'·49W.

Chart 5600_17 [*previous update 3680/24*] ETRS89 DATUM

Delete  Fl(5)Y.20s 50° 46'·57N., 0° 59'·49W.

Chart 5600_3 [*previous update 218/26*] ETRS89 DATUM

Delete  Fl(5)Y.20s 50° 46'·57N., 0° 59'·49W.

1716 RUSSIA - Arctic Coast - Well. Wreck.

Source: Russian Notices 7/569-570/26

Chart 2684 [*previous update New Edition 26/06/2025*] WGS84 DATUM

Insert  Well 72° 57'·4N., 65° 48'·9E.

Delete  PA 73° 52'·5N., 77° 42'·1E.

II

1740 NORWAY - West Coast - NM Block. Light.

Source: Norwegian Notice 21/79112/25

Chart 1430 (INT 1404) [*previous update 858/26*] WGS84 DATUM

Insert the accompanying block, centred on: 66° 54'·9N., 13° 03'·5E.

Chart 2683 [*previous update 1130/26*] WGS84 DATUM

Amend range of light to, 6-4M 66° 54'·8N., 13° 05'·5E.

1775 RUSSIA - Barents Sea Coast - Light.

Source: Russian Notice 3/137(T)/26

Chart 2683 [*previous update 1740/26*] WGS84 DATUM

Delete ★ Fl.10M 67° 48'·4N., 46° 39'·1E.

1781 NORWAY - West Coast - Light.

Source: Norwegian Lights List

Chart 2351 (INT 9315) [*previous update New Edition 05/02/2026*] WGS84 DATUM

Amend light to, Fl(3) 12s 69° 52'·3N., 18° 00'·9E.

1712 POLAND - Wrecks.

Source: Polish Notice 2/11/26

Chart 2014 (INT 1219) [*previous update 1537/26*] WGS84 DATUM

Insert  55° 02'·14N., 16° 34'·36E.

 55° 03'·46N., 16° 29'·06E.

Chart 2018 (INT 1202) [*previous update 1537/26*] WGS84 DATUM

Insert  55° 02'·14N., 16° 34'·36E.

 55° 03'·46N., 16° 29'·06E.

Chart 2816 [*previous update 662/26*] WGS84 DATUM

Insert  55° 03'·5N., 16° 29'·1E.

II

1764 DENMARK - Islands - Fish havens. Danger line. Lights. Leading line. Legend. Buoyage.

Source: Danish Chart Corrections 42/245/25, 42/247-248/25, 42/251/25 and 42/255/25

Chart 903 (INT 1333) [previous update 1428/26] WGS84 DATUM



Insert	limit of fish haven, dotted line, joining:	<p>(a) 55° 32'·35N., 12° 26'·44E.</p> <p>(b) 55° 32'·33N., 12° 27'·08E.</p> <p>(c) 55° 32'·07N., 12° 27'·20E.</p> <p>(d) 55° 31'·96N., 12° 26'·77E.</p>
	 (7g), within:	(a)-(d) above
Delete	danger line, dotted line and associated seabed type, R, within:	<p>55° 32'·58N., 12° 26'·72E.</p> <p>55° 32'·55N., 12° 27'·15E.</p> <p>55° 32'·10N., 12° 27'·38E.</p> <p>55° 31'·94N., 12° 26'·74E.</p> <p>55° 32'·18N., 12° 26'·70E.</p>
		<p>55° 43'·18N., 12° 35'·74E.</p> <p>(e) 55° 42'·73N., 12° 35'·31E.</p>
	leading line, pecked line and firm line, and associated legend, 2Iso R \neq 208,1°, extending in direction 28,1°, from:	(e) above

Chart 2115 [previous update 722/26] WGS84 DATUM



Insert		<p>55° 23'·83N., 12° 23'·88E.</p> <p>55° 32'·65N., 12° 18'·45E.</p>
	 (7g)	(a) 55° 32'·16N., 12° 26'·94E.
Delete	seabed type, R, close NE of:	(a) above




Chart 2594 (INT 1331) [previous update 817/26] WGS84 DATUM

Delete		<p>55° 43'·18N., 12° 35'·74E.</p> <p>(a) 55° 42'·73N., 12° 35'·31E.</p>
	leading line, firm line, and associated legend, 2Iso R \neq 208,1°, extending in direction 28,1°, from:	(a) above

II

1764 DENMARK - Islands - Fish havens. Danger line. Lights. Leading line. Legend. Buoyage. (continued)


Chart 2595 (INT 1332) [*previous update 1428/26*] WGS84 DATUM

Insert	limit of fish haven, dotted line, joining:	<p>(a) 55° 32'·35N., 12° 26'·44E. (b) 55° 32'·33N., 12° 27'·08E. (c) 55° 32'·07N., 12° 27'·20E. (d) 55° 31'·96N., 12° 26'·77E.</p>
	<p> (78), within:</p> <p></p>	<p>(a)-(d) above</p> <p>55° 32'·65N., 12° 18'·45E. 55° 23'·83N., 12° 23'·88E.</p>
Delete	danger line, dotted line and associated seabed type, <i>R</i> , within:	<p>55° 32'·58N., 12° 26'·72E. 55° 32'·55N., 12° 27'·15E. 55° 32'·10N., 12° 27'·38E. 55° 31'·94N., 12° 26'·74E. 55° 32'·18N., 12° 26'·70E.</p>
	<p> <i>Fl(5)Y.20s Rec.St.</i></p>	<p>55° 24'·51N., 12° 36'·34E. 55° 23'·49N., 12° 36'·26E. 55° 21'·37N., 12° 35'·62E. 55° 19'·00N., 12° 34'·94E.</p>

1772 DENMARK - Islands - Obstructions.

Source: Danish Chart Correction 2/7/26

Chart 2601 [*previous update 372/26*] WGS84 DATUM

Insert	depth, 37, enclosed by danger line, dotted line, <i>Obstn</i>	<p>54° 38'·68N., 11° 58'·85E. 54° 39'·54N., 11° 58'·84E. 54° 39'·90N., 11° 59'·32E. 54° 39'·91N., 12° 00'·50E.</p>
	depth, 41, enclosed by danger line, dotted line, <i>Obstn</i>	<p>54° 41'·23N., 12° 01'·03E. 54° 41'·28N., 12° 01'·10E. 54° 41'·11N., 12° 01'·87E. 54° 41'·05N., 12° 01'·82E.</p>
	depth, 52, enclosed by danger line, dotted line, <i>Obstn</i>	<p>54° 42'·26N., 12° 02'·43E. 54° 42'·30N., 12° 02'·48E. 54° 42'·04N., 12° 03'·32E. 54° 42'·00N., 12° 03'·27E.</p>
	<p> <i>Obstn</i></p>	<p>54° 43'·66N., 12° 04'·49E.</p>

II

1726* GERMANY - North Sea Coast - Buoy.

Source: WSA Ems-Nordsee 56/26

Chart DE 87 (INT 1413) [*previous update 1683/26*] WGS84 DATUM

Move		Iso.8s Accumer Ee, from:	53° 46'·79N., 7° 27'·38E.
		to:	53° 47'·02N., 7° 27'·61E.


Chart DE 103 (INT 1412) [*previous update 1168/26*] WGS84 DATUM

Move		Iso.8s Accumer Ee, from:	53° 46'·79N., 7° 27'·38E.
		to:	53° 47'·02N., 7° 27'·61E.

1746 GERMANY - North Sea Coast - Rock. Explosive dumping ground.

Source: WSA Elbe-Nordsee 53, 56/26

Chart DE 50 (INT 1045) [*previous update 1683/26*] WGS84 DATUM

Insert		symbol, explosives dumping ground, centred on:	54° 17'·4N., 6° 01'·9E.
			54° 24'·5N., 7° 28'·6E.

1773 NORTH SEA - Netherlands Sector - Buoyage.

Source: Netherlands Notices 13/63-64/26

Chart 1631 (INT 1418) [*previous update 1583/26*] WGS84 DATUM

Amend		NAM 13 light-buoy to, Fl.Y.5s	53° 14'·43N., 3° 56'·76E.
		NAM 23 light-buoy to, Fl.Y.5s	53° 03'·50N., 3° 32'·75E.

Chart 1632 (INT 1420) [*previous update 850/26*] WGS84 DATUM

Amend		NAM 25 light-buoy to, Fl.Y.5s	53° 19'·39N., 4° 53'·46E.
		NAM 13 light-buoy to, Fl.Y.5s	53° 14'·43N., 3° 56'·94E.
		PEN 38 light-buoy to, Fl.Y.5s	53° 29'·70N., 4° 04'·00E.
		NAM 14 light-buoy to, Fl.Y.5s	53° 32'·70N., 3° 28'·84E.

Delete		Q K5-F	53° 44'·76N., 3° 37'·02E.
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Chart 1633 (INT 1417) [*previous update 1431/26*] WGS84 DATUM

Amend		NAM 25 light-buoy to, Fl.Y.5s	53° 19'·39N., 4° 53'·45E.
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1749 FRANCE - West Coast - Anchorage area.

Source: French Notice 9/40/26

Chart 2821 [*previous update 3579/25*] WGS84 DATUM

Insert		(1 Apr - 31 Oct)	47° 47'·12N., 3° 41'·81W.
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II

1766 FRANCE - North Coast - Buoy.

Source: French Notice 7/37/26

Chart 2136 [*previous update 1371/26*] WGS84 DATUM

Delete  *Q North Neck* 49° 30'·31N., 0° 28'·01W.

Chart 2613 (INT 1705) [*previous update 1630/26*] WGS84 DATUM

Delete  *Cou Nord Q* 49° 30'·31N., 0° 28'·01W.

Chart 2656 [*previous update 1630/26*] ETRS89 DATUM

Delete  *Q North Neck* 49° 30'·3N., 0° 28'·0W.

Chart 2675 (INT 1070) [*previous update 1630/26*] ETRS89 DATUM

Delete  *Q North Neck* 49° 30'·3N., 0° 28'·0W.

1736 FRANCE - South Coast - NM Blocks. Restricted area.

Source: French Notice 8/94/26

Chart 2245 (INT 3191) [*previous update 5232/25*] WGS84 DATUM

Insert the accompanying block, centred on: 43° 41'·1N., 7° 18'·3E.

Chart 2246 (INT 3199) (Panel D, Nice and Rade de Villefranche) [*previous update 941/26*] WGS84 DATUM

Insert the accompanying block A, centred on: 43° 41'·1N., 7° 18'·2E.

Chart 2246 (INT 3199) [*previous update 941/26*] WGS84 DATUM

Insert the accompanying block B, centred on: 43° 41'·1N., 7° 18'·2E.
limit of restricted area, entry prohibited, pecked line, joining:
43° 41'·62N., 7° 15'·52E.
43° 41'·47N., 7° 15'·58E.
43° 41'·34N., 7° 15'·08E.
43° 41'·49N., 7° 15'·00E.

1737 CROATIA - NM Blocks. Radio reporting lines.

Source: Croatian Notices 6/2-3/25

Chart 2711 (Panel, Zadar) [*previous update 877/26*] WGS84 DATUM

Replace radio reporting line, inbound only, pecked line, with radio reporting line, two-way, pecked line, joining:
44° 05'·95N., 15° 11'·02E.
44° 04'·76N., 15° 12'·72E.
44° 04'·50N., 15° 13'·03E.
and
44° 04'·94N., 15° 16'·55E.
44° 04'·50N., 15° 16'·09E.

II

1737 CROATIA - NM Blocks. Radio reporting lines. (continued)

Chart 2711 [*previous update 877/26*] WGS84 DATUM

Insert	the accompanying block, centred on:	43° 40'·5N., 15° 51'·8E.
Replace	radio reporting line, inbound only, pecked line, with radio reporting line, two-way, pecked line, joining:	44° 05'·60N., 14° 52'·37E. 43° 46'·33N., 15° 17'·73E. 43° 41'·89N., 15° 25'·97E. 43° 39'·42N., 15° 30'·67E. 43° 40'·71N., 15° 36'·01E. 43° 36'·97N., 15° 36'·04E. 43° 30'·86N., 15° 55'·14E. 43° 30'·90N., 15° 56'·25E. and 44° 05'·60N., 15° 11'·52E. 44° 04'·76N., 15° 12'·72E. 44° 04'·50N., 15° 13'·03E. 44° 03'·12N., 15° 14'·68E. 44° 04'·94N., 15° 16'·56E.

Chart 2773 (Panel A, Šibenik and Approaches) [*previous update 1603/26*] WGS84 DATUM

Insert	the accompanying block, centred on:	43° 38'·7N., 15° 53'·5E.
Replace	radio reporting line, inbound only, pecked line, with radio reporting line, two-way, pecked line, joining:	43° 42'·08N., 15° 49'·16E. 43° 42'·84N., 15° 48'·86E. 43° 43'·30N., 15° 51'·00E.

Chart 2773 (Panel C, Luka Telašćica) [*previous update 1603/26*] WGS84 DATUM

Replace	radio reporting line, inbound only, pecked line, with radio reporting line, two-way, pecked line, joining:	43° 54'·43N., 15° 07'·09E. 43° 50'·82N., 15° 11'·83E.
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Chart 2773 (Panel E, Sedmovraće) [*previous update 1603/26*] WGS84 DATUM

Replace	radio reporting line, inbound only, pecked line, with radio reporting line, two-way, pecked line, joining:	44° 08'·88N., 14° 48'·06E. 44° 08'·79N., 14° 48'·16E. 44° 08'·16N., 14° 48'·99E.
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II

1739 TÜRKIYE - Marmara Denizi - Reported anchorage. Pilot boarding place. Lights. Depths.

Source: UKHO

Chart 224 [previous update 1508/26] WGS84 DATUM

Insert	depth, 231	(a)	40° 25'·9N., 26° 24'·6E.
Delete	depth, 395 , close W of:	(a)	above
Insert	depth, 131	(b)	40° 21'·4N., 26° 15'·4E.
Delete	depth, 190 , close N of:	(b)	above
Amend	range of light to, 10M		40° 38'·7N., 27° 29'·1E. 40° 38'·0N., 27° 45'·5E. 40° 38'·7N., 29° 00'·5E. 40° 24'·7N., 27° 20'·0E. 40° 27'·8N., 27° 40'·1E. 40° 22'·6N., 27° 47'·3E. 40° 23'·1N., 28° 52'·0E. 40° 25'·1N., 29° 05'·7E.
Move	① from:		40° 26'·1N., 29° 07'·6E.
	to:		40° 26'·0N., 29° 06'·1E.
Delete	Ⓜ		39° 49'·5N., 26° 08'·7E.

Chart 1004 [previous update 1044/26] WGS84 DATUM

Amend	range of light to, 10M		40° 38'·69N., 27° 29'·14E. 40° 37'·98N., 27° 45'·52E. 40° 27'·78N., 27° 40'·12E. 40° 22'·62N., 27° 47'·28E.
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Chart 1005 [previous update 1497/26] WGS84 DATUM

Insert	①		40° 26'·00N., 29° 06'·09E.
Amend	range of light to, 10M		40° 38'·69N., 27° 29'·13E. 40° 38'·01N., 27° 45'·51E. 40° 38'·80N., 29° 00'·49E. 40° 27'·82N., 27° 40'·10E. 40° 22'·64N., 27° 47'·25E. 40° 23'·11N., 28° 52'·02E. 40° 25'·16N., 29° 05'·73E.

1751 ITALY - East Coast - Obstruction.

Source: Italian Notice 25.17/25

Chart 187 [previous update 1586/26] WGS84 DATUM


Insert	⊙ Obstr		40° 17'·3N., 17° 44'·4E.
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II

1752 ITALY - West Coast - Restricted area. Buoyage.

Source: Italian Notice 25.4/25

Chart 118 (Panel C, Viareggio) [*previous update 922/26*] WGS84 DATUM

Insert	limit of restricted area, entry prohibited, pecked line, joining:	43° 51'·606N., 10° 14'·093E. (a) 43° 51'·589N., 10° 13'·965E. (b) 43° 51'·615N., 10° 13'·950E. 43° 51'·673N., 10° 14'·009E. 43° 51'·599N., 10° 14'·038E. (a) above (b) above 43° 51'·653N., 10° 13'·989E.
	 Fl.Y.3s	

1758 ITALY - East Coast - Light-beacon.

Source: Italian Notice 25.21/25

Chart 1442 [*previous update 1063/26*] WGS84 DATUM

Move	 Fl.R.3s6m5M, from: to:	45° 24'·300N., 12° 27'·801E. 45° 24'·430N., 12° 27'·660E.
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Chart 1483 [*previous update 572/26*] WGS84 DATUM

Move	 Fl.R.3s6m5M, from: to:	45° 24'·30N., 12° 27'·80E. 45° 24'·43N., 12° 27'·66E.
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1765 ROMANIA - Fish trap.

Source: ENC RO501011

Chart 2282 (Panel D, Portul Mangalia) [*previous update 1605/26*] WGS84 DATUM

Insert	symbol, fish trap, centred on:	43° 47'·09N., 28° 35'·13E.
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1777* NIGERIA - Wrecks. Depth.

Source: National Hydrographic Agency Coastal Warnings 03/25 and 02/26

Chart 3288 (INT 2898) (Panel B, Bakana Point to Port Harcourt) [*previous update 1509/26*] WGS84 DATUM

Insert		(a) 4° 43'·58N., 7° 04'·77E.
Delete	depth, 32, close SW of:	(a) above

Chart 3321 (INT 2892) [*previous update 1202/26*] WGS84 DATUM

Insert		5° 27'·57N., 4° 56'·57E.
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II

1776 MADAGASCAR - East Coast - NM Blocks.

Source: French Notice 4/182/26

Chart 695 (INT 7722) [*previous update 274/26*] WGS84 DATUM

Insert the accompanying block, centred on: 18° 07'·8S., 49° 25'·7E.

Chart 696 (INT 7723) [*previous update 1328/26*] WGS84 DATUM

Insert the accompanying block, centred on: 18° 08'·4S., 49° 25'·3E.

1753 IRAN - Buoy.

Source: ENC's IR403012 and IR403095

Note: This update is included in New Edition of 3599 to be published early 2026.

Chart 2837 (INT 7017) [*previous update 1654/26*] WGS84 DATUM

Insert  *Fl.Y.5s ODAS* 26° 59'·6N., 56° 18'·9E.

Chart 2851 [*previous update 1403/26*] WGS84 DATUM

Insert  *Fl.Y.5s ODAS* 26° 59'·6N., 56° 18'·9E.

Chart 2888 (INT 7199) [*previous update 1029/26*] WGS84 DATUM

Insert  *Fl.Y.5s ODAS* 26° 59'·6N., 56° 18'·9E.

Chart 3173 [*previous update 1236/26*] WGS84 DATUM

Insert  *Fl.Y.5s ODAS* 26° 59'·61N., 56° 18'·93E.

1767 EGYPT - Red Sea Coast - Radar beacons.

Source: Egyptian Navy Hydrographic Department

Chart 333 (INT 7135) [*previous update 555/26*] WGS84 DATUM

Insert radar beacon, Racon(D), at light-beacon 28° 11'·3N., 33° 21'·4E.
28° 05'·0N., 33° 23'·2E.

Chart 2374 (INT 7134) [*previous update 1065/26*] WGS84 DATUM

Insert radar beacon, Racon(D), at light-beacon 28° 11'·3N., 33° 21'·4E.
28° 05'·0N., 33° 23'·2E.

Chart 5501 [*previous update New Edition 20/02/2025*] WGS84 DATUM

Insert radar beacon, Racon(D), at light-beacon 28° 11'·3N., 33° 21'·4E.
28° 05'·0N., 33° 23'·2E.

II

1763* INDIAN OCEAN - Maldives - Anchorage area.

Source: Maldives Government

Chart 2068 (Panel, Ihavandhippolhu Atoll) [previous update 4402/19] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	7° 04'·10N., 72° 55'·40E.
		7° 02'·80N., 72° 56'·60E.
		7° 01'·70N., 72° 55'·30E.
		7° 02'·90N., 72° 54'·10E.

1721 CHINA - Bo Hai - Buoyage. Obstruction. Radar beacons. Lights.

Source: Chinese Notices 45/1379-1381/25

Chart 1250 [previous update 1481/26] CGCS 2000 DATUM


Insert	★ Fl.15s22M radar beacon, Racon(C), at light	(a) 38° 55'·9N., 118° 28'·8E. (a) above
Delete	 Obstr Rep (2025) ★ Fl.15s14M Caofeidian and associated circular white arc radar beacon, Racon(C), at light	38° 55'·3N., 118° 13'·8E. (b) 38° 55'·2N., 118° 30'·4E. (b) above

Chart 1256 [previous update 1602/26] WGS84 DATUM

Insert	★ Fl.22M	(a) 38° 55'·9N., 118° 28'·8E.
Delete	★ Fl.14M, close SE of:	(a) above

Chart 2645 [previous update 1008/26] CGCS 2000 DATUM

Delete	 Fl(2)5s	38° 50'·20N., 117° 56'·61E. 38° 49'·83N., 117° 56'·40E.
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Chart 2653 [previous update 1008/26] CGCS 2000 DATUM


Delete	 Obstr Rep (2025)  Fl(2)5s	38° 55'·35N., 118° 13'·76E. 38° 50'·20N., 117° 56'·61E. 38° 49'·82N., 117° 56'·40E.
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Chart 2657 [previous update 5511/25] CGCS 2000 DATUM

Insert	★ Fl.15s88m22M radar beacon, Racon(C), at light	(a) 38° 55'·89N., 118° 28'·75E. (a) above
Delete	★ Fl.3s10m7M ★ Fl.15s21m14M Caofeidian and associated circular white arc radar beacon, Racon(C), at light	38° 55'·79N., 118° 28'·70E. (b) 38° 55'·12N., 118° 30'·41E. (b) above

II

1732 CHINA - East Coast - Depth. NM Blocks.

Source: Chinese Chart 14351

Chart 1719 [*previous update 1239/26*] CGCS 2000 DATUM

Insert the accompanying block, centred on: 24° 11'·8N., 118° 10'·3E.

Chart 1720 [*previous update 1438/26*] CGCS 2000 DATUM

Insert the accompanying block, centred on: 24° 11'·8N., 118° 10'·3E.

Chart 1760 [*previous update 1345/26*] WGS84 DATUM

Insert depth,33 , with seabed type, *St*, enclosed by 5m contour 24° 11'·4N., 118° 10'·5E.

1741 CHINA - East Coast - Wreck.

Source: Chinese Notice 50/1554/25

Chart 1144 [*previous update 944/26*] CGCS 2000 DATUM

Insert  *Wk* 30° 36'·20N., 122° 15'·34E.

