



UK Hydrographic
Office

NP247(2)

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

CORRECT TO 31 DECEMBER 2021 (Week 52/21)

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INTRODUCTION

NP247(2), *ADMIRALTY of Notices to Mariners – Updates to Sailing Directions and Miscellaneous Nautical Publications*, contains the text of all updates to current editions of *ADMIRALTY Sailing Directions* and *Miscellaneous Nautical Publications* which have been published in Sections IV and VII of *ADMIRALTY of Notices to Mariners*, and which remain in force on 31 December 2021 (Week 52/21).

HOW TO USE THIS PUBLICATION

Current editions of Sailing Directions and Miscellaneous Nautical Publications

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

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

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

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

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

Sailing Directions in Continuous Revision

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

It is recommended that updates are kept in a file with the latest list of updates in force on top. The list should then be consulted when using the parent book to see if any changes, affecting the area under consideration, are in force. Mariners may also annotate the parent book with the relevant week number at affected paragraphs to indicate the presence of an update. It is not recommended that changes be pasted into the parent book.

Promulgation of Section IV and VII Notices to Mariners

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

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

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

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

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

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

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



UPDATES TO ADMIRALTY SAILING DIRECTIONS

PART 1

CURRENT EDITIONS OF ADMIRALTY SAILING DIRECTIONS

(Updated to Week 52/21)

<i>NP No</i>	<i>Title</i>	<i>Edition</i>	<i>Published / correct from Weekly Edition Number</i>
1	Africa Pilot Vol 1	19 th (2020)	50/20
2	Africa Pilot Vol 2	18 th (2017)	39/17
3	Africa Pilot Vol 3	18 th (2019)	16/19
4	South-East Alaska Pilot	8 th (2015)	16/15
5	South America Pilot Vol 1	20 th (2021)	40/21
6	South America Pilot Vol 2	19 th (2019)	19/19
7	South America Pilot Vol 3	13 th (2018)	49/18
7A	South America Pilot Vol 4	8 th (2018)	51/18
8	Pacific Coasts of Central America and USA Pilot	15 th (2019)	43/19
9	Antarctic Pilot	9 th (2019)	24/19
10	Arctic Pilot Vol 1	9 th (2016)	07/16
11	Arctic Pilot Vol 2	12 th (2018)	34/18
12	Arctic Pilot Vol 3	10 th (2018)	19/18
13	Australia Pilot Vol 1	6 th (2020)	35/20
14	Australia Pilot Vol 2	14 th (2019)	25/19
15	Australia Pilot Vol 3	14 th (2018)	24/18
18	Baltic Pilot Vol 1	19 th (2020)	27/20
19	Baltic Pilot Vol 2	17 th (2018)	06/18
20	Baltic Pilot Vol 3	14 th (2019)	29/19
21	Bay of Bengal Pilot	13 th (2019)	20/19
22	Bay of Biscay Pilot	14 th (2019)	28/19
23	Bering Sea and Strait Pilot	9 th (2019)	30/19
24	Black Sea and Sea of Azov Pilot	6 th (2019)	33/19
25	British Columbia Pilot Vol 1	17 th (2019)	38/19
26	British Columbia Pilot Vol 2	11 th (2017)	11/17
27	Channel Pilot	12 th (2018)	45/18
28	Dover Strait Pilot	13 th (2020)	36/20
30	China Sea Pilot Vol 1	12 th (2021)	11/21
31	China Sea Pilot Vol 2	14 th (2019)	01/20
32A	China Sea Pilot Vol 3	3 rd (2020)	47/20
32B	China Sea Pilot Vol 4	3 rd (2020)	48/20
33	Philippine Islands Pilot	7 th (2021)	05/21
34	Indonesia Pilot Vol 2	9 th (2019)	10/19
35	Indonesia Pilot Vol 3	8 th (2021)	34/21
36	Indonesia Pilot Vol 1	11 th (2021)	01/21
37	West Coasts of England and Wales Pilot	20 th (2017)	26/17
38	West Coast of India Pilot	19 th (2019)	49/19
39	South Indian Ocean Pilot	16 th (2020)	39/20
40	Irish Coast Pilot	21 st (2019)	41/19

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41	Japan Pilot Vol 1	13 th (2021)	33/21
42A	Japan Pilot Vol 2	7 th (2020)	13/20
42B	Japan Pilot Vol 3	12 th (2019)	49/19
42C	Japan Pilot Vol 4	6 th (2020)	41/20
43	S and E Coasts of Korea, E Coast of Siberia and Sea of Okhotsk Pilot	12 th (2020)	10/20
44	Malacca Strait and W Coast Sumatera Pilot	14 th (2019)	40/19
45	Mediterranean Pilot Vol 1	17 th (2021)	15/21
46	Mediterranean Pilot Vol 2	17 th (2021)	30/21
47	Mediterranean Pilot Vol 3	17 th (2020)	44/20
48	Mediterranean Pilot Vol 4	18 th (2019)	34/19
49	Mediterranean Pilot Vol 5	15 th (2020)	42/20
50	Newfoundland and Labrador Pilot	14 th (2016)	34/16
51	New Zealand Pilot	20 th (2021)	35/21
52	North Coast of Scotland Pilot	10 th (2018)	32/18
54	North Sea (West) Pilot	12 th (2021)	37/21
55	North Sea (East) Pilot	12 th (2020)	45/20
56	Norway Pilot Vol 1	17 th (2018)	39/18
57A	Norway Pilot Vol 2A	13 th (2019)	50/19
57B	Norway Pilot Vol 2B	10 th (2017)	45/17
58A	Norway Pilot Vol 3A	9 th (2020)	11/20
58B	Norway Pilot Vol 3B	8 th (2018)	40/18
59	Nova Scotia and Bay of Fundy Pilot	16 th (2020)	05/20
60	Pacific Islands Pilot Vol 1	13 th (2018)	04/18
61	Pacific Islands Pilot Vol 2	13 th (2017)	10/17
62	Pacific Islands Pilot Vol 3	15 th (2020)	02/20
63	Persian Gulf Pilot	19 th (2021)	10/21
64	Red Sea and Gulf of Aden Pilot	20 th (2021)	32/21
65	St Lawrence Pilot	19 th (2020)	06/20
66A	SW Coast of Scotland Pilot	2 nd (2019)	03/19
66B	NW Coast of Scotland Pilot	2 nd (2019)	02/19
67	W Coasts of Spain and Portugal Pilot	14 th (2021)	21/21
68	E Coast of USA Pilot Vol 1	17 th (2021)	46/21
69	E Coast of USA Pilot Vol 2	15 th (2021)	19/21
69A	E Coasts of Central America and Gulf of Mexico Pilot	9 th (2020)	50/20
70	West Indies Pilot Vol 1	8 th (2021)	13/21
71	West Indies Pilot Vol 2	18 th (2017)	18/17
72	S Barents Sea and Beloye More Pilot	4 th (2019)	36/19

UPDATES TO ADMIRALTY SAILING DIRECTIONS

PART 2

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NP1 Africa Pilot Volume 1 (2020 Edition)

Morocco - Atlantic Coast -
Anza and Agadir — PilotageMorocco - Atlantic coast -
Casablanca — Pilotage

147

Paragraph 5.91 *1 Replace by:*

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

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

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

Morocco - Jorf Lasfar — Anchorage; pilotage

152

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

- 1 The entrance is dredged to 15.1 m (2021). Dredged depths within the harbour range from 10.4 to 15.1 m. Mariners should contact the local authority for the latest information on depths and authorised draughts.

Paragraph 5.128 *1-2 Replace by:*

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

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

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

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

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

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

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

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

157

After Paragraph 5.168 *1 line 1 Insert:*

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

Spanish Notice 49/391/20 [NP1-No 4-Wk 05/21]

160

Paragraph 5.190 *1 Replace by:*

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

French Notice 39/21 C4 [NP1-No 38-Wk 51/21]

Morocco - Atlantic coast -
Agadir to Sidi Ifni — Lights

162

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

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

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

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

Morocco - Atlantic coast - Sidi Ifni — Light

163

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

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

Morocco - Atlantic coast -
Sidi Ifni — Directions; landmarks

163-164

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

1 Landmarks:

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

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

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

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

Major lights:

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

3 Useful marks:

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

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

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

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

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

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

NP1

Morocco - Atlantic coast - Sidi Ifni — Directions; light

164

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

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

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

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

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

169

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

- 1 A waiting anchorage area for Muelle de Fosbucraa is established, in 15 to 30 m, sand, bounded by the following coordinates:
- 27°07'·00N 13°27'·00W;
 - 27°07'·00N 13°29'·80W;
 - 27°05'·00N 13°29'·80W;
 - 27°05'·00N 13°27'·00W

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

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

Morocco - Atlantic coast - Laâyoune — Pilotage

169

Paragraph 5.256 1 *Replace by*:

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

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

Mauritania - Nouadhibou — Controlling depths; obstructions

182

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

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

The port authority should be contacted for the latest information.

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

Mauritania - Nouadhibou — Obstructions

183

Paragraph 6.64 1 including heading *Replace by*:

Dangers

6.64

- 1 Buoys and lights in the approaches to Noadhibou may be missing or unlit.

There are several unmarked wrecks in the N part of the bay.

Numerous charted and uncharted wrecks and obstructions lie in and around the entrance channel and fairway.

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

Gambia - Rivière Saloum to River Gambia — Traffic regulations

207

After Paragraph 7.52 2 line 3 *Insert*:

Traffic regulations

7.52a

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

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

Gambia - River Gambia to Rivière Salamance — Traffic regulations

217

After Paragraph 7.104 1 line 1 *Insert*:

Traffic regulations

7.104a

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

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

Guinea - Port Kamsar — Controlling depth

236

Paragraph 7.221 1 *Replace by*:

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

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

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

Liberia - Monrovia — Depths

264

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

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

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

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

287

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

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

Paragraph 9.76 1-4 *Replace by:*

1 **San Pedro Leading Lights:**

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

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

From a position SE of the entrance, the alignment (291.5°) of these lights leads into the harbour, passing:

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

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

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

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

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

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

UKHO

[NP1-No 3-Wk 04/21]

Côte d'Ivoire - San Pedro — Development

287

After Paragraph 9.74 1 line 7 *Insert:*

**Development
9.74a**

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

French Notice 2/11(P)/21

[NP1-No 5-Wk 11/21]

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

289

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

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

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

French Notice 15/168/21

[NP1-No 18-Wk 26/21]

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

290

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

...of the mouth of Bandama Fleuve.

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

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

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

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

French Notice 15/168/21

[NP1-No 19-Wk 26/21]

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

290

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

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

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

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

French Notice 6/166/21

[NP1-No 13-Wk 16/21]

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

290-291

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

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

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

Terminal Operator. MODEC.

French Notice 6/166/21

[NP1-No 14-Wk 16/21]

NP1

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

291

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

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

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

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

291

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

Ivoirien Terminal

General information 9.106

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

Terminal Operator. Canadian Natural Resources Ltd

Website. www.cnrinternational.com

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

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

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

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

Côte d'Ivoire - Abidjan — Controlling depth

292

Paragraph 9.118 1-2 *Replace by:*

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

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

Côte d'Ivoire - Abidjan — Port operations

292

After Paragraph 9.122 1 line 7 Insert:

Port operations 9.122a

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

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

Côte d'Ivoire - Abidjan — Port operations

293

Paragraph 9.131 1 lines 1-7 *Delete*

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

Côte d'Ivoire - Abidjan — Directions; lights

293

Paragraph 9.132 2-3 *Replace by:*

- 2 **Major lights:**
Port Bouët Light (5°15'·05N 3°57'·47W) (9.88).

Paragraph 9.133 1-4 *Replace by:*

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

Canal de Vridi leading lights S pair:

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

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

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

Canal de Vridi leading lights NE pair:

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

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

Thence Canal de Vridi leads NW about 1½ miles into the white sector (309·5°-314·5°) of FAC Light Beacon (white lattice beacon) (5°16'·87N 4°02'·29W), which then leads NE of a bank extending NW from the NW end of Canal de Vridi. Thence a channel marked by light buoys (lateral) leads to the inner anchorages and alongside berths.

- 4 **Useful marks:**

Signal station, at E entrance to Canal de Vridi (5°15'·11N 4°00'·17W).
Four chimneys at power station (5°15'·51N 4°00'·54W).
Water tower (red and white) (5°15'·80N 3°59'·97W).
Radar tower (framework tower, red and white bands, red obstruction lights) (5°18'·24N 4°01'·53W).

- 5 Treichville Quai, Light F9 (pylon on cabin, green lantern) (5°18'27N 4°01'63W).
Water tower light (5°18'33N 4°00'97W).
Silo (36 m in height) (5°18'46N 4°01'31W).
Water tower (5°18'59N 4°01'26W).
Radar tower (framework tower, red and white bands, red obstruction lights) (5°18'94N 4°01'80W).

French Chart 7576/21 [NP1-No 7-Wk 14/21]

Togo - Lomé to Cotonou — Directions; wreck

320

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

Clear of a dangerous wreck (6°05'28N 1°22'21E).
Two more wrecks lie 7 cables farther NE and a third one about 2½ cables SSE. Thence:

French Notice 37/27P/21 [NP1-No 32-Wk 45/21]

Togo - Lomé to Cotonou — Directions; wreck

320

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

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

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

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

321

Paragraph 11.54 2-4 *Replace by:*

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

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

**Nigeria - Bight of Benin - Lagos —
Secure Anchorage Area**

324

Paragraph 11.96 1 lines 1-7 *Delete*

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

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

324

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

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

Corr. Nigerian Navy HO (11/02/21)

[NP1-No 10-Wk 15/21]

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

325

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

- 1 **Restricted area.** Entry is restricted into a Secure Ship-to-Ship Operations Area (11.97).

Prohibited area. A spoil ground, into which entry is prohibited, is centred on 6°21'45N 3°25'88E.

Corr. Nigerian Navy HO (11/02/21)

[NP1-No 11-Wk 15/21]

Nigeria - Lagos — Directions; restricted area

326

Paragraph 11.108 1 line 2 *For NNE Read N*

Paragraph 11.108 1 line 3 *For ESE Read E*

Paragraph 11.108 1 line 6 *For ESE Read E*

Paragraph 11.108 1 line 8 *For WNW Read W*

Paragraph 11.108 1 line 10 *For NNE Read N*

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

Nigeria - Lagos — Berths; obstruction; wreck

327

After Paragraph 11.110 1 line 7 Insert:

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

GB Chart 2812/20

[NP1-No 8-Wk 15/21]

NP1

Nigeria - Lagos to Forcados River — Coastal passage; directions

329

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

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

ENC GB301381 (2.009)

[NP1-No 17-Wk 16/21]

Nigeria - Escravos River — Directions

329

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

...SE of this position.

(Directions for Escravos Oil and Gas Terminals continue at 11.186)

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

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

H102 Chevron Nigeria Ltd.

[NP1-No 24-Wk 42/21]

Nigeria - Escravos River — Directions

330-331

Paragraph 11.137 including heading *Replace by:*

Directions

(continued from 11.129)

11.137

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

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

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

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

The track then leads NE passing:

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

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

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

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

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

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

4

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

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

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

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

1

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

H102 Chevron Nigeria Ltd.

[NP1-No 25-Wk 42/21]

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

335

Paragraph 11.183 1-2 *Replace by:*

1

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

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

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

Website. www.chevron.com

Paragraph 11.184 *Replace by:*

1

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

Paragraph 11.185 *Replace by:*

1

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

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

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

2

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

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

3

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

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

Paragraph 11.186 *Replace by:*

- 1 **Approach.** From a position SW of the FPSO (5°30'·00N 4°49'·00E) (11.187), moored WSW of the Escravos Gas Terminal, the track leads E, passing: S of a well (5°28'·74N 4°49'·71E) lying in Sonam Gasfield; two more wells lie 1¼ miles NNW and NE from the former.
 - 2 The track then leads NE passing: SE of LPG FSO vessel, Escravos Gas Terminal (5°31'·64N 4°51'·66E) (11.187) and the restricted area enclosing it, thence: NW of SPM berth No 3 (5°29'·52N 4°55'·85E) (11.187) and the restricted area enclosing it.
 - 3 Thence to the pilot boarding position (5°31'·50N 4°55'·90E) (11.185).
- Useful mark:**
Berth Operations Platform (metal structure, 26 m in height) (5°30'·58N 5°00'·27E).

Paragraph 11.187 *Replace by:*

- 1 The terminal comprises a number of offshore berths, from which lights are exhibited. The berths are as follows:
Berth Operations Platform (5°30'·58N 5°00'·27E); SPM berth No 2 (5°30'·66N 4°59'·37E). Maximum permissible draught is 15·8 m for Suezmax and 15·0 m for VLCCs;
 - 2 SPM berth No 3 (5°29'·52N 4°55'·85E). Maximum permissible draught is 15·0 m for Suezmax and 14·0 m for VLCCs. A wreck lies close E of the SPM;
 - 3 SPM berth No 4 (5°28'·00N 4°58'·37E). Suitable for VLCCs to load to summer draught; SPM berth No 5 (5°26'·27N 4°58'·27E). Suitable for VLCCs to load to summer draught;
 - 3 SPM berth EGTL (5°30'·51N 4°57'·50E). Maximum permissible draught is 16·7 m; LPG FSO vessel, Escravos Gas Terminal (5°31'·64N 4°51'·66E).
- Caution.** Two ruined platforms (5°27'·38N 5°00'·08E and 5°27'·34N 5°00'·81E), which show barely 5 m above sea level and are poor radar targets, are situated E of SPM berths No 4 and 5.

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

NP2 Africa Pilot Volume 2 (2017 Edition)

Republic of South Africa — Regulations; PSSA

6

Paragraph 1.50 *1 line 8 Replace by:*

- 2 **PSSA.** The waters between a point on the coast at 31°14'·00S 17°50'·00E and Cape Agulhas (34°49'·82S 20°00'·71E) and generally incorporating the continental shelf and Agulhas Bank, have been designated as a PSSA which has been adopted by the IMO. See 1.47 and *South African Annual Notices to Mariners*.
The PSSA extends E to the vicinity of Great Fish Point. See *Africa Pilot Volume 3*.
Other regulations. See Appendix II.

South African Notice 5/45/18 [NP2-No 9-Wk 28/18]

South Atlantic - Tristan da Cunha Group — Regulations

6

After Paragraph 1.50 *1 line 8* including existing Section IV Notice Week 28/18 *Insert:*

- 2 **PSSA.** The waters between a point on the coast at 31°14'·00S 17°50'·00E and Cape Agulhas (34°49'·82S 20°00'·71E) and generally incorporating the continental shelf and Agulhas Bank, have been designated as a PSSA and has been adopted by the IMO. See 1.47 and *South African Annual Notices to Mariners*.
The PSSA extends E to the vicinity of Great Fish Point. See *Africa Pilot Volume 3*.

Tristan da Cunha Group

1.50a

- 1 **Bio-security rules.** To protect the fragile ecology of Tristan and the outer islands, which include Gough, Inaccessible, Nightingale and Middle Islands, all visiting vessels are required to fully understand the bio-security rules which must be implemented before arriving into the Territory and during the course of their visit.
- 2 The rules may be downloaded from:
www.tristandc.com/news-2020-01-25-biosecurityrules.php
Non-compliance with the rules may attract heavy fines.

Correspondence Tristan da Cunha Government

[NP2-No 27-Wk 09/20]

The following notices are to be implemented at 0000 UTC on 1st April 2020

South Atlantic - Tristan da Cunha Group — Regulations; ATBA

84

After Paragraph 2.55 *1 line 3 Insert:*

Traffic regulations

2.55a

- 1 **Area to be avoided.** An ATBA with a radius of 25 miles extends around Tristan da Cunha Island, Inaccessible Island and Nightingale Island. The ATBA applies to all vessels over 400 gt solely in transit.

UKHO

[NP2-No 25-Wk 08/20]

South Atlantic - Tristan da Cunha Group — Regulations

84

Paragraph 2.55 *1* including heading and existing Section IV Notice Week 08/20 *Replace by:*

Regulations

2.55

- 1 **Area to be avoided.** An ATBA with a radius of 25 miles extends around Tristan da Cunha Island, Inaccessible Island and Nightingale Island. The ATBA applies to all vessels over 400 gt solely in transit.
Bio-security rules. All vessels visiting the territory are subject to certain rules before and during their visit. See 1.50a.

Correspondence Tristan da Cunha Government

[NP2-No 28-Wk 09/20]

NP2

South Atlantic - Gough Island — Regulations; ATBA

90

After Paragraph 2.91 1 line 2 *Insert*:

Traffic regulations

2.91a

- 1 **Area to be avoided.** An ATBA with a radius of 25 miles extends around Gough Island. The ATBA applies to all vessels over 400 gt solely in transit.

UKHO

[NP2-No 26-Wk 08/20]

Isla de Bioko - Puerto de Malabo — Berths; depths

99

Paragraph 3.56 1 line 2 *Replace by*:

...terminal, 350 m in length with depths alongside from 7 m to 9 m.

French Notice 3/145/18

[NP2-No 7-Wk 07/18]

Cameroon - Kribi — Marine terminal

131

After Paragraph 4.173 6 line 2 *Insert*:

Sanaga Marine Terminal

4.173a

- 1 **Position and function.** The terminal is located about 5 miles NW of Port de Kribi (4.153). The development comprises production platform Sanaga 1 (3°00'90N 9°51'20E) and FPSO *FLNG Hilli Episeyo* (3°00'88N 9°50'19E).

Terminal Authority. Perenco Cameroun, PO Box 1225, Douala, Cameroun.

- 2 **Pilotage** is compulsory. Pilot boards in position 3°02'70N 9°45'50E.

Restricted area. A large restricted area surrounds the installations.

French Notice 50/148/18

[NP2-No 11-Wk 02/19]

Cameroon - Kribi - Sanaga Marine Terminal — Anchorage

131

Paragraph 4.173 6 line(s) 2 including existing Section IV Notice Week 02/19 *Replace by*:

...tandem with the 350 000 dwt FSO.

Sanaga Marine Terminal

4.173a

- 1 **Position and function.** The terminal is located about 5 miles NW of Port de Kribi (4.153). The development comprises production platform Sanaga 1 (3°00'90N 9°51'20E) and FPSO *FLNG Hilli Episeyo* (3°00'88N 9°50'19E).

Terminal Authority. Perenco Cameroun, PO Box 1225, Douala, Cameroun.

Anchorage area for LNG carriers awaiting loading is within a 1 mile radius of 3°02'73N 9°49'49E, in a depth of 19 m.

- 2 **Pilotage** is compulsory. Pilot boards in position 3°02'70N 9°45'50E.

Restricted area. A large restricted area surrounds the installations.

H102 Perenco Ltd (2020)

[NP2-No 29-Wk 19/20]

Cameroon - Kribi — Marine terminal

131

Paragraph 4.173a 1-2 including existing Section IV Notice Week 19/20 *Replace by*:

- 1 **Position and function.** The terminal is located about 5 miles NW of Port de Kribi (4.153). The development comprises production platform Sanaga 1 (3°00'90N 9°51'20E) and FPSO *FLNG Hilli Episeyo* (3°00'88N 9°50'19E).

Terminal Authority. Perenco Cameroun, PO Box 1225, Douala, Cameroun.

Anchorage area for LNG carriers awaiting loading is within a 1 mile radius of 3°02'73N 9°49'49E, in a depth of 19 m.

- 2 **Pilotage** is compulsory. Pilot boards in position 3°02'70N 9°49'50E.

Restricted area. A large restricted area surrounds the installations.

French Notice 43/C5/21

[NP2-No 34-Wk 47/21]

Cameroon - Kribi Deep Sea Port — Anchorage; pilot boarding position

131

Paragraph 4.177 1 line(s) 1-8 *Replace by*:

- 1 **Anchorage.** A circular holding anchorage (2°43'00N 9°45'50E), 3 miles in diameter, is located 6 miles W of the harbour.

A second anchorage (2°45'10N 9°49'82E), 6 cables in diameter, is located at the pilot boarding position, 1¼ miles NW of the S breakwater. A light buoy (safe water) is moored at the centre.

- 2 **Pilotage and tugs.** Pilotage is compulsory. Pilot boards at 2°45'10N 9°49'86E by tug or naval launch. Two tugs are available.

French Notice 34/170/21

[NP2-No 33-Wk 45/21]

Equatorial Guinea - Bata — Directions; light buoy; wreck

133

Paragraph 4.196 1 lines 1-3 *Replace by*:

- 1 From a position close to the approach light buoy (safe water) the track leads generally SE passing: SW of a dangerous wreck (1°50'10N 9°44'04E), thence: NE of the N extremity of the W breakwater.

SHOM

[NP2-No 14-Wk 22/19]

Gabon - Owendo — Berths

147

Paragraph 5.51 *Replace by:*

- 1 **GSEZ Mineral Port** (0°18'24N 9°29'34E), located NNW of Owendo. The terminal comprises two berths, total length 175 m. Reported dredged depth alongside the quay is 8 m (2018). Two mooring buoys lie 4 cables WNW and 7 cables NNW, respectively, of the quay.
Website. <http://gsezmineralport.com/index.php>
- 2 **Manganese Ore Terminal** (0°17'10N 9°29'60E). The berth comprises dolphins and a loader which is connected to shore by a 900 m jetty supporting the conveyor. Charted depth alongside is about 11 m. Vessels up to 220 m LOA and 9.0 m draught can berth at the Manganese Ore Terminal.
Caution. A wreck with least depth 6.9 m lies about 2 cables W of the berth.
- 3 **General Cargo Quay** (0°17'04N 9°30'15E), 455 m in length providing berths Nos 1, 2 and 3, numbered from E to W, with charted depths from 6.3 to 11.0 m alongside. Dolphins extend 150 m WNW, from the W end of the quay to form berth No 4.
- 4 **GSEZ Quay** (0°17'05N 9°30'40E). The quay comprises one multipurpose berth for a Panamax vessel, total length of 420 m. Reported dredged depth alongside the quay is 11 m (2018). A swinging area (0°16'87N 9°30'24E) with a radius of 200 m is located SW of the quay. Further development to extend the quay NE and create a second Panamax berth is in progress (2019).
Website. <http://gseznop.com/index.php>

French Notice 02/09(P)/19

[NP2-No 12-Wk 06/19]

Gabon - Cap Lopez — Anchorage

152

Paragraph 5.115 1 lines 1-3 *Replace by:*

- 1 Vessels may anchor in the waiting anchorage (0°37'00S 8°44'40E), in a depth of about 70 m, sand and mud, about 1½ miles ENE of Cap Lopez (5.63), close N of the pilot boarding position.

French Notice 43/168/19

[NP2-No 18-Wk 47/19]

Gabon - South-south-west of
Pointe Tishibobo — Terminal

159

After Paragraph 5.185 1 line 6 *Insert:*

Dussafu Terminal

General information
5.185a

- 1 **Position and function.** Dussafu Terminal (4°14'82S 10°49'12E) is an offshore oil loading terminal comprising FPSO *BW Adolo* and four subsea production wells.

Port Authority. BW Energy Gabon

Website. www.bwoffshore.com/business/fleet-map/azurite/

Limiting conditions

5.185b

- 1 **Controlling depths.** There are depths of 110 m in the vicinity of the FPSO.

Arrival information

5.185c

- 1 **Port operations.** Daylight mooring.
Waiting anchorage. There is no designated anchorage for the terminal. In the event of a berthing delay, the decision to drift or to anchor is at the discretion of the Master. It should be noted that in areas of offshore oil and gas activity some submerged obstructions and wellheads may not be charted. See also 1.18.
- 2 **Pilotage** is compulsory and the pilot (along with the Loading Master, surveyor, government representative and Customs Official) boards three miles NE of the FPSO.
Tugs are available and its use is compulsory.
Restricted area. Dussafu Terminal lies in a restricted area which encloses the FPSO and wells. Vessels must not enter the restricted area without the permission of the Port Authority.
Regulations. Main engines must be kept on standby throughout the loading operation.

Berth

5.185d

- 1 The FPSO is a 230 000 dwt tanker, moored by 12 anchors. Export tanker size limitation is 150 000 dwt.

Correspondence - Alliance Marine Services

[NP2-No 10-Wk 34/18]

Congo - South-west of Pointe Tchitembo -
Yombo Terminal — Pilotage

162

Paragraph 5.204 1 lines 8-9 *Replace by:*

Pilotage is compulsory. Pilot boards in position 4°25'70S 11°05'10E.

French Notice 43/170/20

[NP2-No 32-Wk 52/20]

Angola - Malongo Terminal — Pilotage

171

Paragraph 6.27 3 line 3 *For* 5°28'00S 11°58'00E *Read* 5°29'50S 11°58'60E

Cabinda Gulf Oil Company

[NP2-No 5-Wk 48/17]

Angola - Futila Terminal — Directions; buoyage

173

Paragraph 6.46 1 line 2 *For* 5°29'81S 12°10'03E *Read* 5°30'04S 12°10'12E

NP2

Paragraph 6.46 1 lines 3–4 *For* 5°29′.56S 12°10′.03E *Read* 5°29′.76S 12°10′.08E

Paragraph 6.46 1 line 6 *For* 4½ cables *Read* 2 cables

Cabinda Gulf Oil Company [NP2-No 1-Wk 39/17]

Angola - River Congo - Ponta Kimongoa — Directions; caution

185

After Paragraph 6.150 1 line 10 *Insert*:

- 2 **Caution.** Dangerous rocks have been reported (2018) in the vicinity of Ponta Kimongoa Beacon.

Österreichischer Lloyd Seereederei (Cyprus) Ltd
[NP2-No 8-Wk 21/18]

Angola - Kaombo Field — Restricted areas

193

Paragraph 7.36 2 *Replace by*:

- 2 **Restricted areas.** A restricted area with a radius of 8 miles is centred on the FPSO. Kaombo Field (7°16′.04S 11°16′.64E) is enclosed within a restricted area, radius 8 miles. A restricted area centred on 7°24′.54S 11°19′.72E, radius 10 miles, lies 15 miles W of CLOV Terminal. Vessels are prohibited from fishing or entering the restricted area without the permission of the terminal operator. Further mooring exclusion and safety zones of radius 500 m are established around both the SPM and FPSO.
- 3 **Prohibited area.** An entry prohibited area, radius 1½ miles, centred on 7°24′.67S 11°14′.47E lies within the above restricted area, marked by a light buoy (special).

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

Angola - Palanca Terminal — Pilotage

196

Paragraph 7.73 2 lines 1–2 *Replace by*:

- 2 **Pilotage** is compulsory. Pilots board about 2¼ miles NW or 9½ miles SE of the...

Total E&P Angola [NP2-No 2-Wk 39/17]

Namibia - Walvis Bay — Limiting conditions; controlling depths

226

Paragraph 8.44 1 line 1 *Replace by*:

- 1 The channel to the main harbour is maintained to 14.4 m. The channel to the Oil Tanker Berths (8.64) is maintained to 16.0 m.

South African Charts ZA 1004 (2019); ZA 1005 (2019)
[NP2-No 19-Wk 02/20]

Namibia - Walvis Bay — Arrival information; VTS; regulations

226

After Paragraph 8.50 1 line 4 *Insert*:

Vessel traffic service 8.50a

- 1 A VTS scheme is in operation for the control of shipping in the approaches to Walvis Bay. The scheme is not IMO adopted.

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

South African Charts ZA 1004 (2019); 1005 (2019)
[NP2-No 20a-Wk 02/20]

Namibia - Walvis Bay — Wreck; barge

226

After Paragraph 8.51 1 line 3 *Insert*:

Caution. A stranded wreck (22°54′.00S 14°27′.20E), position approximate, and a barge (22°53′.80S 14°28′.00E) moored by four anchors marked by buoys, lie within No 2 anchorage.

South African Notice 1/29/19; 1/30/19
[NP2-No 13-Wk 11/19]

Namibia - Walvis Bay — Arrival information; VTS; regulations

226

Paragraph 8.51 1 lines 1–6 including existing Section IV Notice Week 11/19 *Replace by*:

- 1 Designated anchorages are as follows:
No 1 (22°49′.94S 14°30′.76E), deep-water anchorage and dangerous cargo;
No 2 (22°51′.91S 14°31′.19E), for shallow draught vessels;
No 3 (22°53′.10S 14°28′.10E);
No 4 (22°54′.18S 14°28′.22E), for small vessels. A stranded wreck (22°53′.99S 14°27′.10E) lies in the NW part of the anchorage.
The holding is generally good on a mud bottom.

South African Charts ZA 1004 (2019); 1005 (2019)
[NP2-No 20b-Wk 02/20]

Namibia - West coast - Walvis Bay — Pilotage

226

Paragraph 8.52 1 line(s) 1–4 *Replace by*:

- 1 Pilotage is compulsory. The pilot boards 5 cables NW of Fairway Light Buoy (22°51′.82S 14°30′.05E). See *ADMIRALTY List of Radio Signals Volume 6(8)*.

South African Notice 7/55/19 [NP2-No 15-Wk 38/19]

**Namibia - Walvis Bay —
Arrival information; VTS; regulations**

226

Paragraph 8.52 1 lines 1-4 including existing Section IV Notice Week 38/19 *Replace by:*

- 1 Pilotage is compulsory. The pilot boards about 5½ cables NW or WSW of the Fairway Light Buoy (safe water) (22°50'·58S 14°29'·22E).

See *ADMIRALTY List of Radio Signals Volume 6(8)*.

Paragraph 8.53 1 lines 1-4 including heading *Replace by:*

**Traffic regulations
8.53**

- 1 **Traffic separation scheme.** A TSS is established in the approaches to Walvis Bay. This scheme is not IMO-adopted. The principles for the use of the scheme defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.
 - 2 **Prohibited area.** A large marine farm, centred on 22°55'·30S 14°27'·00E, in which navigation is prohibited, occupies the SW part of the bay. The extremities of the restricted area are marked by light buoys (special).
- Prohibited anchorage.** Anchoring is prohibited within a radius of 7 cables of the Fairway Light Buoy.
- South African Charts ZA 1004 (2019); 1005 (2019)
[NP2-No 20c-Wk 02/20]

**Namibia - West coast - Walvis Bay —
Harbour; development**

226

Paragraph 8.54 1 line(s) 1-3 *Replace by:*

- 1 The harbour is entered through a dredged, buoyed channel, leading S through the bay. The multi-purpose berthing facilities front the town of Walvis Bay, while the container terminal lies to the W of the harbour on reclaimed land. A small marina lies in the SW corner of the harbour.

South African Notice 7/55/19 [NP2-No 16a-Wk 38/19]

**Namibia - Walvis Bay —
Arrival information; VTS; regulations**

226

Paragraph 8.54 1 lines 1-3 including existing Section IV Notice Week 38/19 *Replace by:*

- 1 The harbour is entered through a dredged, buoyed channel, leading S through the bay. The multi-purpose berthing facilities front the town of Walvis Bay, while the container terminal lies to the W of the harbour on reclaimed land.

The Oil Tanker Berths lie in the SE part of the bay and are approached through a separate dredged and buoyed channel. A small marina lies in the SW corner of the harbour.

South African Charts ZA 1004 (2019); 1005 (2019)
[NP2-No 20d-Wk 02/20]

**Namibia - West coast - Walvis Bay —
Harbour; development**

226

Paragraph 8.55 1 including heading *Replace by:*

**Spare
8.55**

South African Notice 7/55/19 [NP2-No 16b-Wk 38/19]

Namibia - Walvis Bay — Directions

227

Paragraph 8.60 1-2 *Replace by:*

- 1 **Caution.** Because the extremity of Pelican Point is reported to be extending NE, vessels should not pass between Spit Light Buoy (22°51'·55S 14°26'·87E) and the point.
- 2 **Approach from south and west.** From a position about 1¼ miles NNW of Pelican Point Light (8.34), the track leads E in the inbound lane of the TSS to the vicinity of the Fairway Light Buoy (22°50'·58S 14°29'·22E) and the pilot boarding position.
- 2 **Approach from north and north-west.** From a position about 4½ miles NNE of Pelican Point Light the track leads SSE in the inbound lane of the TSS to the vicinity of the Fairway Light Buoy and the pilot boarding position.

Paragraph 8.61 lines 1-11 including heading *Replace by:*

**Oil Tanker Berth Channel
8.61**

- 1 **Leading lights:**
 - Front light (round structure with red bands) (22°54'·62S 14°31'·63E).
 - Rear light (similar structure) (6 cables from front light).
- From the vicinity of the Fairway Light Buoy (22°50'·58S 14°29'·22E), the alignment (151°) of these lights leads SSE for about 4¼ miles through the dredged channel, marked by light buoys (lateral), to the turning basin, and thence to the required berth.

Paragraph 8.62 including paragraph number *Replace by:*

**Main Harbour Channel
8.62**

- 1 **Track.** From the vicinity of the Fairway Light Buoy (22°50'·58S 14°29'·22E), the track leads SSE for about 1½ miles to the channel bifurcation marked by a light buoy (preferred channel to starboard).
 - 2 **Leading lights:**
 - Front light (warehouse) (22°57'·09S 14°29'·77E).
 - Rear light (framework tower) (3¾ cables from front light).
- The alignment (183°) of the above lights, leads S, through the dredged channel, marked by light buoys (lateral), to the turning basin, and thence to the required berth.
- Useful mark:**
Radar tower (22°56'·75S 14°30'·10E).