Chart 1199 [*previous update 1669/26*] CGCS 2000 DATUM


Insert  *Wk*, out of position 30° 36'·2N., 122° 15'·3E.

Chart 1303 [*previous update 944/26*] CGCS 2000 DATUM

Insert  *Wk* 30° 36'·20N., 122° 15'·34E.

Chart 1306 [*previous update 1627/26*] CGCS 2000 DATUM

Insert  *Wk* 30° 36'·20N., 122° 15'·34E.

1754 MALAYSIA - Peninsular Malaysia, East Coast - Wreck.

Source: Marine Department, Malaysia Notice 29/26

Note: This update is included in New Edition 3482, published early 2026.

Chart 2403 [*previous update 1422/26*] WGS84 DATUM

Insert  1° 58'·42N., 104° 15'·57E.

Chart 2414 [*previous update 1359/26*] WGS84 DATUM

Insert  1° 58'·4N., 104° 15'·6E.

Chart 2422 [*previous update New Edition 19/03/2026*] WGS84 DATUM

Insert  1° 58'·4N., 104° 15'·6E.

Chart 2470 [*previous update New Edition 26/03/2026*] WGS84 DATUM

Insert  1° 58'·4N., 104° 15'·6E.

II

1754 MALAYSIA - Peninsular Malaysia, East Coast - Wreck. (continued)

Chart 2869 [*previous update New Edition 19/03/2026*] WGS84 DATUM

Insert  1° 58'·4N., 104° 15'·6E.

Chart 3445 [*previous update 2445/25*] WGS84 DATUM

Insert  1° 58'·42N., 104° 15'·57E.

1774 CHINA - South Coast - Depths.

Source: UKHO

Chart 341 [*previous update 1606/26*] WGS84 DATUM

Insert depth, 167 (a) 22° 17'·39N., 113° 48'·35E.
Delete depth, 174, close SW of: (a) above







Chart 343 [*previous update 1607/26*] CGCS 2000 DATUM

Insert depth, 167 (a) 22° 17'·39N., 113° 48'·35E.
Delete depth, 176, close NW of: (a) above

1787 CHINA - South Coast - Buoyage.

Source: UKHO

Chart 1568 [*previous update 1589/26*] CGCS 2000 DATUM

Insert  Mo(P)Y.12s H06 22° 01'·02N., 113° 05'·98E.
 Mo(P)Y.12s H08 22° 00'·67N., 113° 04'·88E.
 Mo(P)Y.12s H05 22° 00'·55N., 113° 06'·40E.
 Mo(P)Y.12s H12 22° 00'·23N., 113° 03'·77E.
 Mo(P)Y.12s H07 22° 00'·17N., 113° 05'·22E.
 Mo(P)Y.12s H11 22° 00'·05N., 113° 04'·12E.
Amend designation of buoy to, Y17 22° 01'·15N., 113° 05'·08E.

1705 JAPAN - Honshū - Fish haven.

Source: Japanese Notice 12/137/26

Chart JP 1163 [*previous update 734/26*] WGS84 DATUM

Insert  37° 08'·94N., 137° 03'·48E.

II

1706 JAPAN - Honshū - Lights.

Source: Japanese Notice 12/142/26

Chart JP 1097 [*previous update 5423/24*] WGS84 DATUM

Amend	light to, Fl R 3s 5M	36° 29'·93N., 140° 37'·74E.
	light to, Fl(2) G 7s 5M	36° 29'·01N., 140° 37'·69E.

1707 JAPAN - Seto Naikai - Fish haven.

Source: Japanese Notice 12/145/26

Chart JP 153 [*previous update 863/26*] WGS84 DATUM

Insert		34° 16'·75N., 133° 14'·43E.
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1748 KOREA - West Coast - Fog signal.

Source: Korean Notice 1/5/26

Note: This update is included in New Edition 1258, to be published early 2026.

Chart 913 (INT 5254) [*previous update 1354/26*] WGS84 DATUM

Delete	fog signal, Horn(1)30s, at light	36° 37'·56N., 125° 33'·54E.
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1761 INDONESIA - Sulawesi - Light.

Source: Indonesian Notice 9/64/26

Chart 2472 [*previous update 1051/26*] WGS84 DATUM

Insert	★ 2Fl.Y.10M	0° 29'·2N., 122° 06'·9E.
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Chart 2952 [*previous update 978/26*] WGS84 DATUM

Insert	★ 2Fl.Y.4s7·5m10M	0° 29'·2N., 122° 06'·9E.
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1768* MALAYSIA - Sarawak - Platform.

Source: Malaysia Marine Dept Sarawak NM 34/26

Chart 1949 (INT 5777) [*previous update 5713/25*] WGS84 DATUM

Insert		4° 31'·35N., 113° 55'·95E.
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II

1778 INDONESIA - Sulawesi - Depths.

Source: ENC ID300313

Chart 2953 [*previous update 970/26*] WGS84 DATUM

Insert	depth, 245	(a)	2° 42'·1S., 122° 01'·9E.
Delete	depth, 36, close NW of:	(a)	above
Insert	depth, 57	(b)	2° 48'·4S., 122° 15'·0E.
Delete	depth, 81, close N of:	(b)	above
Insert	depth, 47	(c)	2° 51'·0S., 122° 12'·9E.
Delete	depth, 66, close E of:	(c)	above
Insert	depth, 26	(d)	2° 54'·2S., 122° 20'·3E.
Delete	depth, 32, close N of:	(d)	above
Replace	depth, 52, with depth, 255		2° 45'·9S., 122° 07'·5E.

1779 INDONESIA - Molucca Sea - Light.

Source: Indonesian Notice 11/74/26

Chart 3922 [*previous update 912/25*] WGS84 DATUM

Insert	★ Fl.5s10m12M		0° 50'·3N., 128° 15'·7E.
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1738 AUSTRALIA - Queensland - Jetties.

Source: Australian Notice 6/229/26

Chart Aus 823 [*previous update 1391/24*] WGS84 DATUM

Insert	jetty, single firm line, joining:	21° 16'·32S., 149° 17'·61E.
		21° 15'·71S., 149° 18'·75E.
Delete	former jetty, single firm line, joining:	21° 16'·38S., 149° 17'·81E.
		21° 15'·86S., 149° 18'·77E.

1760 NEW ZEALAND - South Island - Legends. Note.

Source: New Zealand Notice 6/31/26

Chart NZ 681 [*previous update 3015/24*] WGS84 DATUM

Insert	legend, <i>Sandwaves</i> (<i>see Note</i>), centred on:	46° 36'·76S., 168° 24'·02E.
		46° 37'·39S., 168° 28'·45E.
	the accompanying note, SANDWAVES, centred on:	46° 32'·40S., 168° 45'·82E.

1788 SOUTH PACIFIC OCEAN - Nouvelle-Calédonie - NM Block.

Source: French Notice 51/218/25

Chart 2465 (INT 6881) [*previous update 465/26*] WGS84 DATUM

Insert	the accompanying block, centred on:	22° 41'·4S., 167° 24'·9E.
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II

1722 CANADA - British Columbia - NM Block.

Source: Canadian Notices 1/3493/26 and 1/3497/26

Note: This update is included in New Edition 4970, published mid 2026.

Chart 4963 [*previous update 1383/26*] NAD83 DATUM

Insert the accompanying block, centred on: 49° 17' 37.4"N., 123° 01' 46.8"W.

1724 CHILE - Northern Coasts - NM Block.

Source: Chilean Notice 2/16/26

Chart 4222 [*previous update 3320/25*] WGS84 DATUM

Insert the accompanying block, centred on: 20° 44' .4S., 70° 12' .0W.

1745* GUYANA - Wreck.

Source: Maritime Administration Department of Guyana Notice 53/26

Chart 527 [*previous update 562/26*] WGS84 DATUM

Insert  Rep(2026) PA 6° 53' .77N., 57° 53' .43W.

Chart 572 [*previous update 477/26*] UNDETERMINED DATUM

Insert  Rep(2026) PA 6° 54' .0N., 57° 53' .5W.

Chart 2687 [*previous update 477/26*] UNDETERMINED DATUM

Insert  Rep(2026) PA 6° 53' .77N., 57° 53' .43W.

1717 CANADA - Nova Scotia - Pontoon. Depth. NM Blocks. Obstructions.

Source: Canadian Notices 12/4201-4202/25

Note: This update is included in New Edition 4755, published early 2026.

Chart 4754 (INT 4633) (Panel, Ocean Terminals) [*previous update New Edition 04/12/2025*] NAD83 DATUM



Insert pontoon, single firm line, joining: 44° 38' 06.9"N., 63° 34' 03.0"W.
44° 38' 06.8"N., 63° 34' 02.8"W.
44° 38' 08.4"N., 63° 34' 00.4"W.
44° 38' 08.6"N., 63° 34' 00.7"W.

Delete depth, 93 44° 38' 08.3"N., 63° 34' 00.6"W.

II

1717 CANADA - Nova Scotia - Pontoon. Depth. NM Blocks. Obstructions. (continued)

Chart 4754 (INT 4633) [*previous update New Edition 04/12/2025*] NAD83 DATUM

Insert	the accompanying block A, centred on:	44° 40' 46.6"N., 63° 36' 43.1"W.
	the accompanying block B, centred on:	44° 39' 54.0"N., 63° 35' 01.1"W.
	pontoon, single firm line, joining:	44° 38' 06.9"N., 63° 34' 03.0"W.
		44° 38' 06.8"N., 63° 34' 02.8"W.
		44° 38' 08.4"N., 63° 34' 00.4"W.
		44° 38' 08.6"N., 63° 34' 00.7"W.
	obstruction out of position,  ODAS/SADO	44° 39' 33.1"N., 63° 33' 28.1"W.
	 ODAS/SADO	44° 39' 28.8"N., 63° 33' 39.6"W.
		44° 39' 21.6"N., 63° 33' 25.2"W.

1786 CANADA - Nova Scotia - Obstructions. Restricted areas. Fog signal.

Source: Canadian Notices 1/4013/26, 1/4015/26, 1/4045/26 and 1/4099/26

Chart 2666 [*previous update 984/26*] WGS84 DATUM

Insert	 ODAS	43° 27' 8N., 59° 57' 0W.
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Chart 2670 [*previous update 567/26*] WGS84 DATUM

Insert	 ODAS	44° 43' 3N., 61° 13' 0W.
		44° 25' 9N., 60° 49' 2W.
		44° 12' 1N., 61° 01' 9W.
		43° 43' 2N., 60° 39' 6W.
		43° 27' 8N., 59° 57' 0W.

Chart 4403 (INT 403) [*previous update New Edition 07/08/2025*] WGS84 DATUM

Insert	 ODAS	44° 43' 3N., 61° 13' 0W.
		44° 25' 9N., 60° 49' 2W.
		44° 12' 1N., 61° 01' 9W.
		43° 43' 2N., 60° 39' 6W.

Chart 4404 (INT 404) [*previous update 984/26*] WGS84 DATUM

Insert	 ODAS	44° 43' 3N., 61° 13' 0W.
		44° 25' 9N., 60° 49' 2W.
		44° 12' 1N., 61° 01' 9W.
		43° 43' 2N., 60° 39' 6W.
		43° 27' 8N., 59° 57' 0W.

II

1786 CANADA - Nova Scotia - Obstructions. Restricted areas. Fog signal. (continued)

Chart 4748 [*previous update 5545/25*] NAD83 DATUM




Insert		(a) 44° 43'·3N., 61° 13'·0W.
	circular limit of restricted area, radius 0·5M, $\tau\tau\tau\tau$, centred	
	on:	(a) above
		(b) 44° 25'·9N., 60° 49'·2W.
	circular limit of restricted area, radius 0·5M, $\tau\tau\tau\tau$, centred	
	on:	(b) above
		(c) 44° 12'·1N., 61° 01'·9W.
	circular limit of restricted area, radius 0·5M, $\tau\tau\tau\tau$, centred	
	on:	(c) above
Delete	fog signal, WHIS, at light-buoy out of position	45° 42'·1N., 60° 12'·8W.

Chart 4763 [*previous update 793/26*] NAD83 DATUM

Delete	fog signal, WHIS, at light-buoy out of position	45° 42'·1N., 60° 12'·7W.
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1713(P)/26 ENGLAND - South Coast - Dredging areas. Pontoon. Lights.

Source: Cattewater Harbour Commissioners

1. A maintained dredged area, depth 2·0m, has been established within Sutton Channel bounded by the following positions:

- 50° 21'·979N., 4° 07'·956W.
- 50° 21'·927N., 4° 07'·938W.
- 50° 21'·817N., 4° 07'·927W.
- 50° 21'·777N., 4° 08'·000W.
- 50° 21'·873N., 4° 08'·006W.
- 50° 21'·928N., 4° 08'·000W.
- 50° 21'·928N., 4° 08'·010W.
- 50° 21'·951N., 4° 08'·008W.
- 50° 21'·960N., 4° 07'·990W.
- 50° 21'·979N., 4° 07'·975W.

2. A maintained berthing box, depth 3·0m, has been established, bounded by the following positions:

- 50° 21'·873N., 4° 08'·006W.
- 50° 21'·873N., 4° 08'·016W.
- 50° 21'·928N., 4° 08'·010W.
- 50° 21'·928N., 4° 08'·000W.

3. The Oreston Channel maintained dredged area, depth 2·0m, has been widened. The widened channel is bound by a line joining the following positions on the NW side:

- 50° 21'·921N., 4° 06'·717W.
- 50° 21'·879N., 4° 06'·692W.
- 50° 21'·770N., 4° 06'·748W.
- 50° 21'·717N., 4° 06'·831W.
- 50° 21'·709N., 4° 06'·918W.

4. The pontoon at Commercial Wharf has been extended joining the following position:

- 50° 21'·960N., 4° 07'·990W.
- 50° 21'·951N., 4° 08'·008W.
- 50° 21'·946N., 4° 08'·008W.

II

1713(P)/26 ENGLAND - South Coast - Dredging areas. Pontoon. Lights. (continued)

5. The light, 2F.R(vert), in position 50° 21'·946N., 4° 08'·008W. has been moved to position 50° 21'·960N., 4° 07'·990W.
6. Lights have been amended as follows:

<i>Former Characteristic</i>	<i>New Characteristic</i>	<i>Position</i>
F.Bu	F.R	50° 21'·998N., 4° 07'·862W.
Fl(3)R10s4M F.Bu (intens)	Fl(3)R10s4M F.R (intens)	50° 21'·803N., 4° 08'·015W.

7. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
8. These changes will be included in New Editions of Charts 1901, 1967, and 5602_15 to be published mid 2026.
9. Chart 30 will be updated by Notice to Mariners.
(ETRS89 DATUM)

Charts affected - 1901 (INT 1727) - 1967 - 5602_15

1742(P)/26 ENGLAND - East Coast - Wind farm. Buoyage. Submarine power cables. Works.

Source: Orsted and Trinity House

1. Work has commenced on the construction of the Hornsea Three Offshore Wind Farm. The main Wind Farm Array work area is marked by light-buoys in the following positions:

<i>Buoy Type</i>	<i>Designation</i>	<i>Characteristic</i>	<i>Position</i>
North Cardinal	<i>N1</i>	<i>VQ</i>	53° 58'·71N., 2° 12'·56E.
Special Mark	<i>SP1</i>	<i>Fl.Y.5s</i>	53° 58'·42N., 2° 17'·24E.
Special Mark	<i>SP2</i>	<i>Fl.Y.5s</i>	53° 58'·14N., 2° 21'·93E.
North Cardinal	<i>N2</i>	<i>Q</i>	53° 57'·85N., 2° 26'·61E.
Special Mark	<i>SP3</i>	<i>Fl.Y.5s</i>	53° 56'·99N., 2° 30'·55E.
North Cardinal	<i>N3</i>	<i>VQ</i>	53° 56'·13N., 2° 34'·50E.
Special Mark	<i>SP4</i>	<i>Fl.Y.5s</i>	53° 55'·26N., 2° 38'·45E.
North Cardinal	<i>N4</i>	<i>Q</i>	53° 54'·40N., 2° 42'·40E.
East Cardinal	<i>E1</i>	<i>Q(3)10s</i>	53° 52'·40N., 2° 44'·38E.
Special Mark	<i>SP5</i>	<i>Fl.Y.5s</i>	53° 50'·00N., 2° 45'·24E.
East Cardinal	<i>E2</i>	<i>VQ(3)5s</i>	53° 47'·61N., 2° 46'·10E.
Special Mark	<i>SP6</i>	<i>Fl.Y.5s</i>	53° 45'·21N., 2° 46'·96E.
East Cardinal	<i>E3</i>	<i>Q(3)10s</i>	53° 43'·23N., 2° 47'·25E.
South Cardinal	<i>S1</i>	<i>Q(6)+LFl.15s</i>	53° 41'·55N., 2° 45'·68E.
Special Mark	<i>SP7</i>	<i>Fl.Y.5s</i>	53° 42'·87N., 2° 41'·29E.
Special Mark	<i>SP8</i>	<i>Fl.Y.5s</i>	53° 44'·20N., 2° 36'·88E.
Special Mark	<i>SP9</i>	<i>Fl.Y.5s</i>	53° 45'·52N., 2° 32'·48E.
Special Mark	<i>SP10</i>	<i>Fl.Y.5s</i>	53° 46'·85N., 2° 28'·07E.
South Cardinal	<i>S2</i>	<i>VQ(6)+LFl.10s</i>	53° 48'·17N., 2° 23'·66E.
West Cardinal	<i>W1</i>	<i>Q(9)15s</i>	53° 50'·41N., 2° 21'·01E.
Special Mark	<i>SP11</i>	<i>Fl.Y.5s</i>	53° 52'·33N., 2° 18'·92E.
Special Mark	<i>SP12</i>	<i>Fl.Y.5s</i>	53° 54'·26N., 2° 16'·83E.
West Cardinal	<i>W2</i>	<i>VQ(9)10s</i>	53° 56'·18N., 2° 14'·73E.

2. All vessels should navigate with caution in the area. A safety zone of 500 metres becomes operational around the turbines under construction.
3. Cable laying operations will be taking place joining the following positions:

53° 43'·72N., 2° 21'·16E.
 53° 43'·97N., 2° 21'·25E.
 53° 49'·09N., 2° 20'·92E.
 53° 50'·40N., 2° 20'·25E.
 53° 51'·09N., 2° 20'·27E.

4. and

52° 57'·05N., 1° 07'·83E.
 52° 57'·96N., 1° 07'·31E.

II

1742(P)/26 ENGLAND - East Coast - Wind farm. Buoyage. Submarine power cables. Works. (continued)

52° 58'·67N., 1° 05'·38E.
53° 00'·11N., 1° 04'·10E.
53° 02'·06N., 1° 04'·46E.
53° 04'·28N., 1° 06'·45E.
53° 04'·18N., 1° 14'·55E.
53° 03'·83N., 1° 15'·96E.
53° 04'·57N., 1° 28'·51E.
53° 06'·95N., 1° 32'·69E.
53° 08'·75N., 1° 34'·04E.
53° 11'·32N., 1° 39'·07E.
53° 12'·21N., 1° 39'·35E.
53° 13'·58N., 1° 43'·24E.
53° 16'·40N., 1° 45'·84E.
53° 22'·00N., 1° 48'·15E.
53° 27'·91N., 1° 48'·87E.
53° 30'·16N., 1° 55'·59E.
53° 30'·86N., 2° 01'·99E.
53° 32'·72N., 2° 03'·24E.
53° 34'·62N., 2° 02'·65E.
53° 35'·43N., 2° 04'·00E.
53° 36'·97N., 2° 04'·05E.
53° 37'·97N., 2° 07'·39E.
53° 41'·18N., 2° 16'·47E.

53° 43'·72N., 2° 21'·16E.
53° 44'·70N., 2° 23'·22E.
53° 45'·18N., 2° 24'·46E.
53° 46'·37N., 2° 29'·66E.

5. These changes will be included in a New Edition of Chart 1187 to be published mid 2026.
6. These changes will be included in the next New Editions of Charts 105 and 1503.
7. *Former Notice 1337(P)/26 is cancelled.
*Indicates new or revised entry
(ETRS89 DATUM)

Charts affected - 105 - 1187 - 1503 (INT 1509)

1747(T)/26 ENGLAND - East Coast - Buoyage. Depths. Leading line.

Source: Port of Berwick

1. *Sandstell Point red port hand buoy, *Fl.R.3s*, in position 55° 45'·904N., 1° 59'·480W. has been replaced by an unlit marker buoy.
2. A temporary Port Lateral buoy, *Fl.R.3s*, has been established to mark the edge of a shifting sand bank in position 55° 45'·900N., 1° 59'·570W.
3. Depths significantly shoaler than charted exist within this area.
4. The charted leading line of 207° is no longer accurate and should not be used until clear and past.
5. Mariners are advised to navigate with additional caution and consult the local port authority for further information prior to entry.
6. *Former Notice 4536(T)/25 is cancelled.
*Indicates new or revised entry
(ETRS89 DATUM)

Chart affected - 1612

II

1782(T)/26 ENGLAND - East Coast - Restricted area. Buoyage.

Source: Peel Ports Medway Notice 18/26

1. The entry prohibited area around the wreck *Richard Montgomery* has been temporarily amended.
2. The new limit of the entry prohibited area is bound by the following positions:

51° 28'·170N., 0° 47'·094E.
51° 27'·984N., 0° 47'·403E.
51° 27'·839N., 0° 47'·079E.
51° 28'·001N., 0° 46'·798E.

3. Special purpose light-buoys marking the area have been moved as follows:

<i>Designation</i>	<i>Former Position</i>	<i>New Position</i>
<i>N Mont</i>	51° 28'·097N., 0° 47'·093E.	51° 28'·170N., 0° 47'·094E.
<i>E Mont</i>	51° 27'·993N., 0° 47'·279E.	51° 27'·990N., 0° 47'·404E.
<i>S Mont</i>	51° 27'·876N., 0° 47'·081E.	51° 27'·838N., 0° 47'·073E.
<i>W Mont</i>	51° 28'·001N., 0° 46'·916E.	51° 28'·001N., 0° 46'·798E.

4. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information. (ETRS89 DATUM)

Charts affected - 1185 (INT 1572) - 3683 - 5606_10 - 5606_9

1755(P)/26 NORWAY - West Coast - Offshore installation. Precautionary area.

Source: Norwegian Notice 4/80646(P)/26

1. Maritime installation activities are taking place in the Troll field along a line joining the following positions:

60° 39'·3N., 3° 45'·4E.
60° 38'·8N., 3° 43'·9E.
60° 44'·9N., 3° 35'·2E.
60° 46'·7N., 3° 32'·2E.
60° 47'·8N., 3° 32'·2E.
60° 48'·9N., 3° 31'·2E.
60° 50'·3N., 3° 30'·9E.
60° 50'·3N., 3° 34'·9E.