NP2

Paragraph 8.63 including heading *Replace by*:

Spare 8.63

South African Chart ZA 1004; 1005 (2019)
[NP2-No 21-Wk 02/20]

Namibia - West coast - Walvis Bay — Berths

227

Paragraph 8.65 1 line(s) 1-7 *Replace by*:

- 1 The container terminal (22°57'·01S 14°29'·17E), provides two berths with a maintained depth of 14·4 m alongside. A 250 m radius turning basin, maintained to 14·4 m, lies to the E of the berths.

Paragraph 8.66 1 line(s) 1-4 *Replace by*:

- 1 The multipurpose terminal (22°57'·23S 14°29'·44E) provides eight berths with a length totalling 1500 m; maintained depths of 14 m (Nos 1 to 3) and 10·6 m (Nos 4 to 8). A dolphin jetty, about 350 m in length and with a maintained depth of 11 m, extends NNW from the SW end of Berth No 8. A 250 m radius turning basin, maintained to 14·4 m, fronts the NE part of the terminal.

South African Notice 7/55/19 [NP2-No 17-Wk 38/19]

Namibia - Walvis Bay — Berths

227

Paragraph 8.66 1 lines 1-4 including existing Section IV Notice Week 38/19 *Replace by*:

- 1 The multipurpose terminal (22°57'·23S 14°29'·44E) provides eight berths with a length totalling 1500 m; maintained depths of 14 m (Nos 1 to 3) and 10·6 m (Nos 4 to 8).

Passenger terminal 8.66a

- 1 The passenger terminal comprises a dolphin jetty (Berth No 9), about 350 m in length and with a maintained depth of 11 m, extending NNW from the SW end of Berth No 8. A 250 m radius turning basin, maintained to 14·4 m, fronts the NE part of the jetty.

Oil Tanker Berths 8.66b

- 1 Comprising two dolphin jetties connected by walkways and a 5 cable long trestle to the shore, the facility (22°54'·38S 14°31'·37E) is designed to accommodate 60 000 dwt tankers. The turning basin and depths alongside are maintained to 16·0 m. A tug berth lies at the root of the jetty.

South African Chart ZA 1004; 1005 (2019)
[NP2-No 22-Wk 02/20]

Namibia - Walvis Bay — Directions; current meter

229

After Paragraph 8.79 1 line 3 *Insert*:

Clear of a current meter (22°59'·98S 14°02'·98E), depth 17 m, moored at the centre of an ATBA with a radius 1 mile, thence:

ENC ZA3N0030 (3.000) [NP2-No 31-Wk 22/20]

Republic of South Africa - Saldanha Bay — Prohibited area

263

After Paragraph 9.130 2 line 8 *Insert*:

- 3 An area extending 2¼ cables E, 3 cables W and 2½ cables S from a submarine pipeline and Multi Buoy Mooring (MBM) (9.132). Anchoring, trawling and unauthorised navigation within 500 metres is prohibited.

- 4 **Fishing** is prohibited within much of the harbour area and its approaches.

South African Notice 9/62/17 [NP2-No 3-Wk 47/17]

Republic of South Africa - Saldanha Bay — MBM; submarine gas pipeline

263

Paragraph 9.132 1 lines 1-5 including heading. *Replace by*:

Hazards 9.132

- 1 **Crayfish trap fishing.** See 9.9.
Submarine and military exercise areas. See 9.3.
Aquaculture areas and shellfish beds. Aquaculture areas and mussel beds lie in large concentrations on the E side of the harbour and on the NE side of Spending Beach (33°02'·00S 17°58'·20E). Mariners should keep well clear of rafts, buoys, floats or lines associated with shellfish breeding.
A submarine pipeline, carrying liquid petroleum gas, extending 1½ miles SSW from the shore (33°00'·50S 18°00'·55E), connecting to a MBM within a prohibited area (9.130).

South African Notices 9/60 and 62/17
[NP2-No 4-Wk 47/17]

Republic of South Africa - Saldanha Bay — Directions

265

After Paragraph 9.138 2 line 6 *Insert*:

SE of North Bay Point (33°02'·27S 17°56'·29E), fringed with rocks. North Bay (33°01'·90S 17°56'·73E) is entered between North Bay Point and Marcus Island (below). The greater part of the bay is encumbered with marine farms and exposed to the swell, and heavy breakers occur for a considerable distance offshore. Barrack Rock and Blink Klip Rock lie 2½ cables SE, and 1¼ miles E, respectively, of North Bay Point. Thence:

South African Notice 11/69(T)/19
[NP2-No 23-Wk 03/20]

**Republic of South Africa -
Saldanha Bay — Anchorage**

266

Paragraph 9.143 4 lines 1–9 *Delete*

Paragraph 9.143 5 line 1 *Replace by:*

- 4 **Salamanderpunt.** Anchorage may be obtained in...

South African Notice 11/69(T)/19

[NP2-No 24-Wk 03/20]

**Republic of South Africa - South-west coast -
Saldanha Bay Harbour — Berths; depths**

266

Paragraph 9.146 1 line(s) 8 *Replace by:*

...enclosed area in the approach with dredged depths from 7.0 to 8.0 m. The quay and approaches are not maintained and depths of 5.6 m have been reported (2020).

South African Notice 3/39T/20

[NP2-No 30-Wk 19/20]

NP3 Africa Pilot Volume 3 (2019 Edition)

Somalia and Kenya — Piracy

3

Paragraph 1.18 *Replace by:*

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

After Paragraph 1.18 Insert:

Recommended practices

1.18a

- 1 Recommended practices, including anti-attack plans, reporting, use of AIS, radio procedures and responses are outlined on charts Q6099, Q6111 and *The Mariner's Handbook*. A list of anti-piracy contacts is published in *ADMIRALTY List of Radio Signals Volume 1*. Additional guidance can be found in *Best Management Practices for Protection against Somalia Based Piracy*, available from the Maritime Security Centre (Horn of Africa) website (www.mschoa.org).
- 2 Details of the current prevalence of reported piracy and armed robbery for all regions may be found on the website (www.icc-ccs.org) of the International Chamber of Commerce Commercial Crime Services.

Reporting

1.18b

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

GB Chart Q6099

[NP3-No 4-Wk 20/19]

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

75

After Paragraph 2.9 2 line 4 Insert:

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

ENC ZA300060 (4.000)

[NP3-No 26-Wk 33/20]

South Africa - Port Elizabeth — Anchorages

92

Paragraph 2.114 1 *Replace by:*

- 1 Designated anchorages for different classes of vessel include:
No 1 (33°54'·02S 25°39'·61E); foul ground is situated in the NE part of the anchorage.
No 2 (33°51'·50S 25°45'·70E).
For local weather and sea conditions at the anchorages see 2.111.
Prohibited anchorage. Anchoring is prohibited in the approach channel to Port Elizabeth Harbour.
South African Notice 6/64/21

[NP3-No 35-Wk 44/21]

NP3

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

95

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

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

South Africa – Algoa Bay – Port of Ngqura — Pilotage

95

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

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

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

Mozambique – Baía de Maputo — Directions; light

153

After Paragraph 5.9 *1* line 5 *Insert:*

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

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

Mozambique – Baía de Maputo — Directions; light

154

Paragraph 5.11 *3* line 8 *Delete*

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

Mozambique – Baía de Maputo — Directions; light

154

After Paragraph 5.20 *1* line 4 *Insert:*

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

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

Mozambique – Baía de Maputo — Directions; light

155

Paragraph 5.22 *5* lines 2–4 *Delete*

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

Mozambique – Maputo — Pilotage

156

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

GB Chart 644/19

[NP3-No 9-Wk 43/19]

Mozambique – Maputo — Pilotage

156

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

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

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

Mozambique – Beira — Limiting conditions; controlling depth

165

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

1 The channel is reported (2019) to be maintained to
a depth of 8.0 m. It is generally 135 m in width except
in the vicinity of Light Buoy No 9 (19°53'50S
34°50'45E), where Canal do Macúti meets Canal
Rambler, it is 250 m wide. See caution at 5.124.

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

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

166

Paragraph 5.115 *1* line(s) 2 *For* 1 m (3ft) *Read* 1.2 m (4ft)

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

Mozambique – Beira — Anchorages

166

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

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

At least 2 miles E of Light Buoy P (19°52'58S
34°56'98E), about 7 m (23 ft), mud;

At least 3 miles ESE of Light Buoy A (19°53'79S
34°59'22E), depth 10 to 13 m (33 to 43 ft), sand
and mud;

About 8 miles ESE of Light Buoy A for transfer of
dangerous cargoes.

Port of Beira

[NP3-No 5-Wk 41/19]

**Mozambique – Beira —
Arrival information; pilotage**

166

Paragraph 5.119 1 line(s) 1–4 *Replace by:*

- 1 Pilotage is compulsory and available 24 hours. The pilot boards 6 cables NW of Light Buoy P (19°52'·58S 34°56'·97E). See *ADMIRALTY List of Radio Signals Volume 6(8)*.

Correspondence Mozambique Ports and Railways Authority [NP3-No 3-Wk 16/19]

Mozambique - Beira — Directions; shoals

167

Paragraph 5.125 1 line(s) 3–5 *Replace by:*

SE of an 8·5 m (28 ft) patch (20°04'·68S 35°18'·25E); a 10 m patch lies 1¼ miles NW. Thence:
SE of an 8·2 m (27 ft) patch (20°00'·69S 35°12'·80E), and:
NE of a 4·2 m (14 ft) patch (20°03'·28S 35°09'·87E), giving it a berth of at least 2½ miles; a patch of similar depths lies close W.

ENCs GB401003 and GB302934

[NP3-No 6-Wk 41/19]

Mozambique - Beira — Directions; approach

167

Paragraph 5.126 1 line(s) 5–8 *Replace by:*

Approaching from NE, vessels should make for a position about 10 miles ESE of Light Buoy A, thence follow a WNW track to the vicinity of Light Buoy A.

Port of Beira [NP3-No 7-Wk 41/19]

**Mozambique - Beira -
Canal do Macúti — Directions; caution**

167

After Paragraph 5.128 2 line 8 *Insert:*

Caution. Strong currents crossing the channel may be encountered at the bend in the channel leading into Canal Rambler.

Port of Beira [NP3-No 8-Wk 41/19]

Mozambique - Quelimane — Pilotage

171

Paragraph 5.162 3 line(s) 3–5 *Replace by:*

...board in position 18°06'·21S 36°59'·85E.

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

Mozambique Chart MZ16402/17

[NP3-No 27-Wk 33/20]

Mozambique - Quelimane — Directions

172

Paragraph 5.164 1–7 *Replace by:*

- 1 **Caution.** The positions of the buoys are adjusted to meet the frequent changes both at the bar and in the channel to Quelimane.

Track. From the vicinity of the pilot boarding position, the track leads generally NNW, passing:

Between light buoys (lateral), the positions of which are liable to change, marking the bar off the mouth of Rio dos Bons Sinais, thence:

- 2 Clear of a stranded wreck (18°04'·84S 36°59'·56E), thence:

ENE of Ponta Olinda (18°03'·11S 36°57'·98E), thence:

ENE of the entrance to Canal da Olinda (18°01'·16S 36°57'·20E), an unmarked channel leading round the S extremity of Ilha Lambué and into Canal do Oeste which passes the E side of Ilha dos Cavalos Marinheiros, thence:

- 3 WSW of Ponta Tangalane (18°00'·74S 36°58'·18E). Care is necessary when nearing Ponta Tangalane, as the in-going tidal stream here sets directly towards the banks on the W side of the channel. Thence:

- 4 ENE of an extensive drying bank of sand (17°59'·90S 36°57'·18E) and mud marking the W side of Canal das Moscas, and which extends E from Ilha dos Cavalos Marinheiros (17°59'·84S 36°55'·40E), a low island covered with mangroves.

Thence the track curves through NW to lead WNW, passing:

- 5 Close SSW of Ilha Mojobo (17°58'·13S 36°54'·62E).

Thence the track continues generally N, passing: W of Ilha Rambe (17°56'·58S 36°54'·14E), thence:

E of Ilha do Governador (17°54'·11S 36°53'·82E), low and covered with mangroves.

The track then continues as required to the berth or anchorage off Quelimane.

Mozambique Chart MZ16402/17

[NP3-No 28-Wk 33/20]

**Mozambique - Nacala —
Directions; Leading lights**

183

Paragraph 6.37 1 line 1 *For* 14°25'·16S *Read* 14°25'·00S

Paragraph 6.37 2 line 3 *For* (14°29'·01S 40°40'·95E) *Read* (14°29'·09S 40°40'·96E)

Paragraph 6.37 2 line 5 *For* 3 cables *Read* 1 cable

Paragraph 6.37 2 line 7 *For* 155·5° *Read* 154·4°

Mozambique Chart 16205/19

[NP3-No 19-Wk 02/20]

NP3

Mozambique - Pemba — Berth; shoals

188

Paragraph 6.63 1 lines 1-5 *Replace by:*

- 1 **Alongside.** A T-headed pier (12°58'·06S 40°29'·14E) projects S from the town of Pemba. The berthing face, 182 m in length, has a depth alongside reported (2018) to be 7.5 m. A pontoon jetty lies close E, extending S from the shore. The berthing face is about 120 m long; vessels can berth either side.

Paragraph 6.63 2 lines 4-6 *Replace by:*

...patches surrounding Baixo Mutine (12°56'·43S 40°27'·63E).

Mozambique Chart 16206/2020 [NP3-No 25-Wk 32/20]

Tanzania - Pangani Bay to Tanga — Light

239

Paragraph 9.6 1 line(s) 4 *Replace by:*

...position SE of Niule (9.10) at the entrance...

Tanzania Ports Authority [NP3-No 10-Wk 49/19]

Tanzania - Pangani Bay to Tanga — Directions

240

Paragraph 9.10 6 line(s) 2-6 *Replace by:*

...drying coral reef marked on its NE and E sides by light buoys, and by No 3 Beacon (white, tripod base) (5°04'·03S 39°11'·06E) standing near the NW edge.

Tanzania Ports Authority [NP3-No 11-Wk 49/19]

Tanzania - Tanga — Pilotage

241

Paragraph 9.21 1 line(s) 4 *Replace by:*

...Ulenge Reefs (9.30). Deep draught vessels...

Tanzania Ports Authority [NP3-No 12-Wk 49/19]

Tanzania - Tanga — Directions; leading lights

242

Paragraph 9.29 3-5 *Replace by:*

- 3 SW of an obstruction (5°03'·41S 39°13'·22E), formed by the remains of a former light beacon, at the SW end of a patch of foul ground and marked on its S side by No 1 Light Buoy (starboard hand), thence:
NE of Niule (5°04'·40S 39°11'·25E) (9.10), marked at its E and NE extremities by light buoys, thence:
4 To a position SW of Fungu Nyama (5°01'·36S 39°13'·44E), an extensive drying coral reef. The track then leads W, passing:
N of Niule (9.10), thence:
Clear of an isolated depth of 12.2 m (5°02'·70S 39°11'·30E), reported (1957).
Thence to the inner pilot boarding position (9.21).

Tanzania Ports Authority [NP3-No 13-Wk 49/19]

Tanzania - Tanga - Tanga Bay — Directions

242

Paragraph 9.30 1-4 *Replace by:*

- 1 For entry to Tanga Bay it is recommended to remain on the N side of the Ras Kazone leading line (9.31a) in order to avoid the shallow depths, which may be less than charted, at its inner end.
From the vicinity of the inner pilot boarding position (9.21), the track leads W, passing:
2 S of Ulenge Reefs (5°02'·25S 39°09'·80E), detached and which barely dry; the SE edge is marked by a light buoy. Shoal areas extend up to 2 cables S of the reefs. Thence:
Clear of an isolated depth, reported, of 11.1 m (5°02'·87S 39°09'·72E); a second isolated depth, reported, of 6.5 m lies about 3¼ cables farther S. Thence:
3 N of Dixon Bank (5°03'·54S 39°09'·49E), a small coral patch marked by a light buoy, thence:
N of shoal depths (5°03'·40S 39°08'·80E), where the depths are reported (1979) to be unreliable. The shoals are marked on the N side by No 8 Light Buoy. Thence:
4 S of Kwawa Reef (5°02'·38S 39°07'·79E), part of which dries and which extends 8 cables S from Ras Chongoleani (5°01'·67S 39°07'·64E), a mangrove covered point; the S extremity of the reef is marked by a light buoy. Thence:
5 N of Ras Kazone (5°03'·26S 39°07'·28E), cliff like, covered with vegetation and fronted by a drying reef.
Thence as required for anchorage in Tanga Bay.

Tanzania Ports Authority [NP3-No 14-Wk 49/19]

Tanzania - Tanga - Tanga Bay — Directions; leading lights

242-243

Paragraph 9.31 1-5 *Replace by:*

- 1 **Caution.** The leading lights exhibited from the E extremity of Toten Island (9.14) and throughout the inner harbour are close together and also serve as anchorage leads.
Toten Island Leading Lights:
Front light (white concrete tower) (5°03'·27S 39°06'·63E).
Rear light (similar structure) (75 m from front light).
2 From a position in Tanga Bay about 3½ cables SW of Kwawa Reef (9.30), the alignment (235°) of these lights leads SW to a position NNW of Ras Kazone (9.30). A shoal area and drying reef extend NNW of Raz Kazone, marked by a light buoy.
Tanga Inner Harbour Leading Lights:
Front light (white concrete pillar, 8 m in height) (5°03'·73S 39°06'·79E).
Rear light (similar structure, 6 m in height) (67 m from front light).
3 The alignment (204°) of these lights leads SSW, passing:
WNW of Ras Kazone, thence:
ESE of a drying reef extending E of the E extremity of Toten Island, marked by a light buoy, thence:

Kissosora Leading Lights:

Front light (white concrete tower, 6 m in height)
(5°03'·87S 39°05'·99E).

- 4 Rear light (similar structure) (2½ cables from front light).

The alignment (247°) of these lights leads into the inner harbour, passing:

NNW of Hospital Spit Light (white concrete tower)
(5°03'·65S 39°06'·72E), thence:

SSE of Toten Island South Light (white tower)
(5°03'·51S 39°06'·49E).

5 **Useful marks:**

Tower (5°03'·73S 39°07'·28E).

Post Office tower (5°04'·19S 39°06'·30E).

Tanzania Ports Authority

[NP3-No 15-Wk 49/19]

**Tanzania - Tanga - Tanga Bay —
Directions; leading lights**

243

After Paragraph 9.31 5 line 8 *Insert:*

**Direct route to moorings east of Ras Kazone
9.31a**

- 1 **Caution.** It is reported (1979) that depths W of Dixon Bank are unreliable; depths less than charted may exist.

From a position S of the inner pilot boarding position (9.21), shallow draught vessels may proceed to the moorings as follows:

Ras Kazone Leading Lights:

Front light (white concrete tower, 11 m in height)
(5°03'·24S 39°07'·58E).

- 2 Rear light (mast and yard on white concrete tower and gallery, black stripe, 22 m in height) (3 cables from front light), exhibited from the signal station (9.25).

The alignment (266°) of these lights leads towards moorings, passing:

S of Ulenge Reefs (9.30), thence:

Clear of an isolated depth of 6.5 m (5°03'·20S 39°09'·66E), reported, thence:

- 3 N of Dixon Bank (5°03'·54S 39°09'·49E), a small coral patch marked by a light buoy on its N side.

The track then leads through an area of shoal patches, marked on the N side by a light buoy, to the moorings.

Tanzania Ports Authority

[NP3-No 16-Wk 49/19]

Tanzania - Tanga - Tanga Bay — Anchorages

243

Paragraph 9.32 1 lines 1-8 including heading *Replace by:*

Anchorages and moorings

9.32

- 1 CBM (oil), 5 cables E of Ras Kazone (9.30).
CBM (LPG), close E of Toten Island South Light (9.31).

Anchorage in Tanga Bay, entered between Ras Kazone and Kwawa Reef, 9 cables NNE, in depths from 11 to 18 m. Maximum draught 16.7 m.

Tanga inner harbour provides sheltered anchorage in depths from 6 to 11 m for vessels up to 183 m in length. Maximum draught 9.4 m.

GB Chart 663; Indian Chart 2693; ENC GB50663A

[NP3-No 17-Wk 49/19]

Tanzania - Tanga to Moa Bay — Directions; light

243

Paragraph 9.38 1 line(s) 1-2 *Replace by:*

- 1 From a position SE of Niule (5°04'·40S 39°11'·25E) (9.10) at the entrance to the port of...

Paragraph 9.43 1 line(s) 1-2 *Replace by:*

- 1 From a position SE of Niule (5°04'·40S 39°11'·25E) (9.10), the track leads NNE, passing:

Tanzania Ports Authority

[NP3-No 18-Wk 49/19]

**Kenya - Mombasa — Limiting conditions;
navigable width; floating bridge**

259

After Paragraph 10.14 1 line 4 *Insert:*

**Navigable width
10.14a**

- 1 **Likoni Floating Bridge** (4°04'·40S 39°39'·37E) is a pedestrian bridge spanning Kilindini Channel, connecting Mombasa Island on the NE to Likoni on the SW. It comprises two fixed sections made of steel trestles, two floating sections with a centre section made up of pontoons which can be opened to allow safe passage. When open it has a navigable width of 150 m, marked by light beacons (lateral).

- 2 The floating bridge is used by pedestrians during daylight hours only, based on the following schedule. The times below indicate when the navigable channel will remain closed to vessel traffic:

<i>Period</i>	<i>Time (Hours)</i>
Morning Peak Crossing	06:00 – 08:00
Evening Peak Crossing	16:30 – 19:00
Unspecified Crossing	When ship schedules indicate there will be no ship movements for extended periods of time.

For additional information and permission to transit the bridge, contact the port authority.

Kenya Ports Authority

[NP3-No 29-Wk 08/21]

Kenya - Mombasa — Directions; floating bridge

262

After Paragraph 10.29 2 line 6 *Insert:*

Through the opening span of Likoni Floating Bridge (10.14a), thence:

Kenya Ports Authority

[NP3-No 30-Wk 08/21]

NP3

Kenya - Lamu - Manda Bay — Pilotage

272

Paragraph 10.90 1 lines 5-6 *Replace by:*

...and over. See 10.95.

Kenya Port Authority [NP3-No 20-Wk 02/20]

Kenya - Lamu - Manda Bay — Pilotage

274

Paragraph 10.95 4 line 7 *Replace by:*

...advance. Pilots board in approximate position 2°22'·53S 41°02'·62E.

Paragraph 10.95 6 *Replace by:*

- 6 **Development.** The Kenyan government is developing Manda Bay and has instigated the Lamu Port Southern Sudan-Ethiopia Transport Corridor project (LAPSSET). The first phase was completed in 2019 with Berth No 1 situated at Shaka la Paye (10.99). Access to the new port facilities follows a buoyed channel and leading lights through Mlango Muhaji (10.96) and Manda Roads, between Manda Island and Pate Island, thence into Manda Bay. Further information should be obtained from the Port Authority.

Kenya Port Authority [NP3-No 21-Wk 02/20]

Somalia - Muqdisho — Anchorage; restricted area

281

Paragraph 11.47 1 *Replace by:*

- 1 Designated anchorages, good holding ground in 15 to 90 m, have been established SW of the harbour approach centred on:
2°00'·57N 45°20'·08E;
1°59'·39N 45°18'·09E.

Caution. An area of submarine cables (11.48a) lies between the anchorages.

The anchorages are exposed and during the SW monsoon strong winds and heavy seas make holding difficult and ships have been known to drag.

After Paragraph 11.48 1 line 5 Insert:

Restricted area 11.48a

- 1 **Anchoring and fishing are prohibited** within an area of submarine cables centred on 1°59'·78N 45°18'·89E.

French Notice 38/197/21 [NP3-No 36-Wk 46/21]

NP4 South-East Alaska Pilot (2015 Edition)

Alaska - Sumner Strait - Kuiu Island - Cape Decision — Directions; light

146

Paragraph 5.27 1 lines 6-7 *Delete*

After Paragraph 5.28 2 line 9 Insert:

Cape Decision Light (7.19).

US Notice 38/50/19 [NP4-No 3-Wk 43/19]

Alaska - Sumner Strait - Kuiu Island - Cape Decision — Directions; light

150

Paragraph 5.50 5 line 5 *For* (7.15) *Read* (7.19)

US Notice 38/50/19 [NP4-No 4-Wk 43/19]

Alaska - Frederick Sound - The Five Fingers — Directions; light

168

Paragraph 6.14 2 line 5 *Delete*

US Notice 38/17360/19 [NP4-No 5-Wk 43/19]

Kake - Security Bay — Patch

169

After Paragraph 6.22 6 line 5 Insert:

A 1·2 m (4 ft) patch (56°50'·48N 134°20'·33W) lies SSE of this patch.

US Notice 35/17368/17 [NP4-No 2-Wk 41/17]

Alaska - Frederick Sound - The Five Fingers — Directions; light

172

Paragraph 6.37 1 lines 6-10 *Delete*

Five Finger Light photograph caption *For* (6.37) *Read* (6.70)

US Notice 38/17360/19 [NP4-No 6-Wk 43/19]

Alaska - Frederick Sound - The Five Fingers — Directions; light

173

After Paragraph 6.38 4 line 8 Insert:

Five Finger Light (6.70).

US Notice 38/17360/19 [NP4-No 7-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Direct4ions; light**

175

Paragraph 6.49 6 line 8 *For* (6.37) *Read* (6.70)

US Notice 38/17360/19 [NP4-No 8-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

177

Paragraph 6.67 1 lines 5–6 *Delete*

US Notice 38/17360/19 [NP4-No 9-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

178

After Paragraph 6.69 4 line 6 *Insert*:

Five Finger Light (6.70).

Paragraph 6.70 2 line(s) 1–2 *Replace by*:

- 2 WSW of Five Finger Light (white square tower on square base, 18 m in height) (57°16'22N 133°37'88W). A reef, covered at HW, extends 1½ cables SW from the light.

Paragraph 6.71 2 line 2 *For* (6.37) *Read* (6.70)

US Notice 38/17360/19 [NP4-No 10-Wk 43/19]

**Alaska - Frederick Sound -
The Five Fingers — Directions; light**

182

Paragraph 6.89 5 line 7 *Delete*

US Notice 38/17360/19 [NP4-No 11-Wk 43/19]

**Alaska - Sumner Strait - Kuiu Island -
Cape Decision — Directions; light**

197

Paragraph 7.15 2 lines 1–4 *Delete*

Cape Decision Light photograph caption *For* (7.15) *Read* (7.19)

US Notice 38/50/19 [NP4-No 12-Wk 43/19]

**Alaska - Sumner Strait - Kuiu Island -
Cape Decision — Directions; light**

198

After Paragraph 7.17 1 line 11 *Insert*:

Cape Decision Light (7.19).

Paragraph 7.19 1 line 4 *Replace by*:

S of Cape Decision Light (white square tower, 18 m in height) (56°00'09N 134°08'16W), at a distance of...

US Notice 38/50/19 [NP4-No 13-Wk 43/19]

**Alaska - Sumner Strait - Kuiu Island -
Cape Decision — Directions; light**

224

Paragraph 8.13 1 lines 3–6 *Delete*

US Notice 38/50/19 [NP4-No 14-Wk 43/19]

Alaska - Cross Sound - Cape Spencer — Light

257

Paragraph 9.40 1 line 4 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 15-Wk 08/20]

**Alaska - Cross Sound -
Cape Spencer — Directions; light**

257

Paragraph 9.43 4 lines 1–5 *Replace by*:

- 1 **Landmarks:**
Cape Spencer (9.69).
Horn Mountain (10.14).

US Notice 3/17302/20 [NP4-No 16-Wk 08/20]

**Alaska - Cross Sound -
Cape Spencer — Directions; light**

258

Paragraph 9.45 3 line 2 *Replace by*:

...Spencer Light (white square building, 9 m in height) (58°11'93N 136°38'43W).

US Notice 3/17302/20 [NP4-No 17-Wk 08/20]

**Alaska - Cross Sound -
Cape Spencer — Directions; light**

260

Paragraph 9.55 6 line 3 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 18-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Light

261

Paragraph 9.63 1 line 2 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 19-Wk 08/20]

NP4

Alaska - Cross Sound - Cape Spencer — Directions; light

262

Paragraph 9.68 1 lines 4–7 *Delete*

Paragraph 9.69 1 line 2 *For* (9.68) *Read* (9.45)

Cape Spencer Light photograph caption *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 20-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

263

Paragraph 9.71 4 line 1 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 21-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

264

Paragraph 9.73 2 line 7 *For* (9.68) *Read* (9.45)

Paragraph 9.76 6 line 2 *For* (9.68) *Read* (9.45)

US Notice 3/17302/20 [NP4-No 22-Wk 08/20]

Alaska - Cross Sound - Cape Spencer — Directions; light

278

Paragraph 10.13 1 line 2 *For* (9.68) *Read* (58°11'93N 136°38'43W) (9.45)

Paragraph 10.17 1 lines 6–7 *Delete*

Paragraph 10.18 1 line 2 *For* (9.68) *Read* (58°11'93N 136°38'43W) (9.45)

US Notice 3/17302/20 [NP4-No 23-Wk 08/20]

Cook Inlet – Approaches to Anchorage — Directions; V-AIS

365

After Paragraph 12.212 1 line 3 *Insert*:

V-AIS:

The channel, in places, is marked by V-AIS.
For information see *The Mariner's Handbook* and
Admiralty List of Radio Signals Volume 2.

US Notice 45/16660/15 [NP4-No 1-Wk 47/15]

NP5 South America Pilot Volume 1 (2021 Edition)

Brazil – Porto de Belém — Wreck

96

Paragraph 3.144 3 line 4 *Replace by*:

...bulk cargo vessels. A dangerous wreck lies off
the N berth of Section 4.

Brazilian Notice 13/99(P)/21 [NP5-No 5-Wk 42/21]

Brazil - Porto do Açu — Pilotage

205–206

Paragraph 6.159 1 line(s) 9 *Replace by*:

Terminal T1 (21°50'34S 40°46'72W);

Brazilian Notice 12/E90/21 [NP5-No 1-Wk 40/21]

Brazil - Porto do Açu — Pilotage

206

Paragraph 6.159 1 line 11 *For* (21°49'39S 40°55'52W)
Read (21°50'70S 40°54'50W)

Brazilian Notice 14/103/21 [NP5-No 6-Wk 45/21]

Brazil - Rio de Janeiro — Anchorage; obstruction

224

Paragraph 7.59 2 line 4 *Replace by*:

...and refuelling. A foul area is situated in the NE
part of the anchorage.

Brazilian Notice 16/S123/21 [NP5-No 8-Wk 50/21]

Brazil - Baía de Sepetiba — Alternative route; depths

230

After Paragraph 7.106 1 line 4 *Insert*:

An alternative route for vessels of suitable draught
leads N from the pilot boarding position to Terminal da
Ilha Guaíba and the W entrance to Baía de Sepetiba.

After Paragraph 7.108 1 line 2 *Insert*:

On the alternative route, the area approaching the
dredged channel has depths of about 19 m and the
buoyed channel is dredged to 14.3 m (2019).

Brazilian Notice 12/S89/21 [NP5-No 3-Wk 40/21]

Brazil - Baía de Sepetiba — Alternative route

231

After Paragraph 7.114 4 line 10 *Insert*:

Alternative route 7.114a

- 1 For vessels of suitable draught, an alternative route
to Terminal da Ilha Guaíba (7.115) and the W entrance
to Baía de Sepetiba leads N from the pilot boarding
position (7.109) to a position about 1¾ miles W of
Ponta do Sino (23°04'74S 44°00'70W), the W—most
point of Ilha da Marambaia (7.101).

- 2 The track then leads N and NNE through a dredged channel marked by light buoys (lateral) to Terminal da Ilha Guaíba, passing:

E of a rock (23°03'·36S 44°02'·37W), depth 14 m, lying on the W margin of the channel near No 4 Light Buoy (port hand), thence:

E of a dangerous wreck (23°02'·37S 44°02'·30W) close WNW of No 6 Light Buoy (port hand).

Brazilian Notice 12/S89/21 [NP5-No 4-Wk 40/21]

Argentina - Punta del Este to Cabo San Antonio — Directions; wreck

282

After Paragraph 9.45 2 line 4 *Insert*:

NW of a dangerous wreck (36°24'·70S 55°14'·10W), thence:

Argentinian Notice 9/118/21 [NP5-No 7-Wk 50/21]

Uruguay - Río Uruguay Inferior — Vertical clearance; power cable

318

Paragraph 10.68 1 line(s) 4–6 *Replace by*:

At Km 173·5, a power cable spans Brazo de la China and the main channel with a vertical clearance of 43 m.

Uruguayan Notice 5/47/21 [NP5-No 2-Wk 40/21]

NP6 South America Pilot Volume 2 (2019 Edition)

Falkland Islands — Unexploded ordnance and land mines

53

Paragraph 2.8 1–3 *Replace by*:

- 1 Although the Falkland Islands have been declared mine-free, unexploded ordnance remaining from the 1982 conflict might still be found throughout the area. Suspicious objects should not be touched but be reported to the authorities. Minefield maps are available from the Joint Services Explosives Ordinance Disposal (JSEOD), Hill Side Camp, Stanley.

Corr. UKHO [NP6-No 14-Wk 28/21]

Falkland Islands - West Falkland Island - Queen Charlotte Bay — Directions; obstruction

70

Paragraph 2.132 2 line(s) 3–4 *Replace by*:

W of an obstruction (51°54'·79S 60°47'·08W), reported (2021), which lies on a shoal bank.

H102 HMS Forth 7/6/21 [NP6-No 15-Wk 33/21]

Falkland Islands - East Falkland - Berkley Sound — Directions; wreck

95

Paragraph 2.282 3 lines 1–2 *Replace by*:

- 3 Clear of a wreck (51°33'·68S 57°54'·28W) with a depth of 15·4 m, thence:

British Government Survey [NP6-No 5-Wk 14/20]

Falkland Islands - Stanley — Pilotage

98

Paragraph 2.303 1 *Replace by*:

- 1 Pilotage is mandatory for vessels berthing at FIPASS, but optional otherwise; pilot available on request for other vessels.

Falkland Islands Notice 8/19 [NP6-No 16-Wk 48/21]

Argentina - Puerto San Julián — Anchorages; wreck

137

Paragraph 3.100 3 line 5 *Replace by*:

...leading line, 3¾ cables NE of Pueblo Light Beacon and a dangerous wreck (49°18'·96S 67°42'·65W) lying on the W side of the inlet.

Argentinian Notice 11/103/20 [NP6-No 10-Wk 01/21]

Argentina - Puerto San Julián — Anchorages; wreck

137

Paragraph 3.100 3 including existing Section IV Week 01/21 *Replace by*:

- 3 Anchorage may be obtained, off the town, ENE of Pueblo Light Beacon (3.97), in depths up to 16 m; good holding, sandy bottom. Attention is drawn to the wreck (49°18'·82S 67°42'·56W) of a barge lying on the leading line, 3¾ cables NE of Pueblo Light Beacon.

Argentinian Notice 3/42/21 [NP6-No 11-Wk 18/21]

Chile - Islas Diego Ramírez — Habitation; name

172

Paragraph 5.8 3 lines 1–3 *Replace by*:

- 3 Islas Diego Ramírez (56°28'·50S 68°44'·50W) and Islas Ildefonso (55°49'·60S 69°22'·30W) are usually inhabited during periods of fair weather.

Chilean Notice 3/38/21 [NP6-No 12-Wk 18/21]

Chile - South coast - Canal Beagle - Punta Waller to Punta Navarro — Directions; shoal

179

After Paragraph 5.62 1 line 4 *Insert*:

SSW of a shoal (54°57'·49S 66°52'·89W) with a least depth of about 15 m, reported (2019), thence:

NP6

After Paragraph 5.63 1 line 4 *Insert*:

S of a shoal (54°57'49S 66°52'89W) with a least depth of about 15 m, reported (2019), thence:

UKHO

[NP6-No 1-Wk 51/19]

Chile – Islas Diego Ramírez — General information; marine nature reserve

233

Paragraph 5.364 1-5 including heading *Replace by*:

Islas Diego Ramírez

General information

5.364

- 1 **Description.** Islas Diego Ramírez (56°28'50S 68°44'50W) consist of two groups of rocky islands lying in the N part of Drake Passage about 57 miles SW of Cabo de Hornos.

The N group consists of Isla Norte (56°27'2N 68°44'6W), off which lie numerous islets and rocks. The S group consists of two main islands, Isla Bartolome (56°30'5N 68°43'2W) and Isla Gonzalo (56°31'4N 68°42'5W) off which lie numerous islets and rocks.