2. A precautionary area has been established extending 500m either side of the activities.
3. Fishing and trawling within the precautionary area are prohibited
4. Mariners are advised to navigate with caution in the area. (WGS84 DATUM)

Charts affected - 1427 (INT 1401) - 2182C (INT 1041) - 2182D (INT 1040)

II

1714(T)/26 SWEDEN - East Coast - Works. Buoyage.

Source: Swedish Notice 1110/19958(T)/26

1. Environmental sanitation works are taking place at four wrecks in the following positions:

<i>Wreck</i>	<i>Position</i>
Bruin	55° 41'·3N., 15° 36'·3E.
Magdalene	55° 42'·9N., 15° 37'·3E.
Molund	55° 43'·9N., 15° 40'·1E.
Östanhav	55° 45'·5N., 16° 10'·1E.

2. Work areas for remotely operated underwater vehicles, will be marked with temporary buoys, approximately 800m from the wreck positions.
3. Mariners are requested to maintain a safety distance of 0·5M.
(WGS84 DATUM)

Charts affected - 2018 (INT 1202) - 2816

1780(T)/26 SWEDEN - East Coast - Works. Bridge. Fairway.

Source: Swedish Notice 1111/19964(T)/26

1. Maintenance works are taking place at Ölandsbron Bridge 56° 40'·747N., 16° 23'·677E.
2. The works will not affect traffic in the fairway
3. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(WGS84 DATUM)

Chart affected - 2843 (INT 1224)

1735(T)/26 NORTH SEA - Norwegian Sector - Works. Precautionary area.

Source: Norwegian Notice 3/80558(T)/26

1. Decommissioning activities are taking place in the Knarr Oil Field.
2. A Precautionary area has been established bounded by the following positions:

61° 49'·0N., 2° 44'·0E.
61° 49'·0N., 2° 51'·0E.
61° 46'·0N., 2° 51'·0E.
61° 46'·0N., 2° 44'·0E.
(WGS84 DATUM)

Charts affected - 1427 (INT 1401) - 1428 (INT 1402) - 2182D (INT 1040)

1750(P)/26 NORTH SEA - Norwegian Sector - Submarine cable.

Source: Norwegian Notice 4/80657(P)/26

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

59° 56'·21N., 4° 42'·03E.
59° 52'·49N., 2° 34'·11E.
60° 06'·61N., 2° 35'·64E.

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

Charts affected - 292 - 294 - 1427 (INT 1401) - 2182C (INT 1041) - 4140 (INT 140)

II

1783(P)/26 NORTH SEA - Norwegian Sector - Works. Precautionary area.

Source: Norwegian Notice 5/80882(P)/26

1. Rock fill works are taking place between the following positions:

59° 14'·79N., 2° 27'·78E.

59° 15'·66N., 2° 30'·88E.

2. A 150m precautionary area, fishing and trawling prohibited, has been established either side of the route.
3. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Charts affected - 292 - 1405 (INT 1400) - 1427 (INT 1401)

1784(T)/26 CROATIA - Buoy.

Source: Croatian Notice 2/11(T)/2026

1. The lateral light-buoy, *Fl.G.2s*, in position 43° 02'·1N., 17° 25'·0E. has been temporarily removed.
2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Charts affected - 269 - 1574

1785(P)/26 ITALY - West Coast - Anchorage areas. Traffic separation scheme. Fairways. Pilot boarding places.

Source: Italian Notices 5.3/26 and 5.18(P)/26

1. Changes are being made in the approaches to Civitavecchia harbour. These amendments come into effect on 29 April 2026.
2. The details of the new Traffic Separation Scheme, along with pilot boarding places and amendments to the positions of the existing anchorage areas are shown in the accompanying diagram. The numbered positions on the diagram relate to the positions below.
3. Traffic separation lanes will be amended. The new shipping fairways will be bounded by the following positions and separated by Separation Zones:

<i>Fairway Direction</i>	<i>Position</i>
(1) Inbound north lane	42° 06'·65N., 11° 40'·53E.
	42° 05'·90N., 11° 40'·82E.
	42° 06'·68N., 11° 43'·30E.
	42° 06'·96N., 11° 43'·20E.
	42° 06'·63N., 11° 43'·33E.
(2) Outbound lane	42° 05'·85N., 11° 40'·85E.
	42° 05'·20N., 11° 41'·37E.
	42° 06'·399N., 11° 43'·511E.
	42° 05'·16N., 11° 41'·41E.
(3) Inbound south lane	42° 04'·78N., 11° 41'·88E.
	42° 06'·217N., 11° 43'·726E.
	42° 06'·356N., 11° 43'·554E.

4. Pilot boarding places will be established in the following positions:

42° 06'·79N., 11° 43'·20E.

42° 06'·291N., 11° 43'·627E.

II

1785(P)/26 ITALY - West Coast - Anchorage areas. Traffic separation scheme. Fairways. Pilot boarding places. (continued)

5. The limits of the anchorage areas south of Civitavecchia harbour will be bounded by the following positions:

<i>Designation</i>	<i>Position</i>
<i>A</i>	42° 05'·375N., 11° 44'·015E.
	42° 04'·42N., 11° 45'·00E.
	42° 04'·91N., 11° 45'·86E.
	42° 05'·526N., 11° 45'·186E.
<i>B</i>	42° 03'·57N., 11° 45'·87E.
	42° 04'·42N., 11° 46'·39E.
	42° 04'·91N., 11° 45'·86E.
	42° 04'·42N., 11° 45'·00E.

6. Mariners should follow the appropriate traffic lane and navigate in the general direction of traffic flow for that lane. They should, as far as reasonably practicable, keep clear of the separation zones.
(WGS84 DATUM)

Charts affected - 953 - 1911 - 1999

1708(T)/26 GAMBIA - Buoyage.

Source: Gambia Ports Authority

- *The red lateral light-buoy, *Fl(2)R.8s*, in position 13° 29'·09N., 16° 33'·34W. is reported unlit.
- *The *No 3* light-buoy, *Fl.7.5s*, in position 13° 34'·34N., 16° 44'·40W. is reported off station and the light is unreliable.
- Mariners are advised to navigate with caution in the area.
- *Former Notice 788(T)/26 is cancelled.
*Indicates new or revised entry.
(WGS84 DATUM)

Charts affected - 608 (INT 1996) - 1664 (INT 1954)

II

1743(P)/26 ARABIAN SEA - Submarine cables. Works.

Source: UKHO

1. Cable installation works are taking place in the Persian Gulf, Arabian Sea and Red Sea to install telecoms cables joining the following approximate positions:

<i>Segment</i>	<i>Approximate Positions</i>
Persian Gulf to Arabian Sea	21° 42'·000N., 62° 48'·178E. 22° 34'·705N., 62° 24'·765E. 23° 03'·941N., 61° 44'·953E.
*Persian Gulf to Arabian Sea 2	23° 57'·494N., 57° 55'·645E. 24° 55'·027N., 56° 38'·656E. 25° 11'·436N., 56° 48'·192E. 26° 32'·409N., 56° 32'·360E. 25° 27'·315N., 54° 59'·199E. 25° 23'·567N., 53° 02'·695E. 26° 00'·325N., 52° 15'·453E. 26° 32'·199N., 51° 12'·939E. 27° 09'·600N., 50° 46'·450E. 29° 08'·718N., 49° 00'·059E. 29° 54'·782N., 48° 30'·207E.
2.	
Kuwait	29° 08'·718N., 49° 00'·059E. 29° 11'·216N., 48° 21'·357E.
Saudi Arabia East	29° 20'·251N., 48° 05'·721E. 27° 09'·600N., 50° 46'·450E. 26° 59'·462N., 50° 42'·724E. 26° 39'·618N., 50° 21'·691E. 26° 14'·253N., 50° 18'·711E. 26° 14'·592N., 50° 13'·227E.
3.	
Bahrain	26° 32'·199N., 51° 12'·939E. 26° 28'·37N., 50° 49'·20E. 26° 23'·08N., 50° 39'·95E. 26° 20'·91N., 50° 33'·19E. 26° 16'·954N., 50° 32'·194E. 26° 14'·516N., 50° 33'·526E.
4.	
Qatar	26° 00'·325N., 52° 15'·453E. 25° 44'·267N., 51° 59'·663E. 25° 37'·569N., 51° 32'·837E.
United Arab Emirates	24° 55'·032N., 56° 38'·647E. 25° 04'·118N., 56° 21'·628E.
5.	
Oman 1	23° 57'·494N., 57° 55'·645E. 23° 44'·677N., 57° 48'·851E.
Pakistan 1	24° 51'·711N., 66° 51'·039E. 23° 48'·921N., 62° 24'·678E. 23° 07'·093N., 61° 43'·128E. 23° 03'·941N., 61° 44'·953E.

II

1743(P)/26 ARABIAN SEA - Submarine cables. Works. (continued)

6.

Pakistan 2	23° 48'·921N., 62° 24'·678E. 25° 11'·732N., 62° 16'·592E.
Arabian Sea 1	17° 30'·002N., 62° 51'·030E. 18° 46'·176N., 63° 27'·932E. 21° 33'·991N., 62° 52'·119E.
Arabian Sea 2	18° 46'·176N., 63° 27'·932E. 18° 30'·983N., 66° 10'·000E.

7.

Yemen	12° 55'·422N., 56° 27'·443E. 13° 05'·632N., 56° 29'·050E. 13° 24'·432N., 56° 48'·995E.
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8. Mariners are advised to navigate with caution in these areas.

9. Charts will be updated when works are complete.

10. *Former Notice 3597(P)/25 is cancelled.

*Indicates new or revised entry
(WGS84 DATUM)

Charts affected - 38 (INT 7019) - 58 (INT 7314) - 707 - 1268 - 2441 (INT 7233) - 2442 - 2443 (INT 7238) - 2444 (INT 7239) - 2523 (INT 7250) - 2851 - 2882 (INT 7264) - 2883 (INT 7260) - 2884 (INT 7278) - 2886 (INT 7243) - 2887 (INT 7232) - 2888 (INT 7199) - 2889 (INT 7211) - 3171 - 3172 - 3174 (INT 7209) - 3175 (INT 7212) - 3176 (INT 7216) - 3520 (INT 7200) - 3523 - 3723 - 3735 (INT 7259) - 3737 (INT 7255) - 3738 (INT 7254) - 3761 - 3773 - 3774 (INT 7275) - 3775 - 3786 - 3788 (INT 7265) - 3790 (INT 7252) - 3950 (INT 7244)

1789(P)/26 QATAR - Wells.

Source: QatarEnergy

1. Uncharted wells exist in the following positions:

26° 37'·30N., 51° 32'·67E.
26° 33'·61N., 51° 40'·92E.
26° 35'·10N., 51° 48'·97E.
26° 07'·02N., 52° 38'·51E.
25° 49'·8N., 52° 42'·0E.
25° 38'·89N., 52° 34'·68E.
25° 32'·56N., 52° 44'·87E.
25° 29'·61N., 52° 42'·68E.
25° 06'·69N., 52° 25'·63E.

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

3. These and other changes will be included in New Editions of Charts 2444, 2523, 2886 and 3179 to be published mid 2026.

4. Charts 2837, 2847, 2883, 2887, 2889 and 3950 will be updated by Notice to Mariners.
(WGS84 DATUM)

Charts affected - 2444 (INT 7239) - 2523 (INT 7250) - 2886 (INT 7243) - 3179 (INT 7229)

II

1718(T)/26 BANGLADESH - Buoy. Wreck.

Source: BNHOC Notice 39(T)/25

1. A dangerous wreck, marked by an isolated danger light-buoy, *LFl.6s*, exists in position 22° 14'·00N., 91° 47'·00E.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information. (WGS84 DATUM)

Charts affected - 102 (INT 7427) - BD 7510 (INT 7428)

1756(P)/26 INDIA - West Coast - Buoyage. Depths. Leading lights. Lights. Leading line.

Source: ENC IN52051A and Indian Notice 5/58/26

1. Changes to buoyage have taken place within the Pathfinder Inlet channel. The following light-buoys have been established:

<i>Characteristic</i>	<i>Designation</i>	<i>Buoy Type</i>	<i>Position</i>
<i>Q.R</i>	<i>No1</i>	Port lateral	22° 27'·90N., 69° 40'·23E.
<i>Q.G</i>	<i>No2</i>	Starboard lateral	22° 27'·65N., 69° 39'·82E.
<i>Q.R</i>	<i>No3</i>	Port lateral	22° 27'·48N., 69° 40'·20E.
<i>Q.G</i>	<i>No10</i>	Starboard lateral	22° 27'·20N., 69° 39'·85E.
<i>Q.G</i>	<i>No4</i>	Starboard lateral	22° 27'·03N., 69° 39'·87E.
<i>Q.G</i>	<i>No6</i>	Starboard lateral	22° 26'·75N., 69° 39'·90E.
<i>Q.R</i>	<i>No5</i>	Port lateral	22° 26'·73N., 69° 40'·17E.
<i>Q.R</i>	<i>No7</i>	Port lateral	22° 26'·55N., 69° 40'·27E.
<i>Q.G</i>	<i>No8</i>	Starboard lateral	22° 26'·38N., 69° 39'·93E.

2. Buoys have been removed as follows:

<i>Characteristic</i>	<i>Designation</i>	<i>Buoy Type</i>	<i>Position</i>
<i>Fl(2)R.6s</i>	<i>No2</i>	Port lateral	22° 27'·43N., 69° 40'·22E.
<i>Fl.G.8s</i>	<i>No1</i>	Starboard lateral	22° 27'·37N., 69° 39'·87E.
<i>Fl.G.5s</i>	<i>No3</i>	Starboard lateral	22° 27'·17N., 69° 39'·88E.

3. The light in position 22° 27'·78N., 69° 40'·33E. has been amended to Q.R.10m17M.
4. The light in position 22° 27'·55N., 69° 39'·81E. has been amended to Q.G.10m17M.
5. The front leading light in position 22° 25'·91N., 69° 40'·17E. has been amended to Fl(2)R.5.5s. The rear leading light, in position 22° 25'·51N., 69° 40'·23E. has been amended to Fl(2)G.5.5s. The bearing of the transit line has been amended to 174°.
6. Depths less than charted exist within the Pathfinder Inlet channel. The most significant are as follows:

<i>Depth</i>	<i>Position</i>
9·2m	22° 27'·94N., 69° 39'·63E.
4·7m	22° 25'·98N., 69° 39'·88E.
6·5m	22° 25'·86N., 69° 39'·93E.

7. The following light-buoys in the Salaya Channel have new characteristics:

<i>Designation</i>	<i>Old Characteristic</i>	<i>New Characteristic</i>	<i>Position</i>
<i>No1</i>	<i>Fl.G.10s</i>	<i>Q.G</i>	22° 28'·94N., 69° 31'·74E.
<i>No2</i>	<i>Fl.R.10s</i>	<i>Q.R</i>	22° 29'·00N., 69° 31'·91E.
<i>No7</i>	<i>Fl.G.10s</i>	<i>Fl(2)G.5s</i>	22° 26'·11N., 69° 32'·97E.
<i>No8</i>	<i>Fl.R.10s</i>	<i>Fl(2)R.5s</i>	22° 26'·20N., 69° 33'·17E.
<i>No9</i>	<i>Fl(2)G.5s</i>	<i>Q.G</i>	22° 25'·44N., 69° 33'·34E.
<i>No10</i>	<i>Fl(2)R.5s</i>	<i>Q.R</i>	22° 25'·58N., 69° 33'·53E.
<i>No11</i>	<i>Q.G</i>	<i>Fl(2)G.5s</i>	22° 25'·11N., 69° 33'·73E.
<i>No12</i>	<i>Q.R</i>	<i>Fl(2)R.5s</i>	22° 25'·28N., 69° 33'·87E.
<i>No13</i>	<i>Fl.G.10s</i>	<i>Q.G</i>	22° 24'·76N., 69° 34'·46E.
<i>No14</i>	<i>Fl.R.10s</i>	<i>Q.R</i>	22° 24'·90N., 69° 34'·56E.
<i>No19</i>	<i>Fl.G.10s</i>	<i>Fl(2)G.5s</i>	22° 23'·88N., 69° 35'·97E.
<i>No20</i>	<i>Fl.R.10s</i>	<i>Fl(2)R.5s</i>	22° 24'·02N., 69° 36'·07E.

II

1756(P)/26 INDIA - West Coast - Buoyage. Depths. Leading lights. Lights. Leading line. (continued)

8. These changes will be included in the next New Editions of Charts IN2051 and IN2060.
9. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(WGS84 DATUM)

Charts affected - IN 2051 (INT 7333) - IN 2060 (INT 7332)

1727(T)/26 AUSTRALIA - New South Wales - Works. Restricted area. Buoyage.

Source: Australian Notice 6/244(T)/26

1. Construction works from a jack up barge are underway in the vicinity of position 33° 03'·12S., 151° 40'·58E.
2. An exclusion zone marked by yellow flashing buoys and 24 hour surveillance, exists for all vessels not involved in the works.
3. Mariners should navigate with caution in the area.
(WGS84 DATUM)

Chart affected - Aus 809

1728(T)/26 AUSTRALIA - Queensland - Obstructions.

Source: Australian Notice 6/248(T)/26

1. Due to recent flooding, a large amount of floating debris has been flushed out of river systems. Debris may be floating on top or below the surface and poses a hazard to navigation in coastal waters between Double Island Point (25° 55'·92S., 153° 11'·44E.) and Yeppoon (23° 07'·71S., 150° 44'·99E.).
2. Nav aids in and around river systems may be off station.
3. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Charts affected - Aus 815 - Aus 816 - Aus 818 - Aus 819 - Aus 820

1729(T)/26 AUSTRALIA - New South Wales - Buoy.

Source: Australian Notice 6/243(T)/26

1. The special light buoy, *Fl.Y.5s(Oct-May)* (33° 59'·32S., 151° 20'·95E.) is off station and in position 34° 00'·28S., 151° 20'·36E.
(WGS84 DATUM)

Chart affected - Aus 808

1730(T)/26 PAPUA NEW GUINEA - Light.

Source: Australian Notice 6/251(T)/26

1. The light, Fl(3)12s 22m 10M (6° 44'·70S., 147° 34'·56E.), is unlit.
(WGS84 DATUM)

Charts affected - 4622 (INT 622) - PNG 523

II

1731(T)/26 AUSTRALIA - Western Australia - Submarine cable.

Source: Australian Notice 6/255(T)/26

1. Vessel *CS Resolute* is conducting cable laying operations between positions 33° 14'·9S., 113° 42'·2E. and 34° 19'·5S., 109° 36'·0E.
2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)

Charts affected - 4708 (INT 708) - 4709 (INT 709) - 4710 (INT 710)

1733(T)/26 AUSTRALIA - Victoria - Works.

Source: Australian Notice 6/263(T)/26

1. On or about 23 March 2026, vessels *Bass Trek* and *Survey 1*, with a towed array, will begin geophysical survey operations in an area bounded by the coast and the following positions:

38° 13'·5S., 147° 23'·1E.

38° 14'·1S., 147° 26'·7E.

38° 15'·0S., 147° 26'·7E.

38° 16'·0S., 147° 25'·3E.

38° 15'·1S., 147° 21'·2E.

2. Vessels will display appropriate lights and shapes and will monitor VHF Ch 16.
3. Mariners are advised to navigate with caution in the area. 500m clearance requested.
(WGS84 DATUM)

Chart affected - Aus 357

1734(T)/26 AUSTRALIA - Western Australia - Works.

Source: Australian Notice 6/257(T)/26

1. On or about 27 March 2026, vessel *Offshore Surveyor* will begin geophysical survey operations in the vicinity of the following positions:

19° 48'·0S., 115° 48'·0E.

19° 30'·0S., 116° 06'·0E.

19° 30'·0S., 116° 30'·0E.

2. Mariners are advised to navigate with caution in the area. 500m clearance requested.
(WGS84 DATUM)

Chart affected - Aus 327

1744(T)/26 COLOMBIA - Pacific Ocean Coast - Obstruction.

Source: Colombian Notice 73(T)/26

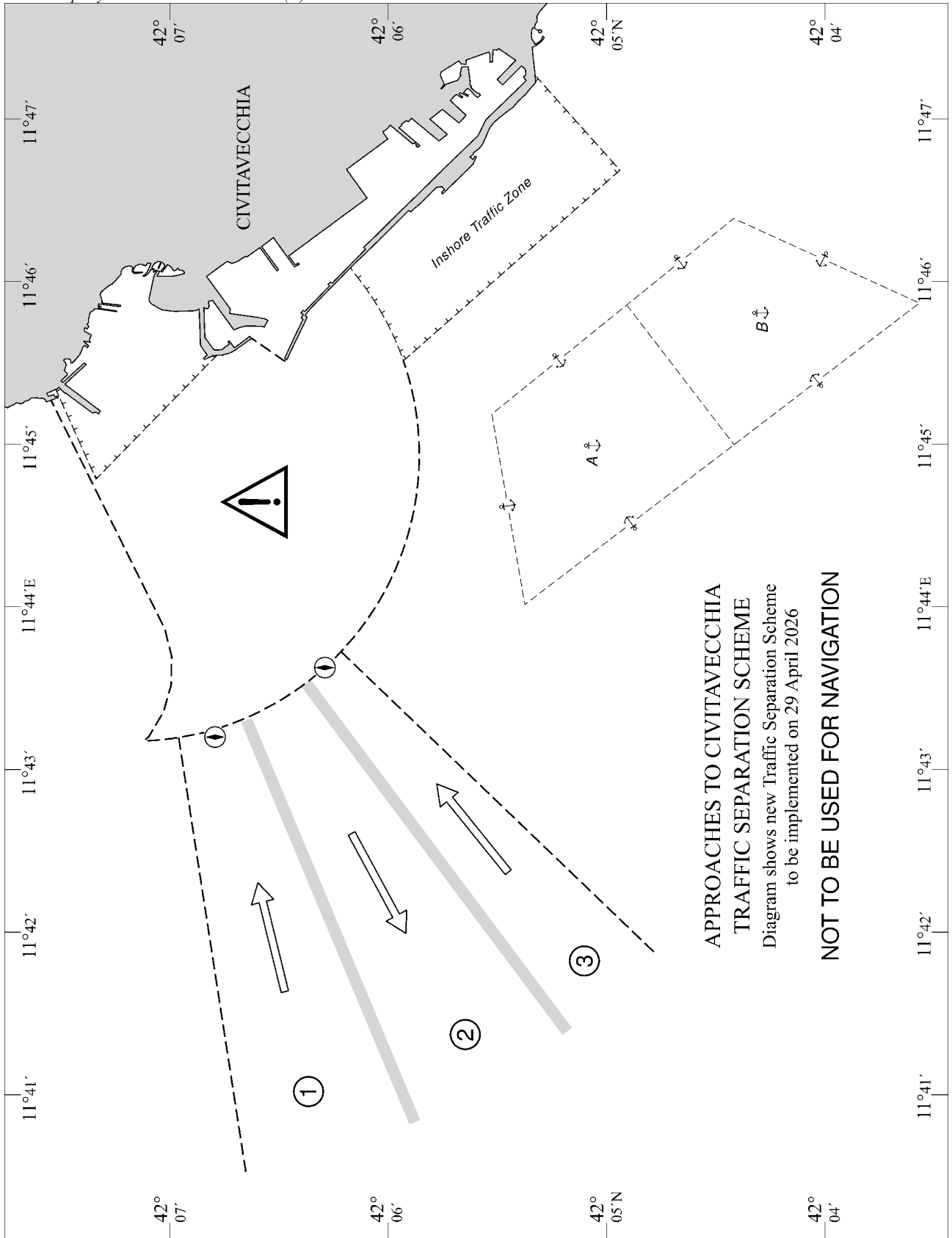
1. An obstruction exists in position 3° 51'·61N., 77° 06'·10W.
2. Mariners are advised to navigate with caution in the area and consult the local port authorities for the latest information.
(WGS84 DATUM)

Chart affected - 2319

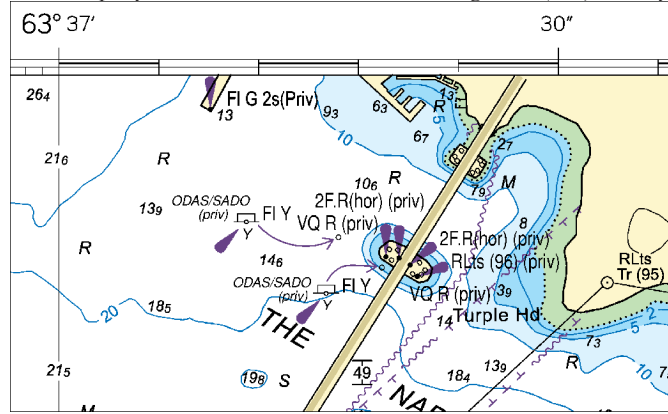
To accompany Notice to Mariners 1760/26

On Chart NZ 681

SANDWAVES
Mariners are warned that sandwaves exist in
the area indicated. Depths shoaler than those
charted may exist.