- 2 The islands have been visited periodically by seal hunters, and there is a meteorological station on Isla Gonzalo. Due to their small size, the islands afford no shelter; vessels bound for the islands usually wait in Bahía Nassau (5.159) for favourable weather conditions.

Isla Norte and the islets of the N group are sufficiently high to be visible at a considerable distance.

- 3 **Tidal levels.** Mean maximum range about 1.8 m; mean minimum range about 0.9 m. See *ADMIRALTY Tide Tables Volume 4*.

Marine nature reserve. A marine protected area, named Islas Diego Ramírez y Paso Drake, has been established around Islas Diego Ramírez, extending in an arc of up to 200 miles SE through NW of the island group.

Climate information See climate station Isla Diego Ramírez 1.107.

Chilean Notice 3/38/21

[NP6-No 13-Wk 18/21]

Chile - Puerto Sara — Outer anchorage; directions

271

Paragraph 7.74 5 lines 1-3 *Replace by*:

- 5 **Outer anchorage.** Anchorage may be obtained, about 3 miles NE of Cabo Gregorio in depths between 23 and 24 m. The anchorage is marked by sets of lights in line exhibited from the shore; the chart is the best guide.

Paragraph 7.76 1-3 *Replace by*:

- 1 **Approach from south-south-east.** Leading lights: Front Light A1 (white rectangle daymark with a red stripe on a metal post, 6 m in height) (52°37'40S 70°11'82W).

Rear Light A (similar structure 14 m in height) (6 cables from front light).

The alignment (338°) and, at night, the red sector of the above lights marks the approach from SSE.

- 2 **Approach from south-east.** Leading lights:

Front Light B1 (white rectangle daymark with a red stripe on a metal post, 6 m in height) (52°37'62S 70°12'11W).

Rear Light B (similar structure 13 m in height) (6 cables from front light).

The alignment (310°) and, at night, the green sector of the above lights marks the approach from SE.

- 3 **Oil Terminal Leading Light Beacons:**

Front light beacon (white triangle with orange bands on white post with red bands; 11 m in height) (52°37'39S 70°11'83W).

Rear light beacon (white metal framework tower, red bands, 5 m in height) (1 cable from front beacon).

From a position in the pilot and waiting area (7.74) the alignment (334°) of these light beacons leads NNW towards the offshore terminal berth.

- 4 **Useful marks:**

Oil storage tanks (52°37'28S 70°12'00W).

Radio masts (52°38'25S 70°12'60W).

Chilean Notice 9/97/21

[NP6-No 17-Wk 50/21]

Chile - Seno Otway - Canal Fitz Roy — General information; traffic regulations

315

After Paragraph 7.389 1 line 9 *Insert*:

Traffic regulations

7.389a

- 1 Vessels navigating Canal Fitz Roy between Punta Reynard (7.394) and Punta Elías (7.398) should do so during daylight hours only, during slack water or periods of weak current. Maximum allowed wind speed 25 kn, minimum visibility 1 mile. Maximum length of vessel 80 m, draught 6.5 m, minimum UKC 1 m.

Paragraph 7.390 2 lines 1-7 *Replace by*:

- 2 **Overfalls** occur in Angostura Santa Cruz when the tidal streams are at strength. A short high sea and overfalls, which can be dangerous for very small vessels, are experienced in the N entrance when wind and tidal stream are opposed to each other.

Chilean Notice 7/20; SD-3001 C14

[NP6-No 7-Wk 33/20]

Chile - Estrecho de Magallanes - Paso del Mar — Directions; V-AIS

335

Paragraph 7.525 5 line 2 *Replace by*:

...marked by kelp and V-AIS, the SW danger off Isla Tamar;...

Paragraph 7.525 5 line 6 *Replace by*:

...mid-channel, marked by V-AIS; during periods of strong W winds...

Chilean Notice 4/39/20

[NP6-No 6-Wk 20/20]

Chile - Canal Mayne — Traffic regulations**357**Paragraph 8.38 1-2 *Replace by:*

- 1 In Paso Summer (8.41), between Punta Ernesto (52°19'72S 73°37'23W) and Islote Hozven Light, 4 miles NNW, no vessel may overtake any other vessel, nor pass another vessel proceeding in the opposite direction. North bound vessels have priority. South bound vessels must wait N of Islote Hozven (52°16'48S 73°40'66W) until the N bound vessel has passed. Only vessels with a maximum draught of 7.35 m or a UKC of 0.75 m are authorised to use the passage.
- 2 For further details on reporting and procedures, see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 12/19; Derrotero 3003 X-4-38

[NP6-No 2-Wk 03/20]**Chile - Canal Gray — Traffic regulations****359**Paragraph 8.50 1 *Replace by:*

- 1 In Canal Gray, between Islote Penacho Verde (52°24'04S 73°41'42W) and Islote Hozven Light, (52°16'48S 73°40'66W), no vessel may overtake any other vessel, nor pass another vessel proceeding in the opposite direction. North bound vessels have priority. South bound vessels must wait for N bound vessels to pass before entering Canal Gray.
- 2 In good visibility, transit may also be authorised during twilight. Use of the passage is authorised for vessels not exceeding 230 m LOA or 12 m draught. For full details on reporting and procedures see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 12/19; Derrotero 3003 X-4-38

[NP6-No 3-Wk 03/20]**Chile - Estrecho de Nelson -
Canal Smyth — Depths****396**Paragraph 8.341 1 *Replace by:*

- 1 There is a least depth of 31 m (51°44'31S 74°17'62W) in the fairway.

Chilean Notice 8/57/20

[NP6-No 8-Wk 39/20]**Chile - Estrecho Nelson -
Canal Smyth — Pilotage****396***After Paragraph 8.342 1 line 1 Insert:***Pilotage
8.342a**

- 1 When navigation is temporarily authorised (see 8.243a), pilotage is mandatory.

*After Paragraph 8.343 1 line 1 Insert:***Traffic regulations
8.343a**

- 1 Navigation is not normally authorised in the NW part of the canal. The local authority should be contacted for further information.

Chilean Notice 9/(3003) X-6-16a/20

[NP6-No 9-Wk 45/20]**Chile - Canal Picton — Traffic regulations****422***After Paragraph 9.57 Insert:***Traffic regulations
9.57a**

- 1 In Paso Picton (9.63) between Islote Tang (49°26'17S 75°26'65W) and Islote Verde (49°22'26S 75°28'57W) no vessel may overtake any other vessel, nor pass another vessel proceeding in the opposite direction. North bound vessels must wait for S bound vessels to pass before entering Paso Picton.

Only vessels with a maximum draught of 6.0 m or a UKC of 1.0 m are authorised to use the passage. Vessels with a draught close to 6 m should transit at high tide or rising mid-tide. For further details on pilotage, reporting and procedures see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 12/19; Derrotero 3003 IX-2-62

[NP6-No 4-Wk 03/20]**NP7 South America Pilot Volume 3 (2018 Edition)****Chile - Archipiélago de Juan Fernández —
Marine nature reserves****68***After Paragraph 2.10 2 line 3 Insert:***Marine nature reserves
2.10a**

- 1 **Lobería Selkirk Marine Park** is situated off the SW coast of Isla Alejandro Selkirk (2.35). Contact the local authorities for details on restrictions.

Montes Submarinos Crusoe y Selkirk Marine Park is situated about 45 miles W of Isla Robinson Crusoe (2.12). Contact local authorities for details on restrictions.

Chilean Notice 9/94/21

[NP7-No 153-Wk 50/21]**Chile - Archipiélago de los Chonos -
Canal Pulluche — Regulations;
under keel clearance****97***Paragraph 3.54 1 line(s) 2 Replace by:*

...Canal Pulluche at any height of tide:

Vessel transiting W of Bajo Roepke (3.55); 9 m, plus UKC 1.3 m.

Vessel transiting E of Bajo Roepke; 7.5 m, plus UKC 1.3 m.

Chilean Notice 7/20 SD 3002-Chap. VIII-2-44

[NP7-No 106-Wk 33/20]

**Chile - Archipiélago de los Chonos -
Canal Pulluche — Directions; shoals**

97

Paragraph 3.56 1-5 *Replace by:*

- 1 From a position W of Isla Ricardo Light (45°49'·43S 74°28'·19W) (3.49), the track leads 2½ miles NE, passing:
SE of Islotes Carvallo (45°48'·15S 74°27'·73W), thence:
NW of Punta Castillo (45°47'·70S 74°25'·99W), thence:
SE of Islote de Lobos (45°47'·00S 74°26'·16W), from which a light (white GRP tower with red band and wings, 3 m in height) is exhibited. A shoal lies about 1½ cables S of the light.
- 2 The track then leads ENE for 4 miles to Punta Morro, passing:
NNW of Isla Prieto (45°47'·32S 74°23'·21W), thence:
NNW of Punta Morro (45°46'·22S 74°20'·04W), from which a light (white GRP tower, red band, 3 m in height) is exhibited, thence:
To a position 4½ cables N of Punta Morro. The track then leads N for about 1 mile, passing:
- 3 W of Bajo Roepke (45°45'·20S 74°19'·93W), marked by a light buoy, (preferred channel to port). Deeper water is found by passing W then NW of the buoy, but this route is more tortuous and more affected by currents. Thence:
W of Punta del Bajo (45°45'·12S 74°19'·37W), thence:
Clear of a shoal (45°44'·95S 74°19'·55W) lying NW of Punta del Bajo, marked by a light buoy (preferred channel to port).
- 4 The track then leads ENE for about 1¾ miles until Punta Urizar Light bears 015°. The line of bearing (015°) of this light then leads through the narrow passage, passing:
WNW of a shoal with a depth of 9·4 m (45°43'·73S 74°17'·20W), thence:
WNW of Punta Pangal (45°42'·57S 74°16'·51W). Thence the track leads E for about 4 miles, passing:
- 5 S of Punta Urizar (45°41'·59S 74°16'·52W), from which a light (white GRP tower, red band, 4 m in height) is exhibited, thence:
N of Islotes Los Tres (45°42'·42S 74°14'·48W), three skerries in a triangular shape, thence:
N of Isla Barranco (45°42'·80S 74°11'·39W), to enter Canal Utarupa (3.127) or Canal Chacabuco (3.59) as necessary.

Useful mark:

Isla Rivero Light (metal framework tower, red and white bands, 6 m in height) (45°45'·15S 74°20'·32W).

(Directions continue for Canal Utarupa at 3.129, and for Canal Chacabuco at 3.62)

Chilean ENC CL3AI095; Chilean Notice 8/65/19

[NP7-No 48-Wk 37/19]

**Chile - Puerto Chacabuco —
Arrival information; anchorages**

119

Paragraph 3.270 1 lines 1-7 *Replace by:*

- 1 Designated anchorages lie in Bahía Chacabuco (45°28'·40S 72°49'·90W), sheltered from the NW by Isla Carmen (45°26'·50S 72°51'·00W), as follows:
A (45°28'·86S 72°50'·05W), depth 14 m;
B (45°28'·57S 72°50'·03W), depth 30 m;
C (45°28'·21S 72°50'·06W), depth 75 m;
D (45°28'·18S 72°49'·55W), depth 70 m;
E (45°28'·50S 72°49'·59W), depth 40 m;
F (45°28'·40S 72°49'·82W), depth 55 m.

Caution. Less water than charted may exist near a bank at the mouth of a stream at the SW part of the bay. The bank extends toward Anchorages A and B.

Chilean Notice 2/25/21

[NP7-No 144-Wk 14/21]

**Chile - Isla Chiloé - Canal Chacao —
Caution; traffic regulations**

156

Paragraph 5.52 1 line 4 *For 2018 Read 2020*

After Paragraph 5.52 1 line 6 *Insert:*

Caution. Vessels may not approach within 1 cable of the piles.

Traffic regulations

5.52a

- 1 Owing to the construction of the bridge (5.52), an alternative channel has been made navigable SE of Roca Remolinos (5.58), in the event that the N passage is restricted. Vessels entering the canal from the W have priority to decide which route to take; vessels should contact the local authority for regulations.

Chilean Notice 9/3002.VII-1-25/20

[NP7-No 115-Wk 45/20]

**Chile - Isla Chiloé - Canal Chacao —
Directions; V-AIS**

157

Paragraph 5.59 1 line(s) 4 *Replace by:*

...isolated shoal, marked by V-AIS. Punta Remolinos (41°48'·33S...

Chilean Notice 4/35/20

[NP7-No 100-Wk 20/20]

Chile - Puerto Montt — Outer anchorages

167

After Paragraph 5.150 2 line 3 *Insert:*

- I. 41°30'·78S 72°58'·17W.
- J. 41°31'·13S 72°58'·55W.
- K. 41°30'·97S 73°00'·53W.

Chilean Notice 9/93/21

[NP7-No 154-Wk 50/21]

**Chile - Canal Chacao - West Approach -
Bahia Guapacho — Anchorage**

175

Paragraph 6.41 *2 Replace by:*

- 2* **Anchorage** may be obtained, in about 24 m, 8½ cables N of Punta Barrancas (41°47'·38S 73°58'·19W), which is rocky and about 50 m high. There are also depths from 15 to 18 m in the SE part of Bahia Guapacho, with good holding.

Caution. Rocks, obstructions and shoals extend about 1½ miles E of Punta Huechucuicui, close N of the anchorage.

Useful mark:

House (41°47'·53S 73°59'·33W).

UKHO

[NP7-No 127-Wk 47/20]

**Chile - North-west of Puerto San Vicente —
Directions; buoy**

193

After Paragraph 6.225 *1* line 5 *Insert:*

Clear of a light buoy (ODAS) (36°33'·98S 73°20'·29W), thence:

Chilean Notice 5/34/19

[NP7-No 40-Wk 22/19]

Chile - Puerto San Vicente — Directions; lights

194

Paragraph 6.236 including heading *Replace by:*

**Approaches
6.236**

- 1* From a position about 5 miles NNW of Punta Hualpen (36°44'·82S 73°11'·48W), a low lying point from which a light (6.224) is exhibited, the track leads through the SE-bound lane of the TSS to a position NE of Punta Hualpen. Rocas Lobos (36°44'·59S 73°11'·50W), an area of dangerous rocks, extends 3 cables N of the point.

2 **S Mooring Leading Lights:**

Front light (white triangle, orange stripe, on metal post, 6 m in height) (36°44'·53S 73°07'·72W),

Rear light (white triangle, orange stripe on metal post, 10 m in height) (76 m from front light).

From a position NE of Punta Hualpen, the alignment 102° of these lights leads towards the harbour, passing:

- 3* SSW of Roca Villa de Burdeos (36°44'·12S 73°09'·22W), marked by a light buoy (port hand).

ENC CL3BB010 (2.005)

[NP7-No 64a-Wk 04/20]

Chile - Puerto San Vicente — Directions; lights

194

Paragraph 6.237 including heading *Replace by:*

Entrance to N part of bay

6.237

1 **Marine Terminal Approach Leading Lights:**

Front light (white square, red stripe, on metal post, 10 m in height) (36°43'·67S 73°07'·58W).

Rear light (similar structure, 17 m in height) (1½ cables from front light).

From a position S of Punta Liles (36°43'·99S 73°08'·77W), the alignment (054°) of these lights leads into the N part of the bay.

2 **Useful mark:**

Muelle CAP Light (white metal tower, red band, 3 m in height) (36°44'·38S 73°07'·96W).

ENC CL3BB010 (2.005)

[NP7-No 64b-Wk 04/20]

Chile - Puerto San Vicente — Terminal

195

Paragraph 6.240 including heading *Replace by:*

**San Vicente Maritime Terminal
6.240**

- 1* Two berths lie at the head of a jetty (36°44'·12S 73°08'·00W) which extends 4½ cables SW and W from the shore. Approach to the berths may be aided by two pairs of leading lights.

ENC CL3BB010 (2.005)

[NP7-No 65-Wk 04/20]

**Chile - Bahía Concepción -
Boca Grande — Pilotage**

196

After Paragraph 6.250 *1* line 5 *Insert:*

**Pilotage
6.250a**

- 1* Pilots board in the following positions:

36°34'·00S 73°03'·00W;

36°39'·00S 73°02'·00W;

36°41'·50S 73°03'·00W.

See *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 8/61/20

[NP7-No 108-Wk 39/20]

**Chile - Bahía Concepción - Boca Grande -
Puerto Tomé — Pilotage**

196

Paragraph 6.259 *1* lines 1-3 *Replace by:*

- 1* **Pilotage.** See 6.250a.

Chilean Notice 8/61/20

[NP7-No 109-Wk 39/20]

NP7

Chile - Bahía Concepción - Puerto Talcahuano — Anchorage

197

Paragraph 6.274 1-2 *Replace by:*

- 1 Anchor berths, designated A to O, lie in the approaches to Puerto Talcahuano.

An anchorage area is centred 7¼ cables SSE of Banco Belen Light (E cardinal, 8 m in height) (36°41'·81S 73°05'·00W). Quarantine and explosives anchorages are located within this area on its SW side. A buoy (N cardinal) is moored 1¼ cables S of the anchorage area.

Chilean Notice 8/61/20

[NP7-No 110a-Wk 39/20]

Chile - Puerto Talcahuano — Light beacon

197

Paragraph 6.275 1 lines 4 *Replace by:*

...an area 3 cables S of Banco Belen Light, noting Pam Haugagut Light Beacon (6.280). See...

ENC CL3BB010 (2.005)

[NP7-No 66-Wk 04/20]

Chile - Bahía Concepción - Puerto Talcahuano — Anchorage

197

Paragraph 6.276 1 lines 1-5 *Replace by:*

- 1 **Restricted areas:**
Vessels, except those of the Chilean Navy and vessels entering the naval dockyard (6.277) are prohibited from entering an area which extends N and S from the naval dockyard.
- 2 Entry is restricted into an area 1 mile SW of Banco Belen Light, to avoid obstructing the harbour approach.
Anchoring and fishing are prohibited in an area centred 4 cables WNW Banco Belen Light.

Chilean Notice 8/61/20

[NP7-No 110b-Wk 39/20]

Chile - Puerto Talcahuano — Directions

198

Paragraph 6.280 2-4 *Replace by:*

- 2 Vessels passing W of Banco Belen should keep clear of a 6-8 m rock (36°40'·75S 73°05'·18W) and W of a buoy (preferred channel to port) (36°41'·53S 73°04'·94W) moored off the N edge of the shoal and a buoy (port hand) (36°41'·75S 73°05'·23W) marking the W edge of Banco Belen.

From E, the recommended approach leads well clear of Banco Isla de Los Reyes, passing at least 2 cables N of the buoy (N cardinal) (36°42'·86S 73°04'·34W), moored off the N edge of the bank.

3 **Leading lights:**

Front light (red square with a white stripe on a metal post, 23 m in height) (36°41'·86S 73°06'·45W).

Rear light (similar structure, 29 m in height) (61 m from front light).

The alignment (298°) of these lights leads to Molo Marinao (6.277).

- 4 **Caution.** Approaching vessels should note a dangerous wreck, marked by Pam Haugagut Light Beacon (isolated danger) (36°42'·00S 73°05'·04W), which lies S of Banco Belen.

ENC CL3BB010 (2.005)

[NP7-No 67-Wk 04/20]

Chile - Puerto Lirquén — Anchorages

199

Paragraph 6.294 1-2 *Replace by:*

- 1 Vessels awaiting a berth should anchor in one of the following:

A — 36°41'·92S 72°59'·32W.

B — 36°41'·92S 73°00'·25W.

C — 36°41'·92S 73°01'·13W.

- 2 Outer anchorages:

A1 36°40'·25S 73°00'·95W;

A2 36°40'·25S 73°02'·20W;

A3 36°41'·10S 73°01'·50W;

A4 36°38'·50S 73°00'·00W.

Chilean Notice 8/61/20

[NP7-No 111-Wk 40/20]

Chile - Bahía Concepción - Puerto Lirquén — Anchorages

199

Paragraph 6.294 1-2 including existing Section IV Notice Week 40/20 *Replace by:*

- 1 General anchorages:

A1 36°40'·25S 73°00'·95W;

A2 36°40'·25S 73°02'·20W;

A3 36°41'·10S 73°01'·50W;

W 36°38'·50S 73°00'·00W.

Quarantine and fumigation anchorages:

Y 36°41'·92S 73°00'·25W;

Z 36°41'·92S 72°59'·32W.

- 2 Vessels awaiting a berth:

C 36°41'·92S 73°01'·13W.

Bunkering anchorage:

X 36°41'·12S 73°00'·42W.

Chilean Notice 10/76/20

[NP7-No 130-Wk 50/20]

Chile - Bahía Concepción - Puerto Lirquén — Anchorages

199

Paragraph 6.294 1-2 including existing Section IV Notice Week 50/20 *Replace by:*

- 1 General anchorages:

A1 36°40'·25S 73°00'·95W;

A2 36°40'·25S 73°02'·20W;

A3 36°41'·10S 73°01'·50W;

W 36°38'·50S 73°00'·00W;

Bunkering anchorage:

X 36°41'·20S 73°00'·70W.

Quarantine and fumigation anchorages:

Y 36°41'·92S 73°00'·25W;

Z 36°41'·92S 72°59'·32W.

Vessels awaiting a berth:

C 36°41'·92S 73°01'·13W.

UKHO

[NP7-No 131-Wk 52/20]

Chile - Puerto San Antonio — Berth draught

204

Paragraph 6.348 1 lines 1-4 *Replace by:*

1 See 6.360.

Chilean Notice 9/79/18

[NP7-No 1-Wk 49/18]

Chile - Puerto San Antonio — Prohibited areas; outer anchorage; pilotage

204-205

Paragraph 6.351 1 *Replace by:*

1 Vessels awaiting entry anchor in 28 m, sand and mud, in a circular area centred 1¼ miles W of the head of Molo Sur (33°35'·17S 71°37'·44W).

Paragraph 6.352 1 *Replace by:*

1 **Pilotage.** Compulsory and available 24 hours. The pilot boarding area is about 1¼ miles WNW of Molo Sur Light (33°35'·17S 71°37'·44W). Vessels must approach the Pilot Waiting Area at a speed not exceeding 4 kn. Vessels more than 300 m in length must wait for the pilot 1½ miles W of the breakwater. If the state of the weather prevents the pilot leaving harbour, vessels of less than 100 m in length may enter harbour for embarkation. See *ADMIRALTY List of Radio Signals Volume 6(7)*.

After Paragraph 6.352 *Insert:*

Prohibited areas

6.352a

1 Anchoring and fishing are prohibited within an area lying W of the entrance, bounded by the parallels 33°34'·50S and 33°35'·17S and the meridian 71°39'·00W.

Chilean Notice 9/79/18

[NP7-No 2-Wk 49/18]

Chile - Puerto San Antonio — Directions; leading lights

205

Paragraph 6.357 1-2 including heading and 6.358 1-3 *Replace by:*

Approach and entry

6.357

1 The harbour is approached between Punta Santo Domingo (33°36'·91S 71°37'·88W) (6.343) and Punta Vera (33°33'·12S 71°37'·67W), the NW extremity of Frontón de San Antonio.

Poza Chica Leading Lights:

Front light (yellow rectangle, red stripe, on metal pillar, 13 m in height) (33°35'·05S 71°36'·79W).

Rear light (similar structure, 14 m in height) (75 m from front light).

2 From a position W of the harbour entrance, the alignment (092·6°) of these lights leads E, passing: Between the heads of Muelle Policarpo Toro and Molo Sur, from where lights are exhibited.

The track then continues as required for berth in Poza Chica.

3 **Poza Grande: Outer leading lights:**

Front light (white rectangle red stripe, on metal post, 6 m in height) (33°35'·46S 71°37'·01W).

Rear light (similar structure, 14 m in height) (100 m from front light).

From a position on the leading line for Poza Chica, the alignment (141·7°) of these lights leads SE between the head of Molo Sur and the W extremity of Espigón de Atraque, from where a light (green post, 3 m in height) is exhibited.

4 **Inner leading lights:**

Front light (white rectangle, red band, on metal pillar, 10 m in height) (33°35'·71S 71°37'·10W).

Rear light (similar structure, 13 m in height) (58 m from front light).

The alignment (165°) of these lights leads SSE towards the head of the basin.

Useful marks:

Molo Sur Light (6.343).

Muelle Policarpo Toro Light (green square on green metal tower, 10 m in height) (33°34'·96S 71°37'·34W).

Spare

6.358

UKHO

[NP7-No 125-Wk 46/20]

Chile - Puerto San Antonio — Moorings; berths

205-206

Paragraph 6.359 *Replace by:*

Spare

6.359

Paragraph 6.360 1-4 *Replace by:*

1 **Molo Sur** (33°35'·45S 71°37'·29W) is 772 m in length with a least depth alongside of 15·5 m. Details of the berths as follow:

Berth No	Max length/beam	Max displacement (tonnes)	Principal use
1	363 m 48·4 m	149 000	Containers, liquids.
2	337 m 42·8 m	106 000	Containers, liquids.
3	253 m 32·2 m	46 703	Containers, liquids.

Maximum draught allowed is 14 m with a UKC of 10% of the minimum sounding for vessels using berth No 1 and 14·9 m with an UKC of 0·6 m S of bitt No 18 and for berths Nos 2 and 3.

2 **Muelle Costanera** (33°35'·45S 71°37'·05W) is 700 m in length and has two berths (C1 and C2) with depths alongside from 14·6 to 15·0 m.

NP7

Maximum dimensions: length 367 m, beam 48.2 m, displacement 163 000 tonnes.

Maximum draught: 13.2 m, with an UKC of 10% of the minimum sounding (bitt Nos 1 to 11) and 13.5 m, with an UKC of 10% of the minimum sounding (bitt Nos 11 to 35).

- 3 **Terminal Espigón** (33°35'·20S 71°37'·05W) has a total berthing space of about 560 m with four berths and facilities for containers, general and liquid cargo. Depths alongside from 6.8 to 12 m. One mooring buoy is available for berth No 4. Details of berths as follows:

Berth No	Max length/beam	Max displacement (tonnes)	Notes
4-5	237 m 32.2 m	55 600	
6-7	190 or 225 m 32.2 m	45 000	190 m LOA berthing on port, 225 m LOA on starboard.

Maximum draught for berth Nos 4 and 5 is 11.39 m with an UKC of 0.6 m. Maximum draught for berth Nos 6 and 7 is from 5.2 to 7.7 m with an UKC of 0.6 m.

Minimum distance between vessels alongside is 20 m.

- 4 **Muelle Panul** (33°34'·94S 71°37'·13W) – Berth No 8 is a T-shaped pier 77 m in length (186 m with dolphins) with a depth alongside of 12.8 m. Two mooring buoys are available.

Maximum dimensions: length 230 m, beam 32.3 m, displacement 60 000 tonnes (50 000 tonnes if using the E dolphin).

Maximum draught allowed is 11 m (UKC 1.8 m) in waves up to 1 m high and 10.3 m (UKC of 2.5 m) in waves up to 2 m high.

- 5 **Muelle Policarpo Toro** (33°34'·96S 71°37'·32W) – Berth No 9 is 62 m in length with a depth alongside of 11.8 m. Hoses, pipelines, and three buoys are available.

Maximum dimensions: length 190 m, beam 32.2 m, draught 10 m, displacement 30 000 tonnes.

Chilean Notice 9/79/18 [NP7-No 3-Wk 49/18]

Chile - Punta Lengua de Vaca to Punta Tortuga — Directions; major light

220

After Paragraph 7.63 2 line 6 Insert:

Cruz del Tercer Milenio Light (29°57'·13S 71°20'·85W) (7.106).

Chilean Notice 8/60/19 [NP7-No 49-Wk 37/19]

Chile - Guayacán — Directions; major light

222

After Paragraph 7.87 1 line 5 Insert:

Cruz del Tercer Milenio Light (29°57'·13S 71°20'·85W) (7.106).

Chilean Notice 8/60/19 [NP7-No 50-Wk 37/19]

Chile - Guayacán — Directions; leading lights

222

Paragraph 7.90 1 line(s) 3 For 112.5° Read 110°

Paragraph 7.90 1 line(s) 5-6 For 29°58'·49S 71°20'·86W Read 29°58'·50S 71°20'·85W

Paragraph 7.90 2 line(s) 1 For 112.5° Read 114°

Paragraph 7.90 2 line(s) 4 For 29°58'·23S Read 29°58'·24S

Paragraph 7.90 2 line(s) 7 For 037° Read 035°

Paragraph 7.90 2 line(s) 9 For 29°57'·95S Read 29°57'·96S

Paragraph 7.90 3 line(s) 1 For 029° Read 027°

Paragraph 7.90 3 line(s) 3 For 29°57'·95S Read 29°57'·96S

Paragraph 7.90 3 line(s) 7 For 031° Read 029°

Paragraph 7.90 3 line(s) 9-10 For 29°57'·94S 71°21'·55W Read 29°57'·96S 71°21'·54W

ENC CL5CO005 [NP7-No 53-Wk 41/19]

Chile - Coquimbo — Directions; major light

223

After Paragraph 7.106 1 line 11 Insert:

Cruz del Tercer Milenio Light (cross on concrete tower, 95 m in height) (29°57'·13S 71°20'·85W).

Chilean Notice 8/60/19 [NP7-No 51-Wk 37/19]

Chile - Punta Lengua de Vaca to Punta Carrizal - Coquimbo — Directions; berths

224

Paragraph 7.107 3 line 3 For ESE Read clear

After Paragraph 7.110 1 line 4 Insert:

Caution. A dangerous wreck (29°56'·84S 71°19'·40W) lies close S of anchor berth A.

Chilean Notice 5/33/19 [NP7-No 41-Wk 23/19]

Chile - Punta Tortuga to Punta Totoralillo — Directions; major light

224

After Paragraph 7.118 1 line 9 Insert:

Cruz del Tercer Milenio Light (29°57'·13S 71°20'·85W) (7.106).

Chilean Notice 8/60/19 [NP7-No 52-Wk 37/19]

**Chile - Puerto Chañaral de las Animas —
Anchorage; pilotage**

235

Paragraph 7.226 1 lines 1-7 *Replace by:*

- 1 **Outer anchorages.** Anchorage may be obtained at the following berths, in depths of 30 to 50 m.

No 1 (26°20'·65S 70°39'·75W);
No 2 (26°20'·17S 70°39'·77W);
No 3 (26°20'·90S 70°40'·40W);
No 4 (26°20'·20S 70°40'·40W);
No 5 (26°19'·50S 70°40'·40W).

Pilotage. Compulsory and available 24 hours. Pilots board in an area centred on 26°20'·44S 70°39'·30W. See *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 6/44/20 [NP7-No 105-Wk 28/20]

**Chile - Bahia Chiquinata -
Punta Gruesa — Prohibited area**

258

After Paragraph 8.159 1 line 4 *Insert:*

Prohibited area. Anchoring and fishing is prohibited within an area surrounding Punta Gruesa (20°21'·79S 70°10'·94W).

Chilean Notice 9/82/18 [NP7-No 4-Wk 49/18]

**Chile - Bahia Chiquinata -
Punta Gruesa — Prohibited area**

260

After Paragraph 8.177 1 line 9 *Insert:*

Anchoring is also prohibited within the area surrounding Punta Gruesa (see 8.162).

Chilean Notice 9/82/18 [NP7-No 5-Wk 49/18]

Chile - Iquique — Anchorages

260-261

Paragraph 8.187 1-3 *Replace by:*

- 1 The bay is open to winds from NW and NE, but these winds seldom occur. It is sheltered from the prevailing winds from S and SW, by Península Serrano and the breakwater extending from it.

Anchorage may be obtained at five designated anchor berths as follows:

No 1 20°11'·88S 70°09'·73W.
No 2 20°12'·02S 70°10'·07W.
No 3 20°12'·30S 70°10'·40W.
No 4 20°12'·80S 70°10'·30W.
No 5 20°13'·35S 70°10'·20W.

- 2 Anchorage No 2 also serves as quarantine anchorage. Anchorage No 3 also serves as explosives anchorage.

Anchorage for fishing vessels is established to the S and E of Roca Patilliguaje (8.195).

Chilean Notice 11/86/19 [NP7-No 57-Wk 50/19]

Chile - Iquique — Anchorages

260-261

Paragraph 8.187 1-3 including existing Section IV Notice Week 50/19 *Replace by:*

- 1 The bay is open to winds from NW and NE, but these winds seldom occur. It is sheltered from the prevailing winds from S and SW, by Península Serrano and the breakwater extending from it.

- 2 **Anchorage** may be obtained at five designated anchor berths as follows:

No 1 20°11'·88S 70°09'·73W.
No 2 20°12'·02S 70°10'·07W.
No 3 20°12'·30S 70°10'·40W.
No 4 20°12'·80S 70°10'·30W.
No 5 20°13'·35S 70°10'·20W.
No 6 20°11'·50S 70°09'·10W.

- 3 Anchorage No 2 also serves as a quarantine anchorage. Anchorage No 3 also serves as an explosives anchorage.

Anchorage for fishing vessels is established to the S and E of Roca Patilliguaje (8.196).

Prohibited anchorage in the following areas:

- 4 An area at the E end of the NW-bound traffic lane of the TSS, N of the pilot boarding area (8.188). Esmeralda Light Buoy (20°10'·93S 70°08'·97W), marking a historic wreck, lies in the E part of the area.

An area seaward of and surrounding Muelle Naval (8.198).

An area N through SE of Molo de Abrigo (20°12'·03S 70°09'·44W).

Chilean Notice 12/99/20 [NP7-No 136-Wk 07/21]

Chile - Iquique — Directions; terminal

261

After Paragraph 8.196 2 *Insert:*

**Approaches to Copec Terminal
8.196a**

- 1 Vessels approach Copec Terminal from the N with the assistance of one of the three sets of leading lights, located in the vicinity of Muelle Naval (8.198), dependent on the length of vessel.

Useful marks:

Leading lights (20°11'·98S 70°08'·26W).

Chilean Notice 6/45/19 [NP7-No 44-Wk 28/19]

Chile - Iquique — Berths

261

Paragraph 8.197 1 line(s) 5-8 *Replace by:*

Copec Terminal, with three mooring buoys, maximum length 229 m, maximum draught 11·34 m.

Petrobas Terminal, with three mooring buoys, maximum length 183 m, maximum draught 12·4 m.

Chilean Notice 6/45/19 [NP7-No 45-Wk 28/19]

NP7

Chile - Arica — Anchorages

266

After paragraph 8.233 1 line 11 *Add*:

Two additional anchorages lie closer inshore, in positions 18°27'·97S 70°19'·91W and 18°28'·02S 70°19'·22W.

ENC CL4TR010

[NP7-No 56-Wk 43/19]

Chile - Arica — Pilotage

266

Paragraph 8.234 *Replace by*:

- 1 Compulsory. Pilots board in the vicinity of 18°28'·00S 70°20'·80W and 18°27'·37S 70°20'·02W. See *ADMIRALTY List of Radio Signals Volume 6(7)*.

Chilean Notice 9/70/19; ENCCL4TR010

[NP7-No 54-Wk 42/19]

Peru - Puerto Ilo — Outer anchorages

271

Paragraph 9.23 1-3 *Replace by*:

- 1 Designated anchorage exists for different classes of vessels. Main areas are as follows:

Position	Designation	Remarks
17°37'·69S 71°22'·31W	Tankers	
17°36'·86S 71°22'·32W	General cargo vessels	
17°37'·25S 71°23'·21W	Dangerous cargo vessels	
2 17°36'·33S 71°23'·21W	Quarantine	
17°37'·87S 71°21'·58W	Peruvian Navy	Reserved area
17°38'·48S 71°21'·05W	Industrial fishing craft	A wreck (17°38'·46S 71°21'·02W) is situated within this area. A light buoy (isolated danger) is moored on the S edge of the area.
3 17°38'·43S 71°20'·83W	Food stuffs	A mooring buoy lies close N of the area
17°36'·08S 71°22'·33W	Cargo Trans-shipment	

Remaining charted anchorage areas are for fishing craft, small craft and service vessels.

Peruvian Notices 4/65/19; 4/66/19; 4/67/19; 4/68/19

[NP7-No 37-Wk 22/19]

Peru - Matarani — Outer anchorages; directions

275

Paragraph 9.65 1 line(s) 6-7 *For* 17°00'·26S 72°07'·19W *Read* 16°58'·80S 72°07'·80W

Paragraph 9.70 1 line(s) 9 *Replace by*:

...clear of...

Peruvian Notices 4/63/19; 4/64/19

[NP7-No 38-Wk 22/19]

Peru - San Juan — Anchorage

279

After Paragraph 9.101 1 line 6 *Insert*:

A naval anchorage is centred on 15°20'·35S 75°09'·85W.