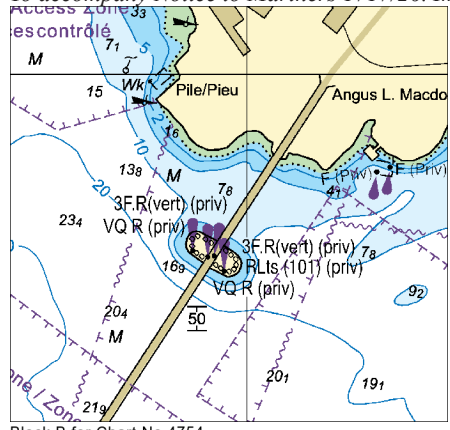


To accompany Notice to Mariners 1717/26. Image Size (mm) 54.2 by 87.1



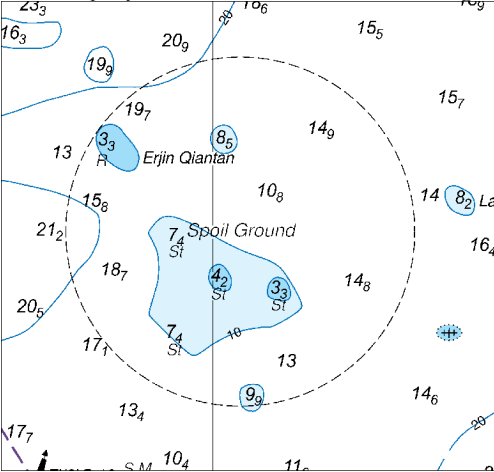
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To accompany Notice to Mariners 1717/26. Image Size (mm) 54.9 by 57.8

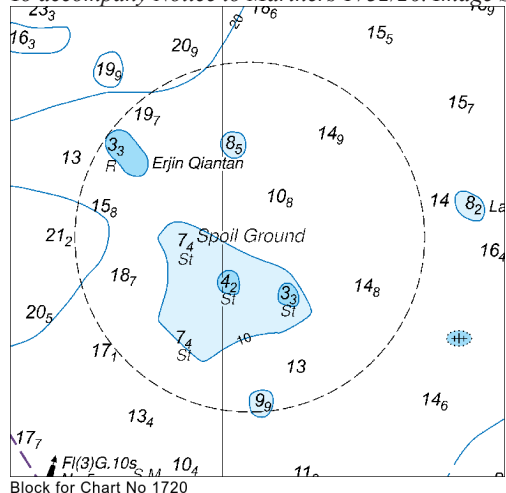


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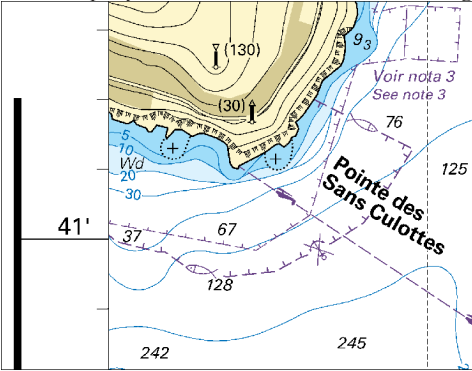
To accompany Notice to Mariners 1732/26. Image Size (mm) 62 by 65.2



To accompany Notice to Mariners 1732/26. Image Size (mm) 62.2 by 65.4

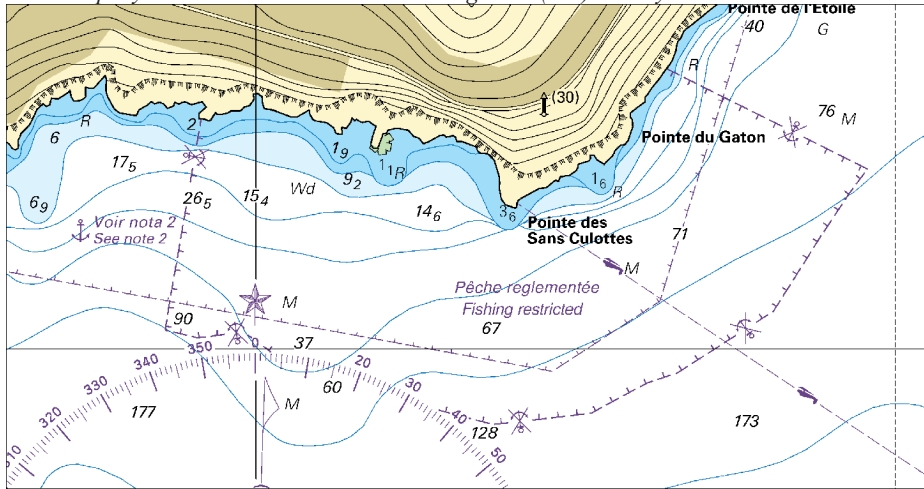


To accompany Notice to Mariners 1736/26. Image Size (mm) 48.7 by 62.3



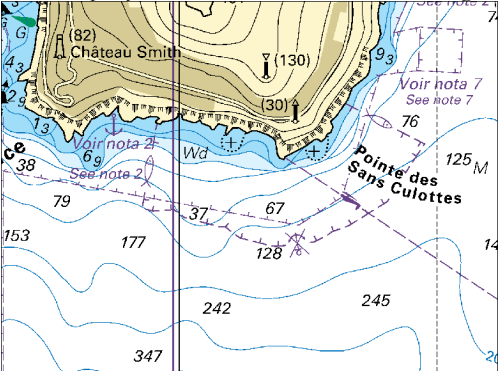
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To accompany Notice to Mariners 1736/26. Image Size (mm) 64.1 by 122.4



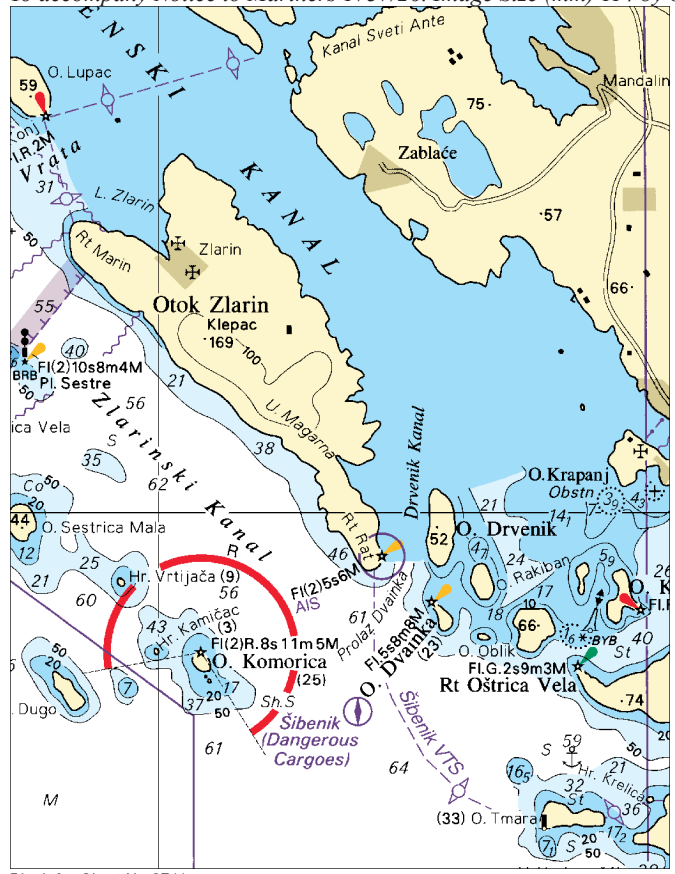
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To accompany Notice to Mariners 1736/26. Image Size (mm) 48.9 by 65.6



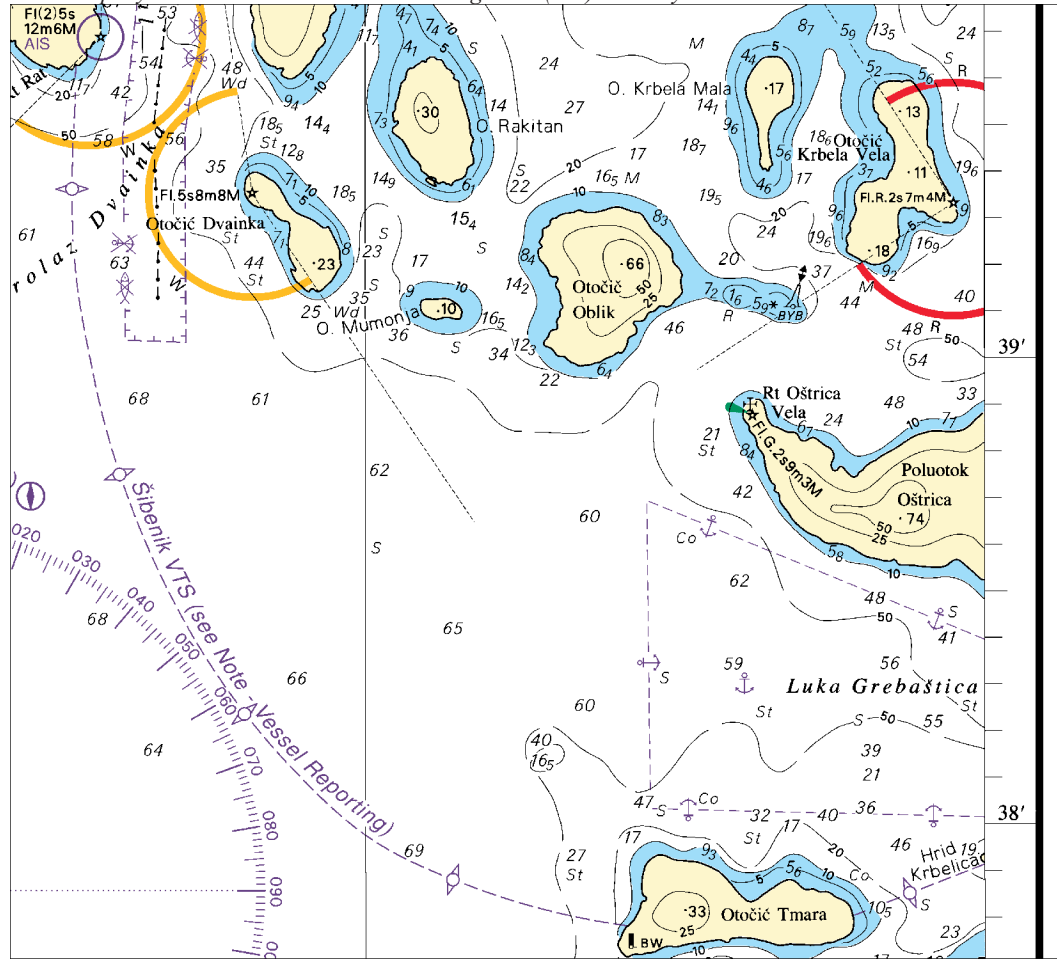
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To accompany Notice to Mariners 1737/26. Image Size (mm) 114 by 87.2



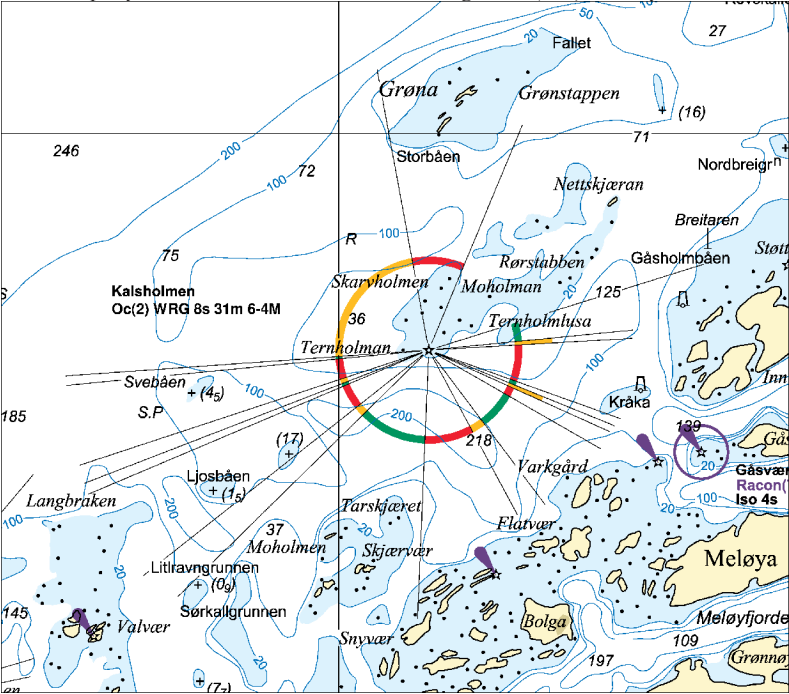
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To accompany Notice to Mariners 1737/26. Image Size (mm) 126.2 by 139.4



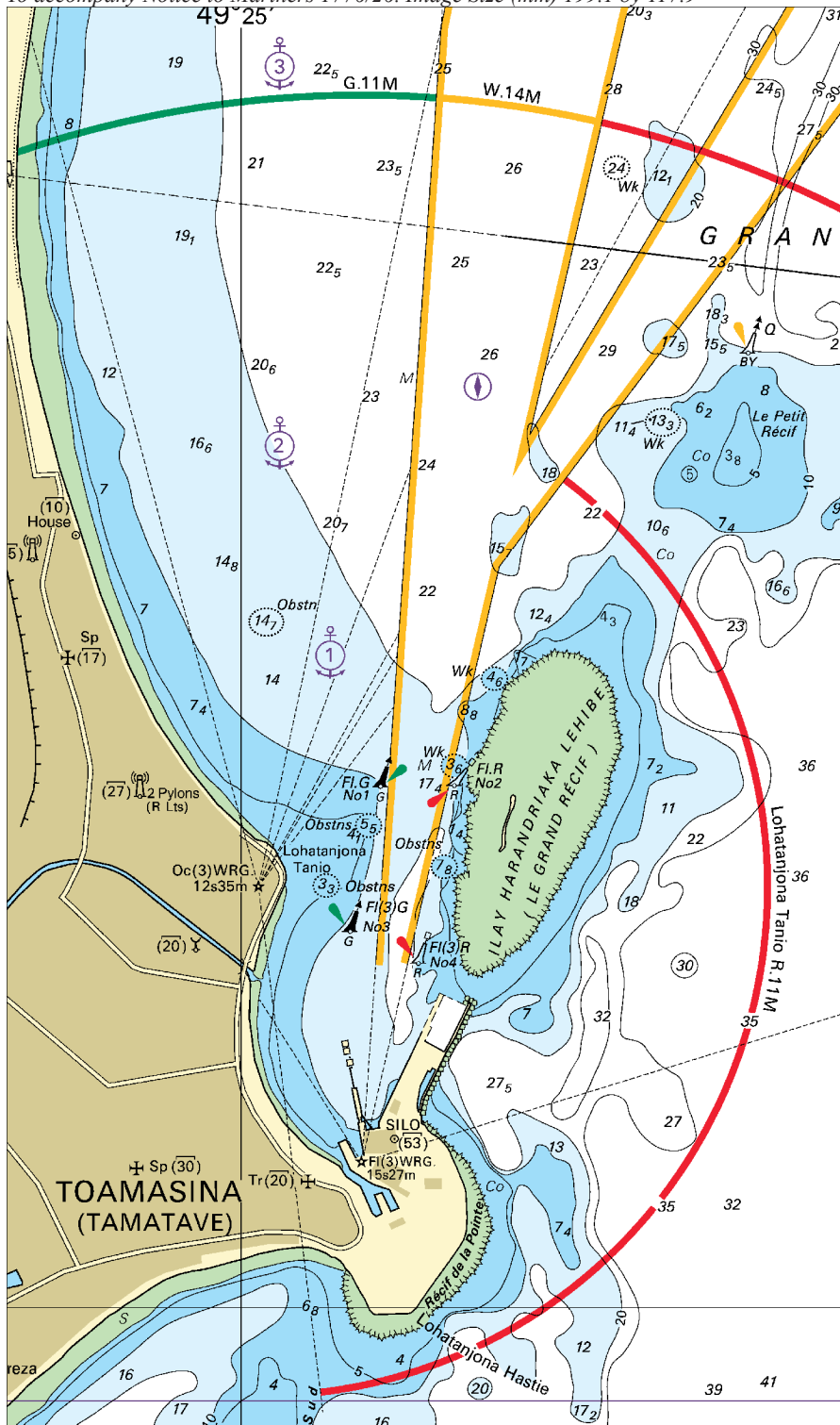
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To accompany Notice to Mariners 1740/26. Image Size (mm) 91.4 by 104.1



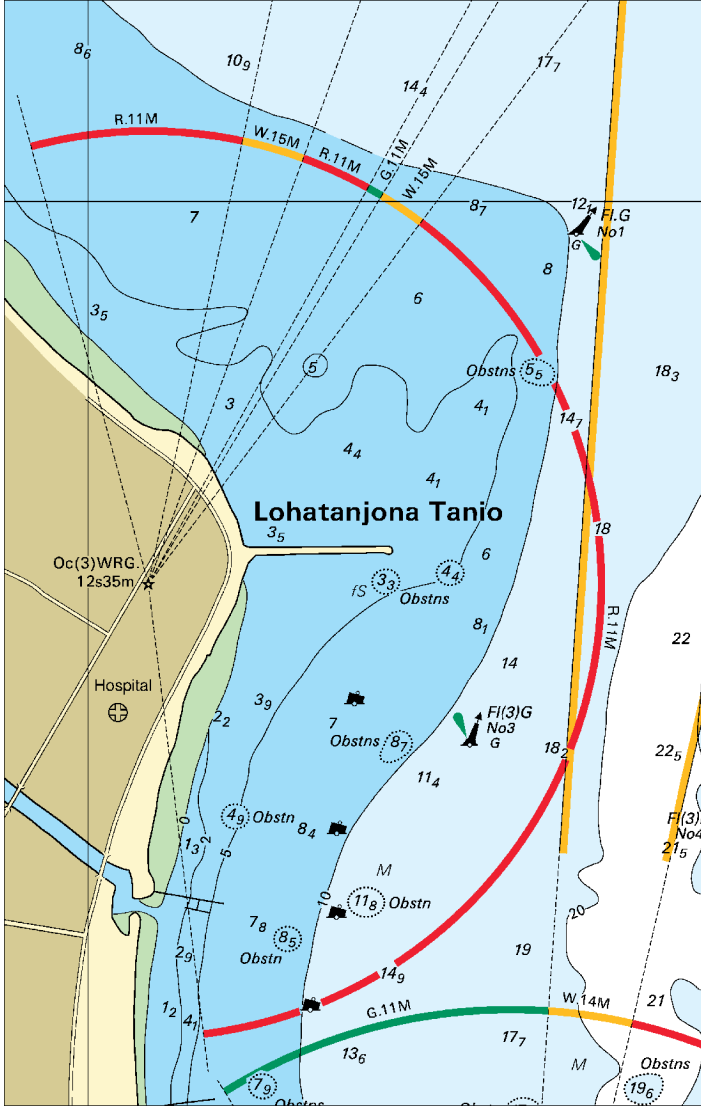
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To accompany Notice to Mariners 1776/26. Image Size (mm) 199.1 by 117.9



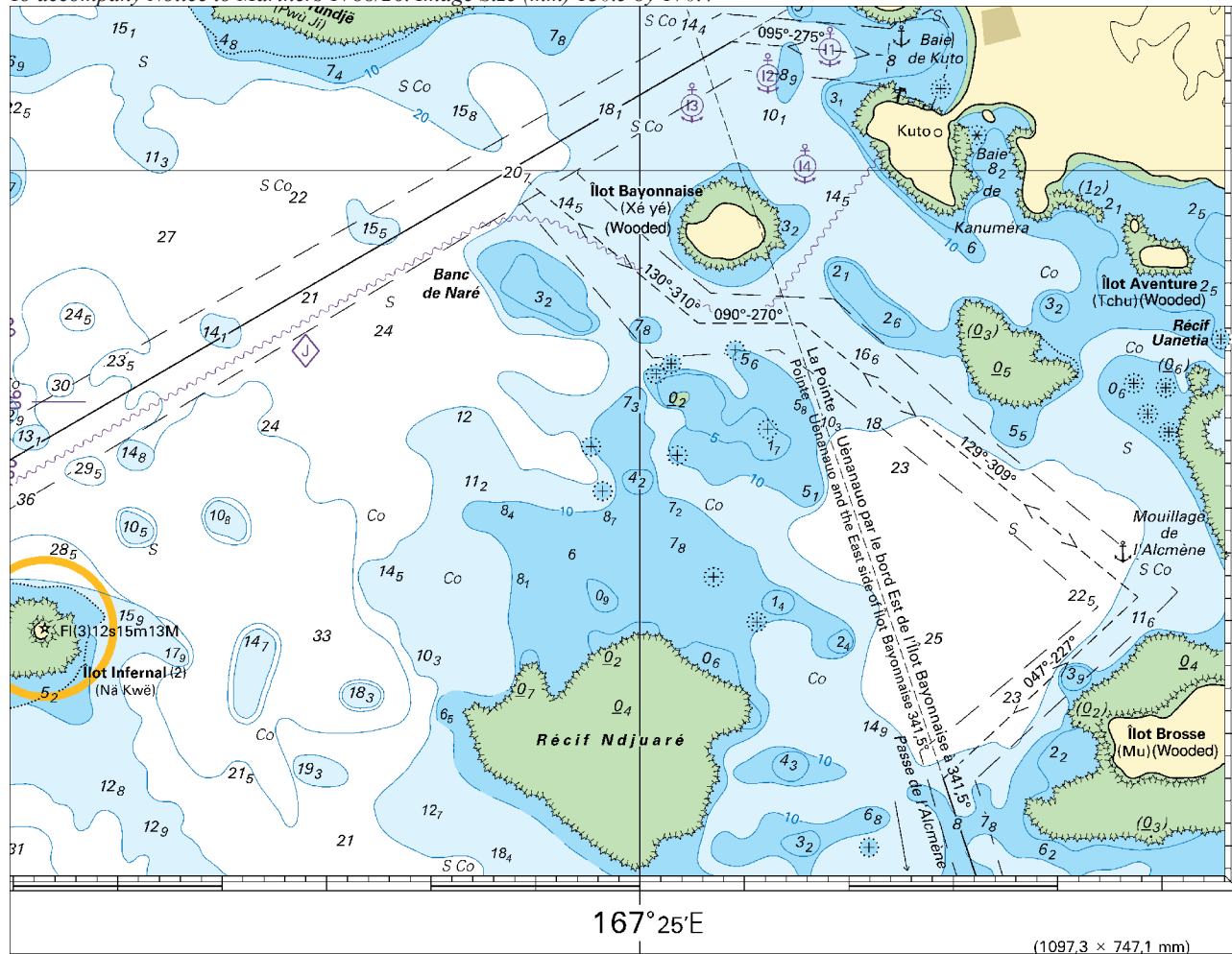
Block for Chart No 695

To accompany Notice to Mariners 1776/26. Image Size (mm) 146.1 by 92.7



Block for Chart No 696

To accompany Notice to Mariners 1788/26. Image Size (mm) 130.5 by 170.4



Block for Chart No 2465

III

NAVIGATIONAL WARNINGS

See *The Mariner's Handbook (2023 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 <https://msi.admiralty.co.uk/RadioNavigationalWarnings>. 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
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.