Peruvian Notice 1/14/19

[NP7-No 24-Wk 09/19]

Peru - Approaches to Puerto San Nicolás — Anchorage; wreck

281

Paragraph 9.113 2 line(s) 3-4 *Replace by*:

5	15°13'·50S 75°15'·30W	Dangerous cargo vessels	A wreck lies close E of the anchorage
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Peruvian Notice 11/19; ENC PE503122

[NP7-No 60-Wk 02/20]

Peru - San Nicolás — Anchorages

280-281

Paragraph 9.113 1-3 including Section IV Notice Week 02/20 *Replace by*:

- 1 Designated anchorage exists as follows:
Anchorage 1 (15°11'·88S 75°15'·69W); general cargo.
Anchorage 2 (15°12'·21S 75°15'·35W); general cargo.
Anchorage 3 (15°12'·21S 75°16'·36W); dangerous cargo.
Anchorage 4 (15°12'·21S 75°16'·03W); dangerous cargo.
2 Anchorage 5 (15°12'·21S 75°15'·69W); quarantine.
Anchorage 6 (15°11'·88S 75°16'·03W); quarantine.
Anchorage 7 (15°14'·45S 75°15'·39W); vessels under repair.
Anchorage 8 (15°14'·36S 75°14'·92W); naval vessels.
3 With a strong offshore breeze there is little swell. Only when the wind drops are vessels liable to swing broadside on to the swell.
The holding ground is good, sand shells and mud.

Peruvian Notice 1/15/21

[NP7-No 142-Wk 14/21]

Peru - San Nicolás — Anchorages

280 - 281

Paragraph 9.113 including existing Section IV Notice Week 14/21 *Replace by:*

- 1 Designated anchorages are as follows:
 - No 1 (15°11'·88S 75°15'·69W); general cargo.
 - No 2 (15°12'·21S 75°15'·35W); general cargo.
 - No 3 (15°12'·21S 75°16'·36W); dangerous cargo.
 - No 4 (15°12'·21S 75°16'·03W); dangerous cargo.
 - 2
 - No 5 (15°12'·21S 75°15'·69W); quarantine.
 - No 6 (15°11'·88S 75°16'·03W); quarantine.
 - No 7 (15°11'·88S 75°16'·37W); vessels under repair.
 - No 8 (15°14'·50S 75°13'·80W); naval vessels.
 - 3 With a strong offshore breeze there is little swell. Only when the wind drops are vessels liable to swing broadside on to the swell.
The holding ground is good, sand shells and mud.
- Peruvian Notice 5/73,74/21 [NP7-No 148-Wk 32/21]

Peru - Bahía de Paracas -
Puerto General San Martín — Anchorages

284

Paragraph 9.147 1-3 *Replace by:*

- 1 Anchorage may be obtained as follows:

No	Position	Designation
1	13°48'·26S 76°16'·66W	Naval vessels
2	13°47'·70S 76°16'·57W	Waiting
3	13°47'·20S 76°17'·45W	Ferries
4	13°46'·56S 76°17'·82W	Merchant vessels
2 5	13°46'·56S 76°18'·63W	Dangerous cargo vessels
6	13°45'·75S 76°19'·27W	Quarantine
7	13°45'·75S 76°18'·82W	Laid-up vessels
8	13°45'·75S 76°18'·27W	Oil transfer
9	13°45'·33S 76°16'·20W	Oil tankers
3 12	13°47'·04S 76°15'·94W	Fishing vessels
13	13°47'·14S 76°15'·68W	Fishing vessels
14	13°47'·50S 76°15'·48W	Fishing vessels

Vessels using Anchorage No 9 must keep clear of the submarine pipelines close E. See 1.38.

Peruvian Notice 1/13/21 [NP7-No 143-Wk 14/21]

Peru - Bahía de Paracas -
Puerto General San Martín —
Directions; leading lights

285

Paragraph 9.156 2 lines 1-7 *Replace by:*

- 2 **Leading lights:**
 - Front light (red rectangle on metal tower, 4 m in height) (13°48'·28S 76°17'·60W).
 - Rear light (similar structure) (1 cable from front light).

The alignment (234·9°) of these lights leads from the pilot boarding position towards the berths.

Peruvian Notice 12/118/20 [NP7-No 138-Wk 10/21]

Peru - Melchorita LNG Terminal — Port

289

After Paragraph 9.190 Insert:

Melchorita LNG Terminal

General information

9.190a

- 1 **Position and function.** Melchorita LNG Terminal (13°15'·55S 76°18'·77W) exports LNG from a production plant. Vessels of up to 170 000 m³ capacity can be accommodated.

Port Authority. Hunt LNG Operating Company.
Website. www.peruling.com

Limiting conditions

9.190b

- 1 **Controlling depth.** Depths in the approach channels exceed 14 m.
- Navigable width.** The approach channels are 300 m in width.

Arrival information

9.190c

- 1 **Pilotage.** Pilots board in an area centred on 13°15'·27S 76°20'·43W.

Harbour

9.190d

- 1 **General layout.** The T-shaped terminal consists of a long trestle bridge with an LNG loading dock at its seaward end which is sheltered by a 4½ cables long detached breakwater.

Directions

9.190e

- 1 **Entry Leading lights:**
 - Front light (beacon) (13°15'·41S 76°18'·63W).
 - Rear light (similar structure) (8 cables from front light).

From the pilot boarding station, the alignment (095·3°) of the above lights leads through a channel, marked by light buoys (lateral), passing N of the NW head of the detached breakwater from where a light is exhibited. Thence course is altered as required to the berth.
- 2 **Departure Leading Lights:**
 - Front light (beacon) (13°15'·41S 76°18'·63W).
 - Rear light (similar structure) (9½ cables from front light).

From a position E of the SE end of the breakwater, on which stands a light, the alignment (355·3°), astern, of the leading lights leads S through a channel marked by light buoys (lateral).

Berth

9.190f

- 1 The berth has alongside depths from 13 to 15 m. The flat side is 130 m in length (385 m including dolphins).

GB Chart 3086 Ed.1 (2019); IHS Seaweb;
www.peruling.com [NP7-No 58-Wk 01/20]

NP7

Peru - Melchorita LNG Terminal — Port

290

Paragraph 9.205 1-2 including heading *Replace by:*

**Spare
9.205**

GB Chart 3086 Ed.1 (2019) [NP7-No 59-Wk 01/20]

Peru - Gran Bahía de Lima - Ensenada de Chorrillos — Anchorages

291

Paragraph 9.208 3 *Replace by:*

3 **Anchorages.** Designated anchorages exist as follows:

No	Position	Designation
1	12°09'·86S 77°01'·76W	Work boats
2	12°09'·81S 77°01'·78W	Recreational vessels
3	12°09'·76S 77°01'·87W	Freight vessels
4	12°09'·70S 77°01'·91W	Small craft

Peruvian Notice 11/91/20 [NP7-No 133-Wk 06/21]

Peru - Callao – Ensenada de Chorrillos — Anchorage

291

After Paragraph 9.218 4 line 3 *Insert:*

A naval anchorage lies at 12°08'·83S 77°02'·56W.

Peruvian Notice 9/93/18 [NP7-No 6-Wk 49/18]

Peru - Callao – Gran Baía de Lima - Ensenada de Chorrillos — Anchorage

291-292

Paragraph 9.218 4 line 3 existing Section IV Notice Week 49/18 *Replace by:*

After Paragraph 9.208 4 line 3 *Insert:*

A naval anchorage lies at 12°08'·83S 77°02'·56W.

Peruvian Notice 9/93/18; UKHO
[NP7-No 135-Wk 07/21]

Peru - Callao — Anchorages

291-292

Paragraph 9.215 *Replace by:*

1 Designated anchorages exist, for different classes of vessels, centred as follows:

No	Position	Designation	Remarks
1	12°01'·53S 77°11'·51W	Merchant vessels	
2	12°01'·51S 77°10'·09W	Fishing, Mining, Factory Vessels	A wreck lies in S part
2 3	12°02'·33S 77°09'·49W	Fishing vessels	Three dangerous wrecks lie in the area
4	12°01'·76S 77°09'·42W	Harbour vessels	
5	12°00'·74S 77°09'·98W	Laid up vessels	
3 6A	11°59'·49S 77°08'·67W	Fishing vessels	A submarine pipeline is laid on the S border
6B	12°00'·18S 77°09'·12W	Fishing vessels	
4 7	11°59'·48S 77°10'·60W	Nuclear powered vessels and any vessel carrying or holding radioactive material	
5 8	12°00'·57S 77°11'·32W	Tankers Oil and Gas and hazardous cargoes	A stranded wreck, surrounded by a restricted area radius 165 m marked by an isolated danger buoy, and a dangerous wreck lie in the E part
6 9	12°02'·10S 77°10'·90W	Pilot waiting area	
10	12°01'·00S 77°08'·90W	Vessels awaiting disposal	
11	11°59'·48S 77°12'·07W	Security, Provisioning and Quarantine	
7 12	12°01'·24S 77°12'·92W	Fuel loading/unloading and lightening	A dangerous wreck lies near the centre of the area
A	12°03'·91S 77°09'·95W	Yacht Club	
B	12°03'·75S 77°09'·96W	Recreational Vessels	

No	Position	Designation	Remarks	No	Position	Designation	Remarks
8 C	12°03'·84S 77°09'·82W	La Punta Yacht Club		5 8	12°00'·57S 77°11'·32W	Tankers Oil and Gas	A stranded wreck, surrounded by a restricted area radius 165 m marked by an isolated danger buoy, and a dangerous wreck lie in the E part
A	12°03'·73S 77°09'·73W	Marine School					
B	12°03'·65S 77°09'·50W	Hydrographic Vessels	Three wrecks and two mooring buoys lie in the area				
9 A	12°03'·28S 77°09'·29W	Fishing Vessels					
B	12°03'·40S 77°09'·22W	Harbour Vessels		6 9	12°021'·10S 77°101'·90W	Pilot waiting area	
C	12°03'·49S 77°09'·18W	Tour Vessels		10	12°01'·00S 77°08'·90W	Vessels awaiting disposal	
D	12°03'·77S 77°09'·27W	Small Craft		11	11°59'·48S 77°12'·07W	Security, Provisioning and Quarantine	

Peruvian Notice 9/82/18

[NP7-No 7-Wk 49/18]

7 12	12°01'·24S 77°12'·92W	Fuel loading/unloading	A dangerous wreck lies near the centre of the area
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Peru - Callao — Outer anchorages; wrecks**291-292**Paragraph 9.215 including existing Section IV Notice Week 49/18 *Replace by:*

- 1 Designated anchorages exist, for different classes of vessels, centred as follows:

No	Position	Designation	Remarks	No	Position	Designation	Remarks
1	12°01'·53S 77°11'·51W	Merchant vessels		8 C	12°03'·84S 77°09'·82W	La Punta Yacht Club	
2	12°01'·51S 77°10'·09W	Fishing, Mining, Factory Vessel	A wreck lies in S part	A	12°03'·73S 77°09'·73W	Marine School	
2 3	12°02'·33S 77°09'·49W	Fishing vessels	Three dangerous wrecks lie in the area	B	12°03'·65S 77°09'·50W	Hydrographic vessels	Three wrecks and two mooring buoys lie in the area
4	12°01'·76S 77°09'·42W	Harbour vessels		9 A	12°03'·28S 77°09'·29W	Fishing vessels	
5	12°00'·74S 77°09'·98W	Lay-up vessels		B	12°03'·40S 77°09'·22W	Harbour vessels	
3 6A	11°59'·49S 77°08'·67W	Fishing vessels	A stranded wreck lies on the NW limit. A submarine pipeline is laid on the S border	C	12°03'·49S 77°09'·18W	Tour vessels	
6B	12°00'·18S 77°09'·12W	Fishing vessels		D	12°03'·77S 77°09'·27W	Small craft	
4 7	11°59'·48S 77°10'·60W	Nuclear powered vessels and any vessel carrying or holding radioactive material					

Peruvian Notice 5/21/20

[NP7-No 102-Wk 27/20]

Peru - Bahía del Callao - Callao — Anchorages**291-292**Paragraph 9.215 including existing Section IV Notice Week 27/20 *Replace by:*

- 1 Designated anchorages exist, for different classes of vessels, centred as follows:

No	Position	Designation	Remarks
1	12°01'·53S 77°11'·51W	Merchant vessels	
2	12°01'·51S 77°10'·09W	Fishing, Mining, Factory Vessel	A wreck lies in S part

NP7

No	Position	Designation	Remarks
2 3	12°02'·33S 77°09'·49W	Fishing vessels	Three dangerous wrecks lie in the area
4	12°01'·76S 77°09'·42W	Harbour vessels	
5	12°00'·74S 77°09'·98W	Lay-up vessels	
3 6A	11°59'·49S 77°08'·67W	Fishing vessels	A stranded wreck lies on the NW limit. A submarine pipeline is laid on the S border
6B	12°00'·18S 77°09'·12W	Fishing vessels	
4 7	11°59'·48S 77°10'·60W	Nuclear powered vessels and any vessel carrying or holding radioactive material	
5 8	12°00'·57S 77°11'·32W	Tankers Oil and Gas	A stranded wreck, surrounded by a restricted area radius 165 m marked by an isolated danger buoy, and a dangerous wreck lie in the E part
6 9	12°02'·00S 77°11'·55W	Pilot waiting area	
10	12°01'·00S 77°08'·90W	Vessels awaiting disposal	
11	11°59'·48S 77°12'·07W	Security, Provisioning and Quarantine	
7 12	12°01'·24S 77°12'·92W	Fuel loading/unloading	A dangerous wreck lies near the centre of the area
A	12°03'·18S 77°09'·34W	Fishing vessels (6·5 to 13·3 gt)	
8 B	12°03'·28S 77°09'·29W	Fishing vessels (less than 6·5 gt) Harbour cruise vessels	
C	12°03'·40S 77°09'·22W	Harbour vessels	
D	12°03'·48S 77°09'·19W	Tour vessels	
E	12°03'·56S 77°09'·28W	Sailing vessels	

No	Position	Designation	Remarks
9 F	12°03'·65S 77°09'·50W	Hydrographic vessels	Three wrecks and two mooring buoys lie within the anchorage
G	12°03'·73S 77°09'·73W	Marine school (IMARPE)	
10 H	12°03'·83S 77°09'·90W	Recreational vessels	A wreck lies in the E section of the anchorage
D	12°03'·77S 77°09'·27W	Small craft	

Peruvian Notice 11/96; 97/20 [NP7-No 134-Wk 06/21]

Peru - Callao — Directions; wrecks

293

Paragraph 9.225 3 line(s) 4-5 *Replace by:*

...(lateral), 6 cables W. Numerous dangerous wrecks lie in Bahía del Callao and within the entrance channel.

Peruvian Notice 3/14/20 [NP7-No 99-Wk 19/20]

Peru - Bahía del Callao - La Pampilla — Prohibited area

299

After Paragraph 10.17 3 line 3 *Insert:*

Prohibited Area. Entry is prohibited into an area centred on 11°57'·72S 77°08'·36W.

Peruvian Notice 11/123/19 [NP7-No 61-Wk 02/20]

Peru - Puerto Chancay — Anchorages

299

After Paragraph 10.28 1 line 4 *Insert:*

Outer Anchorages exist for different classes of vessel in designated anchorages as follows:

Merchant vessels (11°34'·37S 77°17'·37W) in depths of about 20 m,

Vessels awaiting a Pilot (11°34'·45S 77°16'·96W) in depths of about 16 m,

Small craft and fishing vessels over 30 gt (11°34'·30S 77°16'·89W) in depths of 12 to 15 m,

Small craft and fishing vessels under 30 gt (11°35'·00S 77°16'·42W) in depths of about 5 m.

The merchant vessel and the vessels awaiting a Pilot anchorages lie close to the prohibited anchorage area below.

Peruvian Notice 9/77/18 [NP7-No 8-Wk 49/18]

Peru - Puerto Chancay — Anchorages

299

Paragraph 10.28 1 lines 1-8 including existing Section IV Notice Week 49/18 *Replace by:*

1 **Notice of ETA** should be sent 7 days prior to arrival to shippers and consignees. Thence 3 days prior to arrival to the harbour master and port authorities.

Outer anchorages exist as follows:

Merchant vessels (11°34'·36S 77°17'·36W) in depths of about 20 m.

Vessels awaiting a Pilot (11°34'·36S 77°17'·22W) in depths of about 19 m.

Small craft and fishing vessels over 30 gt (11°34'·26S 77°16'·83W) in depths from 11 to 15 m.

Small craft and fishing vessels under 30 gt (11°35'·00S 77°16'·42W) in depths of about 5 m.

Pilotage. Compulsory. Pilots board 5 cables NW of port.

Prohibited area, centred on 11°34'·52S 77°17'·17W, with a radius of 200 m.

Peruvian Notices 1/5/21; 1/6/21

[NP7-No 141-Wk 14/21]

Peru – Puerto Chancay — Berths

300

Paragraph 10.31 ¹ line 9 *Replace by:*

The pier is damaged and is no longer in use.

Peruvian Notice 9/76/18

[NP7-No 9-Wk 49/18]

Peru – Puerto Huacho — Outer anchorage

300

Paragraph 10.35 ¹ lines 1–6 *Replace by:*

- ¹ **Outer anchorage** may be obtained, in an area centred on 11°06'·51S 77°37'·75W, in depths of 16 to 18 m. Vessels awaiting a pilot may anchor in an area centred on 11°06'·91S 77°37'·19W.

Peruvian Notice 8/59/18 and 8/60/18

[NP7-No 10-Wk 51/18]

Peru – Chimbote — Anchorages

305

Paragraph 10.92 ¹ *Replace by:*

- ¹ Anchorage exists for different classes of vessels in designated areas as follows:

<i>Anchorage</i>	<i>Position</i>	<i>Designation</i>
No 1	9°04'·67S 78°36'·16W	Small craft
No 2	9°05'·00S 78°36'·62W	Leisure craft
No 3	9°05'·02S 78°36'·22W	Fishing vessels < 20 gt
No 4	9°05'·12S 78°35'·97W	Fishing vessels < 110 gt
No 5	9°05'·30S 78°35'·34W	Fishing vessels < 800 gt
No 6	9°05'·95S 78°34'·75W	Fishing vessels > 800 gt

<i>Anchorage</i>	<i>Position</i>	<i>Designation</i>
No 8	9°06'·30S 78°36'·00W	Hazardous cargo
No 9	9°08'·17S 78°36'·44W	Vessels under repair
No 10	9°08'·55S 78°36'·40W	Quarantine
No 11	9°08'·14S 78°35'·73W	Lightening operations
No 14	9°08'·51S 78°35'·03W	Peruvian Navy

Peruvian Notices 12/142; 143; 144; 145/18

[NP7-No 20a-Wk 05/19]

Peru – North-west coast – Chimbote — Berths; anchorage

305

Paragraph 10.92 ¹ including existing Section IV Notice Week 05/19 *Replace by:*

¹ Anchorage exists for different classes of vessels in designated areas as follows:

<i>Anchorage</i>	<i>Position</i>	<i>Designation</i>
No 1	9°04'·67S 78°36'·16W	Small craft
No 2	9°05'·00S 78°36'·62W	Leisure craft
No 3	9°05'·02S 78°36'·22W	Fishing vessels < 20 gt
No 4	9°05'·12S 78°35'·97W	Fishing vessels < 110 gt
No 5	9°05'·30S 78°35'·34W	Fishing vessels < 800 gt
No 6	9°05'·95S 78°34'·75W	Fishing vessels > 800 gt
	9°06'·68S 78°36'·00W	Merchant vessels
No 8	9°06'·30S 78°36'·00W	Hazardous cargo
No 9	9°08'·17S 78°36'·44W	Vessels under repair
No 10	9°08'·55S 78°36'·40W	Quarantine
No 11	9°08'·14S 78°35'·73W	Lightening operations
No 14	9°08'·51S 78°35'·03W	Peruvian Navy

Peruvian Notice 2/035/19

[NP7-No 26-Wk 13/19]

Peru – Chimbote — Anchorages

305

Paragraph 10.92 ² lines 1–2 *Replace by:*

- ² Two anchorage areas for laid up vessels are also established NW of Muelle No 1 (10.93).

Offshore oil terminals are situated in the following positions:

Peruvian Notices 12/142; 143; 144; 145/18

[NP7-No 20b-Wk 05/19]

NP7

Peru – Bahía Coishco — Anchorages

307

Paragraph 10.109 1 lines 1–2 *Replace by:*

- 1 **Anchorages.** Two anchorage areas are established in the bay:
- Fishing vessels less than 1000 gt (9°00′.88S 78°38′.33W);
 - Fishing vessels less than 50 gt (9°01′.03S 78°38′.11W).
- Moorings.** Five mooring buoys are moored in the SE part of the bay.

Peruvian Notices 12/142; 143; 144; 145/18

[NP7–No 21–Wk 05/19]

Peru – Salaverry — Arrival information; outer anchorages

308

Paragraph 10.119 1 line(s) 6–7 *For* 8°13′.48S 79°00′.33W
Read 8°13′.45S 79°00′.40W

Paragraph 10.119 2 line(s) 1–2 *For* 8°13′.99S 79°00′.33W
Read 8°12′.55S 79°01′.00W

Paragraph 10.119 2 line(s) 5–6 *Replace by:*

8°14′.00S	Peruvian Navy vessels
79°00′.35W	
8°14′.47S	Quarantine
79°00′.42W	

Peruvian Notices 3/51; 52/19 [NP7–No 33–Wk 18/19]

Peru – North-west coast – Eten Offshore Terminal — Arrival information; anchorage

313

Paragraph 10.170 1 line(s) 3–5 *Replace by:*

Outer anchorages. A designated anchorage area, with depths of around 6 to 9 m, is centred on 6°55′.75S 79°52′.93W. Anchorage may also be obtained about 9 cables W of Punta Eten (6°56′.88S 79°52′.02W) in charted depths of around 12 m.

Peruvian Notice 2/032(2)/19 [NP7–No 27–Wk 13/19]

Peru – North-west coast – Pimentel — Arrival information; anchorage

313

Paragraph 10.176 1 line(s) 3–6 *Replace by:*

Outer anchorages exist, for different classes of vessels, in designated areas as follows:

<i>Position</i>	<i>Designation</i>
6°51′.25S 79°57′.75W	Vessels transferring hydrocarbons
6°50′.07S 79°58′.53W	Vessels of the Peruvian Navy
6°49′.90S 79°57′.30W	Immobilised vessels

Peruvian Notice 2/032(1 and 5)/19

[NP7–No 28–Wk 13/19]

Peru – North-west coast – Santa Rosa — Anchorage

314

Paragraph 10.182 2 line(s) 5 and 6 *Replace by:*

Anchorage may be obtained in a designated area, centred on 6°52′.90S 79°56′.10W, in depths of around 7 to 8 m.

Peruvian Notice 2/032(3)/2019 [NP7–No 29–Wk 13/19]

Peru – North-west coast – Pimentel – San José — Anchorages

314

Paragraph 10.183 3 line(s) 1–2 *Replace by:*

- 3 **Anchorage** may be obtained in a designated area, centred on 6°52′.90S 79°56′.10W, in depths of around 5 to 7 m, coarse sand. It is...

Peruvian Notice 2/32(4)/19 [NP7–No 30–Wk 13/19]

Peru – Caleta Tierra Colorada — Anchorage

317

Paragraph 10.210 2 line(s) 6 *Replace by:*

...5°04′.15S 81°08′.63W, in depths from about 18 to 27 m,...

Peruvian Notices 3/40; 41/19 [NP7–No 34–Wk 18/19]

Peru – Paita — Arrival information; outer anchorages

317

Paragraph 10.217 2 line(s) 11–12 *Replace by:*

5°04′.00S	Fishing vessels
81°07′.35W	

Peruvian Notices 3/40; 41/19 [NP7–No 35–Wk 18/19]

**Peru - North-west coast - Talara —
Outer anchorages**

321

Paragraph 10.250 2 line(s) 3-4 *Replace by:*

4°32'00S Barges and
81°17'65W tankers
4°34'08S Other vessels
81°17'13W

Peruvian Notice 2/30(9)/19 [NP7-No 31-Wk 13/19]

**Peru - Bahía Talara - Talara —
Regulations concerning entry**

321

After Paragraph 10.253 1 line 5 *Insert:*

Maximum length of a vessel that may manoeuvre
in Puerto Talara roadstead must not exceed 200 m.

Peruvian Notice 7/39 SD5001/20
[NP7-No 107-Wk 38/20]

**Ecuador - Golfo de Guayaquil -
Isla Payana — Directions; light**

322

Paragraph 10.273 1 line 9 *For* (3°22'76S 80°18'23W)
Read (3°23'06S 80°18'35W)

UKHO [NP7-No 145-Wk 19/21]

Peru - Puerto Zorritos — Anchorage

324

After Paragraph 10.288 2 line 7 *Insert:*

A naval anchorage is centred on 3°38'21S
80°39'51W.

Peruvian Notice 1/5/19 [NP7-No 25-Wk 09/19]

**Ecuador - Outer approaches to Guayaquil -
Golfo de Guayaquil — Directions**

324

Paragraph 10.294 2 line(s) 5-7 *Replace by:*

Thence the track leads to the pilot boarding position
for Rio Guayas in the vicinity of the Sea Light Buoy
(2°44'65S 80°24'88W), S of Punta Chapoya
(2°38'47S 80°26'12W) (11.29), or to the entrance to
the DW approach channel, 17 miles SSW of Punta
Chapoya.

GB Chart 586/20 [NP7-No 69-Wk 10/20]

**Ecuador - Approaches to Guayaquil -
Canal del Morro — Reference**

327

Paragraph 11.9 1 line(s) 8 *For* (11.78) *Read* (11.76b)

GB Chart 586/20 [NP7-No 70-Wk 10/20]

**Ecuador - Golfo de Guayaquil -
Isla Payana — Directions; light**

328

Paragraph 11.14 1 line 10 *For* (3°22'76S 80°18'23W)
Read (3°23'06S 80°18'35W)

UKHO [NP7-No 146-Wk 19/21]

**Ecuador - Approaches to Guayaquil -
Canal de Jambelí — Directions; wreck**

328

After Paragraph 11.21 1 line 10 *Insert:*

Clear of a dangerous wreck (2°52'95S 79°53'92W),
position approximate, thence:

GB Chart 586/20 [NP7-No 71-Wk 10/20]

**Ecuador - Outer approaches to Guayaquil -
DW approach W of Isla Puná — Route**

329

Paragraph 11.24 1 line(s) 4-5 *Replace by:*

...vicinity of Sea Light Buoy (2°44'65S 80°24'88W) S of
Punta Chapoya (11.29) for the West approach, or
continues SSE to the entrance to the DW approach
channel, 17 miles SSW of Punta Chapoya.

GB Chart 586/20 [NP7-No 72-Wk 10/20]

**Ecuador - Outer approaches to Guayaquil -
Golfo de Guayaquil — Directions**

329

Paragraph 11.29 3 line(s) 4-9 *Replace by:*

...exhibited.

Thence the track continues SE to a position about
10 miles S of Punta Chapoya (2°38'47S 80°26'12W)
for the W approach, or continues SSE to the vicinity
of the Sea Light Buoy (2°55'11S 80°29'91W),
17 miles SSW of Punta Chapoya for the DW SW
approach.

GB Chart 586/20 [NP7-No 73-Wk 10/20]

**Ecuador - Punta Chapoya to Isla Santa Clara —
Directions; light buoy; wreck**

330

Paragraph 11.33 1 line(s) 1-10 *Replace by:*

1 From a position S of Punta Chapoya (2°38'47S
80°26'12W) (11.29), in the vicinity of Sea Light Buoy
(2°44'65S 80°24'88W), the track leads S, passing:

NP7

W of Isla Puná (2°48'·05S 80°07'·41W). Shoal water extends up to 9 miles W of the island. Thence:

W of Sea Light Buoy (safe water) (2°55'·11S 80°29'·91W) marking the start of the DW channel (11.76b) to Guayaquil, thence:

W of Punta Salinas (3°01'·71S 80°15'·23W).

Thence the track continues to lead S to a position about 6 miles NNW of Isla Santa Clara (3°10'·42S 80°26'·31W) (11.15).

GB Chart 586/20

[NP7-No 74-Wk 10/20]

Ecuador - Golfo de Guayaquil - Puerto Bolívar — Anchorage; pilotage; berthing

330

Paragraph 11.41 including heading *Replace by*:

Outer anchorages 11.41

A waiting anchorage area lies NNE of Canal de Santa Rosa Light Buoy (11.46), centred on 3°11'·12S 80°01'·69W.

Pilotage 11.41a

Compulsory and available 24 hours. Pilot boards within the anchorage (11.41) or in the vicinity of Canal de Santa Rosa Light Buoy (11.46).

Paragraph 11.42 1 line(s) 1-2 *Replace by*:

The berthing area lies on the E bank of the river, fronting the town.

ENC EC510811 (2.000)

[NP7-No 103-Wk 28/20]

Ecuador - Golfo de Guayaquil - Puerto Bolívar — Directions; entrance

331

Paragraph 11.45 1 line(s) 3-4 *Replace by*:

...about 4 miles to the vicinity of Canal de Santa Rosa Light Buoy (11.46).

Paragraph 11.46 1-5 *Replace by*:

Caution. Fishing vessels may anchor between Punta Jambelí and Boca Jambelí.

Track. From the vicinity of Canal de Santa Rosa Light Buoy (safe water) (3°11'·61S 80°01'·91W) the track leads SE, then SSE through the entrance channel, marked by light buoys (lateral), passing:

ENE of Punta Jambelí (3°12'·64S 80°01'·67W), thence:

Through Boca Jambelí (3°12'·52S 80°00'·90W).

Thence from a position between Nos 5 and 6 Light Buoys, the track, marked by the white sector (169·5°-170·5°) of Iglesia Light (church tower, 32 m in height) (3°16'·10S 80°00'·17W), continues generally S for about 2½ miles, passing:

E of Estero Jambelí (3°14'·04S 80°01'·43W), and:

W of a shoal area whose W-most extent is marked by Enfilada SR1 and SR2 Beacons (both white metal and concrete structure, orange daymark, 9 m in height) (3°13'·93S 80°00'·33W and 3°14'·38S 80°00'·15W).

Thence as required for the berths.

Paragraph 11.49 1-2 including heading *Replace by*:

Spare 11.49

ENC EC510811 (2.000)

[NP7-No 104-Wk 28/20]

Ecuador - Approaches to Guayaquil - Canal del Morro — Reference

331

Paragraph 11.55 1 line(s) 7 *For* (11.78) *Read* (11.76b)

GB Chart 586/20

[NP7-No 75-Wk 10/20]

Ecuador - Approaches to Guayaquil - Golfo de Guayaquil — Controlling depths

332

After Paragraph 11.61 1 line 2 *Insert*:

In the SW approach (11.76b) to Canal del Morro, the least depth along the recommended track is about 12·0 m (2019) and in the W approach (11.77) it is about 10·5 m (2019).

The least charted depth on the recommended track through Canal de Cascajal (11.79) is 6·2 m.

GB Chart 586/20

[NP7-No 76-Wk 10/20]

Ecuador - Guayaquil — Vertical clearance

332

Paragraph 11.62 1 line 5 *Replace by*:

...deeper water of the river. Vertical clearance when the bridge is closed is 14 m. The W part of the bridge has collapsed (2018).

Ecuador Chart 1072

[NP7-No 17-Wk 02/19]

Ecuador - Golfo de Guayaquil - Guayaquil — Vertical clearance

332

Paragraph 11.62 1 including existing Section IV Notice Week 02/19 *Replace by*:

A cable car (2°11'·18S 79°52'·05W) spans the river between the cities of Guayaquil and Durán. It has been reported that least vertical clearances range from 11 to 15 m.

Puente Santay (2°13'·07S 79°52'·99W), a foot and cycle bridge, spans Río Guayas from Guayaquil to Isla Santay (11.81). It is a double leaves bascule bridge, the opening span is towards the W over the deeper water of the river. Vertical clearance when the bridge is closed is 14 m.

The bridge is opened twice daily, dependent on the times of HW.

Ecuadorian Notice 49/B/19

[NP7-No 62-Wk 02/20]

**Ecuador – Golfo de Guayaquil –
Guayaquil — Vertical clearance**

332

Paragraph 11.62 *1* including existing Section IV Notice Week 02/20 *Replace by:*

- 1* A cable car (2°11'·18S 79°52'·05W), under construction (2020), spans the river between the cities of Guayaquil and Durán with a least vertical clearance of 8.5 m. It has been reported that, on completion, vertical clearances will range from 10.1 to 13 m. Local authorities should be contacted for the latest information.

Puente Santay (2°13'·07S 79°52'·99W), a foot and cycle bridge, spans Río Guayas from Guayaquil to Isla Santay (11.81). It is a bascule bridge with the opening span towards the W over the deeper water of the river. Vertical clearance when the bridge is closed is 14 m.

The bridge is opened twice daily, dependent on the times of HW.

Ecuadorian Notice 11/A/20 [NP7-No 98-Wk 16/20]

**Ecuador – Golfo de Guayaquil – Guayaquil —
Vertical clearance**

332

Paragraph 11.62 *1-2* including existing Section IV Notice Week 16/20 *Replace by:*

- 1* A cable car (2°11'·18S 79°52'·05W) spans the river between the cities of Guayaquil and Durán with a reported least vertical clearance of about 7 m (MSL). Local authorities should be contacted for details.

- 2* Puente Santay (2°13'·07S 79°52'·99W), a foot and cycle bridge, spans Río Guayas from Guayaquil to Isla Santay (11.81). It is a bascule bridge with the opening span towards the W over the deeper water of the river. Vertical clearance when the bridge is closed is 14 m.

The bridge is opened twice daily, dependent on the times of HW.

UKHO [NP7-No 147-Wk 26/21]

Ecuador – Guayaquil — Horizontal clearance

332

After Paragraph 11.62 2 line 9 Insert:

**Horizontal clearance
11.62a**

- 1* Puente Santay (2°13'·07S 79°52'·99W) has a horizontal clearance of 53 m for the bascule section and 65 m for the fixed section.

Puente Rafael Mendoza Aviléz (2°09'·50S 79°51'·30W) has a horizontal clearance of 75 m.

Ecuadorian Chart 10720 [NP7-No 18-Wk 02/19]

**Ecuador – Approaches to Guayaquil –
Golfo de Guayaquil — Outer anchorages**

333

Paragraph 11.66 *1* line(s) 1–6 *Replace by:*

- 1* Designated anchorages exist in Golfo de Guayaquil W of Sea Light Buoy (2°44'·65S 80°24'·88W):
Large vessels centred on 2°43'·44S 80°26'·62W.
Dangerous cargo centred on 2°47'·43S 80°26'·42W.
For vessels awaiting transit through DW Channel:
Centred on 2°56'·15S 80°29'·38W.
Designated anchorages in Río Guayas see 11.84.

GB Chart 586/20 [NP7-No 77-Wk 10/20]

**Ecuador – Guayaquil —
Arrival information; reference; traffic regulations**

333

Paragraph 11.68 *1* line(s) 2 *For* (11.78) *Read* (11.76b)

After Paragraph 11.68 1 line 3 Insert:

**Traffic regulations
11.68a**

- 1* **Traffic separation scheme.** A traffic separation scheme is established in the entrance to Canal del Morro (11.76b). The traffic separation scheme is not IMO-adopted but the principles for the use of the routeing system, as defined in Rule 10 of *The International Regulations for Preventing Collisions at Sea* (1972), apply.

Prohibited areas. Anchorage is prohibited in the vicinity of submarine pipelines.

GB Chart 509/20 [NP7-No 78-Wk 10/20]

**Ecuador – Golfo de Guayaquil –
Posorja — Development**

334

Paragraph 11.73 *2* line(s) 1–4 *Delete*

GB Chart 509/20 [NP7-No 79-Wk 10/20]

**Ecuador – Approaches to Guayaquil –
Canal del Morro — Natural conditions; reference**

334

Paragraph 11.75 *1* line(s) 4 *For* (11.78) *Read* (11.76b)

GB Chart 509/20 [NP7-No 80-Wk 10/20]

**Ecuador – Approaches to Guayaquil –
Golfo de Guayaquil — Directions; approaches**

334

After Paragraph 11.76 2 line(s) 7 Insert:

**Approaches
11.76a**

- 1* Guayaquil may be approached from the SW by a DW channel (11.76b); from the W passing S of Punta Chapoya (11.29); or E of Isla Puná through Canal de Jambelí (11.17), where certain restrictions apply.

NP7

South-west approach

11.76b

- 1 **Deep water channel.** From a position about 17 miles SSW of Punta Chapoya (2°38'·47S 80°26'·12W) (11.29), in the vicinity of the Sea Light Buoy (safe water) (2°55'·11S 80°29'·91W), the track leads about 8½ miles ENE through a channel marked by light buoys (lateral) to a bank lying about 6 miles W of Punta Brava (2°53'·80S 79°51'·29W); the bank has depths of less than 4 m on each side of the channel.

- 2 Thence the white sector (066·4°-066·7°) of Subida Alta Light (white metal truncated structure, 12 m in height) (2°49'·05S 80°14'·76W) leads across the bank, to a position about 5½ miles from the light.