Weekly Edition 16 published on the UKHO website 02 Apr 26.

Navarea I (NE Atlantic) *Weekly Edition 16*

The following NAVAREA I warnings were in force at 020500 UTC Apr 2026.

2026 series: 43, 61, 62, 67.

Summary of Navarea I warnings issued since Weekly Edition 15:

65 CANCELLED.

66 CANCELLED. CANCEL 65/26.

67 RIGLIST.
1. CORRECT AT 020500 UTC APR 2026.

SOUTHERN NORTH SEA: 51N TO 55N

52-07.7N	003-56.4E	VALARIS 123 ACP P18-A
53-03.7N	003-32.3E	SHELF DRILLING WINNER ACP K17-FA-1
53-07.1N	002-06.3E	ENSCO 92 ACP LEMAN GAS FIELD
53-11.4N	002-51.8E	SWIFT 10 ACP SEAN GAS FIELD
53-14.9N	003-59.2E	SEAFOX 4 ACP K15-FA-1
53-24.3N	004-01.4E	NOBLE RESOLUTE ACP L10-M
53-33.0N	001-04.4E	OBANA ACP PICKERILL GAS FIELD
53-41.1N	006-21.6E	PROSPECTOR 1 ACP N05-A
54-03.0N	005-26.2E	ERDA ACP G17D-A
54-09.3N	001-50.4E	NOBLE INTREPID
54-34.2N	002-17.6E	VALARIS NORWAY ACP CYGNUS GAS FIELD

NORTH SEA: 55N TO 60N, EAST OF 5W

56-16.5N	003-23.9E	NOBLE INVINCIBLE ACP VALHALL OIL FIELD
56-25.4N	003-12.6E	LINUS ACP ELDFISK OIL FIELD
56-54.0N	002-22.8E	VALARIS 122 ACP 30/02-WHPA
57-00.8N	001-50.4E	VALARIS STAVANGER ACP ELGIN GAS FIELD
57-01.9N	001-57.3E	VALARIS 121 ACP SHEARWATER OIL FIELD
57-22.5N	001-59.8E	NOBLE INNOVATOR ACP MUNGO OIL FIELD
57-48.9N	004-32.0E	MAERSK INSPIRER ACP YME OIL FIELD
58-11.8N	000-58.4E	PAUL B LOYD JR
58-25.1N	001-43.0E	MAGNIACUS (EX NOBLE LLOYD NOBLE) ACP SLEIPNER GAS FIELD
58-40.3N	002-14.1E	DEEPSEA NORDKAPP
58-52.8N	002-29.2E	DEEPSEA BERGEN (EX BOLLSTA)
58-54.0N	002-25.7E	COSL INNOVATOR
59-14.8N	002-27.8E	COSL PIONEER
59-42.3N	002-18.5E	DEEPSEA YANTAI
59-52.3N	002-34.0E	NOBLE INTEGRATOR ACP HUGIN A

NORWEGIAN SEA: 60N TO 65N, EAST OF 5W

	60-06.7N	002-35.5E	DEEPSEA STAVANGER
	60-30.3N	002-00.8E	ASKEPOTT ACP MARTIN LINGE
	60-50.5N	003-35.0E	DEEPSEA ABERDEEN
NEW	61-02.8N	003-46.8W	DEEPSEA ATLANTIC
	61-04.7N	001-59.3E	ASKELADDEN
	61-16.5N	002-07.1E	COSL PROMOTER
	61-30.9N	000-57.1E	NOBLE PATRIOT
	61-37.4N	001-29.3E	STENA DON

III

64-50.7N 006-33.2E TRANSOCEAN SPITSBERGEN

SOUTH AND WEST OF GREAT BRITAIN

53-32.2N 003-34.5W SEAFOX 7 ACP DOUGLAS OIL FIELD

53-34.0N 003-27.2W VALARIS 72 ACP HAMILTON GAS FIELD

53-37.9N 003-10.5W IRISH SEA PIONEER ACP LENNOX OIL/GAS FIELD

53-38.9N 003-28.6W VALARIS 120 ACP HAMILTON NORTH GAS FIELD

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

2. CANCEL NAVAREA I 64/26.

UPDATES TO ADMIRALTY SAILING DIRECTIONS

NP13 Australia Pilot Volume 1 (2020 Edition)

Northern Territory - Van Diemen Gulf - Cape Don to Clarence Strait — Directions; track

136

Paragraph 3.97 7 line 1 *For 254° Read 260°*

Australian Notice 1/08/26 [NP13-No 170- Wk 16/26]

NP18 Baltic Pilot Volume 1 (2026 Edition)

Denmark - Sjælland - Yderbredning — Hazards and dangers; area marks

130

Paragraph 4.148 1 lines 6-9 *Delete*

Paragraph 4.148 2 lines 1-5 *Delete*

Danish Notice 50/1018/25 [NP18-No 1- Wk 16/26]

Denmark - København — Arrival information; prohibited area

183

Paragraph 6.80 7 lines 5-7 *Replace by:*

In Kalkbrænderiløbet (6.91), close N of the entrance to Stubben Fiskerihavn (6.95), within an area marked by buoys (special).

Danish Notices 4/26/26; 5/54/26
[NP18-No 4- Wk 16/26]

Denmark - København — Harbour; development

184

Paragraph 6.82 2 lines 6-8 *Delete*

Danish Notice 4/26/26 [NP18-No 5- Wk 16/26]

Denmark - København - Skudeløbet — Directions; leading lights

187

Paragraph 6.91 4-6 *Replace by:*

- 4 Thence the track leads SSW in the red sector of Kalkbrænderihavnen Light (red hut, white band) (55°43'18N 12°35'74E), situated on a short arm projecting WNW from a point SW of Færgehavn Nord entrance, passing:

- 5 WNW of a 4.8 m shoal (55°44'01N 12°37'21E), lying at the N extremity of Stubben (6.87), thence:

WNW of a buoy (port hand) (55°43'71N 12°36'30E), moored off the seaward end of the approach to Tuborg Havn (6.102).

- 6 The track then continues SSW into Kalkbrænderiløbet, marked by buoys (cardinal and lateral), past the entrances to Stubben Fiskerihavn, Færgehavn Nord (6.95), Svanemøllehavnen (55°42'97N 12°35'30E), and thence to Kalkbrænderihavnen (6.95).

Danish Notice 5/54/26; ENC DK5KOE BH (138.003)
[NP18-No 6- Wk 16/26]

Denmark - Lolland - Naskov — Directions; leading lights

249-250

Paragraph 8.78 2-10 *Replace by:*

- 2 From a position 2½ miles NW of Albuen Point (54°50'14N 10°57'77E), the alignment (119.4°) of these lights leads 2¾ miles ESE through the channel, marked by buoys, light buoys and light beacons (lateral).

Thence from a position about 1¼ miles ENE of Albuen Point, the track continues 1 mile SE through the channel.

- 3 **Leading lights:**

Ramsø Light (orange triangle, point up, on concrete base, 1 m in height) (54°49'47N 11°01'41E).

Bogø Light (orange triangle, point down, on framework tower, 9 m in height) (54°49'11N 11°02'11E) (5½ cables from front light).

- 4 From a position 5 cables NW of Søndernæs (54°49'73N 11°01'28E) the alignment (131.5°) of these lights leads SE for about 6 cables through the channel, marked by buoys (lateral). The track then leads a short distance ESE onto the next set of leading lights.

- 5 **Leading lights:**

Ramsø Light (54°49'47N 11°01'41E).

Vesterodde Light (orange triangle, point down, on orange framework tower, 9 m in height) (54°49'34N 10°59'21E) (1¼ miles from front light).

The alignment (264°), astern, of these lights leads E for 2¼ miles through the dredged channel, marked buoys (lateral) and lettered light beacons (lateral).

- 6 A beacon (54°49'73N 11°05'65E) (topmark, red triangle point up) is situated close NNW of the E extremity of Barneholm (54°49'60N 11°05'40E) to act as a leading mark.

Thence from a position between Kuddeholm (54°49'81N 11°05'29E) and Barneholm, the channel leads ENE for about 6 cables, then E for about 4 cables to the harbour entrance.

7 **Useful marks:**

Albuen Light (54°50'·14N 10°57'·77E) (8.72).
 Karleby Aero Light (54°52'·35N 11°11'·83E) (8.72).
 Sandby Church (white with pointed tower)
 (54°52'·43N 11°05'·48E).

8 Channel beacons (orange with triangular daymarks) (54°49'·94N 11°01'·15E), on S part of Enehøje.

Saint Nikolai Church (red building with a spire)
 (54°49'·86N 11°08'·09E).

Two chimneys (54°49'·83N 11°08'·90E).

Danish Notices 5/56/26; 5/57/26; ENC DK40345E (8.005)
 [NP18- No 7- Wk 16/26]

**Germany - Mecklenburger Bucht - Offentief —
 General information; prohibited area**

336

Paragraph 13.27 *2 Replace by:*

2 **Restricted area.** Anchoring and fishing are prohibited within an explosives dumping ground (54°02'·70N 11°13'·18E).

German Notice 50/37/25 [NP18- No 3- Wk 16/26]

**Germany - Stralsund -
 Darßer Ort to Dornbusch —
 Traffic regulations**

351

Paragraph 13.159 *1 Replace by:*

1 **Restricted areas.** Anchoring and fishing are prohibited as follows:

In an explosive dumping ground (54°34'·51N
 12°28'·08E).

In an extensive area (54°32'·20N 12°49'·79E) N of Zingst.

German Notice 1- 2/36/26 [NP18- No 2- Wk 16/26]

NP20 Baltic Pilot Volume 3 (2022 Edition)

**Sweden - Gulf of Bothnia - Axelsvik —
 Directions**

477

Paragraph 11.229 *2-5* including existing Section IV Notice Week 30/23 *Replace by:*

2 Thence the track leads NNE, passing:

Between Djupgrundet (65°45'·79N 23°19'·80E), marked by a buoy (starboard hand), and a 7·2 m patch 4 cables SE also marked by a buoy (starboard hand), thence:

SE of a 4·2 m patch (65°46'·00N 23°20'·29E) marked by a buoy (port hand).

3 **Leading marks:**

Front mark: Klubhällan Beacon (white triangle, red border, on white post) (65°46'·39N 23°22'·23E).

Rear mark: Grisselholmen Beacon (white triangle, red border, on white post) (65°46'·45N 23°22'·43E) (1 cable NE of front beacon).

4 When 1 mile from Svartholmen Beacon (white triangle, red border on white post) (65°46'·78N 23°22'·04E), the alignment (055°) of these marks leads N of the islet of Binnörgrynnan (65°46'·07N 23°21'·62E) to the oil berth.

Swedish Notice 1108/19594/26; UKHO
 [NP20- No 346- Wk 16/26]

NP22 Bay of Biscay Pilot (2024 Edition)

**France - West coast - Bassin d'Arcachon —
 Pilotage**

169

Paragraph 8.152 *1* line 7 *For* (8.158) *Read* (safe water)

UKHO [NP22- No 66- Wk 16/26]

**France - West coast - Bassin d'Arcachon —
 Directions**

169

Paragraph 8.158 *1 Replace by:*

1 From a position about 4½ miles SW of Cap Ferret (44°37'·30N 1°15'·00W) (8.143), Bassin d'Arcachon can be entered through the North Pass.

North Pass, marked by buoys (lateral), leads E, NE, thence N, to a position E of Cap Ferret, passing:

French Notice 28/57/24 [NP22- No 67- Wk 16/26]

NP27 Channel Pilot (2023 Edition)

**France - West coast - Île Molène —
 Arrival information; anchorage**

257

Paragraph 8.47 including existing Section IV Notice Week 09/26 *Replace by:*

1 **Outer anchorage.** There is poor temporary anchorage between Men Réal and the dangers off the N coast of the island in depths of 3 to 4 m, rock. Attention is drawn to a submarine cable laid in the area.

Prohibited anchorage. Anchoring is prohibited within an area centred on 48°23'·87N 4°56'·83W, off the SE coast of Lédénez Vraz (8.49).

Local knowledge is essential.

Marine nature reserve. See 8.33.

French Notice 28/43/24 [NP27- No 74- Wk 16/26]

**France - North coast - Canal des Sept-Îles —
 Anchorages**

302

Paragraph 9.113 including heading *Replace by:*

**Spare
 9.113**

French Notice 28/41/24 [NP27- No 75- Wk 16/26]

NP28 Dover Strait Pilot (2024 Edition)

France - Rivière Canche - Étaples — Directions

125

Paragraph 5.126 5 lines 1-5 *Replace by:*

- 5 The channel dries to 5 m. The position of the entrance and of the channel itself changes frequently. No 1 Light Buoy (starboard hand)...

French Notice 28/Instructions nautiques C21/24
[NP28- No 119- Wk 16/26]

NP41 Japan Pilot Volume 1 (2021 Edition)

Russia - Sakhalin - Port Korsakov —
Harbour; hazards

231

After Paragraph 8.156 2 line 3 *Insert:*

Hazards and dangers. Numerous wrecks are situated within the inner harbour and entrance, some of which are marked by light buoys (isolated danger).

Russian Notice 23/2498/25; UKHO
[NP41- No 105- Wk 16/26]

Russia - Sakhalin - Port Korsakov —
Berths; anchorage; caution

231

Paragraph 8.158 *Replace by:*

- 1 **Anchorage and moorings.** Anchorage may be obtained at designated anchor berths Nos 1 to 26 (46°38'·68N 142°42'·48E) in depths from about 12 to 24 m.
Caution. A wreck (46°37'·70N 142°44'·09E), marked by a light buoy (isolated danger), and obstructions (46°37'·85N 142°44'·08E) exist within about 1 cable of anchor berth No 24. See also 8.156.
- 2 **Main Harbour.** North Pier has berths on either side of the pier; maximum depth alongside about 7 m.
South Pier has berths on its N side only; maximum depth of about 6 m.
Outer basins. North Basin and South Basin lie respectively 8 cables N and 5 cables S of the main harbour.

Russian Notice 23/2498/25; UKHO
[NP41- No 106- Wk 16/26]

NP54 North Sea (West) Pilot (2021 Edition)

England - East coast -
Teesport and River Tees —
Arrival information; anchorage

144

Paragraph 6.79 3 line 5 *For 4 m Read 3 m*

PD Teesport Notice 3/26 [NP54- No 131- Wk 16/26]

England - East coast -
Teesport and River Tees —
Arrival information; prohibited anchorages

144

Paragraph 6.79 4 *Replace by:*

- 4 **Prohibited anchorages.** Anchoring is prohibited as follows:
Within the PD Teesport Ltd port limits, except with the prior approval of Tees VTS.
Within 2½ cables of the Ekofisk Oil pipeline, or the Breagh and CATS gas pipelines, which come ashore 1 mile NW and 2 miles SE, respectively, of the harbour entrance.

PD Teesport Notice 5/26 [NP54- No 132- Wk 16/26]

England - East coast -
Teesport and River Tees —
Arrival information; pilotage

144

Paragraph 6.80 2-3 *Replace by:*

- 2 Vessels requiring the services of a tug.
Pilotage is compulsory for vessels greater than 80 m LOA navigating in River Tees between No 23 Light Buoy and the inner limit of PD Teesport Limited Port Authority, 1 cable below Tees Barrage.
When weather conditions make embarkation or disembarkation of a pilot in Tees Bay unsafe and provided certain conditions required by Tees VTS are satisfied, compulsory pilotage between Tees N and S buoys and No 13 Beacon may be temporarily suspended for:
- 3 Hazardous vessels under 150 m LOA;
All other vessels under 175 m LOA, except container ships which must be under 180 m LOA and RoRo ferries which must be under 200 m LOA.
Tees VTS should be contacted by VHF 2 hours prior to arrival to confirm pilot boarding time and position. Unless otherwise directed by Tees VTS, the pilot boards in the following positions:
Alpha (54°41'·30N 1°04'·00W); vessels less than 200 m in length and vessels approaching from SE.

PD Teesport Notice 6/26 [NP54- No 133- Wk 16/26]

**Norway - Halden - Ringdalsfajorden —
Directions; lights**

218

Paragraph 7.137 *Replace by:*

- 1 **Ringdalsfajorden** (59°05'·95N 11°17'·15E) is a relatively clear channel which connects Svinesund with Iddefjorden (7.145), 1½ miles ENE. After passing Kråkenebbet Light, which marks the N side of the entrance to Ringdalsfajorden, the track leads generally ENE through the fjord, passing:
- 2 SSE of Danmarksskjæret Light (post, 7 m in height, floodlit) (59°06'·24N 11°17'·74E), thence:
Between Knivsøyholmen Light (post, 6 m in height, floodlit) (59°06'·74N 11°19'·57E) and Svarte Jan Light (lantern on white shed, floodlit) (59°06'·68N 11°19'·57E).

ENC NO5F0822 (11.002); UKHO
[NP56- No 81- Wk 16/26]

Norway - Halden — Directions; light

218

Paragraph 7.138 1 lines 1-5 *Replace by:*

- 1 **To Halden Outer Harbour passing south of Brattøya.** When clear of the narrows, the track continues ENE for 5 cables into the N end of Iddefjorden (7.145).

ENC NO5F0822 (11.002); UKHO
[NP56- No 82- Wk 16/26]

**NP66B North-West Coast of Scotland Pilot
(2023 Edition)**

Inner Sound - Loch Kishorn — Directions

148

Paragraph 4.35 5 lines 8-9 *Replace by:*

Thence the track leads as required for the preferred anchorage or for the berths at Port Kishorn (4.37).

H102 *Ferguson Transport & Shipping* (2025)
[NP66B- No 15- Wk 16/26]

Paragraph 4.37 including heading *Replace by:*

Port Kishorn

General information

4.37

- 1 **Position and function.** Port Kishorn (57°23'·62N 5°38'·38W) is a privately owned terminal that handles project cargoes and provides services to the offshore and renewable industries.

Port Authority. Ferguson Transport (Kishorn Port), Annat, Corpach, PH33 7NN.
Website. www.kishornport.co.uk

Limiting conditions

4.37a

- 1 **Controlling depths.** Although depths in the outer approaches to the port are deep, charted depths reduce rapidly to about 4 m in the vicinity of the berths.

- 2 **Under-keel clearance.** An UKC of 1.2 m is required for any vessel proceeding to and from Area 7 Quayside (4.37e).

Local weather. See 4.34.

Arrival information

4.37b

- 1 **Outer anchorages** are not under the jurisdiction of the port, however, anchorages are available within the loch, see 4.36.

Pilotage. There are no pilotage services available.

Local knowledge. The Port Authority will provide information on the approaches, layout and hazards of the port on request.

Harbour

4.37c

- 1 **General layout.** Kishorn Port comprises two operational quays approximately 4 cables apart and situated on the N shoreline of Loch Kishorn.

Climate information. The port has a weather station, for information, contact the Port Authority.

Directions for entering harbour

4.37d

- 1 See 4.35.

Basins and berths

4.37e

- 1 **Area 7 Quayside** (57°23'·87N 5°37'·55W); 120 m in length. Vessels can overhang by 30 m on each end with prior arrangement. Reported depth alongside: 3.4 m at MLWS.

Dry Dock Gates Berth (57°23'·58N 5°38'·31W); 166 m in length. Reported depth alongside: 9.2 m at MLWS.

Port services

4.37f

¹ **Repairs.** Major projects and repairs can be carried out within a dry dock which can accept vessels up to 150 m LOA. Divers can be arranged.

Other facilities. Minor medical facilities; garbage disposal; compass adjustment; crew accommodation and transport, cargo stowage and forwarding.