Thence the track leads about 8 miles NE through the buoyed channel to a position 1½ miles SE of Punta del Morro (2°44'·59S 80°15'·32W), at the entrance to Canal del Morro (2°45'·20S 80°14'·20W) and TSS precautionary area, passing:

- 3 SE of a drying bank (2°49'·50S 80°19'·40W) upon which the sea breaks.

(Directions continue at 11.78)

GB Chart 509/20

[NP7-No 81-Wk 10/20]

Ecuador – Guayaquil — Directions; wreck

334

Paragraph 11.77 1 lines 1-3 *Replace by:*

- 1 From a position about 10 miles SW of Punta Chapoya (2°38'·47S 80°26'·12W), the track leads E to the Sea Light Buoy (safe water) (2°44'·65S 80°24'·88W) passing N of a dangerous wreck (2°45'·35S 80°25'·83W). Thence it continues E and then SE through a channel marked by leading...

ENC EC401070 Ed 4-000

[NP7-No 63-Wk 03/20]

Ecuador - Outer approaches to Guayaquil - Golfo de Guayaquil — Directions

334

Paragraph 11.77 1-3 including heading and existing Section IV Notice Week 03/20 *Replace by:*

West approach

11.77

- 1 From a position about 10 miles SW of Punta Chapoya (2°38'·47S 80°26'·12W) (11.29), the track leads E to the Sea Light Buoy (safe water) (2°44'·65S 80°24'·88W), passing N of a dangerous wreck (2°45'·35S 80°25'·83W).

Data de Posorja Leading Lights:

Front light (Data 1) (white metal structure, orange daymark, 10 m in height) (2°43'·32S 80°18'·15W).

Rear light (Data 2) (similar structure, 23 m in height) (6½ cables from front light).

- 2 The alignment (079·2°) of these lights leads through the channel, marked by light buoys (lateral), for about 5½ miles to a position near Nos 6A and 7 Light Buoys (lateral) (2°43'·77S 80°19'·33W).

3 Leading Lights A:

Front light (A1) (white concrete and metal structure, orange daymark, 11 m in height) (2°47'·56S 80°14'·57W).

Rear light (A2) (white metal structure, orange daymark, 15 m in height) (1 mile from front light).

- 4 The alignment (131°) of these lights leads for about 4¾ miles through the channel, marked by light buoys, to a position 2 miles S of Punta del Morro.

The track then leads in mid-channel, along the recommended track, to a position 1½ miles SE of Punta del Morro (2°44'·59S 80°15'·32W), at the entrance to Canal del Morro.

GB Chart 509/20

[NP7-No 82-Wk 10/20]

Ecuador - Approaches to Guayaquil - Canal del Morro — Directions; rocks

334

Paragraph 11.78 1-3 including heading *Replace by:*

Passage through precautionary area 11.78

- 1 From a position 1½ miles SE of Punta del Morro (2°44'·59S 80°15'·32W), the track leads N through a precautionary area (2°45'·24S 80°14'·21W), passing: W of a rock (2°45'·93S 80°13'·85W), with a depth of 9·5 m, thence: E of a rock (2°45'·53S 80°14'·73W) with a depth of 9·3 m.

Thence the track continues N to a position between Punta del Morro and Punta Trinchera (2°44'·34S 80°13'·25W).

(Directions continue for Canal de Cascajal at 11.79)

(Directions are given, for
Puerto Marítimo de Guayaquil
at 11.109 and for
Posorja at 11.119e)

GB Chart 509/20

[NP7-No 83-Wk 10/20]

Ecuador - Approaches to Guayaquil - Canal del Morro to Punta Mandinga — Directions

334

Paragraph 11.79 2 line(s) 7-8 *Delete*

GB Chart 509/20

[NP7-No 84-Wk 10/20]

Ecuador - Approaches to Guayaquil - Punta Mandinga to Puerto Buenavista — Directions

334-335

Paragraph 11.80 1 line(s) 1-6 including continuation legend in brackets *Replace by:*

(continued from 11.21)

- 1 From a position NW of Punta Mandinga Light (2°44'·48S 79°54'·10W) (11.20), the recommended track, marked by light buoys (lateral), leads NNW, then generally N, passing: W of Isla Centinela (2°40'·35S 79°54'·78W), thence:

Paragraph 11.80 2 line(s) 5 *Replace by:*

...Buenavista (2°37'·30S 79°53'·08W).

GB Chart 511/18 [NP7-No 85-Wk 10/20]

**Ecuador - Approaches to Guayaquil -
Río Guayas - Isla Matorrillos —
Directions; wreck**

335

Paragraph 11.81 3 line(s) 1-3 *Replace by:*

- 3 Over a bar (2°24'·39S 79°50'·59W), 6 cables WNW of the N point of Isla Matorrillos (11.59), with depths of about 4 m. A stranded wreck (2°24'·23S 79°50'·20W) lies close NE. Thence:

Ecuadorian Chart 1073/18 [NP7-No 86-Wk 10/20]

Ecuador - Guayaquil — Berths

335-336

Paragraph 11.86 *Replace by:*

- 1 **QC Terminales Ecuador** (2°14'·63S 79°52'·82W); 90 m in length; maximum LOA 176 m. Handling chemicals and dirty products.
Ecuagran Pier (2°14'·56S 79°52'·88W); 108 m in length; maximum LOA 200 m.
Ecuabulk S.A. Pier (2°14'·04S 79°53'·09W); maximum LOA 180 m; length of flat side 105 m. Handling clean products.
- 2 **Industrial Molinera** (2°13'·10S 79°53'·13W); 90 m in length. Handling grains.
Muelle Municipal (2°13'·65S 79°53'·15W); 200 m in length. Handling dry cargo.
Timsa (2°14'·22S 79°53'·04W); 176 m in length; maximum LOA 200 m.

Ecuadorian Chart 10720 [NP7-No 19-Wk 02/19]

**Ecuador - Approaches to Guayaquil -
Canal del Morro — Reference**

337

Paragraph 11.97 1 line(s) 4 *For* (11.78) *Read* (11.76b)

GB Chart 509/20 [NP7-No 87-Wk 10/20]

**Ecuador - Approaches to Guayaquil -
Estero Salado and Estero Mogón — Anchorages**

337

Paragraph 11.101 1 line(s) 1-7 *Replace by:*

- 1 Designated anchorages exist as follows:
Explosives anchorage centred on 2°21'·20S 79°58'·45W;
Explosives anchorage centred on 2°20'·20S 79°57'·55W;
Quarantine anchorage in position 2°18'·55S 79°56'·40W.

**Anchorage in Estero Mogón
11.101a**

- 1 Anchorage can be found in an area centred on 2°13'·94S 79°57'·91W, at the entrance to Estero Mogón, depth 27 m, sand and silt.

GB Chart 509/20 [NP7-No 88-Wk 10/20]

**Ecuador - Puerto Marítimo de Guayaquil —
Pilotage; tugs**

337

Paragraph 11.102 1 *Replace by:*

- 1 Pilotage is compulsory. Vessels greater than 306 m LOA are required to embark two pilots. See also 11.67 for further details.

After Paragraph 11.102 1 line 1 *Insert:*

**Tugs
11.102a**

- 1 Use of tugs is mandatory. Number of tugs in assistance depends on bollard pull and the size of the vessel; contact local authorities for details.

Ecuadorian Notice 32 A 21 [NP7-No 149-Wk 46/21]

**Ecuador - Guayaquil - Estero del Muerto —
Traffic regulations**

337

After Paragraph 11.103 1 line(s) 1 *Insert:*

**Traffic regulations
11.103a**

- 1 A restricted area surrounds the naval base (11.105) in Estero del Muerto; anchoring and stopping are prohibited.
See also 11.68a.

GB Chart 510/20 [NP7-No 89-Wk 10/20]

Ecuador - Isla Trinitaria - Guayaquil — Harbour

337

Paragraph 11.105 1 line(s) 1-7 *Replace by:*

- 1 The harbour is entered through Estero Santa Ana or by Estero del Muerto, W and E of Isla Trinitaria (2°17'·17S 79°54'·65W), respectively. The main berthing area lies NE of the island. Further berths, including Terminal Puerto Guayaquil (2°15'·01S 79°55'·65W) (11.116), are situated in Estero Santa Ana, which may also be accessed through Estero Salado. A naval base (2°15'·90S 79°54'·70W) and more terminals are situated in Estero del Muerto.

GB Charts 509/20; 510/20 [NP7-No 90-Wk 10/20]

NP7

Ecuador - Approaches to Guayaquil - Canal del Morro to Roca Seiba — Directions; TSS

337-338

Paragraph 11.110 1-3 *Replace by:*

- 1 **Track.** From a position between Punta del Morro and Punta Trinchera (2°44'·34S 80°13'·25W) the track leads N, through the appropriate traffic lane of the TSS, passing:
W of Los Farallones (2°43'·92S 80°13'·40W) (11.79).
The track then continues to lead N to a position in a precautionary area (2°41'·43S 80°13'·89W).
- 2 **Leading Lights B:**
Front light (B1) (white metal structure, orange daymark, 10 m in height) (2°38'·15S 80°13'·68W).
Rear light (B2) (similar structure, 26 m in height) (7 cables from front light).
- 3 From a position in the precautionary area, the alignment (003-8°) of these lights leads through Canal del Morro (11.76b), marked by light buoys (lateral) to a position 7 cables distant from the front light and about 8 cables SW of Roca Seiba (2°38'·27S 80°13'·17W), from which a light (white metal structure, orange band, 3 m in height) is exhibited.

GB Chart 509/20

[NP7-No 91-Wk 10/20]

Ecuador - Puerto Marítimo de Guayaquil - Canal del Morro — Directions; wreck

337-338

Paragraph 11.110 1-3 including existing Section IV Notice Week 10/20 *Replace by:*

- 1 **Track.** From a position between Punta del Morro and Punta Trinchera (2°44'·34S 80°13'·25W) the track leads N, through the appropriate traffic lane of the TSS, passing:
W of Los Farallones (2°43'·92S 80°13'·40W) (11.79).
The track then continues to lead N to a position in a precautionary area (2°41'·43S 80°13'·89W).
- 2 **Leading Lights B:**
Front light (B1) (white metal structure, orange daymark, 10 m in height) (2°38'·15S 80°13'·68W).
Rear light (B2) (similar structure, 26 m in height) (7 cables from front light).
- 3 From a position in the precautionary area, the alignment (003-8°) of these lights leads through Canal del Morro (11.76b), marked by light buoys (lateral) to a position 7 cables distant from the front light and about 8 cables SW of Roca Seiba (2°38'·27S 80°13'·17W), from which a light (white metal structure, orange band, 3 m in height) is exhibited.
- 4 **Caution.** A dangerous wreck lies on the leading line in position 2°40'·47S 80°13'·83W.

Ecuadorian Notice 41 A 21

[NP7-No 151-Wk 46/21]

Ecuador - Approaches to Guayaquil - Roca Seiba to Punta Escalante — Directions

338

Paragraph 11.111 1 line(s) 1-6 *Replace by:*

- 1 From a position about 8 cables SW of Roca Seiba (11.110), the recommended track, marked by light buoys (lateral), leads generally NE for 2½ miles, passing:

Paragraph 11.111 2 line(s) 2 *For light Read* light (C1)

Paragraph 11.111 2 line(s) 5 *For light Read* light (C2)

Paragraph 11.111 3 line(s) 2 *For N Read* S

GB Chart 509/20

[NP7-No 92-Wk 10/20]

Ecuador - Approaches to Guayaquil - Punta Escalante to Isla Santa Ana — Directions

338

Paragraph 11.112 heading *Replace by:*

Punta Escalante to Isla Santa Ana

Paragraph 11.112 1 line(s) 8-9 *Replace by:*

WNW of Punta Brava (2°30'·22S 80°01'·78W),
thence:

WNW of a ruined, unlit tower D2 (2°29'·32S
80°03'·51W).

Paragraph 11.112 2 line(s) 2 *For light Read* light (E1)

Paragraph 11.112 2 line(s) 5 *For Light Read* light (E2)

Paragraph 11.112 4 line(s) 7-8 *Replace by:*

The track leads to a position 5¾ cables SSW of F1 Light Beacon, WNW of Punta Samper (2°21'·90S 80°00'·29W).

The track then leads ENE for about 2 miles, and thence NE for another 2 miles, to a position SSW of the S end of Isla Santa Ana (2°18'·10S 79°57'·25W); a bank extends S, marked by a light buoy (preferred channel to starboard).

*(Directions continue for Estero Santa Ana to
Puerto Marítimo de Guayaquil at 11.113
and for Estero de Salado to
Puerto Marítimo de Guayaquil at 11.113a)*

GB Chart 509/20

[NP7-No 93-Wk 10/20]

Ecuador - Isla Santa Ana to Puerto Marítimo de Guayaquil — Directions

338

Paragraph 11.113 1-2 including heading *Replace by:*

Isla Santa Ana to Puerto Marítimo de Guayaquil 11.113

- 1 From a position SSW of the S end of Isla Santa Ana, the recommended track leads in mid-channel for about 3½ miles through Estero Santa Ana (2°18'·70S 79°56'·40W), to a position S of Isla Trinitaria (2°17'·17S 79°54'·65W). Approaching the port, vessels may pass either side of Isla Trinitaria, depending on the state of tide.

- 2 On an out-going stream pass SE and E of Isla Trinitaria and berth at the assigned quay starboard side to.

On an in-going tide continue N, and pass W of Isla Trinitaria, and berth at the assigned quay port side to.

Caution. For vessels continuing farther NNW toward the berths in Estero Santa Ana (11.116), the direction of buoyage changes in the vicinity of 2°16'·80S 79°55'·03W, NW of the N end of Isla Trinitaria.

After Paragraph 11.113 2 Insert:

Estero Salado to Puerto Marítimo de Guayaquil

(continued from 11.112)

11.113a

- 1 From a position SSW of the S end of Isla Santa Ana, the track leads generally N about 7 miles along the W side of Isla Santa Ana, through a channel marked by light buoys (lateral), to a position in the channel NW of the NW point of the island. Estero Mogón (11.101a) leads WNW and Estero Plano Seco (11.116b) leads NNW from Estero Salado; a tanker terminal is situated on the N side of the channel.
- 2 The track then leads ESE for about 7 cables to a position where Estero Salado meets Estero Santa Ana. The track then continues ESE and SSE to the berths in Estero Santa Ana.

GB Charts 509/20; 510/20 [NP7-No 94-Wk 10/20]

Ecuador - Isla Trinitaria - Guayaquil — Berths

338

Paragraph 11.115 1-3 Replace by:

- 1 The main berthing area lies NE of Isla Trinitaria. Berths are as follows:
- Multipurpose terminal (2°16'·78S 79°54'·65W) comprising four berths, maximum depth of about 10 m alongside.
 - Container terminal (2°17'·02S 79°54'·10W) comprising five berths, maximum alongside depth of about 10 m.
- 2 Muelle Granalero (2°17'·09S 79°53'·86W) provides a bulk terminal pier 152 m in length. Mooring dolphins are provided at each end. It is used for handling vegetable oils and molasses.

GB Chart 510/20 [NP7-No 95-Wk 10/20]

Ecuador - Puerto Marítimo de Guayaquil — Berths

338

Paragraph 11.115 1-3 including existing Section IV Notice Week 10/20 Replace by:

- 1 **Multipurpose terminal** (2°16'·78S 79°54'·65W) consists of five berths. Nos 2 and 3 can accommodate vessels between 240 and 350 m LOA with a reported maximum draught of 10 m; vessels generally berth on the starboard side.

Nos 4, 5 and 6 can accommodate vessels up to 240 m with a maximum draught of 9·75 m.

Container terminal (2°17'·02S 79°54'·10W) consists of four berths. Nos 1, 1A and 1B can accommodate vessels between 306 and 370 m LOA with a maximum draught of 11·50 m. No 1C is limited to 275 m LOA. Vessels usually berth on the starboard side.

- 2 **Muelle Granalero** (2°17'·09S 79°53'·86W) provides a bulk terminal pier 152 m in length. Mooring dolphins are provided at each end. It is used for handling vegetable oils and molasses. Reported maximum draught 10 m.

Ecuadorian Notice 32 A 21 [NP7-No 150-Wk 46/21]

Ecuador - Puerto Marítimo De Guayaquil - Estero Santa Ana and Estero del Muerto — Berths

338

Paragraph 11.116 1 line(s) 1-5 Replace by:

- 1 Berths in Estero Santa Ana comprise a container terminal at Terminal Portuario de Guayaquil (TPG) (2°14'·83S 79°55'·74W) and a Banana Terminal (2°15'·19S 79°55'·63W).

After Paragraph 11.116 1 Insert:

Estero del Muerto 11.116a

- 1 Main berths are as follows:
- Multipurpose Berth (2°15'·30S 79°54'·57W); 288 m in length (388 m including dolphins). It has been reported that vessels up to 209 m LOA and 60 900 dwt can be accommodated.
- 2 Tanker Berth (2°15'·16S 79°54'·64W) is a T-shaped jetty with dolphins. It has been reported that vessels up to 97 m LOA and 5230 dwt can be accommodated.

Tres Bocas Terminal 11.116b

- 1 A tanker terminal at Tres Bocas comprises a T-shaped jetty (2°13'·91S 79°57'·42W) with two berths and facilities for mooring mid-channel in Estero Plano Seco (2°13'·81S 79°57'·60W).

GB Chart 510/20 [NP7-No 96-Wk 10/20]

Ecuador - Approaches to Guayaquil - Posorja — Port

338

After Paragraph 11.119 1 line 1 Insert:

Posorja

General information 11.119a

- 1 **Position.** Posorja (2°42'·61S 80°14'·57W) lies on the W shore of Canal del Morro (11.76b).
- Port Authority.** DP World, Edif. Trade Building, PB, Guayaquil.
- Website. www.dpworldposorja.com.ec

NP7

Limiting conditions

11.119b

- 1 **Controlling depth.** Depths in the approaches generally exceed 14.5 m.

Tidal levels. Mean spring range about 2.3 m; mean neap range about 1.5 m.

See information in *ADMIRALTY Tide Tables*.

Arrival information

11.119c

- 1 **Outer anchorage.** See 11.99 and 11.100.

Pilotage. See 11.67.

Traffic separation scheme. See 11.68a.

Harbour

11.119d

- 1 **Development.** Phase 2 of Posorja Port expansion is set to add a farther 400 m of wharfage when completed.

Directions for entering harbour

11.119e

- 1 From a position 1½ miles NNW of Punta Trinchera (2°44'·34S 80°13'·25W), the track leads NNW through the appropriate traffic lane of the TSS to a precautionary area (2°41'·45S 80°14'·66W) off the berths.

Basins and berths

11.119f

- 1 **Anchorage and moorings.** There are anchorage areas which lie between the TSS and the shore off Posorja.

Caution. Mooring buoys lie within some of the anchorages.

Alongside berths. The container berth is 400 m in length and can accept vessels with a maximum draught of 15 m.

GB Chart 509/20

[NP7-No 97-Wk 10/20]

Ecuador - Approaches to Guayaquil - Posorja — Anchorages; wreck

338

Paragraph 11.119f 1 existing Section IV Notice No 97 Week 10/20 *Replace by:*

Basins and berths

11.119f

- 1 **Anchorage and moorings.** There are anchorage areas which lie between the TSS and the shore off Posorja.

Caution. A dangerous wreck lies in position 2°42'·25S 80°14'·40W. Mooring buoys also lie within some of the anchorages.

Alongside berths. The container berth is 400 m in length and can accept vessels with a maximum draught of 15 m.

Ecuadorian Notice 45 A 20

[NP7-No 132-Wk 53/20]

Ecuador – Manta — Directions; light

341

After Paragraph 11.151 3 line 3 Insert:

Punta Jome Light (white round concrete tower, black diagonal stripes, 7 m in height) (0°57'·45S 80°49'·73W).

ENC EC300104/18

[NP7-No 11-Wk 51/18]

Ecuador – Manta — Directions; light

342

Paragraph 11.152 6 lines 4-5 *Replace by:*

...Punta Jome Light (11.151) is...

ENC EC300104/18

[NP7-No 12-Wk 51/18]

Ecuador - Monteverde — Pilotage; anchorages; berths

342

Paragraph 11.154 *Replace by:*

- 1 **General information.** Monteverde (2°03'·28S 80°44'·10W) is situated 15 miles NE of La Libertad. There is a jetty extending W from the town and a LPG terminal close S.

Pilotage. Pilot embarks/disembarks in the appropriate TSS lane.

- 2 **Directions.** The port is approached from W through a TSS, which is not IMO-adopted.

Useful marks:

Church (2°03'·41S 80°44'·05W).

Tanks (2°04'·09S 80°44'·12W).

Chimney (2°04'·63S 80°43'·71W).

Anchorage is prohibited within the turning area in the vicinity of the head of Muelle GLP.

- 3 **Berths.** Muelle de Inpeca (2°03'·27S 80°44'·25W) extends W from the shore. A dangerous wreck lies 1 cable SW of the head of the jetty. Muelle GLP (2°03'·97S 80°44'·98W) has two berths. North Berth is 42 m in length (310 m including dolphins), reported depth alongside 24 m, and can handle LPG vessels up to 75 000 dwt.

Ecuadorian Chart 10512/18

[NP7-No 15-Wk 02/19]

Ecuador – Manta — Directions; light

343

After Paragraph 11.168 1 line 8 Insert:

Punta Jome Light (0°57'·45S 80°49'·73W) (11.151).

ENC EC300104/18

[NP7-No 13-Wk 51/18]

Ecuador – Manta — Directions; light

343

After Paragraph 11.179 1 line 3 Insert:

Punta Jome Light (0°57'·45S 80°49'·73W) (11.151).

ENC EC300104/18

[NP7-No 14-Wk 51/18]

**Ecuador - Esmeraldas —
Anchorage; pilotage; traffic regulations**

346

Paragraph 11.200 *1 Replace by:*

- 1* **Designated anchorages** exist:
Quarantine anchorage (1°03'·87N 79°45'·08W).
Pilot waiting area (1°03'·34N 79°42'·58W).

Anchorage	Latitude	Longitude	Remarks
A	1°01'·83N	79°40'·00W	Handysize tankers
B	1°01'·63N	79°40'·42W	Handysize tankers
C	1°01'·50N	79°41'·23W	Handysize tankers
D	1°02'·00N	79°41'·32W	Handysize tankers
E	1°02'·50N	79°41'·50W	Handysize tankers
F	1°02'·50N	79°42'·00W	Handysize tankers
G	1°02'·50N	79°42'·71W	Tankers
H	1°02'·50N	79°43'·00W	Aframax tankers
Q	1°02'·50N	79°43'·50W	Aframax and Suezmax tankers
R	1°02'·50N	79°44'·00W	Aframax and Suezmax tankers
S	1°02'·50N	79°44'·75W	VLCC and Suezmax tankers
V	1°02'·50N	79°45'·50W	VLCC and Suezmax tankers
Z	1°00'·95N	79°40'·17W	
1	1°02'·00N	79°46'·00W	Tankers

Ecuadorian Chart 1001 [NP7-No 22a-Wk 08/19]

Ecuador - Esmeraldas — Anchorages

346

Paragraph 11.200 *1* including Existing Section IV Notice Week 08/19 *Replace by:*

- 1* **Designated anchorages** exist:
Quarantine anchorage (1°03'·87N 79°45'·08W).
Pilot waiting area (1°03'·34N 79°42'·58W).

Anchorage	Latitude	Longitude	Remarks
A	1°01'·83N	79°40'·00W	Handysize tankers
B	1°01'·63N	79°40'·42W	Handysize tankers

Anchorage	Latitude	Longitude	Remarks
C	1°01'·50N	79°41'·23W	Handysize tankers
D	1°02'·00N	79°41'·32W	Handysize tankers
E	1°02'·50N	79°41'·50W	Handysize tankers
F	1°02'·50N	79°42'·00W	Handysize tankers
G	1°02'·50N	79°42'·71W	Tankers
H	1°02'·50N	79°43'·00W	Aframax tankers
Q	1°02'·50N	79°43'·50W	Aframax and Suezmax tankers
R	1°02'·50N	79°44'·00W	Aframax and Suezmax tankers
S	1°02'·50N	79°44'·75W	VLCC and Suezmax tankers
V	1°02'·50N	79°45'·50W	VLCC and Suezmax tankers
1	1°02'·00N	79°46'·00W	Tankers

GB Chart 2799

[NP7-No 32-Wk 16/19]

**Ecuador - Esmeraldas —
Anchorage; pilotage; traffic regulations**

346

Paragraph 11.201 *1-2 Replace by:*

- 1* Compulsory, and available 24 hours. Pilot boards in the waiting area (11.200).

Paragraph 11.202 *1 Replace by:*

- 1* **Restricted area** established around the Balao Terminal Area. It should not be entered without a pilot.
Prohibited anchorages. Anchorage is prohibited within an area S and SE of Balao Terminal; about 8 cables on each side of a submarine pipeline extending NW from Balao (11.195).

Ecuadorian Chart 1001

[NP7-No 22b-Wk 08/19]

Ecuador - Esmeraldas — Directions; buoy

347

Paragraph 11.209 *3* line 7 *For WSW Read ENE*

Ecuadorian Chart 100100/18

[NP7-No 16-Wk 02/19]

NP7

Ecuador - Approaches to Esmeraldas — Directions

347

Paragraph 11.209 1-6 including existing Section IV Notice Week 02/19 Replace by:

1 **Leading Lights E1 and E2:**

Front light (metal structure with orange daymark, 9 m in height) (0°57'39N 79°37'93W).

Rear light (concrete structure with orange daymark, 8 m in height) (300 m from front light).

From a position N of Esmeraldas, the alignment (168°) of these lights leads SSE, through the entrance channel marked by light buoys and a light beacon, passing:

2 Close WSW of a shoal, marked by No 1 Light Buoy (port hand) (1°00'73N 79°38'43W), and:

ENE of two rocky shoals, barely visible at LW, marked by No 2 Light Buoy (starboard hand) (1°00'70N 79°39'31W) moored close E, thence:

Close ENE of the shoal area extending N from the coast, marked by No 4 Light Buoy (1°00'12N 79°38'80W), thence:

3 WSW of No 3 Light Beacon (green metal post, 3 m in height) (0°59'83N 79°38'04W), thence: ENE of the shoals surrounding the head of the breakwater, marked by a light buoy (E cardinal).

4 **Leading Lights E3 and E4:**

Front light (white structure, orange daymark, 9 m in height) (0°59'27N 79°39'56W).

Rear light (similar structure) (5 cables from front light).

The alignment (250°) of these lights leads WSW for about 5 cables, passing S of the head of the breakwater from which a light (red concrete tower, white top, 6 m in height) is exhibited. Thence into the commercial harbour basin.

5 **Useful mark:**

Punta Este (11.222), a small plateau 60 m high, bare of vegetation.

Caution. The buoyage in the area is unreliable; strong river currents may drag buoys from their charted positions.

Ecuadorian Charts 1001; 100100

[NP7-No 23-Wk 08/19]

Colombia - Cabo Manglares — Marine reserve; prohibited area

348

After Paragraph 11.220 1 line 3 Insert:

Prohibited area 11.220a

- 1 The Cabo Manglares National Integrated Management District is a marine reserve established to protect the species and nesting beaches within the vicinity of Cabo Manglares (1°38'90N 78°59'92W). Within the reserve, industrial or mineral exploration and development is prohibited.

Colombian Government Resolution 2299/17

[NP7-No 55-Wk 42/19]

Columbia - West coast - Tumaco — Arrival information; anchorages; pilotage

352

After Paragraph 12.18 1 line 4 Insert:

Outer anchorages

12.18a

- 1 Outer anchorages are as follows:
Unrestricted anchorage (1°53'68N 78°47'05W) in 35 to 40 m depth, sand;
Quarantine anchorage (1°55'76N 78°44'24W), depth 20 to 25 m, sand.

After Paragraph 12.19 1 line 4 Insert:

Vessels bound for the offshore oil terminal (12.29) must embark a pilot 1 mile before reaching the prohibited area around the terminal.

Columbian Chart 310/20

[NP7-No 137-Wk 09/21]

Colombia - West coast - Bahía de Tumaco - Tumaco — Anchorages

352

Paragraph 12.18a 1 existing Section IV Notice Week 09/21 Replace by:

Outer anchorages

12.18a

- 1 Outer anchorages are as follows:
Alpha (1°53'68N 78°47'05W), depth 35 to 40 m, sand.
Bravo (1°51'26N 78°45'72W), depth 8 to 9 m, sand.
Quarantine (1°55'76N 78°44'24W), 20 to 25 m depth, sand.

Colombian Notice 5/21

[NP7-No 139-Wk 11/21]

Colombia - West coast - Tumaco — Anchorages

353

After Paragraph 12.26 1 line 2 Insert:

Anchorage and moorings

12.26a

- 1 Inner anchorages are as follows:
Charlie (1°48'49N 78°45'45W), depth 4 to 10 m, close SW of Isla Del Morro.
Delta (1°49'26N 78°43'13W), depth 4 to 7 m, about 5 cables ESE of Isla del Morro Light (12.23).

Colombian Notice 5/21

[NP7-No 140-Wk 11/21]

Colombia - West coast - Buenaventura — Directions; lights

353

Paragraph 12.38 3 lines 3-4 Delete

ENC CO300306 (2.001)

[NP7-No 116a-Wk 45/20]

**Colombia - West coast - Buenaventura —
Directions; lights**

353

Paragraph 12.38 3 lines 5-6 *Delete*

ENC CO500730 (7.003) [NP7-No 122-Wk 45/20]

**Colombia - West coast - Buenaventura —
Directions; lights**

353

Paragraph 12.38 3 lines 7-8 *Delete*

ENC CO300306 (2.001) [NP7-No 116b-Wk 45/20]

**Colombia - Tumaco to Bahía Buenaventura -
Isla Gorgonilla — Light**

353

Paragraph 12.38 2-4 including two existing Section IV Notices Wk 45/20 *Replace by:*

2 **Major lights:**

- Isla del Morro Light — as above.
Pasacaballos Light (red tower, white band, 37 m in height) (2°26'93N 78°34'09W).
Punta Coll Light (red tower, white bands, 19 m in height) (3°00'18N 78°10'02W).
3 Timbiqui Light (red tower, white band) (2°47'67N 77°45'76W).
Canal de Juanchaco 'B' Light (3°54'91N 77°21'51W) (12.78).
Canal de Juanchaco 'C' Light (3°55'51N 77°20'92W) (12.78).

Colombian Notice 167/20; UKHO [NP7-No 125-Wk 46/20]

**Colombia - West coast - Isla Gorgona —
Directions; light**

353

Paragraph 12.38 2-4 including two existing Section IV Notices Week 45/20 and Section IV Notice Week 46/20 *Replace by:*

2 **Major lights:**

- Isla del Morro Light — as above.
Pasacaballos Light (red tower, white band, 37 m in height) (2°26'93N 78°34'09W).
3 Timbiqui Light (red tower, white band) (2°47'67N 77°45'76W).
Canal de Juanchaco 'B' Light (3°54'91N 77°21'51W) (12.78).
Canal de Juanchaco 'C' Light (3°55'51N 77°20'92W) (12.78).

Colombian Notices 167/20 and 174/20 [NP7-No 128-Wk 49/20]

**Colombia - Punta Guascama to
Bahía Buenaventura - Isla Gorgonilla —
Directions; light**

354

Paragraph 12.40 2 line(s) 4-6 *Replace by:*

NW of Isla Gorgonilla (2°56'30N 78°12'85W), rocky, and:

Colombian Notice 167/20; UKHO [NP7-No 126-Wk 46/20]

**Colombia - West coast - Isla Gorgona —
Directions; light**

354

Paragraph 12.40 3 line(s) 1-3 *Replace by:*

3 NW of Isla Gorgona (2°58'41N 78°10'86W) (12.44), thence:

Colombian Notice 174/20 [NP7-No 129-Wk 49/20]

**Colombia - West coast - Buenaventura —
Directions; lights**

354

Paragraph 12.40 3 lines 6-7 *Replace by:*

Thence the track leads towards the fairway light buoy (3°47'64N 77°19'86W), W of Punta Soldado. Punta Soldado Light (red framework tower, white bands, 50 m in height) (3°48'52N 77°10'77W) is exhibited about 2 cables S of the point.

Useful marks:

Isla la Palma Light (3°54'13N 77°21'51W) (12.83).

ENC CO300306 (2.001) [NP7-No 117-Wk 45/20]

**Colombia - West coast - Bahía de Buenaventura
— Outer anchorages; wreck**

355

Paragraph 12.53 1-2 *Replace by:*

1	Designated outer anchorages are as follows:		
	No	Position	Remarks
	CP01-K	3°44'18N 77°19'35W	Explosives; depths from 13 to 19 m
	CP01-J	3°45'23N 77°19'56W	Quarantine; Depths from 10 to 19 m
2	CP01-I	3°46'10N 77°19'58W	Depths from 11 to 20 m
	CP01-H	3°49'35N 77°19'80W	Depths from 10 to 16 m

Caution. A dangerous wreck (3°49'27N 77°19'61W) lies within Anchorage CP01-H.

NAVAREA XII 334/19(22); GB Chart 2318 [NP7-No 46-Wk 36/19]

NP7

Colombia - West coast - Buenaventura — Restricted area

355

After Paragraph 12.54 1 line(s) 8 *Insert*:

Traffic regulations

12.54a

- 1 **Restricted area.** A restricted area encloses the naval base (3°54'·01N 77°03'·82W) on the N side of Estero Aguacate (12.63).

Colombian Notice 90/19

[NP7-No 36-Wk 21/19]

Colombia - West coast - Buenaventura — Directions; lights

355

Paragraph 12.60 1 lines 7–9 *Delete*

ENC CO300306 (2.001)

[NP7-No 118a-Wk 45/20]

Colombia - West coast - Buenaventura — Directions; light

355

Paragraph 12.60 2 lines 1–2 *Delete*

ENC CO500730 (7.003)

[NP7-No 123-Wk 45/20]

Colombia - West coast - Buenaventura — Directions; lights

355

Paragraph 12.60 2 lines 3–4 *Delete*

ENC CO300306 (2.001)

[NP7-No 118b-Wk 45/20]

Colombia - West coast - Buenaventura - Punta Soldado — Directions; lights

356

Paragraph 12.61 2 lines 5–9 *Replace by*:

The track continues generally ENE through the buoyed channel, passing NNE of Punta Soldado, from which a light (12.40) is exhibited, to a position SE of Punta Bazán (3°49'·91N 77°10'·98W). The point is low and wooded with a few houses, E limit of sandstone cliffs.

ENC CO300306 (2.001)

[NP7-No 119-Wk 45/20]

Colombia - West coast - Buenaventura — Directions; light

356

Paragraph 12.62 1 *Replace by*:

- 1 From a position SE of Punta Bazán the track continues ENE for about 4¼ miles to a position NNW of Punta Limones (3°50'·92N 77°06'·36W). Thence the blue sector (049·5°–052·5°) of La Pilota Light, Isla Cascajal (silver water tower, 30 m in height) (3°53'·01N 77°04'·19W) leads NE for about 1½ miles to a position ESE of Punta Arena (3°52'·32N 77°06'·46W).

ENC CO500730 (7.003)

[NP7-No 124-Wk 45/20]

Colombia - West coast - Bahía de Buenaventura — Inner anchorages

356

Paragraph 12.65 1 line(s) 1–3 *Replace by*:

- 1 Designated inner anchorages are as follows:
- | No | Position | Remarks |
|----------|----------------------|-----------------------|
| CP01-G | 3°49'·04N 77°11'·40W | Depths from 8 to 13 m |
| CP01-F | 3°49'·62N 77°09'·30W | Depths from 8 to 12 m |
| CP01-E | 3°50'·50N 77°08'·34W | Depths from 7 to 8 m |
| 2 CP01-D | 3°50'·92N 77°07'·32W | Depths from 6 to 9 m |
| CP01-C | 3°51'·63N 77°06'·20W | Depths from 7 to 12 m |
| CP01-B | 3°52'·53N 77°05'·45W | Depths from 5 to 9 m |
| CP01-A | 3°53'·28N 77°05'·27W | Depths from 6 to 12 m |

NAVAREA XII 334/19(22); GB Chart 2318

[NP7-No 47-Wk 36/19]

Colombia - Buenaventura — Anchorages; obstructions

356

Paragraph 12.65 including existing Section IV Notice Week 36/19 *Replace by*:

- 1 Designated inner anchorages are as follows:
- | No | Position | Remarks |
|----------|----------------------|-----------------------|
| CP01-G | 3°49'·04N 77°11'·40W | Depths from 8 to 13 m |
| CP01-F | 3°49'·62N 77°09'·30W | Depths from 8 to 12 m |
| CP01-E | 3°50'·50N 77°08'·34W | Depths from 7 to 8 m |
| 2 CP01-D | 3°50'·92N 77°07'·32W | Depths from 6 to 9 m |
| CP01-C | 3°51'·63N 77°06'·20W | Depths from 7 to 12 m |
| CP01-B | 3°52'·53N 77°05'·45W | Depths from 5 to 9 m |
| CP01-A | 3°53'·28N 77°05'·27W | Depths from 6 to 12 m |

- 3 **Caution.** A number of obstructions are charted within the anchorage areas.

ENC CO400153

[NP7-No 68-Wk 06/20]

**Colombia - West coast - Buenaventura —
Directions; lights**

357

Paragraph 12.78 2 lines 2–4 *Delete*

ENC CO300306 (2.001) [NP7-No 120-Wk 45/20]

**Colombia - Buenaventura -
Bahía de Málaga — Light buoy**

357

Paragraph 12.82 2 line(s) 1–5 *Replace by:*

- 2 **Route.** From a position WSW of Bahía de Málaga Light Buoy (3°54'·76N 77°25'·92W) off Bahía de Málaga, the route leads E and NE, for about 12 miles to a position S of a naval base (3°58'·47N 77°19'·51W), S of Punta Alta.

ENC CO300306 [NP7-No 42-Wk 25/19]

**Colombia - Buenaventura - Bahía de Málaga —
Directions; light buoy**

357

Paragraph 12.83 1 line(s) 7 *For* (3°53'·98N 77°25'·98W)
Read (3°54'·76N 77°25'·92W)

ENC CO300306 [NP7-No 43-Wk 25/19]

**Colombia - West coast - Buenaventura -
Isla la Palma — Directions; lights**

358

Paragraph 12.83 3 lines 4–9 *Replace by:*

NNW of B Light Beacon (white structure, 15 m in height) (3°54'·91N 77°21'·51W) which stands 1 cable N of Isla la Palma. Isla la Palma Light (red framework tower, white bands) (3°54'·13N 77°21'·51W) is exhibited from the S of the island. There are strong currents in the vicinity, see 12.82. Thence:

ENC CO300306 (2.001) [NP7-No 121-Wk 45/20]

**Panama - Gulf of Panama -
Isla Taboga — Anchorage**

363

Paragraph 13.18 1-3 *Replace by:*

- 1 **Position and function.** Isla Taboga (8°47'·50N 79°33'·34W), wooded except on N face of SE ridge, is mainly used as a bunkering anchorage.

Port Authority. Autoridad Portuaria Nacional, Apdo 8062, Panamá 7, Panamá.

Pilotage is not compulsory. Pilot boards at Balboa anchorage.

Directions. For the channel NE of Isla Taboga see 13.21.

- 2 **Useful marks:**

Towers (8°47'·25N 79°33'·72W).
Church (8°47'·69N 79°33'·33W).

Anchorage. Designated anchorages are as follows:

G1–G5 anchor berths (8°49'·14N 79°35'·03W); radius from 350 to 555 m; vessels greater than 500 gt and less than 300 m LOA;

- 3 TM1–TM3 anchor berths (8°47'·89N 79°34'·95W); radius 555 m; vessels greater than 500 gt and less than 300 m LOA.

Further anchorages for bunkering have been reported as follows:

Vicinity of 8°47'·40N 79°31'·80W, in a depth of about 31 m;

Vicinity of 8°48'·55N 79°33'·70W;

Vicinity of 8°48'·85N 79°31'·30W;

Vicinity of 8°45'·95N 79°32'·40W.

- 4 Anchorage may also be obtained about 3½ cables NE of Taboga village (8°47'·65N 79°33'·27W) in a depth of 18 m.

Other facilities. Medical.

After Paragraph 13.19 1 line 9 *Insert:*

Anchorage. See 13.18.

After Paragraph 13.20 1 line 5 *Insert:*

Anchorage. See 13.18.

Panama Maritime Authority [NP7-No 101-Wk 27/20]

Panama - Gulf of Panama - Isla Taboga — ATBA

363

Paragraph 13.18 1-3 including existing Section IV Notice Week 27/20 *Replace by:*

- 1 **Position and function.** Isla Taboga (8°47'·50N 79°33'·34W), wooded except on N face of SE ridge, is mainly used as a bunkering anchorage.

Port Authority. Autoridad Portuaria Nacional, Apdo 8062, Panamá 7, Panamá.

Pilotage is not compulsory. Pilot boards at Balboa anchorage.

Restricted area. An ATBA extends about 5 cables from the coast of Isla Taboga, in which anchoring is only permitted for small vessels.

- 2 **Directions.** For the channel NE of Isla Taboga see 13.21.

Useful marks:

Towers (8°47'·25N 79°33'·72W).

Church (8°47'·69N 79°33'·33W).

Anchorage. Designated anchorages are as follows:

G1–G5 anchor berths (8°49'·14N 79°35'·03W); radius from 350 to 555 m; vessels greater than 500 gt and less than 300 m LOA;

- 3 TM1–TM3 anchor berths (8°47'·89N 79°34'·95W); radius 555 m; vessels greater than 500 gt and less than 300 m LOA;

STS areas (8°46'·43N 79°31'·16W and 8°46'·43N 79°30'·55W); radius 555 m;

Anchorage reported in the vicinity of 8°48'·85N 79°31'·30W.

Other facilities. Medical.

Corr. Panama Maritime Authority 26/07/21;
ENC PA3AM929 (4.001)

[NP7-No 152-Wk 46/21]

NP7

Panamá - Gulf of Panamá - Balboa — Cruise terminal

365

After Paragraph 13.38 2 line 6 *Insert*:

Development

13.38a

- 1 A cruise terminal (8°55'·15N 79°31'·10W) is under construction (2019) on Isla Perico (13.43). When completed, it will consist of a pier with two berths protected by a breakwater to the E, extending NNE from an area of reclaimed land on the NE coast of the island. Planned depth alongside will be 11·3 m.
- 2 The pier will be approached from the SE along a channel with a planned depth of 12·3 m and marked by light buoys (lateral), to a turning circle to the N of the pier. A light buoy (safe water) will mark entry to the channel.

Panama Amador Port Operations

[NP7-No 39-Wk 22/19]

Panamá - Gulf of Panamá - Balboa - Isla Perico — Cruise terminal

365

Paragraph 13.38a including heading and existing Section IV Notice Week 22/19 *Delete*

ENC PA6CP004 (1.000).

[NP7-No 112-Wk 40/20]

Panamá - Gulf of Panamá - Balboa - Isla Perico — Cruise terminal

367

After Paragraph 13.54 1 line 4 *Insert*:

Panamá Cruise Terminal

General information

13.54a

- 1 **Position and function.** A cruise terminal (8°55'·15N 79°31'·10W) lies on reclaimed land on the NE side of Isla Perico (13.43).
Port authority. See 13.24.

Limiting conditions

13.54b

- 1 **Controlling depth.** The entrance channel and the swinging area are dredged to 11·8 m. The basin is dredged to 10·6 m. The port authority should be contacted for the latest information.
Tidal levels. See 13.27.

Arrival information

13.54c

- 1 **Outer anchorages.** See 13.31.
Restricted area. An area containing submarine cables exists ENE of Isla Perico, where anchoring, trawling or dredging are prohibited.

Harbour

13.54d

- 1 **General layout.** The terminal consists of a pier extended by dolphins, protected by a breakwater to the E.

Development. The terminal is still undergoing development (2020).

Directions

13.54e

- 1 **Landmarks:**

Isla Flamenco (8°54'·55N 79°31'·23W) (13.40).
Cerro Ancón (8°57'·34N 79°32'·98W) (13.40).
Bridge of the Americas (8°56'·59N 79°33'·89W) (13.26).

Major lights:

Isla Boná Light (8°34'·16N 79°35'·34W) (13.13).
Peñón Limoncille Light (8°44'·59N 79°34'·62W) (13.13).
Isla Taboguilla Light (8°48'·28N 79°30'·58W) (13.13).
Isla Flamenco Light (8°54'·44N 79°31'·25W) (13.13).
Isla Chepillo Light (8°57'·09N 79°07'·66W) (13.13).

- 2 **Approach and entry.** From a position E of Isla Flamenco (13.40), the track leads NW through the dredged channel. The chart is sufficient guide.

Berths

13.54f

- 1 The pier has two berths; least dredged depth alongside 10·6 m.

ENC PA6CP004 (1.000).

[NP7-No 113-Wk 40/20]

Panamá - Gulf of Panamá - Puerto de Panamá — Anchorage

367

Paragraph 13.57 1 line(s) 5-9 *Replace by*:

...the year.

Anchorage may also be obtained about 1 mile ENE of SE Bastion (8°57'·00N 79°31'·92W), in depths of about 3·1 m.

Restricted area. See 13.54c.

Paragraph 13.57 2 line(s) 1-3 *Delete*

ENC PA6CP004 (1.000).

[NP7-No 114-Wk 40/20]

NP7A South America Pilot Volume 4 (2018 Edition)

Brazil - North coast - Cabo Orange — Directions; light

59

Paragraph 2.10 1 including heading *Replace by*:

Spare

2.10

Paragraph 2.11 2 lines 1-2 *Replace by*:

- 2 NE of Cabo Orange (4°26'·44N 51°31'·82W).
The cape is...

Brazilian Notice 15/157(P)/19 [NP7A-No 42-Wk 40/19]

**French Guiana - Fleuve Kourou and approaches
- Îles du Salut — Anchorage**

64

Paragraph 2.50 5 lines 6 *Replace by:*

...(5°18'72N 52°38'11W), 3 miles WNW of Île Royale.

UKHO [NP7A-No 56-Wk 40/20]

**French Guiana - Fleuve Kourou and approaches
- Îles du Salut — Anchorage**

65

Paragraph 2.56 1 lines 1-5 *Replace by:*

- 1 **Anchorage.** There are designated anchorages for oil tankers (5°16'95N 52°35'88W) and passenger vessels (5°16'65N 52°35'40W) on the S side of Île Royale.

Paragraph 2.56 4 lines 5-6 *Replace by:*

...anchorages the alignment (062°) of the following leading lights leads towards the pier, keeping clear of numerous charted obstructions:

French Guiana Chart 7481 Ed. 4 (2020)
[NP7A-No 57-Wk 40/20]

**Suriname - Approaches to Suriname River —
Ship to ship transfer areas**

68

After Paragraph 2.78 1 line 4 Insert:

**Ship to ship transfers
2.78a**

- 1 STS operations may be carried out at designated locations, as follows;

Name	Draught	Position centred on	1
C	8 m or less	6°11'52N 55°19'83W	
D	10 m or less	6°11'88N 55°19'83W	

Suriname Notice 23/2019P [NP7A-No 32-Wk 18/19]

**Guyana - Georgetown -
Approach to Demerara River — Depth**

79

Paragraph 2.158 1 line(s) 4-5 *Replace by:*

...to change. A channel, partially dredged to a depth of about 5.0 m, leads through the mudflat and bar...

GB Chart 519 [NP7A-No 28-Wk 17/19]

**Guyana - George Town and Demerara River —
Under keel clearance**

79

After Paragraph 2.158 2 line 7 Insert:

**Under-keel clearance
2.158a**

- 1 The Maritime Administration recommends minimum under-keel allowances of 0.7 m at spring tides and 0.6 m at neap tides.

Guyanese Notice 72/20 [NP7A-No 64-Wk 52/20]

**Guyana - George Town and Demerara River —
Navigable width**

79

Paragraph 2.159 1 lines 1-4 *Replace by:*

- 1 Demerara Harbour Bridge (6°46'33N 58°11'32W), a pontoon bridge, situated 2 miles S of Vreed En Hoop, has two central retraction sections which provide an opening 54.93 m wide for ocean-going vessels.

Guyanese Notice 70/20 [NP7A-No 63-Wk 52/20]

**Guyana - Georgetown -
Demerara River — Pilotage**

79

Paragraph 2.163 1 line(s) 2-3 *Replace by:*

The pilot boards at 6°56'97N 58°03'55W, in the vicinity of the Fairway Light Buoy (2.161).

ENC GB400533 [NP7A-No 29-Wk 17/19]

**Guyana - Georgetown and Demerara River —
Arrival information; bridge; regulations**

79

After Paragraph 2.164 1 line 4 Insert:

**Regulations concerning entry
2.164a**

1 **Demerara Harbour Bridge.** Approval should be obtained from Demerara Harbour Bridge Company prior to transiting.

All vessels which are required to transit the high or retractor span, should do so against the tidal stream, or at Slack Water.

See 2.159 and *ADMIRALTY List of Radio Signals Volume 6(7)*.

Guyanese Notice 18/21 [NP7A-No 68-Wk 11/21]

**Guyana - Georgetown - Approach to
Demerara River — Directions; pilotage; wrecks**

81-82

Paragraph 2.172 2 line(s) 1-2 *Replace by:*

- 2 SE of the pilot boarding area (6°56'97N 58°03'55W) at the SW end of the quarantine...

NP7A

Paragraph 2.172 6 line(s) 1–11 *Replace by:*

- 6 For vessels bound for the berths above the pontoon bridge (2.159), the track continues S until within about 1 mile of the bridge, keeping clear of several obstructions and wrecks within the channel. Thence the track leads SSW under the bridge.

(Directions continue for Linden at 2.181)

GB Chart 519; ENC GB400533

[NP7A-No 30-Wk 17/19]

Guyana - Georgetown — Anchorages; caution

82

Paragraph 2.173 1 line(s) 2–4 *Replace by:*

...anchor berths, designated A to E. They have a least depth of 6 m and good holding ground of soft mud.

Caution. There are a number of wrecks and obstructions within the vicinity of the anchorages.

GB Chart 519

[NP7A-No 31-Wk 17/19]

Guyana - Essequibo River — Directions; wreck

84

After Paragraph 2.200 2 line 6 *Insert:*

SE of a dangerous wreck (7°02'·37N 58°11'·57W)
marked by a buoy (isolated danger), thence:

Guyanese Notice 79/19

[NP7A-No 43-Wk 44/19]

Guyana - Essequibo River entrance — Directions; wreck

85

After Paragraph 2.200 4 line(s) 2 *Insert:*

NW of a dangerous wreck (6°54'·46N 58°22'·20W),
and:

Paragraph 2.200 4 line(s) 7 *For* 6°54'·46N 58°22'·21W
Read 6°54'·04N 58°22'·22W

GB Chart 527/19

[NP7A-No 27-Wk 16/19]

Guyana - Waini River — Directions; wreck

90

Paragraph 2.234 2 line 5 *Replace by:*

...(red and yellow stripes).

A dangerous wreck (8°26'·90N 59°48'·42W)
reported (2018).

UKHO

[NP7A-No 18-Wk 01/19]

Venezuela - Boca Grande - South Channel — Light buoy

93

Paragraph 3.3 1 line 4 *Replace by:*

...New Barima Channel, starting within the precautionary area (8°55'·65N 60°12'·00W); the pilot boards by helicopter.

Paragraph 3.3 2 line 9 *Replace by:*

...least 1 mile seaward of the precautionary area or 'EO' Light...

Paragraph 3.3 3 lines 4–5 *Replace by:*

...(3.19), on VHF Channel 16 of the time of entering the precautionary area and of the ETA off the pilot station, giving...

ENC VE400701/18

[NP7A-No 1-Wk 51/18]

Venezuela - Boca Grande - South Channel — Light buoy

94

Paragraph 3.10 1 lines 1–3 *Replace by:*

1 Punta Barima (8°35'·66N 60°25'·46W) 52 27

ENC VE400701/18

[NP7A-No 2-Wk 51/18]

Venezuela - Boca Grande - South Channel — Light buoy; precautionary area

94

Paragraph 3.11 1 lines 4–5 *Replace by:*

...to the vicinity of the precautionary area (8°55'·65N 60°12'·00W), thence through a dredged channel,...

ENC VE400701/18

[NP7A-No 3-Wk 51/18]

Venezuela - Boca Grande - South Channel — Controlling depths

95

Paragraph 3.14 1-2 *Replace by:*

1 The South Channel is maintained at a depth of 9·8 m (2018). The daily bulletin of authorised draughts, published in Spanish and English by Puerto Ordaz Port Authority, should be consulted for navigation in Río Orinoco. This maximum draught is subject to the draught assigned to a vessel on its maximum fresh water loadline. Low river season is December to May.

ENC VE400701/18

[NP7A-No 4-Wk 51/18]

Venezuela - Río Orinoco - Boca Grande - South Channel — Aids to navigation; light buoy

95

Paragraph 3.17 1 lines 6–8 *Replace by:*

...from the seaward end of the dredged channel in the vicinity of 8°55'·75N 60°11'·40W.

GB Chart 3320 Ed.2 (2019)

[NP7A-No 52-Wk 11/20]

**Venezuela - Boca Grande - South Channel —
Directions; wreck; light buoy**

95

Paragraph 3.19 1 lines 1–10 *Replace by:*

- 1 From the vicinity of 9°06'·00N 60°00'·00W, the track leads SW, passing:
NW of a dangerous wreck (8°56'·89N 60°07'·91W), position approximate, thence:
NW of Delta del Orinoco Light Buoy (safe water) (8°56'·77N 60°09'·46W), thence:

ENC VE400701/18 [NP7A-No 5a-Wk 51/18]

**Venezuela - Río Orinoco - Boca Grande -
South Channel — Directions; light buoy**

95

Paragraph 3.19 1 existing Section IV Notice Week 51/18
Replace by:

- 1 From the vicinity of 9°06'·00N 60°00'·00W, the track leads SW, passing:
NW of a dangerous wreck (8°56'·89N 60°07'·91W), position approximate.

ENC VE300700 (1.000) [NP7A-No 53-Wk 11/20]

**Venezuela - Río Orinoco - Boca Grande -
South Channel — Directions; light buoy**

95

Paragraph 3.19 2 line 1 *Replace by:*

- 2 The track then leads to the precautionary area and through the dredged channel,...

ENC VE400701/18 [NP7A-No 5b-Wk 51/18]

**Venezuela - Río Grande -
San Felix — Directions; leading lights**

98

Paragraph 3.31 1 lines 3–8 *Replace by:*

...Puerto de Palúa (3.39) and Puerto Ordaz (3.45).

ENC VE400701/18 [NP7A-No 6-Wk 51/18]

Venezuela - Río Orinoco — Anchorages

98

Paragraph 3.33 1 including heading *Replace by:*

**Punta Ibacujarina
3.33**

- 1 Anchorage can be obtained within an area centred on 8°36'·35N 60°45'·57W, 2¼ miles W of Punta Ibacujarina (3.27).

**Isla Pagayos
3.33a**

- 1 Anchorage may be obtained within a designated area centred on 8°29'·82N 61°04'·96W, 4½ miles WSW of Isla Pagayos (3.27). Depths from 17 to 21 m.

**Isla Portuguesa
3.33b**

- 1 Anchorage may be obtained within a designated area centred on 8°36'·26N 61°44'·60W, 3 miles E of Isla Portuguesa (3.28). Depths from 21 to 27 m.

ENC VE400707;VE400710;VE400715;VE400718/18
[NP7A-No 7-Wk 51/18]

**Venezuela - Río Orinoco -
Punta de Piedra — Anchorage**

98

Paragraph 3.34 1 *Replace by:*

- 1 Anchorage can be obtained within an area (8°35'·78N 62°14'·94W) near the NW bank of the river, 1 mile NNE of Punta Cabrian (8°34'·80N 62°15'·48W), in depths of 10 to 30 m.

ENC VE400719/18 [NP7A-No 8-Wk 51/18]

**Venezuela - Río Orinoco -
Los Castillos — Anchorage**

98

Paragraph 3.35 1 *Replace by:*

- 1 Anchorage can be obtained within an area (8°31'·60N 62°23'·05W) near the SE bank of the river 1½ miles NE of Los Castillos (3.29) in depths of 12 to 26 m.

ENC VE400720/18 [NP7A-No 9-Wk 51/18]

**Venezuela - Río Orinoco -
San Félix — Anchorages**

98

Paragraph 3.36 1 *Replace by:*

- 1 Anchorage can be obtained within two areas centred on 8°24'·35N 62°38'·60W and 8°23'·43N 62°39'·35W, about 5 miles SW of Punta Aramaya (3.29). Vessels anchor here if waiting to berth alongside at San Félix (3.38), Puerto de Palúa (3.39) or Puerto Ordaz (3.45).

ENC VE400723/18 [NP7A-No 10-Wk 51/18]

**Venezuela - Río Orinoco -
San Félix — Directions; leading light**

98

Paragraph 3.39 2 *Replace by:*

- 2 **Directions for entering harbour.** The terminal is accessed via the channel described at 3.31. An approach channel then leads S off the main channel to the berth; a light (green post) (8°21'·90N 62°41'·60W) is exhibited from the loading wharf.

ENC VE400723/18 [NP7A-No 11-Wk 51/18]

NP7A

Venezuela - Río Orinoco - Puerto Matanzas — Anchorage

99

Paragraph 3.51 1 lines 1-3 *Replace by:*

- 1 **Anchorage.** Vessels awaiting a berth may anchor in a designated area (8°19'·95N 62°48'·42W) N of Punta Cuchillo (3.30), or in a designated area (8°16'·95N 62°51'·66W) W of the berth.

ENC VE400724/18

[NP7A-No 12-Wk 51/18]

Trinidad and Tobago - Gulf of Paria - Chaguaramas bay — Pilotage

116

Paragraph 4.94 2 *Replace by:*

- 2 **Pilotage.** For commercial vessels pilotage is compulsory. Pilots board at 10°39'·00N 61°38'·50W, SW of Cronstadt Island. Pilots are provided by Port of Spain. For details see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Trinidad and Tobago Notice 33/19

[NP7A-No 26-Wk 11/19]

Venezuela - Gulf of Paria - Puerto de Guiría — Anchorages

129

Paragraph 4.218 1 lines 1-3 *Replace by:*

- 1 **Outer anchorage.** Vessels may obtain anchorage in two designated areas:
Anchorage Alpha (10°30'·00N 62°15'·00W) with depths of about 15 m, in mud;
Anchorage Bravo (10°35'·00N 62°11'·50W), with depths from 11 to 15 m, good holding in mud.

Venezuelan ENC VE300600

[NP7A-No 22-Wk 09/19]

Venezuela - Cumaná — Directions; light

154

Paragraph 5.92 1 lines 6-7 *Replace by:*

Cumaná Landfall Light (10°28'·08N 64°11'·51W) (5.106).

Venezuelan Notice 63/19

[NP7A-No 44-Wk 47/19]

Venezuela - Cumaná — Directions; light

155

Paragraph 5.100 2 lines 4-5 *Replace by:*

Cumaná Landfall Light (10°28'·08N 64°11'·51W) (5.106).

Venezuelan Notice 63/19

[NP7A-No 45a-Wk 47/19]

Venezuela - Golfo de Cariaco - Cumaná — Anchorage

155

Paragraph 5.104 *Replace by:*

- 1 **Outer anchorage.** A designated anchorage area (10°26'·57N 64°13'·04W) lies SW of Cumaná, with depths from 5 to 44 m, sand and mud; A shoal bank lies close ENE.

Pilotage is compulsory for berthing and unberthing and is available 24 hours a day. Pilots will also anchor a vessel if required. Pilots board 5 cables W of the main pier at Puerto Sucre.

For further information see *ADMIRALTY List of Radio Signals Volume 6(7)*.

ENC VE500503 (1.004)

[NP7A-No 70-Wk 22/21]

Venezuela - Cumaná — Directions; light

155

Paragraph 5.106 1 lines 8-10 *Replace by:*

Cumaná Landfall Light (orange GRP tower on white building, 20 m in height) (10°28'·08N 64°11'·51W).

Venezuelan Notice 63/19

[NP7A-No 45b-Wk 47/19]

Venezuela - Golfo de Cariaco - Cumaná — Wrecks

156

Paragraph 5.107 3 lines 1-3 *Replace by:*

Vessels secure heading NE. Manoeuvring space on the inshore side of the pier is restricted by the shore bank and a dangerous wreck (10°27'·60N 64°11'·57W). There is a RoRo berth at the pierhead.

Caution. A dangerous wreck (masts visible) (10°27'·80N 64°11'·62W), lies N of the main pier.

ENC VE500503 (1.004)

[NP7A-No 71-Wk 22/21]

Venezuela - Cumaná — Directions; light

156

Paragraph 5.113 2 lines 6-7 *Replace by:*

Cumaná Landfall Light (10°28'·08N 64°11'·51W) (5.106).

Venezuelan Notice 63/19

[NP7A-No 46-Wk 47/19]

Venezuela - Bahía de Pozuelos — Directions

160

Paragraph 5.134 2 line 9 *Delete*

Paragraph 5.134 3 *Replace by:*

- 3 The track then continues to lead SSE to a position about 1¼ miles NNE of the N extremity of Morro de Barcelona (10°12'·70N 64°42'·56W), rocky and covered with dense cactus. A tank stands on the summit and a light buoy (N cardinal) (10°13'·87N 64°42'·32W) marks the extremity of the bank which extends N from Morro de Barcelona.

(Directions are given for Los Cocos at 5.138a)

Thence the track leads E to a position S of Punta Baregán (10°15'34N 64°38'47W), passing N of a light buoy (isolated danger) (10°14'94N 64°38'95W).

Useful marks:

Islas Los Borrachitos Light (orange six-sided GRP tower, white band, 6 m in height) (10°15'14N 64°45'66W).

Several silos (10°14'76N 64°33'34W) at the cement terminal on the E side of Bahía de Pertigalete.

(Directions are given for Bahía de Guanta at 5.136, and for Bahía de Pertigalete at 5.138)

BA Chart 230

[NP7A-No 23-Wk 09/19]

**Venezuela - Puerto La Cruz -
Bahía de Bergantín — Directions**

160

Paragraph 5.135 4 line(s) 1-11 *Replace by:*

4 SW of Punta Bergantín (10°15'03N 64°37'67W), and:

NE of Isla Burro (10°14'75N 64°37'96W), avoiding shoals which extend NE and E from the island, and, thence:

SW of a shoal area (10°14'90N 64°37'68W), thence:

SW of a light buoy (port hand) (10°14'76N 64°37'45W) which marks an area of obstructions.

The track then leads directly to the berths.

Departure. It is reported that all vessels leaving Bahía de Bergantín exit via the channel NE of Isla Burro.

Venezuelan ENC VE500406 [NP7A-No 41-Wk 37/19]

**Venezuela - Bahía de Pozuelos -
Los Cocos — Directions**

161

After Paragraph 5.138 2 line 5 Insert:

**Los Cocos
5.138a**

1 From a position about 1¾ miles NNE of the N extremity of Morro de Barcelona (10°12'70N 64°42'56W), the track leads SSE, passing:

ENE of the spit extending N from Morro de Barcelona, thence:

Clear of a stranded wreck (10°13'30N 64°40'00W), thence:

2 Clear of a dangerous wreck (10°13'11N 64°39'46W), marked by a light buoy (isolated danger), thence:

WSW of an obstruction (10°13'25N 64°38'85W), marked by a light buoy (N cardinal).

Thence the course can be altered as required to approach the berth.

BA Chart 230

[NP7A-No 24-Wk 09/19]

**Venezuela - Bahía de Barcelona -
Puerto Jose — Pilotage**

162

Paragraph 5.150 4 lines 4-9 *Replace by:*

...daylight and in wind speeds of less than force 7. Pilots board in the following positions:

10°09'35N 64°50'05W;

10°08'80N 64°51'50W;

10°07'60N 64°50'45W.

BA Chart 230

[NP7A-No 25-Wk 09/19]

Venezuela - Puerto La Guaira — Leading line

171

Paragraph 6.23 2 line(s) 1 *For (108°) Read (107°)*

ENC VE400305 (4.003)

[NP7A-No 69-Wk 11/21]

**Venezuela - Puerto La Guaira —
Directions; pilotage**

171-172

Paragraph 6.23 1-3 including existing Section IV Notice Week 11/21 *Replace by:*

1 From a position about 5 miles N of the head of North Mole (10°36'46N 66°57'06W), the outer breakwater of Puerto La Guaira, the track leads SSW to the pilot boarding position (6.17); a light buoy (safe water) is moored close SSE.

The track then leads SE onto the entrance leading line, passing N of a light buoy (N cardinal), to a position about 3 cables W of the head of the North Mole, from which a light (6.8) is exhibited.

2 **Entrance leading lights:**

Front light (orange truncated pyramidal framework tower) (10°36'07N 66°56'29W).

Rear light (similar structure) (150 m from front light).

The alignment (107°) of these lights leads directly into the harbour, passing:

SSW of the head of North Mole (10°36'46N 66°57'06W), and:

3 NNE of NW corner of the Container Terminal (6.24), marked by Muelle Sur Light (see below).

Useful marks:

Muelle Sur (Extremo Oeste) Light (red 6-sided GRP tower, white band, 12 m in height) (10°36'24N 66°57'11W) exhibited from the NW corner of the container terminal.

4 Muelle Norte Light (green and white horizontal stripes, GRP tower, 10 m in height) (10°36'25N 66°56'70W) exhibited from the corner of the RoRo berth.

Muelle Naval Light (red 6-sided GRP tower, white band, 10 m in height) (10°36'12N 66°56'68W) exhibited from the head of the breakwater adjacent to the Navy Quay.

Venezuelan Notice 15/21

[NP7A-No 74-Wk 45/21]

NP7A

Venezuela - Golfo Triste - Puerto Cabello — Directions; leading lights; buoyage

175

Paragraph 6.52 4 lines 9–10 *Replace by:*

Once inside the harbour the berths in the N part of the harbour are directly accessible.

Leading lights:

Front beacon (red triangle with white stripes, apex down, on a white framework tower, red band) (10°27'99N 67°58'98W).

Rear beacon (similar structure, triangle apex up) (1 cable from front beacon).

The alignment (134°) of these lights leads SE through a channel marked by light beacons and light buoys (lateral) to the SE part of Puerto Cabello.

Venezuelan Notice 76/20 [NP7A-No 67-Wk 10/21]

Aruba - Haven Barcadera — Directions; pilot boarding position

213

Paragraph 7.182 1 *Replace by:*

1 Landmarks:

Tank (12°29'35N 69°58'46W).

Two tanks (12°29'02N 69°59'70W) at Haven Barcadera.

Track. From the pilot boarding position (12°29'00N 70°02'20W) (7.180) the track leads E towards the harbour entrance.

Leading Lights:

Front light (mast) (12°28'85N 69°59'89W).

Rear light (similar structure) (165 m from front light).

GB Chart 781 [NP7A-No 73-Wk 42/21]

Venezuela - Bahía de Amuay — Anchorage

221

Paragraph 8.32 2 lines 1–4 *Replace by:*

2 **Stores anchorage.** Anchorage D (11°43'20N 70°15'35W), SW of Punta Adaro, is available for vessels taking on provisions, lubricating oils and fresh water.

Caution. Submarine cables lie within Anchorage D and the adjacent area.

Venezuelan Notice 49/18 [NP7A-No 13-Wk 51/18]

Colombia - North coast - Puerto Bolivar — Pilotage; buoyage

242

Paragraph 9.16 1 *Replace by:*

1 Pilotage is compulsory. The pilot usually boards from a tug in position 12°18'50N 71°59'70W. For further details see *ADMIRALTY List of Radio Signals Volume 6(7)*.

Colombian Notice 117/19 [NP7A-No 34-Wk 27/19]

Colombia - North coast - Puerto Bolivar — Directions; light buoy

242

Paragraph 9.22 1 line(s) 1–5 *Replace by:*

1 From a position about 8 miles NW of Punta Coco (9.9) the track leads SE to a position 2½ miles NW of Punta Coco.

Leading lights:

Colombian Notice 117/19 [NP7A-No 35-Wk 27/19]

Colombia - Puerto Bolivar to Ríohacha — Directions; caution

243

Paragraph 9.31 1 line(s) 1–6 *Replace by:*

1 **Caution** should be used when navigating near the coast S of Cabo de La Vela due to the existence of rocky shoals.

From a position about 8 miles NW of Punta Coco (9.9) the track leads WSW, passing:

Colombian Chart 604/20 [NP7A-No 58-Wk 48/20]

Colombia - Puerto Bolivar to Ríohacha — Directions; wrecks; obstruction

244

Paragraph 9.31 3 - 4 line(s) 1–3 *Replace by:*

3 NNW of Cayo El Morro (12°12'44N 72°11'17W), a round islet lying off the W side of Cabo de La Vela; the islet is steep-to on its W side. A dangerous wreck (12°11'80N 72°11'00W) lies 6 cables SSE. Thence:

NNW of an obstruction (12°12'74N 72°11'64W), with a depth of around 9.1 m, thence:

4 Clear of a 14.5 m patch (12°16'30N 72°26'76W), reported (1960) position approximate, thence:

Clear of a dangerous wreck (12°11'50N 72°20'00W), thence:

The track then leads to a position about 15 miles NNW of Ríohacha Light (11°32'56N 72°55'79W) (9.30).

Colombian Chart 604/20 [NP7A-No 59-Wk 48/20]

Colombia - Cabo de La Vela — Wrecks; obstructions

244

Paragraph 9.36 1 *Replace by:*

1 Anchorage, sheltered to some extent from NE winds, may be obtained in depths of 13 m, over a bottom of sand, S of Cabo de La Vela, with Cayo El Morro (12°12'44N 72°11'17W) (9.31) bearing 002°, distant about 2 miles. Obstructions, wrecks and rocky shoals lie in the vicinity of Cayo El Morro; see 9.31.

Colombian Chart 604/20 [NP7A-No 60-Wk 48/20]

**Colombia - North coast - Ríohacha to
Bahía de Santa Marta — Marine nature reserve**

245

After Paragraph 9.39 3 line 5 Insert:

**Marine nature reserve
9.39a**

- 1 Parque Nacional Natural Tayrona lies along the coast between Río Piedras (11°17'84N 73°53'57W) and Bahía de Taganga (9.45). Entry into this area is affected by numerous restrictions and prohibitions. For further details, consult the local authorities.

Colombian Chart 406/11 [NP7A-No 65-Wk 02/21]

**Colombia - East of Puerto Barranquilla —
Marine nature reserve**

248

After Paragraph 9.65 1 line 6 Insert:

**Marine nature reserve
9.65a**

- 1 Parque Nacional Natural Isla de Salamanca (11°01'67N 74°30'75W) lies along the S side of an unnamed bay, E of La Barra (11°07'20N 74°51'10W) (9.90). Entry into this area is affected by numerous restrictions and prohibitions. For further details, consult the local authorities.

GB Chart 2261 Ed.11 (2020) Panel A
[NP7A-No 61-Wk 51/20]

**Colombia - Approaches to Puerto Barranquilla
— Anchorages**

250

Paragraph 9.83 1 line(s) 1-6 *Replace by:*

- 1 Outer anchorages are as follows:
Anchorage CP03-A (11°03'70N 74°58'32W),
quarantine anchorage, depths of around 10 to
40 m.
Anchorage CP03-C (11°06'00N 74°55'50W),
depths of around 13 to 125 m.

ENC CO400612 [NP7A-No 48-Wk 02/20]

**Colombia - North coast - Puerto Barranquilla -
Terminal Maritimo — Directions; leading lights**

252

Paragraph 9.91 1-3 *Replace by:*

- 1 From the position 2¾ cables NNW of E6 front light (9.90), the track leads SE for 1¼ miles, on the line of bearing (322.2°), astern, of E4 Directional Light (orange framework tower with white bands) (11°04'22N 74°50'81W), and in the white sector (141.5°-142.5°), ahead, of E18 Light (white framework tower with red bands) (11°02'59N 74°49'53W).

- 2 Thence the channel continues in the white sector (302.0°-302.5°), astern, of E14 Light (white rectangle, red stripe, on white framework tower) (11°03'37N 74°50'44W) and in the white sector (121.5°-122.5°), ahead, of E7 Light (metal framework tower) (11°00'61N 74°46'01W), to a position about 4¼ cables WNW of E7 Light, passing:
SSW of anchorages 1, 2 and 3 (9.92), and:
SSW of Isla 1972 (11°01'90N 74°47'50W).

The track then leads SE, SSE and S, for a farther 3 miles, through a channel, marked by light buoys (lateral), to Terminal Maritimo on the W bank of the river.

Colombian Notice 225/18; ENC CO500253
[NP7A-No 14-Wk 51/18]

**Colombia - Puerto Barranquilla —
Directions; anchorages**

252

Paragraph 9.91 1-3 including existing Section IV Notice Week 51/18 *Replace by:*

- 1 From the position 2¾ cables NNW of E6 front light (9.90), the track leads SE for 1¼ miles, on the line of bearing (322.2°), astern, of E4 Directional Light (orange framework tower with white bands) (11°04'22N 74°50'81W), and in the white sector (141.5°-142.5°), ahead, of E18 Light (white framework tower with red bands) (11°02'59N 74°49'53W).
- 2 Thence the channel continues in the white sector (302.0°-302.5°), astern, of E14 Light (white rectangle, red stripe, on white framework tower) (11°03'37N 74°50'44W) and in the white sector (121.5°-122.5°), ahead, of E7 Light (metal framework tower) (11°00'61N 74°46'01W), to a position about 4¼ cables WNW of E7 Light, passing:
SSW of Anchorage CP03-D (11°02'88N 74°49'49W) (9.92), thence:
SSW of Isla 1972 (11°01'90N 74°47'50W).
- 3 The track then leads SE, SSE and S, for a farther 3 miles, through a channel, marked by light buoys (lateral), to Terminal Maritimo on the W bank of the river.