Supplies: provisions and fresh water; bunkers by road tanker.

H102 *Ferguson Transport & Shipping (2025)*; ENC GB40734F (10.002) [NP66B-No 16- Wk 16/26]

UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

NP74, Vol A Edition 2026. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 15, dated 09 April 2026.

A0550-3 Status changed: **TE 2026**

A4822 - Outer Channel. Ldg Lts 54 03-19 N Q W 7 14 Orange □ on beacon W035-2°-046-2°(11°)
 040-7°. Front 3 09-22 W
 (GB:ABP)

*

A7569-6 PICKERILL GASFIELD
 - Outer Dowsing. 48/11-B. 53 32-95 N Mo(U)W 15s .. 10 Platform ..
 Pickerill A 1 04-55 E
 (GB)
 - - - - Reserve light .. Mo(U)W 15s .. 10 ..
 - - - - .. Horn Mo(U) .. 2 .. (bl 0-7, si 1) x 2, bl 2-5, si 24-1
 30s

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NP75, Vol B Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 15, dated 09 April 2026.

B0075 - E Pier. Head 51 09-42 N F R 12 11 White round tower R025°-250°(225°), R307°-347°(40°)
 BE, , 0412 2 43-08 E

*

B0145 Westhinder. MOW 7. SW 51 23-31 N Fl(4)W 30s 22 12 Red post with small (fl 0-5, ec 0-5) x 3, fl 0-5, ec 26-5.
 BE, , 0028 Side of Bank 2 26-27 E hut marked LED.
 - - - - .. Horn Mo(U) WESTHINDER **Unreliable (T) 2026**
 - - - - .. Racon ALRS Vol 2 Station 54000
 30s

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B2207-01 IDDEFJORDEN
 - Kuskjær 59 06-54 N Iso G 2s 6 3-4 Post Floodlit
 NO, , 003229 11 22-00 E 6

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B2207-02 - Brattøya. S 59 06-62 N Iso R 2s 6 3-5 Post Floodlit
 NO, , 003228 11 21-58 E 6

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B2207-03 - Brattøya. W 59 06-78 N Iso R 4s 6 3-5 Post Floodlit
 NO, , 003226 11 20-98 E 6

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B2207-13 - Halden. Hollenderen 59 07-05 N Fl R 2s 6 3-4 Post Floodlit
 NO, , 003242 11 21-69 E 6

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B2207-2 SVINESUND
 Remove from list; deleted

B2244-5 Status changed: **TE 2026**

B2939-2 - Kuholmbåen 58 08-55 N Fl(2)R 5s 5 1 Post Floodlit
 NO, , 072402 8 01-96 E

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V

NP75, Vol B Edition 2025 *continued.*

B2941-1 NO, , 0728P *	KRISTIANSAND - Varodden Bridge. N Side	58 09-68 N 8 03-44 E	F W	Bridge	..	
	*	*						
B2941-5 NO, , 0730BP *	TOPDALSFJORDEN - Kristiansand. Sanden 3	58 11-71 N 8 04-41 E	F G	..	..	..	..
	*							
B2941-51 NO, , 0730AP *	- Kristiansand. Sanden 2	58 11-73 N 8 04-42 E	F R	..	..	..	..
	*							
B2941-511 NO, , 0730P *	- Kristiansand. Sanden 1	58 11-74 N 8 04-44 E	F G	..	..	..	..
	*							
B3559-05 NO, , 132001	Lamholmflu	59 23-74 N 5 12-48 E	F G	6	2	Post 11	Floodlit	
		*		*	*	*		*
B4137-5 NO, , 201012 *	FEDJEFJORDEN - Moldøyskjæret	60 47-31 N 4 42-76 E	FI R 2s	6	5	Post 7	Floodlit	
	*	*	*	*	*	*		*
B4228-6 NO, , 206001 *	FEDJEFJORDEN - Svartskjeret	60 47-39 N 4 48-06 E	Q G	7	3-4	Post 11	Floodlit	
	*	*	*	*	*	*		*
B4236-8 NO, , 207548	Mefjordboen	60 50-58 N 4 43-27 E	Q R	13	4-7	Column 19	Floodlit	
		*		*	*	*		*
B4236-9 NO, , 207547	FENSFJORDEN - Rongeværskallen	60 50-05 N 4 45-83 E	Q G	12	4-8	Column 23	Floodlit	
		*		*	*	*		*

NP76, Vol C Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.

Last Updates: Weekly Edition No. 15, dated 09 April 2026.

C1718-5 DK, , 3852	- B	54 49-56 N 11 01-45 E	FI(2)R 5s	3	2	Red post 3	..	
		*						*

C5731-7 TÖREHAM AND APPROACHES
Remove from list; deleted

C5731-71 TÖREHAM AND APPROACHES
Remove from list; deleted

V

NP77, Vol D Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 15, dated 09 April 2026.

D1698-94 ES, I, 03420	- Dársena No 1. Pier. Head	43 28-63 N 8 14-25 W	Fl(2)G 7s	7	1	Green four-sided post 4	<i>fl 0-5, ec 1-5, fl 0-5, ec 4-5</i>	*
D1698-95 ES, I, 03425	- Muelle Exterior. NW Head	43 28-51 N 8 14-17 W	Fl G 5s	7	1	Metal tower 4	<i>fl 0-5</i>	*
D1758	NORTH-WEST COAST. SENO DE CORCUBIÓN. RÍA DE CORCUBIÓN Status changed: TE 2026							
D1848 ES, I, 04540	- Bajo Los Camoucos	42 23-70 N 8 54-74 W	Fl(3)R 9s	10	8	Red and white tower 13	<i>(fl 0-5, ec 1-5) x 2, fl 0-5, ec 4-5.</i>	TE 2026
	--	..	AIS	..	..	..	MMSI No 992241101	*
D1890-01 ES, I, 05210-1	- Cabo Estay. Ldg Lts 069-3°. Front. 27m ENE *	42 11-08 N 8 48-80 W	Horn Mo(V) 60s	..	..	..	<i>(bl 1-5, si 1-5) x 3, bl 9, si 42.</i>	TD 2025
D1921 ES, I, 05300	- Puerto de la Guardia. Breakwater. Head	41 53-99 N 8 52-83 W	Fl(2)G 7s	12	5	Green and white 3-sided tower 3	<i>fl 0-5, ec 1-5, fl 0-5, ec 4-5</i>	*
D2350-4	SOUTH-WEST COAST. BROA DE SANLUCAR Status changed: TE 2026							
D2389	Status changed: TE 2026							
D2855-7 ES, I, 13048	- Tzacorte. Inner Basin. Jetty. Head	28 38-68 N 17 56-58 W	Fl(3)G 9s	..	1	Cylindrical green post	<i>(fl 0-5, ec 1-5) x 2, fl 0-5, ec 4-5</i>	*
D5190	GOLDINHO FIELD Remove from list; deleted							
D8817	Remove from list; deleted							

NP78, Vol E Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 15, dated 09 April 2026.

E0092	Status changed: TE 2026							
E0199-2 ES, II, 25665	Puerto Deportivo Gola del Perello. S Breakwater. Head	39 16-69 N 0 16-37 W	Fl(3)R 11s	7	4	Red white post 3	<i>(fl 0-5, ec 1-5) x 2, fl 0-5, ec 6-5.</i>	TE 2026
						*		*
E0231-2 ES, II, 27122	Las Fuentes. Marina. Entrance. W Breakwater	40 14-91 N 0 17-24 E	Fl(4)R 14s	5	3	Red column on white base 2	<i>(fl 0-5, ec 1-5) x 3, fl 0-5, ec 7-5</i>	*

V

NP78, Vol E Edition 2025 *continued.*

E0244-5 ES, II, 27405	Vinaros (Vinaroz). E Breakwater. Inner T-Jetty. Head	40 27-67 N 0 28-66 E	Fl(2)G 7s	6	3	Green 8-sided tower 3	<i>fl 0-5, ec 1-5, fl 0-5, ec 4-5</i>	*
E0248 ES, II, 27420	Vinaros (Vinaroz). Muelle Transversal. Head	40 27-80 N 0 28-56 E	Fl(3)G 9s	8	3	Green round tower 6	<i>(fl 0-5, ec 1-5) x 2, fl 0-5, ec 4-5.</i> For continuation Northward see E0370	*
E0386-71 ES, II, 28766	- Muelle de Cantabria. Head	41 05-30 N 1 12-74 E	Fl Y 5s	6	1	Yellow x on yellow post 2 *	<i>fl 0-5</i>	
E3043 HR, , 265-5	Otok Ilovik. Mole Head	44 27-70 N 14 32-95 E	Fl(3)W 8s	7	3	White tower, column and gallery 5	<i>(fl 0-5, ec 1) x 2, fl 0-5, ec 4-5</i>	*
E6342-405 TN, , 6020	Renumbered; was previously E6344.5							
*	- Canal d'Adjim. Jetty. Head	33 41-88 N 10 44-15 E	Fl R 5s	5	5	Red metal tripod	<i>fl 1</i>	*
E6342-41 TN, , 6040	- Canal Bac Jerba. No 2	33 42-67 N 10 44-32 E	Fl R 5s	5	5	Beacon	<i>fl 1</i>	*
E6342-44 TN, , 6045	- Canal Bac Jerba. No 3	33 42-64 N 10 44-43 E	Fl G 4s	5	5	Beacon	<i>fl 1</i>	*
E6342-46 TN, , 6055	- Canal Bac Jerba. No 4	33 42-86 N 10 44-39 E	Q R 4s	5	5	Beacon	<i>fl 0-6</i>	*
E6344-5	Remove from list; renumbered to E6342.405							
E6423	Status changed: TE 2026							

NP79, Vol F Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 15, dated 09 April 2026.

F0383	GULF OF KACHCHH. PORT OF KANDLA - Pathfinder Inlet. Vadinar. No 1	22 27-73 N 69 40-32 E	Q R 1s	10	17	Green framework beacon on white hut on piles	..	*
F0383-5	- Pathfinder Inlet. Vadinar. No 2	22 27-52 N 69 39-82 E	Q G 1s	10	17	Red framework beacon on white hut on piles	..	*
F0383-75	- Pathfinder Inlet. Ldg Lts 173-6°. Front	22 25-88 N 69 40-17 E	Fl(2)R 5-5s	..	..	White post	..	*

V

NP79, Vol F Edition 2025 *continued.*

F0383-751	- Pathfinder Inlet. Ldg Lts 173-6°. Rear. 730m from front	22 25-47 N 69 40-22 E	Fl(2)G 5-5s	..	..	White post	..
	*	*	*	*	*	*	
F1322-12	Blanglancang	5 12-67 N 97 06-58 E	Fl Y 3s	..	5	Beacon	..
	*	*	*	*	*	*	*
F1322-13	Blanglancang	5 12-87 N 97 06-42 E	Fl Y 3s	..	5	Beacon	..
	*	*	*	*	*	*	*
F1322-14	Blanglancang	5 12-95 N 97 06-38 E	Fl Y 3s	..	5	Beacon	..
	*	*	*	*	*	*	*
F1322-15	Blanglancang	5 12-99 N 97 06-23 E	Fl Y 3s	..	6	Beacon	..
	*	*	*	*	*	*	*
F1322-16	Blanglancang	5 12-92 N 97 06-08 E	Fl Y 3s	..	5	Beacon	..
	*	*	*	*	*	*	*
F1322-17	Blanglancang	5 13-01 N 97 06-05 E	Fl Y 3s	..	5	Beacon	..
	*	*	*	*	*	*	*
F1322-18	Blanglancang. W Breakwater	5 13-46 N 97 06-33 E	Fl Y 3s	..	5	Beacon	..
	*	*	*	*	*	*	*
F1322-19	Blanglancang. E Breakwater	5 13-38 N 97 06-51 E	Fl Y 3s	..	5	Beacon	..
	*	*	*	*	*	*	*
F1404-1 ID, , 675	- Ldg Lts about 270°. Rear. C	1 32-16 N 101 54-66 E	Iso W 4s	29	12	White metal framework tower 28	W265-75°-274-25°(8.5°). Common front F1404
		*					
F1697-9914	- Nongsa (ID)	1 11-76 N 104 05-66 E	Fl R	..	..	Red □ on red beacon	..
			*			*	
F2109-505 ID, , 6386-12	- PT Sumberdaya Arindo (ID)	0 50-26 N 128 15-69 E	Fl W 5s	10	12	White post	<i>fl 1</i>
	*	*	*	*	*	*	*
F9325-7	- Development Area. FPSO	16 33-10 N 82 35-70 E	Lit	..	..	Storage tanker	..
	*	*	*	*	*	*	*
F9530	OILFIELD - Bintang. A	6 33-77 N 103 17-62 E	Mo(U)W 15s	..	10	Platform	..
							*
F9530-1	- Bintang. B	6 33-66 N 103 15-18 E	Mo(U)W 15s	..	10	Platform	..
							*

NP79, Vol F Edition 2025 continued.

F9531-22	- Jerneh. B	6 35-23 N 103 41-82 E	Mo(U)W	..	10 Platform	Other installations some marked by lights and fog signals, exist in this field
						*

NP80, Vol G Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 14, dated 02 April 2026.

G2053-2 LIMA. BAHÍA DEL CALLAO. PUERTO DEL CALLAO
Remove from list; deleted

NP81, Vol H Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 12, dated 19 March 2026.

H0754 CA. A. 773-5	- S Breakwater. Head	46 11-92 N 59 56-82 W	Q G	..	3 Green, white and black <input type="checkbox"/> on pipe swing pole 3	Shown 24 hours
*	*	*	*	*	*	*
H2166 CA. A. 1834	Cap de la Tête au Chien (Cape Dogs)	47 54-69 N 69 48-40 W	Fl W 6s	63	15 White 8-sided tower, red top 12	<i>fl 1</i>
			*		*	*
H3740 CA. A. 405	Western Head	43 59-35 N 64 39-74 W	Fl W 15s	17	15 White 8-sided tower, red top 14	<i>fl 0-5.</i> W180°-062°(242°)
*	*	*	*	*	*	*

NP82, Vol J Edition 2026. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 15, dated 09 April 2026.

J2764-25 INTRACOASTAL WATERWAY. CALIBOGUE SOUND
Remove from list; deleted

J3152-1 US, III, 22360 US, III, 22360-5	- Mullet Key Channel. Ldg Lts 081°. Rear. 919m from front	27 36-95 N 82 39-22 W	Iso G 6s	17	.. Red <input type="checkbox"/> , white stripe on framework tower on piles	G079-5°-082-5°(3°). Shown 24 hours
	----	..	Dir RWG	..	.. ..	Fl R080-53°-080-73°(0-2°). F R080-73°-080-93°(0-2°). Al WR080-93°-081-13°(0-2°). F W081-13°-081-38°(0-25°). Al WG081-38°-081-58°(0-2°). F G081-58°-081-78°(0-2°). Fl G081-78°-081-98°(0-2°). Shown 24 hours
	---- Passing lights	..	2 Fl W 2-5s	7	3 ..	Synchronised. Located on SE and NW Corners of Platform
	----	..	AIS	..	.. ..	MMSI No 993672093
			*			*

V

NP82, Vol J Edition 2026 continued.

J6846-7	- Dora. Navigational Marker 31	6 17-68 N 58 16-07 W	Fl G	11	4 Steel Framework Pile	TE 2026	
*	*	*	*	*	*	*	*

NP83, Vol K Edition 2026. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 15, dated 09 April 2026.

K2298	- Limeburners Point. Detached Breakwater. E Side	38 08-53 S 144 23-13 E	Fl G 4s	..	.. Green Δ on green pile	<i>fl 0-5</i>	
	*	*	*		*	*	*
K2298-1	- Limeburners Point. Detached Breakwater. W Side	38 08-56 S 144 23-09 E	Fl R 4s	..	.. Red \square on red pile	<i>fl 0-5</i>	
	*	*	*		*	*	*
K2298-2	- Limeburners Point. Entrance. E Side. E Breakwater. N End	38 08-57 S 144 23-14 E	Fl R 3s	..	2 Red post	..	
	*						
K2298-3	- Limeburners Point. Entrance. W Side. W Breakwater. N End	38 08-58 S 144 23-12 E	Fl G 3s	..	2 Green post	..	
	*						
K4704	Status changed: TE 2026						
K4719	VITI LEVU. EAST COAST. OVALAU Status changed: TE 2026						

NP84, Vol L Edition 2026. NEW EDITION Weekly Edition No. 16, Dated 16 April 2026.
NOTE: These are the first updates issued for the New Edition.

Cut out the above and paste it in the **NEW EDITION First Updates** box immediately below the **RECORD OF UPDATES** title on page ii of NP84, Vol L Edition 2026 New Edition.

L0038-3 NO. , 216414	- Vindholmane. NW	60 59-27 N 4 53-86 E	Iso G 2s	..	.. ..	Floodlit. (P) 2026	
*	*	*	*	*	*	*	*
L0038-4 NO. , 216415	- Teistholmen	60 59-25 N 4 53-80 E	Iso R 2s	..	.. ..	Floodlit. (P) 2026	
*	*	*	*	*	*	*	*
L0085 NO. , 220816	- Steinmoloen	61 06-23 N 5 30-22 E	F R	5	2-7 Post 10 *	Floodlit	

NP84, Vol L Edition 2026 *continued.*

L0088 NO, , 221400	- Afsneset	61 09-63 N 5 48-14 E	Iso WRG 2s	18	R 7 Post G 7 3 W7-9	R188-4°-189-9°(1-5°), G189-9°-277-5°(87-6°), W277-5°-282-5°(5°), R282-5°-316-1°(33-6°), G316-1°-335-5°(19-4°), W335-5°-343-8°(8-3°), R343-8°-048-8°(65°), G048-8°-055-9°(7-1°), W055-9°-062-2°(6-3°), R062-2°-080°(17-8°)
	*					
L0173-1 NO, , 234910 *	- Småsaltskoren	61 11-33 N 4 48-93 E	Iso W 4s	..	.. ..	(P) 2026
	*	*	*	*	*	*
L0176-5 NO, , 235302 *	- Gildersholmen. E	61 12-25 N 4 48-21 E	Iso R 4s	4	2-2 Post 10	Floodlit
	*	*	*	*	*	*
L0176-8 NO, , 235301 *	- Drivøyna. W	61 12-29 N 4 48-38 E	Iso G 4s	4	2-5 Post 10	Floodlit
	*	*	*	*	*	*
L0286 NO, , 249000	- Geitsneset	61 28-65 N 5 39-71 E	Iso WRG 6s	4	W5-5 Post R4-3 3 G4-3	G031-9°-064-4°(32-5°), W064-4°-066-1°(1-7°), R066-1°-156-4°(90-3°), G156-4°-203-5°(47-1°), W203-5°-224-7°(21-2°), R224-7°-238-2°(13-5°)
	*					*
L1082 NO, , 385902 *	NORDMØRSFJORDENE - Stangvikfjorden. Brøskjaflua	62 56-05 N 8 25-53 E	Fl R 3s	4	2 Post 8	..
	*	*	*	*	*	*
L2036-5 NO, , 581615 *	- Sørrodden	65 35-63 N 12 06-94 E	Iso G 2s	..	.. ..	Floodlit. (P) 2026
	*	*	*	*	*	*
L2070-5 NO, , 588710 *	- Verøya. W	65 29-02 N 12 12-59 E	Fl W 2s	..	.. ..	Floodlit. (P) 2026
	*	*	*	*	*	*
L2071 NO, , 588705	TILREMFJORDEN - Lyngøyene. S	65 29-38 N 12 12-32 E	Q G	4	2-5 Post 12	Iso G 2s (P) 2026
			*			*
L2072	Status changed: Iso G 4s; to be moved 170m S (P) 2026					
L2072-6 NO, , 588714 *	- Prestøytaren	65 30-00 N 12 11-31 E	Iso R 4s	..	.. ..	Floodlit. (P) 2026
	*	*	*	*	*	*
L2074-5	Status changed: (P) 2026					
L2074-8 NO, , 589310 *	- Flesangrunnan. W	65 31-53 N 12 10-07 E	Q W	..	.. ..	Floodlit. (P) 2026
	*	*	*	*	*	*
L2075	Status changed: To be moved 83m N (P) 2026					

NP84, Vol L Edition 2026 *continued.*

L2075-1	Status changed: Iso G 2s (P) 2026							
L2075-5	Status changed: Iso R 2s (P) 2026							
L2077 NO. , 589520 *	- Nordtarskallen *	65 33-55 N 12 10-84 E *	Q W *	..	..	..		(P) 2026 *
L2141 NO. , 608010 *	MINDVÆRFJORDEN - Skjelvtaren *	65 42-52 N 12 18-01 E *	Iso W 4s *	..	..	..		(P) 2026 *
L2142-5 NO. , 612001 *	- Breigruntaren W *	65 45-33 N 12 20-58 E *	Iso G 4s *	..	..	..		Floodlit. (P) 2026 *
L2163 NO. , 612306 *	ALSTFJORD - Valøygalten *	65 53-00 N 12 21-12 E *	Iso R 2s *	..	..	..		Floodlit. (P) 2026 *
L2164 NO. , 612307 *	- Alstadhaugholmen. W *	65 53-44 N 12 22-52 E *	Iso G 2s *	..	..	..		Floodlit. (P) 2026 *
L2165 NO. , 613001 *	- Kårholmen *	65 54-58 N 12 22-82 E *	FI G 3s	4	2-8	Post 4		Iso G 4s (P) 2026 *
L2166	Status changed: Oc(2)WRG 8s (P) 2026							
L2175-6 NO. , 627204 *	- Rørvikhammaren *	66 05-74 N 12 39-18 E *	Q R *	..	..	..		Floodlit. (P) 2026 *
L2175-7 NO. , 614801 *	- Engesvikhammaren *	66 05-39 N 12 37-71 E *	Iso G 6s *	..	..	..		Floodlit. (P) 2026 *
L2175-8 NO. , 614803 *	- Karihågneseet *	66 05-22 N 12 35-75 E *	Iso G 2s *	..	..	..		Floodlit. (P) 2026 *
L3262 NO. , 819501 *	RISØYSUND - Nygårdsrevet. S *	68 53-76 N 15 33-55 E *	Iso G 2s *	7	3-6	Column 15		Floodlit *
L3263 NO. , 819502 *	- Nygårdsrevet. W *	68 53-86 N 15 33-18 E *	Iso R 2s	7	3-6	Tripod 14		Floodlit *
L3264 NO. , 819504 *	- Nygårdsrevet. NW *	68 54-29 N 15 34-08 E *	Iso R 2s *	7	3-6	Tripod 17		Floodlit *
L3530	SENJA - NW SIDE. BERGSFJORDEN Remove from list; deleted							

V

NP84, Vol L Edition 2026 *continued.*

L3578 NO., 869500	Auvær. Store Auværholmen	69 52-29 N 18 00-86 E	Fl(3)W 12s	28	9	White tower	..	
			*		*	*		*
L3622 NO., 878400	- Dyrsnes	70 04-71 N 19 02-80 E	Iso WRG 6s	7	W 7 R6-1 3 G6-1	Post	G037-4°-045-6°(8-2°), W045-6°-049-8°(4-2°), R049-8°-205-7°(155-9°), G205-7°-241°(35-3°), W241°-249-9°(8-9°), R249-9°-257-9°(8°)	*
L3885	Status changed: TE 2026							
L4582-8	Status changed: Irreg (T) 2026							
L4582-9	Status changed: Irreg (T) 2026							
L7009-3	REKA SEVERNAYA DVINA Remove from list; deleted							
L7009-31	REKA SEVERNAYA DVINA Remove from list; deleted							

NP85, Vol M Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.
Last Updates: Weekly Edition No. 15, dated 09 April 2026.