Paragraph 9.92 1 line(s) 1-11 *Replace by:*

- 1 Anchorage CP03-D (11°02'88N 74°49'49W); depth about 8 m.

Colombian Chart 253 (2017); ENC CO500253 (5.007)
[NP7A-No 49-Wk 04/20]

**Colombia - Rio Magdalena - Puerto Barranquilla
— Directions; anchorage**

252

Paragraph 9.92 2 lines 1-6 *Delete*

GB2261 Ed.11 (2020) Panel C
[NP7A-No 62-Wk 51/20]

NP7A

Colombia - Cartagena — Depths

256

Paragraph 9.114 1 *Replace by:*

- 1 **Bocachica.** Depths in the centre of the buoyed channel are in excess of 20 m, but shoaler depths exist near its margins.

Channels west and east of Banco Santa Cruz. The channels are relatively deep with the exception of an 11.6 m isolated shoal which lies in the fairway about 4 cables W of Banco Santa Cruz and a 14.4 m shoal 1 cable farther W.

- 2 **Entrance channels to inner harbour.** Depths are generally in excess of 15 m.

For the latest depth information contact the local authorities.

Colombian Chart 261 (2017) [NP7A-No 50-Wk 04/20]

Colombia - North coast - Bahía de Cartagena — Restricted areas

256

Paragraph 9.119 1 line(s) 5-9 *Replace by:*

Restricted areas. A restricted area encloses Punta Icacos (9.129) and Ensenada Salada (9.129).

- 2 A restricted area encloses most of Isla de Manzanillo (9.129), a Naval College, except for the extreme NE side.

An area off the naval base N of Punta Castillogrande (10°23'44N 75°32'67W) is reserved for vessels of the Colombian Navy. Permission to anchor must be obtained from the Senior Naval Officer present.

Colombian Notice 89/90 [NP7A-No 33-Wk 21/19]

Colombia - Cartagena — Anchorage; wreck

260

Paragraph 9.133 2 lines 6-7 *Replace by:*

...charted depths from 18 to 26 m. A wreck lies near the NE corner of the anchorage.

Colombian Chart 261 (2017) [NP7A-No 51-Wk 04/20]

Colombia - Bahía de Cartagena to Golfo de Morrosquillo — Traffic regulations

262

After Paragraph 9.144 1 line 6 *Insert:*

- 2 **Environmentally Sensitive Sea Area.** Fishing and discharging waste are prohibited in an area between Bahía de Cartagena and Golfo de Morrosquillo extending approximately 25 miles off the shoreline and encompassing Islas del Rosario (9.146), Islas San Bernardo (9.154) and Isla Fuerte (9.170). For more information, consult the local authorities.

Colombian ENC CO300024 [NP7A-No 37-Wk 33/19]

Colombia - North coast - Golfo de Morrosquillo — Directions; track

263

After Paragraph 9.154 1 line 2 *Insert:*

NNE of an ODAS light buoy (special) (9°38'40N 76°09'78W), thence:

Colombian Notice 285/18 [NP7A-No 21-Wk 03/19]

Colombia - Golfo de Urabá - Outer part — Directions; light

266

Paragraph 9.181 1 line(s) 8 *Delete*

Colombian ENC CO300024 [NP7A-No 38-Wk 33/19]

Colombia - Golfo de Urabá - Inner part — Directions; light

267

Paragraph 9.192 1 line(s) 10 *Delete*

Colombian ENC CO300024 [NP7A-No 39-Wk 33/19]

Colombia - Golfo de Urabá - Inner part — Directions; light

267

After Paragraph 9.193 2 line 9 *Insert:*

- 3 ENE of Isla Los Muertos (8°08'10N 76°49'35W), a drying bank which may extend more than 6 cables E of Isla Los Muertos Light (9.192) due to continual silting, thence:

Colombian ENC CO400625 [NP7A-No 40-Wk 33/19]

Colombia - North coast - Cabo Tiburón — Directions; ODAS buoy

272

After Paragraph 10.11 1 line 2 *Insert:*

NE of an ODAS light buoy (8°43'93N 77°19'96W), thence:

Colombian Notice 52/20 [NP7A-No 55-Wk 19/20]

Panama - Bahía de San Cristobal to Bahía de Portobelo — Marine reserve

277

After Paragraph 10.49 3 line 5 *Insert:*

Marine nature reserve 10.49a

- 1 A marine nature reserve is established (2018) between the W side of Bahía de San Cristobal (9°36'83N 79°29'80W) and 1½ miles SSW of Bahía de Portobelo (10.52), extending 2½ miles seaward from the shoreline. Large vessels are forbidden from anchoring anywhere within the charted marine nature reserve. The following activities are also prohibited:

- 2 Fishing, including by trawls, trammel nets or spear fishing;
Anchoring of small vessels and pleasure craft in the vicinity of coral reefs;
Discharge of waste in any form.
The removal of any natural material from the marine nature reserve is strictly forbidden.
Panamanian Maritime Authority
[NP7A-No 15-Wk 51/18]

Panama – Bahía de Portobelo — Marine reserve

278

Paragraph 10.52 1 lines 4–7 *Replace by:*

...is a minor harbour. Anchoring in the bay is prohibited for larger vessels due to the marine nature reserve restrictions (see 10.49a), however it will afford sheltered anchorage for vessels of any draught in an emergency. The port is of little commercial importance.

Panamanian Maritime Authority
[NP7A-No 16-Wk 51/18]

**Panama – Colón – Bahía Manzanillo —
Directions; leading lights**

284

Paragraph 11.13 1 line(s) 1–3 *Replace by:*

- 1 **Leading lights:**
Front Light Beacon A (black and white stripes, diamond daymark) (9°21'·93N 79°53'·82W).
Rear Light Beacon B (similar structure) (65 m from front light).
From a position about 5 miles NNW of Punta Galeta (9°24'·32N 79°52'·13W) (10.51) the alignment (180°) of the leading lights leads through the Precautionary Area, passing:
Panama Chart CP-01/20; POLAR J6133.6; J6133.61
[NP7A-No 54-Wk 17/20]

**Panama – Colón – Bahía Manzanillo —
Directions; light**

284

Paragraph 11.13 1 including existing Section IV Notice Week 17/20 *Replace by:*

- 1 From a position about 5 miles NNW of Punta Galeta (9°24'·32N 79°52'·13W) (10.51), the track leads S in the white sector (179·6°–180·4°) of a light (red tower with white bands, 39 m in height) (9°21'·90N 79°53'·82W) through the Precautionary Area, passing:
E of the light buoy (safe water) (9°26'·33N 79°54'·49W), on the N edge of the Atlantic Expansion anchorage, thence:
Through the pilot boarding area (9°24'·50N 79°53'·80W).

Corr. Panama Manzanillo Sector Light
[NP7A-No 66-Wk 04/21]

Panama – Puerto de Cristóbal — Anchorage

291

Paragraph 11.64 5 lines 1–5 *Delete*

BA Chart CP1 [NP7A-No 19-Wk 02/19]

Panama – Puerto de Cristóbal — Berths

293

After Paragraph 11.72 1 line 8 Insert:

**Other terminals
11.72a**

- 1 **Pier 17.** Situated SW of Pier 16, the pier extends about 450 m from shore with berths on both sides.
LNG terminal. An LNG pier (9°20'·44N 79°54'·66W) is situated SSE of a turning basin in the S part of the port; depths about 14 m.

BA Chart CP1 [NP7A-No 20-Wk 02/19]

**Panama – Panama Canal –
Gatún Lake — Anchorage**

297

Paragraph 11.93 1 lines 12–17 *Replace by:*

Peña Blanca Anchorage (9°12'·58N 79°55'·98W), the limits of which are marked by light buoys (special), lies to the W of Gatun Reach (11.86) and SSW of Peña Blanca Reach (11.88). Depths are from 18 to 24 m. An obstruction (9°14'·22N 79°55'·88W) lies in the NW of the anchorage.

Panama Chart CP-02 [NP7A-No 17-Wk 52/18]

**Panama – Gatún Lake –
Gatún Anchorage West Side — Depths**

297

Paragraph 11.93 1 lines 1–17 including Existing Section IV Notice Week 52/18 *Replace by:*

- 1 Gatún Anchorage West Side (9°15'·30N 79°55'·08W) lies between Gatun Reach (11.86), Banana Reach (11.87) and Balsa Reach (11.87). Depths are from 10 to 23 m.
Gatún Anchorage East Side (9°15'·29N 79°54'·31W), the limits of which are marked by light buoys (special), lies to the E of Banana Reach (11.87) and Balsa Reach (11.87). Depths are from around 15 to 23 m.
2 Peña Blanca Anchorage (9°12'·58N 79°55'·98W), the limits of which are marked by light buoys (special), lies to the W of Gatun Reach (11.86) and SSW of Peña Blanca Reach (11.88). Depths are from 18 to 24 m. An obstruction (9°14'·22N 79°55'·88W) lies in the NW of the anchorage.

GB Chart CP2; ENC PA5CP002
[NP7A-No 36-Wk 32/19]

NP7A

Panama - Panama Canal - Puerto Cristóbal to Balboa — Anchorage

297

Paragraph 11.93 1 including existing Section IV Notice week 32/19 *Replace by:*

- 1 Gatún Anchorage West Side (9°15'·30N 79°55'·08W) lies between Gatun Reach (11.86), Banana Reach (11.87) and Balsa Reach (11.87). Depths are from 10 to 23 m.
Gatún Anchorage East Side (9°14'·53N 79°54'·82W), the limits of which are marked by light buoys (special), lies to the E of Balsa Reach (11.87). Depths are from about 15 to 23 m.
- 2 Fondeadero Monte Lirio (9°15'·30N 79°53'·73W), the limits of which are marked by light buoys (special), lies to the E of Banana Reach (11.87), depths from about 17 to 22 m.
Peña Blanca Anchorage (9°12'·58N 79°55'·98W), the limits of which are marked by light buoys (special), lies to the W of Gatun Reach (11.86) and SSW of Peña Blanca Reach (11.88). Depths are from 17 to 24 m. An obstruction (9°14'·22N 79°55'·88W) lies in the NW part of the anchorage.

ENC PA5CP002 (5.000) [NP7A-No 72-Wk 27/21]

Panama - Panama Canal - Gamboa Reach — Tie-up stations

297

Paragraph 11.94 1-2 *Replace by:*

- 1 Tie-up stations are used to hold vessels, while other vessels pass or while the locks are being prepared. Tie-up Stations are used under the instruction of the Canal Authority. The tie up areas are located as follows:
Gamboa Tie-up Station (9°06'·65N 79°42'·15W) (anchorage area).
- 2 Cucaracha Tie-up Station (9°02'·01N 79°38'·14W), located close to Puente Centenario (11.83), is a berth with a length of about 330 m and a depth of about 14·0 m.
Cocoli Tie-up Station (9°00'·85N 79°37'·03W), located on Cartagena Reach (11.91), is an anchorage area with four mooring buoys.
- 3 South Cocoli Tie-up Station (9°00'·00N 79°36'·30W), located on Cocoli Reach (11.91), is an anchorage area with six mooring buoys.
Miraflores Ship Holding Area (9°00'·32N 79°36'·13W), located in Lago de Miraflores (11.90), is an anchorage area with eight mooring buoys.

ENC PA5CP004 (5.000) [NP7A-No 47-Wk 52/19]

NP8 Pacific Coasts of Central America and United States Pilot (2019 Edition)

France - Pacific Ocean - Île Clipperton — Marine nature reserve

70

After Paragraph 2.16 2 line 16 Insert:

Marine nature reserve 2.16a

- 1 Île Clipperton lies within a Marine Protected Area. Anchoring, fishing, diving and landing are prohibited.

French Chart 7750/20 [NP8-No 7-Wk 50/20]

France - Pacific Ocean - Île Clipperton — Anchorage

70-71

Paragraph 2.19 including heading *Replace by:*

Spare 2.19

French Chart 7750/20 [NP8-No 8-Wk 50/20]

Mexico - Isla Socorro - Bahía Vargas Lozano — Directions; light

71

Paragraph 2.27 4 lines 1-7 *Replace by:*

- 4 Bahía Vargas Lozano is entered in the white sector (323°-327°) of a directional light (white concrete post, 2 m in height) (18°43'·66N 110°57'·02W) at the head of the cove, to a position around ¾ cable from Light Buoy No 5 (starboard hand) (18°43'·45N 110°56'·86W). The track then leads through a channel marked by light buoys (lateral) to a jetty which extends SSE from the head of the cove; length 55 m, depth alongside about 1 m.

Mexican Notice 6/98;99;100/21; ENC MX504031 (1.005) [NP8-No 15-Wk 24/21]

Mexico - Salina Cruz — Development

139

Paragraph 5.47 5 *Replace by:*

- 5 **Development.** Works are in progress (2020) on the extension of the Tanker Harbour W breakwater (16°09'·15N 95°12'·79W).

Mexican Notice 2/11/20 [NP8-No 3-Wk 10/20]

Mexico - West coast - Lázaro Cárdenas — Directions; leading lights; sector lights

153

Paragraph 5.138 1-3 *Replace by:*

- 1 From a position 3 miles SSE of the entrance to Lázaro Cárdenas the track leads 2¼ miles NNW through a TSS (5.131).

- 2 The white sector (302°–304°) of the access channel sector light (blue metal mast, 24 m in height) (17°56'·26N 102°11'·14W), exhibited from the W bank of Río Balsas, leads through the entrance channel, marked by light buoys (lateral), into Darsena Principal.

Caution. A cross-current may be experienced at the harbour entrance.

- 3 **Darsena Comercial.** The white sector (032°–034°) of Commercial Channel Light (blue metal mast, 24 m in height) (17°57'·81N 102°09'·62W), leads into the NE part of the harbour through a channel marked by light buoys (lateral).

Mexican Notice 8/107;108;109;110/21

[NP8-No 16-Wk 28/21]

**Mexico - West coast -
Puerto de Laguna de Cuyutlán —
Directions; light; beacon**

155

Paragraph 5.149 2 line(s) 4 *For* 022·5°–023·5° *Read* 021·5°–024·5°

Paragraph 5.149 3 line(s) 1–3 *Delete*

Mexican Notice 2/12/21

[NP8-No 11-Wk 14/21]

**Mexico - Golfo de California - La Paz —
Directions; leading lights**

189

Paragraph 6.106 2 line 5 *For* 90 m *Read* 120 m

Paragraph 6.106 2 line 6 *For* 148° *Read* 146·6°

Mexican Notice 15/163/19

[NP8-No 1-Wk 43/19]

**Mexico - Pacific coast - Bahía Descanso —
Directions; wreck**

235

Paragraph 7.155 2 line 6 *Replace by:*

...112 m high. A dangerous wreck (7.169) lies 1¼ miles SSE of the point. Thence:

Mexican Notice 3/59/21

[NP8-No 12-Wk 17/21]

**Mexico - Pacific coast -
Bahía Descanso — Wreck**

237

Paragraph 7.169 1 lines 1–7 *Replace by:*

- 1 **Description.** Bahía Descanso (32°14'·00N 116°57'·00W) is the wide indentation in the coast formed between Punta Mezquite (32°10'·00N 116°54'·65W) and Punta Descanso (7.155). Roca Pilón de Azúcar (7.155) lies in the middle of the bay. A dangerous wreck lies 1¼ miles SSE of Punta Descanso.

Local knowledge is required.

Mexican Notice 3/59/21

[NP8-No 13-Wk 17/21]

**United States of America - California -
San Diego Bay — Controlling depth**

241

Paragraph 8.16 1 line(s) 6 *For* 14·9 m (49 ft) *Read* 10·6 m (35 ft)

US Notice 6/18773/20

[NP8-No 4-Wk 11/20]

**United States of America - California -
San Diego Bay — Anchorage**

241

Paragraph 8.19 1–3 *Replace by:*

- 1 Vessels awaiting a pilot may anchor in convenient depths SE of the entrance channel, but clear of the restricted area. Anchorage in the restricted area, and at certain designated naval anchorage berths, is only allowed with the specific permission of the local naval authorities.

- 2 **Caution.** A mooring buoy and charted underwater obstructions exist in the outer anchorage areas. See also the chart warning about uncharted submarine cables and pipelines.

US Notices 30/18022/19; 30/18740/19

[NP8-No 2-Wk 43/19]

**United States of America - West coast -
California - San Diego Bay —
Directions; dangerous wreck**

243

Paragraph 8.29 5 line(s) 2–3 *Replace by:*

W of a dangerous wreck (32°37'·98N 117°13'·30W), position approximate, reported (2021).

The track then leads to a position in the vicinity of No 4 Light Buoy (starboard hand) (32°38'·03N 117°13'·32W).

US Notice 35/18740/21

[NP8-No 19-Wk 49/21]

**United States of America - California -
Morro Bay — Regulated Navigation Area**

286

Paragraph 9.33 1 lines 1–6 *Replace by:*

- 1 **Regulated Navigation Area.** The approach and bar at Morro Bay comprise a regulated navigation area. Restrictions and closures are announced by broadcast notices to mariners.

For more information see 1.77 and Appendix V, §165.1196.

Inland Rules of the Road are in force inside the line joining the breakwater heads; see Appendix VIII.

Local weather. Estero Bay has the reputation of being one of the foggiest areas on the coast of California. This fog is most common in the mornings and evenings.

US Notice 20/18703/21

[NP8-No 17-Wk 29/21]

NP8

United States of America - California - San Francisco Bay - South Part — Anchorage; obstruction

312

Paragraph 10.63 2 line 7 *Replace by:*

...W border of the anchorage. A derelict submarine cable (37°47'58N 122°21'48W), position approximate, has been reported (2021) to foul anchors, close to Anchorage Berth 8N.

US Notice 4/18649/21

[NP8-No 10-Wk 13/21]

United States of America - California - San Francisco — Directions; wreck

313

After Paragraph 10.74 2 line 6 Insert:

ENE of a dangerous wreck (37°46'02N 122°22'63W), position approximate, thence:

US Notice 41/18649/20

[NP8-No 6-Wk 49/20]

United States of America - California - Noyo River — Regulated Navigation Area

339

After Paragraph 11.38 3 line 9 Insert:

Regulated Navigation Area. The entrance and bar at Noyo River comprise a regulated navigation area. Restrictions and closures are announced by broadcast notices to mariners.

For more information see 1.77 and Appendix V, §165.1196.

US Notice 21/18626/21

[NP8-No 18-Wk 30/21]

United States of America - California - Capo Mendocino to Humboldt Bay — Directions; submerged buoys

344

After Paragraph 11.68 3 line 3 Insert:

Clear of two partially submerged buoys (40°40'46N 124°28'00W), position approximate, reported (2020), thence:

US Notice 35/501/20

[NP8-No 5-Wk 42/20]

United States of America - California - Capo Mendocino to Humboldt Bay — Directions; buoys

344

Paragraph 11.68 3 including existing Section IV Notice Week 42/20 *Replace by:*

- 3 Clear of a shoal depth of 18 m (60 ft) (reported 1980) (40°37'39N 124°25'87W), position approximate, thence:

To the vicinity of HB Light Buoy (40°46'40N 124°16'23W) (11.85).

(Directions continue for Humboldt Bay at 11.84 and for the coastal passage at 11.96)

US Notice 47/18007/20

[NP8-No 9-Wk 03/21]

United States of America - California - Humboldt Bay — Depth

345

After Paragraph 11.73 1 line 8 Insert:

Humboldt Bay Turning Basin, located at the intersection of Entrance, North Bay and Fields Landing Channels, has a reported dredged depth of 9.3 m (30.5 ft) (2020).

US Notice 11/18622/21

[NP8-No 14-Wk 20/21]

NP9 Antarctic Pilot (2019 Edition)

Antarctic - Regulations — Marine Protected Areas

26

Paragraph 1.82 1 *Replace by:*

- 1 In addition to the areas described in the preceding paragraphs, the following other protected areas exist. For details see Appendix V:

Antarctic Specially Managed Area (ASMA);
CCAMLR Ecosystem Monitoring Sites (CEMPS);
CCAS Seal Reserves (CSRs);
Marine Protected Areas (MPAs).

- 2 MPAs are areas which provide protection for all or part of the natural resources they contain. Two MPAs have been declared by CCAMLR within the Southern Ocean:

South Orkney Islands Southern Shelf;
Ross Sea region.

Within these areas there are protection and research zones where conservation measures exist and fishing activities are prohibited. See <https://www.ccamlr.org/en/science/marine-protected-areas-as-mpas> for further details of the areas and their restrictions.

CCAMLR

[NP9-No 9-Wk 10/20]

Antarctic Peninsula - Bransfield Strait — Deception Island — Directions; depth

230

After Paragraph 4.80 4 line 6 Insert:

SSE of a pinnacle (62°58'15S 60°26'38W), position approximate, with a depth of 15.5 m, thence:

Chilean Notice 3/16/19

[NP9-No 2-Wk 28/19]

**Antarctica - Deception Island -
Port Foster — Volcanic activity**

231

After Paragraph 4.81 3 line 6 *Insert*:

Volcanic activity. Due to the possibility of volcanic/seismic activity and the risk of substantial change to land topography and underwater depths, it is recommended that masters of vessels evaluate the justification for entering Port Foster.

Vessels intending to enter Port Foster should pay attention to any bulletins on the current state of activity of the volcano issued from Gabriel de Castilla Station, or by an appropriate spokesperson representing a national Antarctic programme operating in the Antarctic.

Further information and the volcanic alert scheme for eruptions on Deception Island can be found in Appendix VIII.

Paragraph 4.81 4 line 1 *Replace by*:

- 4 **Volcanic history.** The whole island is of volcanic...

Corr. UKHO [NP9-No 12-Wk 28/21]

**South Shetland Islands - Desolation Island -
Blythe Harbour — Directions; rock**

249

Paragraph 4.138 6 line(s) 3 *Replace by*:

...track leads S, passing:

Clear of a rock awash (62°27'·40S 60°16'·80W), position approximate, reported (2019), thence:

Paragraph 4.138 7 line(s) 3 *Replace by*:

...passing:

E of a rock awash (62°27'·40S 60°16'·80W), position approximate, reported (2019), thence:

Correspondence Hydrolant 3989/19

[NP9-No 6-Wk 05/20]

**South Shetland Islands - Desolation Island -
Blythe Bay — Directions; rock**

249

Paragraph 4.138 7 line(s) 1-9 including existing Section IV Notice Week 05/20 *Replace by*:

- 7 **Directions from east.** From a position W of Eliza Rocks (62°26'·10S 60°13'·30W) the track leads S, passing:

E of a rock awash (62°27'·40S 60°16'·80W, position approximate, reported (2020)), thence:

E of Craggy Island, thence:

E of a rock awash (62°27'·92S 60°16'·07W), existence doubtful.

Thence the track leads SW towards the best anchorage, sounding continuously and keeping a lookout from aloft, passing:

NW of a rock awash (62°28'·13S 60°15'·21W), position approximate, thence:

NW of Indian Rocks (62°29'·25S 60°16'·60W).

Argentine Notice 3/42/20

[NP9-No 10-Wk 15/20]

**South Shetland Islands – King George Island –
Admiralty Bay – Ezcurra Inlet —
Directions; continuity**

255

Paragraph 4.159 6 line(s) 9 *Replace by*:

(Directions continue for Ezcurra Inlet at 4.161,...

UKHO

[NP9-No 14-Wk 42/21]

**Antarctica - Graham Land - Trinity Peninsula -
Hope Bay — Directions**

289

Paragraph 5.44 1-4 *Replace by*:

- 1 **Rocas Denticuladas Leading Lights:**

Front light (black triangle apex up, on green column, yellow top, 3 m in height) (63°23'·79S 56°59'·52W), standing upon Jagged Rocks.

Rear light (black triangle apex down, on green column, yellow top, 3 m in height) (1½ cables from front light). The rear mark is difficult to distinguish but the left edge of a hut to the rear of it may be used.

- 2 From a position NE of Sheppard Point (63°22'·50S 56°58'·98W) (5.35), on the passage through Antarctic Sound, the alignment (214°) of the above lights, leads SW, passing:

SE of a shoal (63°22'·72S 56°58'·36W), which lies 3½ cables SE of Sheppard Point, thence:

NW of a shoal (63°23'·59S 56°58'·57W), which lies 1 cable N of Grunden Rock (63°23'·70S 56°58'·50W). A light (red round tower, black bands, 6 m in height) is exhibited from the W part of Grunden Rock. Thence:

- 3 NW of dangerous rocks (63°23'·60S 56°58'·65W).

Thence the track continues to lead SW towards the anchorage.

Useful marks:

Beacon (63°23'·59S 57°00'·01W), standing on a small islet lying close N of Seal Point, the extremity of a small peninsula.

ENC AR507570

[NP9-No 3-Wk 36/19]

**Graham Land - Bransfield Strait -
North of Cape Leguillou — Directions; position**

291

Paragraph 5.54 3 line(s) 1 *For* (63°14'·50S 60°54'·50W) *Read* (63°07'·00S 59°57'·32W)

UKHO

[NP9-No 8-Wk 07/20]

**Antarctica - Argentine Islands —
Directions; shoal**

344

Paragraph 6.36 11 lines 1-2 *Replace by*:

- 11 NNW of a shoal (65°16'·92S 64°22'·96W), with a depth of 5·7 m, reported (2021), thence:

H102 RRS James Clark Ross

[NP9-No 11-Wk 10/21]

NP9

Antarctica - Graham Land - Adelaide Island - Avian Island — Anchorage

376

After Paragraph 6.163 *1 Insert:*

- 2 Anchorage may be obtained in depths of 42 m (23 fm) over a rocky bottom, E of Avian Island, in position 67°46'60S 68°51'80W. The anchorage is suitable in winds up to 15 kn from the W and NW.

Chilean Notice 6/50/19

[NP9-No 1-Wk 28/19]

Australian Antarctic Territory - Mac. Robertson Land - Mawson — Approach

455

Paragraph 10.84 *1 line(s) 12-17 Delete*

UKHO

[NP9-No 4-Wk 48/19]

Australian Antarctic Territory - Mac. Robertson Land - Mawson — Directions

456

Paragraph 10.88 *3 line(s) 1-14 Replace by:*

- 3 **Track.** From the vicinity of 66°47'00S 63°17'00E, a natural deep water channel, known as Mawson Corridor, leads SSW, passing:

Between banks with less than 100 m over them, thence:

Clear of an obstruction (67°18'75S 62°53'09E) with a depth of 8.0 m, thence:

Close ESE of an obstruction (67°22'22S 62°50'13E), position approximate, with a depth of 5.8 m, thence:

ESE of an obstruction (67°22'64S 62°49'23E), position approximate, marked by breakers, thence:

ESE of Nelson Rock (67°23'37S 62°45'37E), on which stands a beacon (red cylindrical metal structure, 7 m high). A 9 m obstruction (67°03'07S 62°47'22E) lies about 8 cables ENE of Nelson Rock.

Paragraph 10.88 *8 line(s) 6 For 67°35'25S 67°52'00E Read 67°35'25S 62°52'00E*

UKHO

[NP9-No 5-Wk 48/19]

Australian Antarctic Territory - Mac. Robertson Land - Mawson — Directions

456

Paragraph 10.88 *3 including existing Section IV Notice Week 48/19 Replace by:*

- 3 **Track.** From the vicinity of 66°47'00S 63°17'00E, a natural deep water channel, known as Mawson Corridor, leads SSW, passing:

Between banks with less than 100 m over them, thence:

Clear of an obstruction (67°18'75S 62°53'09E) with a depth of 8.0 m, thence:

Close ESE of an obstruction (67°22'22S 62°50'13E), position approximate, with a depth of 5.8 m, thence:

ESE of an obstruction (67°22'64S 62°49'23E), position approximate, marked by breakers, thence:

ESE of Nelson Rock (67°23'37S 62°45'37E), on which stands a beacon (red cylindrical metal structure, 7 m high). A 9 m obstruction (67°23'07S 62°47'22E) lies about 8 cables ENE of Nelson Rock.

UKHO

[NP9-No 7-Wk 05/20]

Antarctica - Deception Island — Appendix VIII; volcanic alert scheme for eruptions

490

After Appendix VII *Insert* new Appendix VIII which is printed at the end of Section IV of this week's notices.

Corr. UKHO

[NP9-No 13-Wk 28/21]

NP10 Arctic Pilot Volume 1 (2016 Edition)

Navigation and Regulations - Russian pilotage — Icebreaker pilotage

8

Paragraph 1.36 *1 lines 1-10 Replace by:*

- 1 Icebreaker pilotage is available, on request, for the whole of the NSR and is obtained through the Northern Sea Route Administration (NSRA). For further information see *Admiralty List of Radio Signals Volume 6(2)* and www.nsr.ru.

Russian Notice 28/3752/16

[NP10-No 1-Wk 32/16]

Kara Sea - Ostrov Belyy — Directions; recommended routes

86

Paragraph 2.28 *1 lines 4-10 Replace by:*

...the recommended track 032.1°, as shown on the Russian charts, leads NNE, for about 260 miles, to the vicinity of 73°30'12N 67°46'33E, WNW of Mys Rogozina (73°22'94N 70°01'15E) (9.93), the NW extremity of Ostrov Belyy.

(Directions continue for the recommended track at 2.32)

Paragraph 2.30 *1 lines 4-10 Replace by:*

...Karskiye Vorota TSS, the recommended track 044.8°, as shown on the Russian charts, leads NE, for about 233 miles, to the vicinity of 73°24'23N 66°59'33E, W of Mys Rogozina (73°22'94N 70°01'15E) (9.93), the NW extremity of Ostrov Belyy.

(Directions continue for the recommended track at 2.32)

Paragraph 2.32 1 lines 1-10 *Replace by:*

- 1 From the vicinity of 73°24'·23N 66°59'·33E, W of Mys Rogozina (73°22'·94N 70°01'·15E) (9.93), the NW extremity of Ostrov Belyy, the recommended deep water route with a least depth of 16·5 m as shown on the Russian charts, leads to position 73°36'·37N 72°35'·65E ENE of Mys Belyy (73°28'·67N 70°50'·43E), from 1½ miles ESE of which Belyy Severnyy Light (10.20) is exhibited.

Here the recommended track heads S into Obskaya Guba or N for about 14 miles to position 73°50'·00N 72°33'·18E then E towards Dikson.

Russian Notice 45/5782/2018 [NP10-No 13-Wk 48/18]

**Russia - Barents Sea -
Zemlya Frantsa-Iosifa — Nature reserve**

101

Paragraph 3.9 1 line(s) 3-7 *Replace by:*

...and adjacent waters.

Russian Notice 30/2480-11168/20

[NP10-No 22-Wk 35/20]

**Russia - Mys Belyy to Mys Drovyanoy —
National park**

274

After Paragraph 10.16 1 line 6 *Insert:*

**National park
10.16a**

- 1 Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20

[NP10-No 23-Wk 42/20]

**Obskaya Guba – Mys Belyy to Mys Drovyanov —
Directions; anchorages and harbours**

275

Paragraph 10.20 1-7 *Replace by:*

- 1 From a position about 24 miles NNE of Mys Belyy (73°28'·66N 70°50'·52E) (10.45), the recommended track leads SSE, passing:
- ENE of Belyy Severnyy Light Beacon (black framework tower with platform, 21 m in height) (73°28'·17N 70°55'·82E); a stranded wreck lies 2¾ miles farther ESE. Thence:
- WSW of an extensive shoal bank (73°30'·53N 73°53'·47E) with a least depth of 4·0 m.
- 2 ENE of Mys Shuberta (73°09'·41N 71°40'·14E) (9.94), the SE extremity of Ostrov Belyy. Shuberta Light (black tetrahedral truncated pyramid, white band, 13 m in height) stands close N of this point. Thence:
- ENE of Mys Khesalya (72°53'·33N 71°36'·41E) (9.95), the S entrance point to Proliv Malygina (9.94), thence:

- 3 WSW of Ostrov Shokal'skogo (73°00'·00N 74°26'·40E), from which Shokal'skogo Light (black vertical rectangle, red bands, mounted on red and black horizontal striped tetrahedral truncated pyramid, 14 m in height) (73°00'·54N 74°07'·15E) is exhibited; a bank, with a least charted depth of 1·8 m, extends 6 miles WSW from the W extremity of the island. Thence:
- 4 ENE of Mys Poyelovo (10.18). Mys Poyelovo Light (tetrahedral truncated framework pyramid, black upper, 15 m in height) (72°43'·99N 72°38'·08E) is exhibited from NW of the headland and a remarkable hummock lies on the low sandspit which extends E from it.

- 5 Thence the track continues SSE following a recommended DW route, to a position 7 miles NE of Mys Drovyanoy (72°39'·69N 72°57'·50E), the E extremity of an island separated from Poluostrov Yamal by a narrow channel with low ground on each side. The island is low, with a few small hummocks up to 4·5 m high and is covered with scanty grass and moss. Mys Drovyanoy Light (tetrahedral truncated framework pyramid, black upper and platform, 23 m in height) (72°39'·20N 72°56'·63E) is exhibited from SW of the point.

Russian Charts 12312, 13329; POLAR L8048

[NP10-No 2a-Wk 52/16]

**Kara Sea - Mys Belyy to Mys Drovyanoy —
Directions; recommended route**

275

Paragraph 10.20 1-7 including existing Section IV Notice Week 52/16. *Replace by:*

- 1 From a position about 31 miles ENE of Mys Belyy (73°28'·66N 70°50'·52E) (10.45), the recommended track leads S, passing:
- ENE of Belyy Severnyy Light Beacon (black framework tower with platform, 21 m in height) (73°28'·17N 70°55'·82E); a stranded wreck lies 2¾ miles farther ESE. Thence:
- W of an extensive shoal bank (73°30'·53N 73°53'·47E) with a least depth of 4·0 m.
- 2 E of Mys Shuberta (73°09'·41N 71°40'·14E) (9.94), the SE extremity of Ostrov Belyy. Shuberta Light (black tetrahedral truncated pyramid, white band, 13 m in height) stands close N of this point. Thence:
- ENE of Mys Khesalya (72°53'·33N 71°36'·41E) (9.95), the S entrance point to Proliv Malygina (9.94), thence:
- 3 WSW of Ostrov Shokal'skogo (73°00'·00N 74°26'·40E), from which Shokal'skogo Light (black vertical rectangle, red bands, mounted on red and black horizontal striped tetrahedral truncated pyramid, 14 m in height) (73°00'·54N 74°07'·15E) is exhibited; a bank, with a least charted depth of 1·8 m, extends 6 miles WSW from the W extremity of the island. Thence:
- 4 ENE of Mys Poyelovo (10.18). Mys Poyelovo Light (tetrahedral truncated framework pyramid, black upper, 15 m in height) (72°43'·99N 72°38'·08E) is exhibited from NW of the headland and a remarkable hummock lies on the low sandspit which extends E from it.

NP10

- 5 Thence the track continues SSE following a recommended DW route, to a position 7 miles NE of Mys Drovyanoy (72°39'·69N 72°57'·50E), the E extremity of an island separated from Poluostrov Yamal by a narrow channel with low ground on each side. The island is low, with a few small hummocks up to 4·5 m high and is covered with scanty grass and moss. Mys Drovyanoy Light (tetrahedral truncated framework pyramid, black upper and platform, 23 m in height) (72°39'·20N 72°56'·63E) is exhibited from SW of the point.

Russian Notice 45/5782/2018; Russian Charts 12312, 13329, POLAR L8048 [NP10-No 14-Wk 48/18]

Obskaya Guba – Mys Belyy to Mys Drovyanov — Directions; anchorages and harbours

275

Paragraph 10.22 including heading *Replace by*:

Spare 10.22

Russian Charts 12312, 13329; POLAR L8048 [NP10-No 2b-Wk 52/16]

Mys Drovyanov to Mys Shtormovoy — General information; directions

275

Paragraph 10.23 *1 Replace by*:

- 1 From a position E of Mys Drovyanoy (72°39'·69N 72°57'·50E), the route leads along the recommended tracks and DW route for about 52 miles, to a position WSW of Mys Shtormovoy (71°45'·45N 73°27'·26E).

Russian Charts 13329, 13330 [NP10-No 3a-Wk 52/16]

Russia - Mys Drovyanoy to Mys Shtormovoy — National park

275

After Paragraph 10.26 *1 line 4 Insert*:

National park 10.26a

- 1 Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20 [NP10-No 24-Wk 42/20]

Mys Drovyanov to Mys Shtormovoy — General information; directions

276

Paragraph 10.29 *1-10 Replace by*:

- 1 From a position 7 miles NE of Mys Drovyanoy (72°39'·69N 72°57'·50E) (10.20), the DW route leads initially SE to a position about 20 miles E of Mys Yuzhnyy (72°32'·98N 72°59'·07E), passing:

NE of South No 1 Light (black tetrahedral truncated framework pyramid, 18 m in height) (72°34'·71N 72°56'·94E), thence:

- 2 NE of Mys Yuzhnyy the S extremity (72°32'·98N 72°59'·07E) of an island, in the form of a narrow sandspit which dries in places and which extends 7 miles S from Mys Drovyanoy.