M4788	OSUMI GUNTO. YAKU SHIMA Status changed: Range 12M (T) 2026							
M5050-5	SHIMO SHIMA Remove from list; deleted							
M6163-4 JP, 411, 2594	- E Breakwater. W End	34 49-12 N 136 56-61 E	Fl(2)R 6s	19	5	Red round metal tower 20	2 fl in 2s	*
M7200 JP, 411, 1116	HEGURA SHIMA - Hegura Shima . Summit	37 51-09 N 136 55-10 E	Fl W 10s	43	18	White round concrete tower 34	..	*
M8515	Betio Anchorage. Betio Islet. Boat Harbour. Jetty Alpha. W End (KI)	1 22-03 N 172 56-11 E	Y	..	..	..		TE; reported extinguished (T) 2026
*	*	*	*	*	*	*		*
M8515-1	Betio Anchorage. Betio Islet. Boat Harbour. Jetty Alpha. E End (KI)	1 22-04 N 172 56-22 E	Y	..	..	..		TE; reported extinguished (T) 2026
*	*	*	*	*	*	*		*

V

NP86, Vol N Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.

Last Updates: Weekly Edition No. 15, dated 09 April 2026.

N4913-5 TR, , 21044	Küçükyalı, Fishing Harbour. Inner Breakwater. Head	40 56-56 N 29 06-33 E	Fl(2)R 5s	7	3 White tower, red bands 5	<i>fl 0-5, ec 1, fl 0-5, ec 3</i>
*	*	*	*	*	*	*
N4916-41 TR, , 21074-5	Aydinli Koyu, Jetty. Head	40 51-29 N 29 16-21 E	Fl(2)R 5s	9	5 White metal tower, red bands 7	<i>fl 0-5, ec 1, fl 0-5, ec 3</i>
		*		*	*	
N4920-53 TR, , 21118	- Tuzla Körfezi. Via Tema Tuzla Yacht Harbour. Main Breakwater	40 48-78 N 29 19-07 E	Fl R 3s	9	5 White tower, red band 6	<i>fl 0-5</i>
		*		*	*	
N4920-55 TR, , 21117-5	- Tuzla Körfezi. Via Tema Tuzla Yacht Harbour. Parmak Breakwater	40 48-82 N 29 19-08 E	Fl G 3s	8	5 White tower, green band 6	<i>fl 0-5</i>
		*		*	*	
N4920-6 TR, , 21117	- Tuzla Körfezi. Via Tema Tuzla Yacht Harbour. Parmak Breakwater	40 48-83 N 29 19-22 E	Fl(2)R 8s	12	5 White tower, red bands 9	<i>fl 0-5, ec 1, fl 0-5, ec 6</i>
		*		*	*	
N4920-7 TR, , 21116-5	- Tuzla Körfezi. Via Tema Tuzla Yacht Harbour. Fisherman's Refuge No 1	40 48-87 N 29 19-24 E	Fl(2)G 8s	13	5 White tower, green bands 9	<i>fl 0-5, ec 1, fl 0-5, ec 6</i>
		*		*	*	

NP87, Vol P Edition 2025. Weekly Edition No. 16, Dated 16 April 2026.

Last Updates: Weekly Edition No. 15, dated 09 April 2026.

P3806-7 CN, G101, 1777-916	- Shangang. W Pier. S Berth	35 12-32 N 119 23-93 E	Iso R 6s	11	7 Red and white pile 6	..
*	*	*	*	*	*	*
P3806-8 CN, G101, 1777-915	- Shangang. N Pier. E Berth	35 12-51 N 119 24-25 E	Iso G 6s	11	7 Green pile 6	..
*	*	*	*	*	*	*
P3906-9471 CN, 101, 1380-692	- Gangxing Tug. Working Pier. W	38 21-03 N 117 52-37 E	Fl G 4s	7	4 Green pile 5	..
*	*	*	*	*	*	*

NP88, Vol Q Edition 2026. Weekly Edition No. 16, Dated 16 April 2026.

Last Updates: Weekly Edition No. 15, dated 09 April 2026.

Q1551-6 ID, , 5608	- Gosong Kulaga (ID)	5 06-42 S 122 42-97 E	Fl W 3s	15	12 White pipe tower 10	<i>fl 0-6</i>
		*				

V

NP88. Vol Q Edition 2026 continued.

Q1551-8 ID., 5609	SELAT BUTUNG. PULAU BUTUNG - Tg Batusori. Buton (ID)	5 20-81 S 122 38-76 E *	Fl W 3s	25	15 White beacon 10	<i>fl 0-6</i>
Q1552-4 ID., 5612	SELAT BUTUNG. PULAU BUTUNG - Tg Batubuti. N (ID)	5 28-27 S 122 34-76 E *	Q W 8s	10	12 White metal mast 10	..
Q1552-5 ID., 5613-5	PULAU BUTUNG. PULAU KADATUANG - Selat Masiri. Masiri Reef (ID)	5 30-14 S 122 32-36 E *	Fl W 5s	12	12 White pipe beacon 10	<i>fl 0-3</i>
Q1552-6 ID., 5613	- Tg Bauabungi (ID)	5 29-95 S 122 31-49 E *	Fl(3)W 10s	15	12 White metal framework tower 15	<i>(fl 0-5, ec 1) x 2, fl 0-5, ec 6-5</i>
Q1553 ID., 5614	PULAU BUTUNG. PULAU SIUMPU - Tg Masiga (ID)	5 41-53 S 122 27-20 E *	Fl W 5s	19	12 White metal framework tower 19	<i>fl 0-5</i>
Q1553-2 ID., 5617	PULAU BATUATA - Pulau Batuata (ID)	6 11-97 S 122 41-35 E *	Fl(2)W 5s	144	20 White beacon	<i>fl 0-5, ec 1, fl 0-5, ec 3</i>
Q1554-4 ID., 5585-2	PULAU BUTUNG - Tanjung Batutoro (ID)	5 41-82 S 122 47-95 E *	Fl W 10s	50	24 White beacon	<i>fl 0-1</i>
Q1555	PULAU BUTUNG. TELUK WAJO - Tg Kondowa (ID)	5 30-49 S 122 52-82 E *	Fl W 4s	20	10 White beacon	<i>fl 0-5</i>
Q1558 ID., 5580	KEPULAUAN WAKATOBI. PULAU WANGI WANGI - Pulau Wangi-Wangi. NW Point (ID)	5 15-63 S 123 32-14 E *	Fl(2)W 12s	150	29 White metal framework tower 21	<i>fl 0-5, ec 3, fl 0-5, ec 8. W012°-259°(247°). Partially obscured by the land 012°-026°(14°)</i>
Q1558-2 ID., 5593	KEPULAUAN WAKATOBI. PULAU WANGI WANGI. TELUK WANJI. PULAU TENGAH - Pulau Tengah (ID)	5 21-14 S 123 32-35 E *	Fl W 3s	18	11 White beacon	<i>fl 0-5</i>
Q1558-25 ID., 5580-1	KEPULAUAN WAKATOBI - Karang Kapota (ID)	5 27-53 S 123 22-35 E *	Fl W 10s	12	12 White pipe 10	<i>fl 0-3</i>
Q1692-225	E OF BARROW ISLAND. DOUBLE ISLAND OILFIELD Status changed: TE 2026					

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.

UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 16 dated 16 April 2026

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. 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_2026.pdf)

VOLUME 2, NP282(1), Seventh Edition, 2026

Published Wk 12/26

(Last Updates: Weekly Edition No. 15 dated 09 April 2026)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 254, UNITED KINGDOM.
Pickerill Gas Field Offshore Platform A.
Delete entry

[Petrodec BV correspondence \(RSDRA2026000107503\) 16/26](#)

PAGE 256, UNITED KINGDOM.
Porcupine Abyssal Plain Sustained Observatory ODAS Lt Buoy.
Delete entry and replace by:

Porcupine Abyssal Plain Sustained Observatory ODAS Lt Buoy	48°56':34N 16°22':50W	992351233		Real	
--	-----------------------	-----------	--	------	--

[Met Office correspondence \(RSDRA2026000112463\) 16/26](#)

VOLUME 2, NP282(2), Seventh Edition, 2026

Published Wk 12/26

(Last Updates: Weekly Edition No. 15 dated 09 April 2026)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 234, CHINA, below Panjin Gang Rongxing Gangqu Lt Buoy No 54.
Insert:

Panjin Gang Rongxing Gangqu Virtual Mark No 7-3	40°43':44N 121°59':04E	994136265	Broadcasts every 3 minutes	Virtual	
---	------------------------	-----------	----------------------------	---------	--

[Chinese Notice 11/260/26 \(RSDRA2026000116994\) 16/26](#)

VI

PAGE 238, CHINA, below Qingdao HSA Pier Lt Bn.
Insert:

Qingdao Marine Development Lt Buoy No 1	36°07'·47N 120°11'·70E	994141261	Broadcasts every 3 minutes	Real	
Qingdao Marine Development Lt Buoy No 2	36°08'·07N 120°17'·93E	994141262	Broadcasts every 3 minutes	Real	

Chinese Notice 11/261/26 (RSDRA2026000116994) 16/26

VOLUME 3, NP283(1), Sixth Edition, 2025

Published Wk 48/25

(Last Updates: Weekly Edition No. 15 dated 09 April 2026)

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

PAGES 112 and 113, FRANCE (Atlantic and English Channel Coasts).
CORSEN (CROSS) MRCC.
Delete entry and replace by:

CORSEN (CROSS) MRCC				
Control Centre: 48°24'·85N 4°47'·28W				
A	1650	RT (MF)	Corsen MF Aerial	48°24'·85N 4°47'·28W
B	2677			
C	Ch 79	VHF	Bodic	48°47'·99N 3°02'·86W
D			Cap Fréhel	48°41'·05N 2°19'·13W
E			Île de Batz	48°44'·78N 4°00'·69W
F			Stiff	48°28'·56N 5°03'·17W
G			Pointe du Raz	48°02'·33N 4°43'·91W
G				
Diagrams pages 105, 106, 107 and 108				
Weather Bulletins	A: 1615 LT	72 hour forecast for Sea Areas 16–20 in French.		
	A, B: 0815 2015 LT	Weather situation, 24 hour forecast and outlook for Sea Areas 14–29 in French.		
	C: 0533 0745 1345 1945 LT	Coastal bulletin, including BMS, 24 hour forecast and outlook, from Cap de la Hague to Penmarc'h in French.		
	D: 0545 0803 1403 2003 LT			
	E: 0515 0733 1333 1933 LT			
	F: 0503 0715 1315 1915 LT			
	G: 0445 0703 1303 1903 LT			
Navigational Warnings	A, B: On receipt then every H+03	Gale warnings for Sea Areas 14–29 in French.		
	C-G: On receipt then every H+03	BMS Coastal Gale warnings in French.		
	C-G: On receipt then every H+10	BMS Coastal Gale warnings in English.		
	B: H+10 H+40	Occasional bulletins for the Ouessant VTS in English and French.		
	B: As required	Fog visibility bulletin in English and French.		
NOTE(S):				
1. Corsen (CROSS) area of responsibility covers Mont Saint-Michel to Pointe de Penmarc'h.				
2. After prior announcement on 2182 kHz and VHF Ch 16.				
3. If a SAR operation is in progress and is utilising a particular transmitter, routine weather broadcasts may be delayed or cancelled.				
4. Due to the variable length of bulletins, it may sometimes be prudent to begin a radio watch earlier than stated.				

Renseignements sur la Sécurité Maritime 96/2026 (RSDRA2026000077065) 16/26

VI

PAGE 119, FRANCE (Atlantic and English Channel Coasts).

VILLERVILLE SIGNAL STATION.

Delete entry and replace by:

VILLERVILLE SIGNAL STATION				
Control Centre: 49°23'·17N 0°06'·48E				
	Ch 10	VHF	Villerville	49°23'·17N 0°06'·48E
Diagrams pages 105, 106, 107 and 108				
Navigational Warnings	On receipt, then at the time of each tide	Local AVURNAVs for Cherbourg.		
NOTE(S):				
<ol style="list-style-type: none"> 1. Operational Area: Mont Saint-Michel to the Belgian border. 2. After prior announcement on VHF Ch 16. 3. Station closed from 18 Nov 2022 until further notice. Contact Port-en-Bessin or La Hève for further information. 				

Renseignements sur la Sécurité Maritime 96/2026 and SHOM correspondence (RSDRA2026000077065) 16/26

VOLUME 6, NP286(1), Sixth Edition, 2025

Published Wk 20/25

(Last Updates: Weekly Edition No. 14 dated 02 April 2026)

PAGES 433 and 436 to 441, UNITED KINGDOM, SOUTHAMPTON.

Delete entry and replace by:

SOUTHAMPTON **50°50'N 1°21'W**
UNCTAD LOCODE: GB SOU

See diagram SOUTHAMPTON AND COWES PILOTS (SOLENT, THE section).

See diagram THE SOLENT, SOUTHAMPTON AND PORTSMOUTH VESSEL TRAFFIC SERVICES.

See diagrams SOUTHAMPTON VESSEL TRAFFIC SERVICE LIMITS and SOLENT AND SOUTHAMPTON WATER STATUTORY AREAS OF RESPONSIBILITY.

Pilots**AREA:**

The Port of Southampton Compulsory Pilotage Area covers the Port of Southampton, Southampton Water, Eastern and Central Solent, Rivers Itchen and Test, and has a boundary joining the following positions:

- (1) Western limit:
 - (a) Stansore Point (50°47'·23N 1°20'·46W)
 - (b) Egypt Point, Isle of Wight (50°46'·03N 1°18'·84W)
- (2) Southern limit, Isle of Wight:
 - (a) Egypt Point
 - (b) Old Castle Point (50°45'·90N 1°16'·60W)
- (3) Eastern outer limit:
 - (a) Culver Cliff, Isle of Wight (50°40'·00N 1°05'·78W)
 - (b) Nab Tower Lt (50°40'·08N 0°57'·15W)
 - (c) 1·1 n miles S of Selsey Bill (50°43'·30N 0°47'·20W)
 - (d) 0·1 n miles S of Selsey Bill
 - (e) Chichester Bar Lt Bn (50°46'·02N 0°56'·37W)
 - (f) Horse Sand Fort Lt (50°45'·00N 1°04'·35W)
 - (g) Outer Spit Lt buoy (50°45'·44N 1°05'·46W)
 - (h) Gilkicker Point (50°46'·43N 1°08'·46W)
- (4) Eastern inner limit:
 - (a) Gilkicker Point
 - (b) Western end of Ryde Pier, Isle of Wight (50°44'·30N 1°09'·70W)

CONTACT DETAILS:

Call: Southampton Pilots
 VHF Channel: Ch 09
 Telephone: +44(0)23 80608208
 E-mail: southamptonvts@abports.co.uk
 Website: www.southamptonvts.co.uk

HOURS: H24**PROCEDURE:**

- (1) **Pilotage is compulsory** for the following categories of vessel:
 - (a) All vessels over 61m LOA, including fishing vessels.
 - (b) All vessels of 20m or more LOA carrying more than 12 passengers.
- (2) **Pilotage is exempt** only for vessels exempted by law (by the Port of Southampton Competent Harbour Authorities (CHA)).
- (3) **Notice of ETA:** Inward-bound vessels requiring the services of a Pilot are recommended to submit via ABPnotify 96 hours prior to arrival to the Port Limits. Vessels must send ETA at least 24h in advance to Southampton Vessel Traffic Services (VTS) via the ABPnotify portal, with confirmation 12h and 6h in advance (see Vessel Traffic Service, ONLINE BOOKING SYSTEM section for further details). They should state their maximum fore and aft draught, point of destination within the pilotage area and the required Pilot boarding position. Following pre-arrival notification https://southamptonvts.co.uk/Vessel_Traffic_Services/Port_Planning/
- (4) Vessels should send a further ETA, direct to Southampton Pilots on VHF Ch 09 not later than 3h before arrival at the Pilot boarding position. VHF contact should be maintained if it is necessary to vary the ETA.

continued on next column

(5) Southampton Pilots will confirm Pilot boarding arrangements when contact is made with Southampton Pilots on VHF Ch 09, 3h in advance of ETA. Vessels must confirm to Southampton Pilots that their Pilot ladders comply with SOLAS Chapter V, Regulation 23, and advise of any defects the vessel has.

(6) Vessels requiring a Pilot for Portsmouth, Cowes Harbour or the River Medina only, should contact the appropriate Competent Harbour Authority (CHA) as set out in their respective Pilotage Directions.

(7) **Eastern Approach: Pilot boards** in the following positions:

- (a) **Pilot boarding position A:** Deep-draught vessels and VLCC's: 50°36'·07N 0°57'·54W (4 n miles S of Nab Tower Lt)
 - (b) All other vessels 150m LOA and over: either:
 - (i) **Pilot boarding position B:** 50°39'·39N 0°55'·11W Nab East Pilot Boarding Area: An area between 1 n mile and 2 n miles from the Nab Tower, in a sector bounded by bearings of 090° and 145° from the Nab Tower, or
 - (ii) **Pilot boarding position C:** 50°39'·49N 0°58'·42W Nab West Pilot Boarding Area: An area between 0·5 n miles and 1·5 n miles from the Nab Tower, in a sector bounded by bearings of 270° and 195° from the Nab Tower
 - (c) **Pilot boarding position D:** 50°41'·80N 0°57'·90W (as advised by Southampton VTS)
 - (d) **Pilot boarding position E:** 50°43'·37N 1°01'·77W (as advised by Southampton VTS). Vessels less than 150m LOA when carrying dangerous or polluting goods in bulk (See NOTES (1)): In the S. Helen's Pilot Boarding Area bounded by the following positions:
 - (i) 50°43'·80N 1°02'·33W
 - (ii) 50°43'·39N 1°03'·18W
 - (iii) 50°42'·85N 1°01'·31W
 - (iv) 50°43'·26N 1°00'·45W
 - (e) **Pilot boarding position F:** 50°45'·83N 1°09'·09W (Sturbridge Pilot Boarding Position). Vessels between 61m and 150m LOA (20m LOA if carrying more than 12 passengers) other than those described in section (d)
 - (f) In the event of visibility falling below 1 n mile, or traffic congestion occurring in the vicinity of N Sturbridge Lt buoy then the Pilot boarding position for vessels referred to in (e) will be temporarily relocated to the S. Helen's Pilot Boarding Area described in (d)
 - (g) Vessels intending to use the Nab Deep Water Channel should obtain clearance to enter from Southampton VTS prior to entry both inward and outward-bound
- (8) **Western Approach: Pilot boarding position G:** All vessels subject to compulsory pilotage: 50°45'·43N 1°21'·65W (Lepe Pilot Boarding Position). (Pilot disembarks in position 50°46'·57N 1°19'·91W).
- (9) **Outward-bound vessels** or vessels moving within the Southampton Pilotage Area requiring the services of a Pilot should give Southampton VTS at least 3h notice of their ETD and submit the Pre-Departure Notification: https://southamptonvts.co.uk/Vessel_Traffic_Services/Port_Planning/

NOTES:

- (1) Vessels **having carried** dangerous or polluting goods, which are neither gas-free nor inerted will be subject to the same conditions as specified in (7) (d).
- (2) A facility is available by prior arrangement to engage a Pilot on a voluntary/optional basis for vessels less than 150m LOA, to/from the eastern inner limit, to embark/disembark a Pilot at the Nab Tower.
- (3) **Vessels under tow:** For the purposes of pilotage, the overall length of the tug and tow shall be the distance from the forward end of the towing vessel to the stern of the last vessel towed.

Vessel Traffic Service**SERVICES:**

Southampton VTS will operate services as defined by IMO resolution A.1158 (32) and MGN 401.

DESCRIPTION:

The service covers The Solent and Southampton Water, includes the Ports of Southampton, Portsmouth and Cowes, and involves the monitoring and coordination of shipping movements.

- (1) **Southampton Vessel Traffic Service (VTS)** coordinates the movement of all vessels of 20m LOA or over in The Solent and Southampton Water excluding Port of Portsmouth N of a line joining Gilkicker Pt and Horse Sand Fort Lt.
- (2) **Portsmouth Vessel Traffic Service (VTS)** coordinates all shipping movements N of a line joining Gilkicker Pt and Horse Sand Fort Lt.

continued on next page

ONLINE BOOKING SYSTEM:

ABPnotify (www.abpnotify.co.uk) is an internet-based portal which allows the required information on vessel movements to be submitted electronically directly to the VTS data centre for review. The information is used by ABP for traffic management, berth allocation and regulatory purposes. Bookings will only be accepted if entered via ABP Notify. The notification is typically completed by a vessel's agent but may also be submitted by a Master, vessel owner or berth operator. A login is required and may be obtained, along with instructions for use from the VTS data centre.

CONTACT DETAILS:**Southampton Vessel Traffic Service (VTS)**

Call: Southampton VTS
 VHF Channel: Ch 09 12 14
 Telephone: +44(0)23 80608208 (H24)
 E-mail: southamptonvts@abports.co.uk
hmsouthampton@abports.co.uk (Hr Mr's Department)
port.planning@abports.co.uk (Port and Vessel Planning)
Sotondg@abports.co.uk (Dangerous Goods Enquiries)
 Website: www.southamptonvts.co.uk
https://southamptonvts.co.uk/Vessel_Traffic_Services/Vessel_Booking_Process/ (Vessel Booking Process)

King's Harbour Master (KHM), Portsmouth

Call: Portsmouth VTS
 VHF Channel: Ch 11 13
 Telephone: +44(0)23 92723694
 +44(0)23 92723689 (Assistant King's Harbour Master (VTS))
 E-mail: portsmouth@khm.mod.uk
 Website: www.royalnavy.mod.uk/khm/portsmouth

Solent Coastguard

Call: Solent Coastguard
 VHF Channel: Ch 16; 67
 Telephone: +44(0)23 92552100

PROCEDURE:

(1) **All vessels carrying dangerous or polluting goods** as classified in the International Maritime Dangerous Goods (IMDG) Code in Chapter 19 of the International Gas Carriers Code (IGC Code), in Chapter 17 of the International Bulk Carriers Code (IBC Code) and MARPOL (Annexes I, II and III) should comply with the **Merchant Shipping (Traffic Monitoring and Reporting Requirements) Regulations 2004**. (See GENERAL NOTES).

(2) The following procedures are **mandatory** for all vessels 20m LOA and over:

(3) Vessels are required to notify Southampton VTS prior to, during and on completion of any movement within the VTS area. All movements must be approved by Southampton VTS prior to execution. The primary means of making such a notification is via the ABPnotify online portal. A login is required for ABPnotify and may be obtained, along with instructions for use, from the VTS Data Centre.

(4) **Inward-bound vessels** should establish contact with Southampton VTS on VHF Ch 12 when approaching 10 n miles from the Nab Tower or the Needles. Report should include:

- Vessel's name, call sign and nationality
- Maximum saltwater draught forward and aft, LOA and beam
- Destination and last port of call
- ETAs at various locations as requested
- Deficiencies or restrictions of the vessel, navigation equipment, machinery and cargo
- Number of persons on board
- Any changes to information previously given
- Unseaworthy, damaged vessels, or from which oil or dangerous substances are escaping or liable to escape, should obtain permission before entering the Ports of Southampton or Portsmouth
- Vessels over 220m LOA shall inform Southampton VTS of their planned turning point at the West Bramble turn and, on request, at the Calshot turn. The vessel should establish communication with the Assistant Hr Mr (AHM) on a dedicated radio frequency before passing the Prince Consort buoy

(5) **Vessels proceeding to/from anchor** must report to Southampton VTS on VHF Ch 12 as follows:

- Prior to letting go their anchor and when all brought up
- 30 mins before getting underway advising of their intended destination and route

(6) **Vessels requiring to anchor in the small ship anchorage** are to seek permission from Southampton VTS (VHF Ch 12) before entering the Western Approach Channel (Thorn Channel) or North Channel (also applies to outward-bound vessels).

(7) **Vessels within the Southampton VTS Area** should maintain a continuous listening watch on VHF Ch 12 (VHF Ch 11 should be used by all vessels underway in Portsmouth, N of Outer Spit buoy. Portsmouth VTS may instruct vessels to use VHF Ch 13 instead of VHF Ch 11; vessels requiring to use VHF Ch 13 should first obtain permission from Portsmouth VTS on VHF Ch 11). In addition, vessels should report:

- When passing the designated Reporting Points
- 30 mins before getting underway from an anchorage in The Solent to Southampton VTS (making an inward or outward report, as appropriate), and vessels must call the VTS on VHF Ch 12 for traffic information; vessels bound for Portsmouth should also report to Portsmouth VTS stating ETA Outer Spit Lt buoy
- On berthing
- When anchored prior to berthing or seeking shelter, reporting their approximate position
- When a Pilot has boarded
- Immediately before getting underway from an anchorage or berth
- In cases where a vessel will not be ready to commence a movement within the VTS Area at the agreed slot time the Master, ship owner, agent or berth operator must inform Southampton VTS immediately

(8) **Vessels outward-bound or shifting berth** must report to Southampton VTS on VHF Ch 12 as follows:

- From Port of Southampton: at least 30 mins before leaving berth stating:
 - Vessel's name and call sign
 - Confirmation of sailing time
 - Maximum saltwater draught, LOA and beam
 - Any deficiencies or restrictions of the vessel, navigation equipment, machinery and cargo
 - Tug working frequency, if appropriate
 - ETAs at various locations as requested
 - Next port of call
- Once underway
- From Port of Portsmouth: On passing Southsea War Memorial
- From Langstone Harbour: On passing the Langstone Fairway Pile

(9) In addition, vessels in Portsmouth Harbour should request permission from Portsmouth VTS before moving within the Harbour or leaving berth.

(10) If in restricted visibility, a broadcast is required to be made, the VTS broadcast shall be made on Ch 14 preceded by a 'Securite' announcement on VHF Channels 16 & 12 to warn mariners in the VTS area of the presence or likely presence of restricted visibility.

(11) Before any bunkering operation commences, the bunker barge Master is to liaise with "Southampton VTS" on VHF Channel 12. Bunkering is not to take place in the hours of darkness without written permission from the Harbour Master.

LNG VESSELS BUNKERING:

(1) LNG Vessels must notify Southampton VTS via VHF Ch 12 on completion of Bunkering Operations.

(2) During LNG operations an exclusion zone is in place. Tugs and Enforcement Vessels may be permitted to enter with approval from Southampton VTS.

REPORTING POINTS:

(1) Vessels should report to Southampton VTS on VHF Ch 12 when passing the Reporting Points stated below and when the vessel is all fast at the berth/anchor has been brought up.

(2) Vessels bound for Portsmouth should report to Portsmouth VTS on VHF Ch 11, when passing the additional Reporting Points below.

(3) Vessels bound to Portsmouth should confirm ETA at Outer Spit Buoy one hour in advance.

continued on next column

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(4) After reporting, such vessels should resume listening watch on VHF Chs 11 and 12 until entering the Portsmouth main channel. At this point a vessel may choose to listen to VHF Ch 11 only.

(5) Inward-bound vessels:

Reporting Point	Southampton VTS (VHF Ch 12)	Portsmouth VTS (VHF Ch 11)
Solent East Approach		
On an arc 10 n miles from the Nab Tower Lt (50°40'.08N 0°57'.15W)	√	
50°36'.37N 0°58'.14W (Vessels constrained by draught)	√	
50°38'.10N 0°57'.29W (Vessels constrained by draught)	√	
Nab Tower (or when Pilot boarded) specify distance E or W of tower	√	
When passing latitude 50 40.0N giving position as a distance east or west of Nab Tower		√
Gas tankers; before navigating between Warner (50°43'.87N 1°04'.00W) and N Sturbridge Lt buoys (50°45'.34N 1°08'.23W)		√
When between Horse Sand Fort and No Man's Land Fort (50°44'.70N 1°04'.75W) requesting permission to enter the main channel		√
Passing between No Man's Land Fort and Horse Sand Fort (50°44'.64N 1°05'.17W) bound for Southampton	√	
Before entering the Swashway Channels (50°46'.25N 1°07'.10W)		√
S. Ryde Middle Lt buoy (50°45'.99N 1°14'.39W)	√	
Solent West Approach		
Needles Channel Fairway Lt buoy (50°38'.20N 1°39'.08W)	√	
Yarmouth, Isle of Wight (50°42'.99N 1°30'.47W)	√	
Between West and East Lepe Lt Buoys (50°45'.57N 1°21'.84W)	√	
Prince Consort Lt buoy, Cowes Roads (50°46'.63N 1°17'.56W)		√
When entering the Swashway Channel requesting permission to enter the Bar Channel (50°46'.25N 1°07'.10W)		√

continued on next column

Abeam the Mary Rose Lt Buoy (50°45'.80N 1°06'.22W) requesting permission to enter the main channel		√
Southampton Water		
Calshot Castle/Hook Lt buoy (50°49'.45N 1°18'.32W)	√	

(6) Outward-bound vessels:

Reporting Point	Southampton VTS (VHF Ch 12)	Portsmouth VTS (VHF Ch 11)
Southampton Water		
Pier Head, Southampton (50°53'.63N 1°24'.70W)	√	
Crosshouse Bn, R. Itchen (50°54'.05N 1°23'.13W)	√	
Hythe Pier (50°52'.66N 1°23'.36W)	√	
Calshot Castle/Hook Lt buoy	√	
Gas tankers; before navigating between Warner and N Sturbridge Lt buoys		√
VLCCs and vessels over 270m LOA; Prince Consort Lt buoy		√
Portsmouth		
Southsea War Memorial (50°46'.79N 1°06'.04W)	√	
Solent (Eastward)		
Passing between No Man's Land Fort and Horse Sand Fort	√	
50°42'.72N 0°58'.73W (Vessels constrained by draught)	√	
Nab Tower, specify distance E or W of tower	√	
The Solent (Westward)		
Yarmouth, Isle of Wight	√	
Needles fairway buoy	√	

RADAR SERVICE AREA:

Radar coverage is available throughout the area monitored by Southampton VTS (see diagram THE SOLENT, SOUTHAMPTON AND PORTSMOUTH VESSEL TRAFFIC SERVICES).

NAVIGATIONAL SUPPORT:

Available on request to Southampton Vessel Traffic Service (VTS). Vessels can be supplied with Navigational Support which consists of continuous information about their progress relative to navigational marks, other vessels, channel margins and West Bramble and Calshot turns.

TRAFFIC INFORMATION BROADCASTS:

Southampton VTS will transmit traffic and information broadcasts using appropriate message markers (prefix) as required listed in G1132 VTS Voice Communication and Phraseology.

continued on next page

INCIDENT REPORTS:

(1) Any incident that reflects on safe port operation is to be reported immediately to the Southampton VTS on VHF Ch 12, or by telephone to Southampton VTS if within the limits of the Port of Southampton, or to the King's Harbour Master (KHM) Portsmouth on VHF Ch 11 or 13 when within the limits of the Dockyard Port of Portsmouth. Alternatively, contact can be made by telephone and followed by a written report if requested. Downloadable 'Solent Accident and Incident Report' forms for Mariners, or the 'Pilotage Incident Report (PIR1)' for Pilot/PEC Holders, are both available from the Port's website www.southamptonvts.co.uk and can be completed/forwarded electronically to the email address provided.

(2) Such incidents are considered to be those that involve:

- (a) Damage to vessels
- (b) Movement of or damage to navigational marks
- (c) Damage to shore facilities whether or not affecting the use of such facilities
- (d) Close quarters situations between two or more vessels, which result in emergency action on the part of the vessels involved
- (e) Other 'near miss' incidents with the potential to have caused injury or damage

(3) Vessels are additionally requested to report any potential risks encountered in harbour or pilotage waters by use of the 'Potential Risk Report' pro forma available on the port website.

(4) In cases when damage is caused to commercial installations the Hr Mr, Southampton or Port Manager, Portsmouth is also to be informed.

(5) Vessels which have sustained damage outside the limits of the Port of Southampton or the Dockyard Port of Portsmouth which affects, or is likely to affect, the seaworthiness of the vessel, or if oil or dangerous or inflammable substances are escaping or are likely to escape from the vessel, must inform the Hr Mr before entering the Port of Southampton or the KHM Portsmouth before entering the Dockyard Port of Portsmouth. Such vessels are to wait outside the port limits until permission to enter is given by the Hr Mr or KHM as relevant.

(6) Advice to the Hr Mr may be sent to Southampton VTS on VHF Ch 12. Advice to the KHM may be sent on VHF Ch 11.

(7) In order that oil pollution may be effectively dealt with, vessels and recreational craft sighting significant patches of oil in the sea in the Port of Southampton, Southampton Water, The Solent and Portsmouth Harbour are invited to report the sighting stating:

- (a) Position
- (b) Extent
- (c) Description (e.g. light film, slick, heavy black, crude etc.)
- (d) Direction of movement if possible

(8) Reports should be made by VHF or telephone to the following:

- (a) Hr Mr Southampton
- (b) KHM Portsmouth
- (c) In the case of recreational craft: HM Solent Coastguard

(9) These reports will be forwarded to the appropriate authorities who will then put into operation all the necessary action to deal with the pollution.

SOLENT MARITIME FRAMEWORK:

See diagram SOLENT AND SOUTHAMPTON WATER STATUTORY AREAS OF RESPONSIBILITY.

Port**CONTACT DETAILS:****Hr Mr**

Telephone: +44(0)23 80608208 (Mon-Fri 0900-1700 LT)

E-mail: HMSouthampton@abports.co.uk

Southampton Patrol

Call: Southampton Patrol (SP)

VHF Channel: Ch 16; 12

Berthing/Unberthing, Ship/Tug/Pilot/Berthing Master

VHF Channel: Ch 71 74

Telephone: +44(0)23 80608320

E-mail: berthingofficers@abports.co.uk

Port Office (ABP)

Telephone: +44(0)23 80488800 (Mon-Fri 0900-1700 LT)

Fax: +44(0)23 80336402

E-mail: southampton@abports.co.uk

reception@abports.co.uk

Website: www.abports.co.uk

Container Terminal (DP World)

VHF Channel: Ch 87

Telephone: +44(0)23 80701701

Fax: +44(0)23 80528285

E-mail: info@dpworldsouthampton.com

Website: www.dpworldsouthampton.com

Esso Fawley Terminal

Call: Esso HQ

VHF Channel: Ch 19

BP Hamble Terminal

Call: BP Hamble

VHF Channel: Ch 12 71 74

ABP Solent Gateway Ltd (SGL)

VHF Channel: Ch 73

PROCEDURE:

(1) For the container terminal, vessels should:

- (a) Inward-bound vessels are to call DP World using Ch 87 when passing the Hook buoy to confirm on-berth time and tug working channel with the shift manager
- (b) Outward-bound vessels are to call DP World using Ch 87 to advise Pilot's arrival on-board and to seek confirmation that cranes are clear, and the vessel is safe to depart
- (c) Vessels alongside the Container Terminal must maintain a listening watch on Ch 87 for ease of contact with the DPW shift manager in case of an emergency

(2) **State of readiness alongside:** Any work which will render the vessel immobile must not be commenced without the approval of Southampton VTS and the terminal/berth operator. Vessels wishing to immobilise should have prior approval and inform Southampton VTS on VHF Ch 12 before they do so.

(3) Masters of vessels moored or anchored in the Port of Southampton and which wish to undertake any outboard operation or which want to slew cranes, davits or any other similar projections outboard, must first obtain permission from Southampton VTS on VHF Ch 12. A listening watch shall be maintained on VHF Ch 12 for the duration of the operation.

NOTE:

The Southampton Patrol (SP) launch maintains a continuous patrol in Southampton port waters.

Tugs**CONTACT DETAILS:**

VHF Channel: Ch 10 19 (Esso/BP terminals only) 71 74

PROCEDURE:

(1) Very Large Crude Carriers (VLCC) that are 60,000 dwt and over and which are loaded or part-loaded and bound to or from the Fawley Marine Terminal or Hamble Oil Terminal are required to be accompanied during their passage by an escort tug. The escort tug will meet the inbound vessel south of Nab Tower and under normal conditions secure a tow wire to the stern of the tanker. Vessels in excess of 60,000 dwt in ballast will be escorted out from Fawley to the Prince Consort or in to Fawley from the West Ryde Middle.

(2) Certain Ultra Large Container Vessels (ULCV) are considered at risk of not being able to generate, unassisted, a sufficient rate of turn to complete the turns at the West Bramble Buoy and/or Calshot Lt F with an adequate margin of safety. An escort tug is, therefore, required to be made fast at the aft of the vessel to provide an indirect tow to assist the turn.

(3) Where escort towage is required, vessels must give Southampton VTS as much notice as possible but no less than 3h notice before arrival or departure.

(4) For full details of tug requirements, please see Southampton PORT USERS INFORMATION & NAVIGATION GUIDELINES (PUNG) on www.southamptonvts.co.uk/Port_Information/Navigation/Navigation_Guidelines/.

(Former updates 20/25, 46/25, 51/25 & 06/26)

Southampton Assistant Harbour Master correspondence. (RSDRA2026000107330). 16/26

continued on next column

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VOLUME 6, NP286(2), Sixth Edition, 2025

Published Wk 23/25

(Last Updates: Weekly Edition No. 15 dated 09 April 2026)

PAGE 150, GERMANY, CUXHAVEN, Port, CONTACT DETAILS section.

Delete and replace by:

CONTACT DETAILS:

Call: Cuxhaven Port
VHF Channel: Ch 69
Telephone: +49(0)4721 500150
E-mail: hafenmeisterei-cux@nports.de
Website: www.cuxport.de

German Bulletin 12/26, (RSDRA2026000113174), 16/26

VOLUME 6, NP286(4), Sixth Edition, 2025

Published Wk 36/25

(Last Updates: Weekly Edition No. 15 dated 09 April 2026)

PAGE 113, AUSTRALIA, VAN GOGH (NINGALOO VISION) TERMINAL, W.A.

Delete entry.

Australian Notice 5/192/26, (RSDRA2026000087478), 16/26

VOLUME 6, NP286(6), Seventh Edition, 2026

Published Wk 01/26

(Last Updates: Weekly Edition No. 15 dated 09 April 2026)

PAGE 335, KOREA, SOUTH, BUSAN, Vessel Traffic Service, CONTACT DETAILS, VHF Channel section.

Delete and replace by:

VHF Channel: Ch 09 (Sectors 2 and 3) 12 (Sectors 1 and 3)

Specifications for Vessel Traffic Control Areas and Control Communication, (RSDRA2025000406341), 16/26

VOLUME 6, NP286(8), Seventh Edition, 2026

Published Wk 13/26

(Last Updates: Weekly Edition No. 14 dated 02 April 2026)

PAGE 83, KENYA, LAMU, Pilots, PROCEDURE section.

Delete and replace by:

PROCEDURE:

Pilot boards in the following positions:

- (1) 2°22'53S 41°02'62E (Southern Channel)
- (2) 2°15'00S 41°07'00E (Eastern Channel)

Kenya Ports Authority correspondence, (RSDRA2026000086030 & RSDRA2026000112203), 16/26

VII

UPDATES TO MISCELLANEOUS ADMIRALTY NAUTICAL PUBLICATIONS

There are no updates to miscellaneous Nautical Publications this week

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.

ADMIRALTY DIGITAL SERVICES

1. ENC / ECDIS and AVCS

a) *ENCs 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.

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.

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 **T&P NMs in ENCs** section at: admiralty.co.uk/charts/digital-charts/admiralty-vector-chart-service/updates-support. The latest pdf file can be downloaded by clicking: *Download the current status of T&P NMs in ENCs*.

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.

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 V3.0 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 V24 is available on the ADP Weekly Update DVD from 18th January 2024

V23 and V24 are supported by the UKHO and are the only versions that allow users to receive 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 1st July 2023, and will not be supporting V19 from 1st December 2024.

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

4. ADMIRALTY e-Nautical Publications (AENP)

The ADMIRALTY e-Reader 1.3 currently enables users to view digital versions of our Sailing Directions, which are traditionally available in paper format.

A new version, e-Reader 1.4, was released to the Channel on 01 October 2020. This version retains the same core functionality as version 1.3 but offers improved performance and a more user-friendly interface. To align with Microsoft's end-of-support policy for Windows 7, e-Reader 1.4 is compatible only with Windows 8.1, 10, and 11. In contrast, version 1.3 remains compatible with Windows 7 and 8.1.

If a user has already activated the maximum of three e-Reader installations under their Fleet Manager license, they may need to deactivate one existing installation before activating e-Reader 1.4.

Both e-Reader versions 1.3 and 1.4 continue to be supported by the UK Hydrographic Office (UKHO).

The e-Reader 1.4 software and its data updates are available via the weekly ADP Update and Software DVDs.

To obtain the AENP Update and Software DVD, please contact your ADMIRALTY Distributor.

5. ADMIRALTY DP 330 - NavPac v4.3 and Compact Data 26-30

NavPac software enables navigators and astronomers to compute their position at sea. It contains features such as calculating great circle, rhumb line tracks and a night mode setting which reduces the amount of light from the screen, allowing the software to be used without compromising night vision.

It provides methods for calculating rise and set times and determining the altitude and azimuths of navigational objects over several years to a consistent precision, with the aid of a personal computer or laptop.

NavPac is supplied on a DVD and is used by the Royal Navy, other navies and by many navigators who require an independent means of navigation.

6. 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	15 January 2026 – 03	-
ii.	ADMIRALTY Information Overlay (AIO) Base CD	11 January 2024 – 02	-
iii.	ADMIRALTY Raster Chart Service (ARCS) Regional disc 1	15 January 2026 - 03	9 July 2026 – 28
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 2	20 November 2025 - 47	25 June 2026 - 26
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 3	23 October 2025 – 43	14 May 2026 – 20
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 4	29 January 2026 - 05	30 July 2026 – 31
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 5	12 February 2026 - 07	-
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 6	19 March 2026 – 12	-
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 7	11 September 2025 - 37	28 May 2026 – 22
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 8	5 March 2026 – 10	-
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 9	4 December 2025 – 49	-
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 10	16 April 2026 - 16	
	ADMIRALTY Raster Chart Service (ARCS) Regional disc 11	9 October 2025 – 41	-

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.

7. Supported ADMIRALTY Software Versions

Product	Supported Versions
ADP	V23, V24
ADMIRALTY e-Reader	1.3, 1.4
NavPac and Compact Data	4.3

If you are using an unsupported version, contact your ADMIRALTY 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

NAME OF PORT			
APPROXIMATE POSITION	Latitude		Longitude
GENERAL REMARKS 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>).			
ANCHORAGES Designation, depths, holding ground, shelter afforded.			
PILOTAGE Authority for requests. Embark position. Regulations.			
DIRECTIONS Entry and berthing information. Tidal streams. Navigational aids.			
TUGS Number available.			
WHARVES Names, numbers or positions & lengths. Depths alongside.			
CARGO HANDLING Containers, lighters, Ro-Ro etc.			
REPAIRS 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)

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

NOTES:

1. Form H.102A lists the information required for ADMIRALTY Sailing Directions and has been designed to help the sender and the recipient. The sections should be used as an aide-memoir, being used or followed closely, whenever appropriate. Where there is insufficient space on the form an additional sheet should be used.
2. **Reports which cannot be confirmed or are lacking in certain details should not be withheld.** Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

HYDROGRAPHIC NOTE FOR GNSS OBSERVATIONS AGAINST CORRESPONDING BRITISH ADMIRALTY CHART POSITIONS

(To accompany Form H.102)

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

- a. 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.
- b. Position (to 2 decimal places of a minute) of observation point, using chart graticule or, if ungraduated, relative position by bearing/distance from prominent charted features (navigation lights, trig. points, church spires etc.).
- c. Position (to 2 decimal places of a minute) of observation point, using GNSS Receiver. Confirm that GNSS positions are referenced to WGS84 datum.
- d. Include GNSS receiver model and aerial type (if known). Also of interest: values of PDOP, HDOP or GDOP displayed (indications of theoretical quality of position fixing depending upon the distribution of satellites overhead) and any other comments.

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.

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
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: sdrr@ukho.gov.uk
This form H.102 and instructions are available online: 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>)	IS / IS NOT 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"/>			