Thence, from a position about 20 miles E of Mys Yuzhnyy, the DW route leads about 30 miles SW to a position 8¾ miles SW of Peschanka Light (72°15'·29N 72°50'·06E), passing:

- 3 SE of Mys Yuzhnyy, thence:
SE of Mys Tye-sale (72°29'·23N 72°50'·03E), the NE entrance point of Reka Khabey-yaga, thence:
SE of the NE extremity of a bank (72°28'·00N 73°43'·50E), with charted depths of less than 10 m.

- 4 Between shoal patches with depths less than 10 m, which are part of a bar which extends across the gulf from Mys Drovyanoy to Mys Shtormovoy.

SE of Drovyanoy trading post and meteorological station (72°24'·79N 72°45'·91E), reported as standing on the cliff top; the main building is visible from 10 miles seaward. Thence:

- 5 SE of Reka Yarra-yaga, the mouth of which is marked by Peschanka (Yarra-yaga) Light (black tetrahedral framework tower, 15 m in height) (72°15'·29N 72°50'·06E); a sandbank obstructs the mouth of the river, extending 1½ miles E then 3½ miles N.

Thence the DW route and recommended track lead SSW for about 7 miles, to position 14 miles S of Peschanka Light. The track then leads S, passing:

- 6 WNW of Mys Shtormovoy (71°45'·45N 73°27'·26E), which rises to three steep and conspicuous sandy hills; from N it appears as a steep bluff with a low spit extending S from it. Shtormovoy Light (black trihedral truncated metal pyramid, 8 m in height) (71°47'·98N 73°30'·81E) is exhibited from a position NNE of the point. Thence:

- 7 WNW of a light buoy (W cardinal) (71°49'·87N 73°10'·65E), moored 2 miles W of the shoalest part of a coastal bank, with a least charted depth of 6·4 m, extending N from Mys Shtormovoy (71°45'·45N 73°27'·26E), which continues to extend N forming the bar across the gulf.

Thence the recommended track continues S, to a position WSW of Mys Shtormovoy.

(Directions continue at 10.32)

Russian Notice 50/6764/16, Russian Charts 13329, 13330 [NP10-No 3b-Wk 52/16]

Mys Shtormovoy to Mys Khonarasalya — Directions

277

Paragraph 10.33 *1-6 Replace by*:

- 1 From a position WSW of Mys Shtormovoy (71°45'·45N 73°27'·26E), the DW route leads SSW, passing:

ESE of the E extremity of a spit (71°44'·88N 72°30'·32E), with an obstruction, with a depth of 2·0 m, marked by a light buoy (E cardinal), thence:

ESE of Mys Poludenny (71°42'·03N 72°18'·77E) which is low and conspicuous from S, though from N or E it merges with the coast, thence:

- 2 ESE of a shallow flat which fronts the mouth of Reka Tambey delta (71°33'·05N 71°58'·47E) and extends 2 miles offshore. Reka Tambey, one of the largest rivers in Poluostrov Yamal, has an extensive delta with four branches extending from 3½ to 14 miles SW of Mys Poludenny, between which are low islands composed of swampy tundra. Thence:

WNW of the shoal ground, with a least charted depth of 2·8 m, extending 3 miles WNW of Mys Taran (10.32), marked by buoys (W cardinal), thence:

- 3 ESE of Tambey, the administrative centre for the N part of Poluostrov Yamal, from where a light (black vertical rectangle on tetrahedral metal framework tower with platform, 15 m in height) (71°28'·86N 71°48'·87E) is exhibited. The village has a trading post, the buildings of which are visible from the centre of the gulf.

- 4 Thence the recommended track continues to lead SSW, to a position W of Mys Khonarasalya (10.32), which lies S of the mouth of the broad valley of Reka Ngarkakhorteyakha; Mys Khonara-sale Light (trihedral truncated metal pyramid, 14 m in height) (71°22'·70N 73°02'·43E) is exhibited from a position SSE of the point.

(Directions continue at 10.40)

Russian Notice 50/6764/16, Russian Chart 13330
[NP10-No 4-Wk 52/16]

Kara Sea - Obskaya Guba - Port Sabetta — Development

278

Paragraph 10.43 including heading *Replace by*:

Russian Chart 18331 (datum Pulkovo 1942) (see 1.25)

Port Sabetta 10.43

- 1 **General information.** Port Sabetta (71°16'·74N 72°04'·54E), is situated in the mouth of the Sabetayakha River, on the W side of Obskaya Guba and is the port facility for the Yamal LNG terminals.

Limiting conditions. The least charted depths (2017) in the approach channel is 12·1 m and in the harbour basin is 9·8 m.

Arrival information. The port is operational all year. A tug is available.

- 2 **Harbour.** The port consists of a harbour basin (71°16'·76N 72°05'·20E) with a concrete quayside in the NW part and a concrete pier lying to the SE.

Development. Work is in progress (2017) to dredge the approach channel to a reported depth of 15·1 m. Reclamation work and the construction of the main LNG terminal berths in the vicinity of 71°16'·54N 72°05'·55E are ongoing, with the first LNG shipment scheduled for the end of 2017 and full operational capacity achieved by 2021.

- 3 **Directions for entering harbour.** From a position W of Mys Khonarasalya (71°23'·95N 73°00'·34E) (10.32), the track leads SW following a two-way DW route (226·6°) to the harbour basin.

Basins and berths. Berths 1-4, with charted depths ranging from 7·7 to 10·6 m, are located on the NW quayside.

Berths 5-6 are located on the concrete pier (71°16'·60N 72°04'·91E), with charted depths ranging from 8·4 to 11·6 m. All of the berths are being utilised for the construction of the LNG Terminal.

Russian Chart 18331

[NP10-No 5-Wk 12/17]

Russia - Kara Sea - Obskaya Guba - Port Sabetta — Port development

278

Paragraph 10.43 including heading and existing Section IV Notice Week 12/17 *Replace by*:

Port Sabetta 10.43

- 1 **General information.** Port Sabetta (71°16'·74N 72°04'·54E), is situated in the mouth of the Sabetayakha River, on the W side of Obskaya Guba and is the port facility for the Yamal LNG terminals.

Limiting conditions. The least charted depth in the approach channel is about 14 m. Local authorities should be contacted from the latest information.

Arrival information. The port is operational all year. A tug is available.

- 2 **Harbour.** The port consists of a harbour basin (71°16'·76N 72°05'·20E) with a concrete quayside in the NW part and a concrete pier lying to the SE. The harbour basin is protected from the N by a detached breakwater lying E/W. A second breakwater extends NNE from the shore and the LNG berths lie on its W side.

Development. Works are in progress (2020) for the construction of Area No 2, SE of Sabetta, in the vicinity of 70°58'·54N 73°39'·78E.

- 3 **Directions for entering harbour.** From a position W of Mys Khonarasalya (71°23'·95N 73°00'·34E) (10.32), the track leads SW in the DW route passing clear of a light buoy (safe water) (71° 21'·28N 72°20'·07E). The track then continues SW into the entrance channel, marked by light buoys (lateral), between the heads of the breakwaters, from where lights are exhibited, and into the basin.

- 4 **Basins and berths.** Berth Nos 1-4, with charted depths from about 7·0 to 10·0 m, are located on the NW quayside.

Berth Nos 5-6 are located on the concrete pier (71°16'·62N 72°04'·70E), with charted depths from about 8·0 to 11·5 m.

The LNG Terminal, located on the inner side of the E breakwater, has two berths with charted depths of about 15·0 m.

Russian Notice 6/618 to 620/20

[NP10-No 20-Wk 10/20]

NP10

Kara Sea - Obstkaya Guba — Directions; DW route; landmarks; depths

278-279

Paragraph 10.45 1-7 line *Replace by:*

- 1 From a position W of Khaltsyney Light (70°50'·20N 73°56'·23E) (10.40), the DW route leads S, passing (positions relative to Mys Kharse (70°07'N 73°41'E)):
E of a shoal patch (43 miles NNW), with a depth of 1·2 m, thence:
E of a shoal patch (22 miles NW), with a depth of 4·4 m, lying on a coastal bank extending 4 miles E of Mys Belyy (70°22'·90N 72°42'·36E), which can be identified by the bright colour of its steep sides.
W of an obstruction area (9¼ miles NNW), with a radius of 1 mile, centred on 70°16'·07N 73°31'·12E.
- 2 Thence a vessel may either continue S to a position W of Mys Nalivnoy (69°44'·40N 73°31'·93E), passing over a shoal bank with a least depth of about 10 m, or, for vessels with a deeper draught the track leads SSE, passing:
WSW of a shallow bank extending 7 miles N of Mys Kharse, marked on its W side by a buoy (W cardinal) (5 miles NNW), thence:
- 3 WSW of the W extremity of a spit extending from Mys Kharse, marked by a buoy (W cardinal) (2½ miles WNW). A beacon (black tetrahedral truncated pyramid, white bands and gallery, 16 m in height) stands on the point. Thence:
WSW of Ngabkeyyakh (7½ miles S).
Thence the track leads S to a position in the vicinity of 69°51'·00N 73°33'·58E. The DW track then leads SW to a position W of Mys Nalivnoy (69°44'·40N 73°31'·93E) the W extremity of a low marshy plain. A shoal spit, marked by a buoy (W cardinal) extends 3¼ miles W of the point.

Russian Charts 13332, 13333 [NP10-No 11-Wk 29/17]

Kara Sea - Obstkaya Guba — Directions; DW route; wreck; landmarks

279-280

Paragraph 10.52 1 lines 1-6 *Replace by:*

- 1 From a position W of a shoal spit, marked by a buoy (W cardinal), extending 3¼ miles W of Mys Nalivnoy (69°44'·40N 73°31'·93E) (10.45), the DW route leads S, passing (positions relative to Mys Tryokhbugornyy (69°05'·26N 73°52'·48E)):

Paragraph 10.52 3 lines 4-7 *Replace by:*

E of a wreck (69°25'·49N 73°22'·75E), with a least depth of 7·4 m, marked by a buoy (isolated danger), thence:

Paragraph 10.52 4 lines 1-2 *Delete*

Paragraph 10.52 6-7 *Replace by:*

- 6 The DW route then leads SSE, passing:
WSW of a shoal patch (7¼ miles WSW), with a depth of 8·4 m, thence:
WSW of the SW extremity of a shoal spit, with depths less than 8 m, extending 7 miles SW from Mys Tryokhbugornyy, marked a buoy (W cardinal) (5½ miles SW), moored close to its extremity.
- 7 Thence the recommended track continues to lead SSW, to a position 16¾ miles E of Nurma Light (tetrahedral framework pyramid, black upper, 6 m in height) (68°43'·12N 73°05'·16E), exhibited from the N entrance to Reka Nurma-yaga.

Paragraph 10.53 *Replace by:*

Spare 10.53

Russian Notice 25/3083/17; Russian Charts 13334, 13335
[NP10-No 12-Wk 29/17]

Kara Sea - South Part — Aids to navigation; lights

289

After Paragraph 11.2 1 line 4 *Insert:*

Caution. Many lights and leading lights in this area have been reported destroyed or unreliable. Local authorities should be consulted for the latest information.

UKHO

[NP10-No 6-Wk 04/17]

Russia - Kara Sea - Ostrov Vil'kitskogo - Vil'kitskiy — Directions; light

289

After Paragraph 11.7 1 line 3 *Insert:*

Vil'kitskiy Light (white round tower, black bands, 32 m in height) (73°30'·94N 75°46'·39E).

Russian Notice 49/5679/19 [NP10-No 16-Wk 02/20]

Russia - Kara Sea - Ostrov Vil'kitskogo - Vil'kitskiy — Directions; light

290

Paragraph 11.10 1 lines 8-11 *Replace by:*

...sandy, 6 m high, from where Vil'kitskiy Light (11.7) is exhibited.

Paragraph 11.11 1 line 2 *Replace by:*

...75°46'·39E), the...

Russian Notice 49/5679/19 [NP10-No 17-Wk 02/20]

**Russia - Yeniseyskiy Zaliv and
Gydanskiy Guba — National park**

296

After Paragraph 11.66 1 line 8 *Insert*:

**National park
11.66a**

- 1 Gydanskiy National Park has been established. Zones include Ostrov Shokal'skogo (10.11), Poluostrov Yavay (11.72) N of latitude 71°56'81N, Poluostrov Mamonta (11.84) N of latitude 71°41'00N and E of longitude 76°22'93E, Proliv Gydanskiy (11.74), Poluostrov Oleniy (11.84), Ostrova Oleniy (11.81), Ostrov Pestsovy (11.80), Ostrov Rovny, Ostrova Proklyate (11.86), Proliv Oleniy (11.112) and Yuratskaya Guba (11.84). Restrictions apply and the local authorities should be consulted for further information.

Russian Notice 36/3200/20 [NP10-No 25-Wk 42/20]

**Russia - Kara Sea - Ostrov Vil'kitskogo -
Vil'kitskiy — Directions; light**

297

Paragraph 11.72 2 line 4 *Replace by*:

(11.7) and:

Russian Notice 49/5679/19 [NP10-No 18-Wk 02/20]

Russia - Yeniseyskiy Zaliv — National park

300

After Paragraph 11.99 1 line 6 *Insert*:

Gydanskiy National Park has been established. See 11.66a for further information.

Russian Notice 36/3200/20 [NP10-No 26-Wk 42/20]

**Russia - Kara Sea - Ostrov Vil'kitskogo -
Vil'kitskiy — Directions; light**

300

Paragraph 11.101 1 line 2 *Replace by*:

...75°46'39E) the route...

Paragraph 11.102 1 lines 2-3 *Replace by*:

Vil'kitskiy Light (73°30'94N 75°46'39E) (11.7).

Paragraph 11.103 1 line 2 *Replace by*:

...75°46'39E) (11.7), the...

Russian Notice 49/5679/19 [NP10-No 19-Wk 02/20]

**Reka Yenisey — Mouth of river to Igarka —
General information; navigation; lights**

311

After Paragraph 12.5 3 line 7 *Insert*:

Caution. Many lights and leading lights in this area have been reported destroyed or unreliable. Local authorities should be consulted for the latest information.

UKHO

[NP10-No 7-Wk 04/17]

**Kara Sea - Reka Yenisey -
Mys Krestovskiy to Dudinka —
Pilot boarding positions; anchorages**

319

After Paragraph 12.41 1 line 7 *Insert*:

**Pilotage
12.41a**

1 Pilot boarding positions for S-bound vessels to Dudinka are as follows:

- 1) Approximately 9 cables WNW of Verkhne-Novoselenskiy Front Leading Light (69°28'39N 86°05'12E).
- 2) Approximately 7 cables E of the N point of Ostrov Kabatskiy (69°25'60N 86°05'63E).

- 2 The pilot boarding position for northbound vessels to Dudinka is approximately 1.6 miles NNE of Kabatskiy Front Leading Light (69°19'69N 86°03'81E).

Russian Notice 14/1690/16 [NP10-No 8a-Wk 16/16]

**Kara Sea - Reka Yenisey -
Mys Krestovskiy to Dudinka —
Pilot boarding positions; anchorages**

322

Paragraph 12.51 1 lines 3-4 *Replace by*:

Tankers and vessels carrying dangerous cargoes, abreast Verkhne-Novoselenskiy Leading Lights (12.45).

After Paragraph 12.51 1 line 4 *Insert*:

Quarantine area, abreast Nizhne-Dudinskiy Leading Lights (12.45).

Russian Notice 14/1690/16 [NP10-No 8b-Wk 16/16]

**Kara Sea - Reka Yenisey - Dudinka to Igarka —
Pilot boarding position**

322

After Paragraph 12.54 3 line 5 *Insert*:

**Pilotage
12.55a**

- 1 For pilotage of N-bound vessels to Dudinka see 12.41a.

Russian Notice 14/1690/16 [NP10-No 9-Wk 16/16]

NP10

Russia – Kara Sea – Pyasinskiy Zaliv — Directions

341-342

Paragraph 13.46 1-15 *Replace by:*

N of Mys Vkhodnoy (73°53'·66N 86°46'·66E),
precipitous, the S entrance point to Reka Pyasina
and on which stands the village of Noril'skiy
Rybkombinat.

Russian Notice 40/3614, 3615/20

[NP10-No 27-Wk 48/20]

- 1 From a position N of Mys Morzhovo (73°45'·27N 84°52'·56E) (13.21), the track leads E, passing:

N of a pebble bank (73°43'·49N 85°05'·50E), with a depth of 4·4 m, lying 1¼ miles NW Mys Grusha, a point in the centre of the head of Bukhta Makarova (13.50), thence:

N of Mys Karga (73°45'·26N 85°28'·93E), a feature on the W side of a promontory W of Reka Lovkikh; a rocky bank lies 1¾ miles farther W, with a depth of 4·2 m. Thence:

- 2 N of Mys Zveroboy (73°47'·87N 85°33'·83E), which is rugged, stony and precipitous, 10 m high. A bank, with a depth of 3·6 m extends 8 cables W of the point and Mys Zveroboy Beacon (black and white vertical striped truncated pyramid, slatted black in the upper part with white stripe, 11 m in height) (73°47'·83N 85°33'·85E), an important landmark, stands close S of the point. Thence:

- 3 N of Mys Lagunnyy (73°49'·41N 85°45'·00E), which is precipitous.

Thence the track leads NE, in the approach to the fairway which leads over Reka Pyasina bar, passing:

SE of a bank (73°54'·19N 85°48'·49E), with depths of less than 2 m.

Thence the track leads NNW over the bar, for about 1½ miles, passing:

- 4 WSW of a shoal bank (73°56'·10N 85°57'·00E) with depths of less than 2 m, noting several obstructions lying on its NW side.

Thence the line of bearing (052°) of Ostrov Farvaternyy (74°05'·06N 86°40'·80E), which differs from the other islands in the gulf by its hilly, 15 m high, surface, identified by its dark cliffs making it an important landmark when navigating in the gulf, leads NE, then NNE, passing:

- 5 SE, then ESE of a shoal bank (73°58'·60N 86°01'·00E), with depths of less than 2 m.

Thence the track leads E, then SE off the N extremity (74°00'·00N 86°11'·00E) of Ostrova Begichevskaya Kosa, for about 5 miles, thence:

Between Ostrova Begichevskaya Kosa and Ostrov Rogozinskiy (73°56'·50N 86°42'·00E) for about 6¼ miles, passing:

- 6 SW of a shoal bank (73°57'·00N 86°27'·00E), with depths of less than 2 m, and:

NE of Malaya Chayka fishing and trading station (73°55'·27N 86°26'·64E).

Thence the track continues to lead SE, then generally E to the river entrance, passing:

NNE of two conspicuous buildings (73°53'·77N 86°37'·20E), which comprise Bol'shaya Chayka winter-quarters, standing on Ostrov Chayek, thence:

- 7 SSW of the S extremity of Ostrov Nizhniy (73°54'·76N 86°40'·39E).

Russia – Laptev Sea – Reka Lena – Protoka Bykovskaya — Directions; leading lights

441

Paragraph 16.138 1-7 *Replace by:*

- 1 **Peschanyy-Belyy Leading Lights:**

Front beacon (white, 10 m in height) (71°59'·96N 129°12'·71E).

Rear beacon (black rectangular board on tetrahedral metal prism, 15 m in height) (1 cable from front light).

- 2 From a position E of Mys Mamonta (71°51'·00N 129°21'·00E), on which stands Mamonta Light Beacon (black and white vertical striped rectangular board, 8 m in height) (71°50'·43N 129°21'·03E), the alignment (323·9°) of these lights leads NW through Protoka Srednyaya, marked by light buoys (lateral), the principal channel leading into Protoka Bykovskaya.

Middle Leading Lights:

- 3 Front beacon (black trapezium on truncated pyramid, 19 m in height) (72°00'·86N 129°19'·96E), reported destroyed (2020).

Rear beacon (similar structure) (3 cables from front light).

The alignment (345·7°) of these lights leads NNW, passing:

- 4 ENE of Otmel' Bogatyreva (71°56'·25N 129°23'·57E), with depths of less than 1·8 m in places, which extends about 8 miles SSE from Ostrov Yuyes-Kumakh (72°00'·00N 129°18'·00E) and is marked by No 10 Light Buoy (port hand).

Peschanyy-Krasnyy Leading Lights:

Front beacon (orange rectangular board on black metal post, 10 m in height) (71°59'·97N 129°12'·92E).

- 5 Rear beacon (black rectangular board on tetrahedral metal prism, 15 m in height) (1½ cables from front light).

The alignment (301°) of these lights, standing on Ostrov Yuyes-Kumakh, leads WNW through Protoka Orto-Yuyese.

Ulakhan Leading Lights:

Front beacon (black and white horizontal striped rectangular board on tetrahedral metal prism, 15 m in height) (72°03'·28N 129°09'·54E).

- 6 Rear beacon (similar structure, 18 m in height) (1½ cables from front light).

The alignment (327·6°) of these lights, standing on the NE coast of Ostrov Ulakhan-Tikyan-Aryta (72°03'·30N 129°09'·25E), leads NNW passing:

Between Ostrov Yuyes-Kumakh and Ostrov Orto-Yuyes-Aryta (16.137) to a position about 1¼ miles from the front light.

7 **Chyornyy Leading Lights:**

Front beacon (black rectangular board on tetrahedral truncated pyramid, 6 m in height) (71°59'·93N 129°00'·30E).

Rear beacon (similar structure, 10 m in height) (1 cable from front light).

- 8 The alignment (242·7°) of these lights, standing on the E coast of Ostrov Khara-Ary, leads WSW, to a position NNW of Mys Bykov (72°00'·46N 129°05'·99E), a high and conspicuous headland on which stands a monument, from where the track leads either through Protoka Ispolatova into Protoka Bykovskaya, or to the anchorage in Zaliv Neyelova (16.139).

Russian Notice 21/2110/20 [NP10-No 21-Wk 24/20]

**Reka Kolyma – Protoka Kamennaya —
Depths; directions**

473

Paragraph 17.104 2 lines 1-2 *Replace by:*

- 2 **Protoka Kamennaya Bar.** There is a least depth of 3·9 m over the bar, but the fairway across it is subject to periodic changes due to alluviation.

Russian Notice 02/28/16 and Russian Sailing Directions Volume 1119 [NP10-No 10a-Wk 07/16]

**Reka Kolyma – Protoka Kamennaya —
Depths; directions**

474

Paragraph 17.112 3-8 *Replace by:*

- 3 From the vicinity of 69°54'N 162°23'E, on the alignment (181·5°) of the above light beacons, in the approaches to Protoka Kamennaya, the alignment (181·5°) of the above light beacons, leads S through the outer anchorage and pilot station to a position E of No 3 Light Buoy (starboard hand) (69°41'·13N 162°21'·82E).

- 4 Thence the track alters to starboard and from position 69°41'·08N 162°21'·75E, close SSW of No 3 Light Buoy, follows a recommended course of 215·5° to position 69°39'·21N 162°17'·92E, NE of No 4 Light Buoy (port hand) (69°39'·17N 162°18'·06E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4·1 and 3·4 m respectively.

- 5 The track then alters slightly to starboard and, from the position NE of No 4 Light Buoy, follows a recommended course of 224·9° to position 69°38'·78N 162°16'·70E, SE of No 5 Light Buoy (starboard hand) (69°38'·87N 162°16'·40E). There are minimum depths at a distance of 0·6 cables to port and starboard of the course line of 4·7 and 3·6 m respectively.

- 6 Thence the track leads WSW from the position SE of No 5 Light Buoy on a recommended course of 260·9° to position 69°38'·70N 162°15'·20E, 2 cables ESE of No 1 Buoy (starboard hand) (69°38'·80N 162°14'·68E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4·6 and 3·7 m respectively.

- 7 The track then leads WNW from the position ESE of No 1 Light Buoy on a recommended course of 287·5° across the Protoka Kamennaya Bar, proceeding at slow speed, to position 69°39'·10N 162°11'·63E, NNE of No 6A Light Buoy (port hand) (69°39'·03N 162°11'·57E). There are minimum depths at a distance of 1 cable to port and starboard of the course line of 4·0 and 3·6 m respectively.

- 8 Thence the track alters to port and follows a recommended course of 256·9° to position 69°38'·99N 162°10'·33E, SW of No 5B Light Buoy (starboard hand) (69°39'·07N 162°10'·60E), and at the beginning of the Sukharnyy leading line. There are minimum depths at a distance of 1 cable to port and 0·8 cables to starboard of the course line of 2·3 and 4·5 m respectively. For further information on depths and levels over the bar see 17.104 and 17.105.

Paragraph 17.112 10 lines 1-4 *Replace by:*

- 10 Thence from a position SW of No 5 B Light Buoy (69°39'·07N 162°10'·60E) (starboard hand) the alignment (238·5°) of the above light beacons leads WSW, to a position...

After Paragraph 17.112 11 line 6 *Insert:*

12 **Useful marks:**

Stolbovoy Leading Light Beacons (black rectangular boards with white triangles, point up, mounted on tetrahedral truncated pyramids, 11 m in height, radar reflector) (69°37'·71N 162°14'·48E).

- 13 Ambarchik Leading Light Beacons (black and white vertical striped rectangular board mounted on tetrahedral truncated pyramid, 10 m in height, radar reflector) (69°38'·32N 162°22'·07E).

Russian Notice 02/28/16 and Russian Sailing Directions Volume 1119 [NP10-No 10b-Wk 07/16]

**East Siberian Sea – Chaunskaya Guba —
Directions; aids to navigation**

479

After Paragraph 17.146 2 line 6 *Insert:*

Caution. Numerous light beacons and leading lights have been reported extinguished (2019).

Russian Notice 14/1624/19 [NP10-No 15-Wk 16/19]

NP11 Arctic Pilot Volume 2 (2018 Edition)

**Iceland – South-west coast – Heimaey –
Vestmannaeyjar – Klettsvík — Prohibited area**

91

After Paragraph 2.62 1 line 10 *Insert:*

Prohibited area. Entry is prohibited to the inner part of Klettsvík (63°27'·00N 20°15'·20W).

Icelandic Notice 3/27/20 [NP11-No 13-Wk 46/20]

NP11

Iceland - South coast - Þorlákshöfn — Directions; leading lights

94

After Paragraph 2.82 2 line 6 *Insert*:

Thence the track leads WSW, in the white sector (241.8°-243.8°) of Þorlákshöfn Light (mast, 13 m in height) (63°51'·48N 21°22'·34W), between the breakwaters and into the harbour.

Icelandic Notice 1/7/20

[NP11-No 11-Wk 17/20]

Iceland - Reykjavík — Limiting conditions; controlling depths

115

Paragraph 3.80 2 *Replace by*:

- 2 **Viðeyjarsund.** The least charted depth, as far as Sundabakki (64°09'·00N 21°51'·50W), is 10 m off the entrance to the basin. The channel to Vogabakki (64°08'·40N 21°50'·26W) has a least charted depth of 7.5 m on the leading line.

Caution. There are shallower depths close SW of the leading line in the vicinity of the works in progress between Sundabakki and Vogabakki.

ENC IS500362

[NP11-No 4-Wk 25/19]

Iceland - Reykjavík - Geldinganes - Perney — Submarine pipeline

117

After Paragraph 3.83 4 line 10 *Insert*:

...**Caution.** A submarine pipeline is laid in the NE part of Perneyjarsund.

ENC IS400036 (12.001)

[NP11-No 14-Wk 26/21]

Iceland - Reykjavík — Directions; light

118

Paragraph 3.88 6 lines 1-5 *Delete*

Icelandic Notice 2/6/19

[NP11-No 5-Wk 28/19]

Iceland - Reykjavík — Directions; light

119

Paragraph 3.89 3 lines 7-9 *Replace by*:

...about 1¼ miles, within a white sector (151°-156°) of Sæbraut Light (yellow house, 4 m in height) (64°08'·85N 21°54'·33W), through Engeyarsund, passing:

Paragraph 3.89 4 line 7 *For Navigation School Read* Sæbraut

Paragraph 3.89 6 lines 1-5 *Replace by*:

- 6 Thence the track continues to lead SSE to a position 2¾ cables NNE of Eyjargarður (64°09'·58N 21°55'·89W), a mole, from which a light (pole on column, 5 m in height) is exhibited, from where the track leads S, for about 6¾ cables, within a white sector...

Icelandic Notices 2/5/19; 2/6/19

[NP11-No 6-Wk 28/19]

Iceland - Reykjavík — Directions; light

120

Paragraph 3.90 2 line 3 *For the above lights Read* these lights

After Paragraph 3.90 2 line 5 *Insert*:

NE of the NW point of Engey (3.89), from where Engey Light (64°10'·50N 21°55'·47W) (3.89) is exhibited, thence:

Paragraph 3.90 3 lines 6-11 *Replace by*:

...of 10.0 m and less, thence:

Icelandic Notices 2/5/19; 2/6/19

[NP11-No 7-Wk 28/19]

Iceland - Reykjavík — Directions; light

125

Paragraph 3.106 2 lines 4-5 *Delete*

Icelandic Notice 2/6/19

[NP11-No 8-Wk 28/19]

Iceland - Akranes — Directions; lights

126-127

Paragraph 3.113 2-7 *Replace by*:

- 2 **Krossvík Leading Beacons:**

Front beacon (triangle, point up, on yellow tower, 7 m in height) (64°18'·94N 22°03'·24W).

Rear beacon (triangle, point down, on framework tower) (146 m NE from front beacon).

From the pilot position close to No 11 Light Buoy (64°17'·58N 22°07'·49W), the alignment (049.5°) of the above beacons leads NE, for about 1¾ miles, passing:

- 3 SE of Bræðrapartsboði (64°18'·12N 22°06'·42W), a shoal, thence:

NW of Þjótur (64°17'·66N 22°05'·04W), a rocky shoal with two rocks awash, thence:

SE of Suðurflös (64°18'·27N 22°06'·14W).

At night the track leads along the line of bearing 049.5° of a directional light exhibited from the front beacon.

- 4 Thence the track leads NNW, and at night along the line of bearing 345° of a second directional light (mast, 28 m in height) (64°19'·21N 22°04'·72W), to a position E of the harbour entrance.

Caution. The bearing (345°) of the second directional light passes close to the E extension of the jetty from where a light (post, 4 m in height) (64°18'·78N 22°04'·56W) is exhibited.

5 **Useful mark:**

Light (post, 4 m in height) (64°18'·85N 22°04'·73W) exhibited from the pierhead of a jetty extending SE from a cement factory.

Icelandic Notices 5/22; 23/18 [NP11-No 2-Wk 45/18]

**Iceland – Approaches to Reykjavík –
Inner Kollafjörður — Submarine pipeline**

127

After Paragraph 3.116 4 line 6 *Insert:*

Caution. A submarine pipeline is laid across the entrance to the inner part of Kollafjörður, about 7½ cables W of Helgusker.

ENC IS400036 (12.001) [NP11-No 15-Wk 26/21]

**Iceland - Breiðafjörður - Stykkishólmur —
Directions; light sectors**

138-139

Paragraph 4.35 1 line 4 *For* (157°-160°) *Read* (158·4°-160·4°)

Paragraph 4.35 7 line 4 *For* (107°-110°) *Read* (106·2°-109·5°)

Icelandic Chart 424/20 [NP11-No 10-Wk 14/20]

**Iceland - Breiðafjörður - Stykkishólmur —
Directions; depth**

139

Paragraph 4.35 8 line(s) 7 *For* 6·3 m *Read* 5·1 m

Icelandic Notice 5/27a/19 [NP11-No 9-Wk 51/19]

Iceland - Ísafjarðardjúp — Marine farm

150

After Paragraph 4.105 6 line 5 *Insert:*

SW of a marine farm (66°04'·22N 22°36'·03W), thence:

Icelandic Notice 2/19/21 [NP11-No 16-Wk 41/21]

**Iceland - North-west coast - Skutulsfjörður -
Ísafjörður — Directions; lights**

151

Paragraph 4.110 7 lines 2-6 *Replace by:*

Front light (mast) (66°04'·19N 23°08'·90W).

Rear light (mast) (68 m from front light).

The alignment (325°) of these lights leads NW into the inner harbour, and thence as required for berthing.

Icelandic Notice 3/25/20 [NP11-No 12-Wk 46/20]

Iceland - Hornafjörður — Depths

159

After Paragraph 5.18 1 line 5 *Insert:*

Depths

5.18a

- 1 Depths of about 6 m are charted in the approaches to Hornafjörður but are subject to frequent change and a lesser draught restriction may be applicable due to the effects of swell. Contact the port authority for the latest information.

Icelandic Chart 810 (2021) [NP11-No 17-Wk 44/21]

**Iceland - Hornafjörður —
Directions; leading lights; depth**

160

Paragraph 5.25 2 line 10 *For* 272° *Read* 270°

Paragraph 5.26 2 line 7 *For* 272° *Read* 270°

Paragraph 5.27 1-2 *Replace by:*

- 1 From a position not less than 2 miles SE of Stokksnes Light (64°14'·39N 14°57'·84W) (5.14), the track in a white sector (274°-286°) of Hvanney Light leads W, passing:

N of Borgeyjarboði (64°12'·92N 15°07'·02W), and:
N of a shoal area (64°13'·37N 15°07'·13W), with depths of about 9 to 10 m, thence:

S of a shoal area (64°13'·83N 15°08'·48W) with depths of about 4·5 m, but subject to frequent change, thence:

N of Eystra Hvanneyjarsker (64°13'·07N 15°09'·45W) (5.26).

- 3 Thence as required to attain the alignment (270°) of the Suðurfjörutangi Leading Lights (5.32), noting Þinganessker (5.26).

Icelandic Chart 810 (2021) [NP11-No 18-Wk 44/21]

Iceland - Hornafjörður - Höfn — Depth; pilotage

160

Paragraph 5.29 1 lines 1-4 *Replace by:*

- 1 **Controlling depth.** The minimum depth in the entrance channel is 5·4 m, though a lesser draught restriction may be applicable. Sandbanks are continually shifting, contact the port authority for the latest information. See also 5.20.

Paragraph 5.30 1 lines 6-8 *Replace by:*

- 2 **Pilotage** is compulsory for vessels over 300 gt and all foreign vessels. Dependent on the approach made to the port, pilots board in the following positions:
South-south-west (64°12'·64N 15°12'·45W);
South-south-east (64°12'·83N 15°08'·46W);
East (64°13'·44N 15°06'·94W).

For further details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Icelandic Chart 810 (2021) [NP11-No 19-Wk 44/21]

NP11

Iceland - Hornafjörður - Höfn — Directions; leading lights; light sector

161

Paragraph 5.32 2 line 1 *For 272° Read 270°*

Paragraph 5.32 2 line 9 *For 271.5°-272.5° Read 269.5°-270.5°*

Icelandic Chart 810 (2021) [NP11-No 20-Wk 44/21]

Svalbard - Spitsbergen - Adventfjorden — Anchorage

247

After Paragraph 9.74 4 line 5 *Insert:*

Prohibited anchorage. Anchorage is prohibited in an area bounded by the following points:

78°14'75N 15°33'32E.

78°15'51N 15°38'32E.

78°17'14N 15°30'70E.

78°14'97N 15°30'96E.

Norwegian Notice 11/58939/18 [NP11-No 1-Wk 34/18]

Greenland - Kong Christian IX Land - Kap Gustav Holm — Directions; shoal

322

Paragraph 12.176 4 line 5 *Replace by:*

...Karra, thence:

Clear of a shoal (66°35'08N 33°58'66W), reported (2018), with a depth of 10 m.

Danish Notice 45/871/18 [NP11-No 3-Wk 49/18]

NP12 Arctic Pilot Volume 3 (2018 Edition)

Canada — Regulations

9-10

Paragraph 1.62 including heading *Replace by:*

Protection of the environment 1.62

1 **Conservation of Marine Mammals and aquatic species.** The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act* (SARA). The *Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.

2 Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.

Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.

3 **Ballast water Control and Management Regulations** as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.

4 **National Wildlife Areas** (NWAs) are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.

5 **Marine Protection Areas** (MPAs) have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

6 **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also www.parks canada.gc.ca.

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see www.notmar.gc.ca.

Canadian Eastern Notice 3/306/19

[NP12-No 2-Wk 17/19]

Canada — Regulations

10

Paragraph 1.63 including heading *Replace by:*

Spare 1.63

Canadian Eastern Notice 3/306/19

[NP12-No 3-Wk 17/19]

Greenland - South coast - Alluitsup Paa — Directions; light sector

120

Paragraph 2.100 1 line 11 *For 191°-262° Read 190°-062°*

Danish Notice 29/343/21 [NP12-No 16-Wk 44/21]

Greenland - Narluneq - Avartmuit - Ikerasatsiaq — Directions; wreck

136

Paragraph 2.206 15 line(s) 13 *Replace by:*

...(60°43'35N 46°42'69W). A second stranded wreck (60°43'26N 46°42'50W) lies between the rocks. Vessels using Ikerasatsiaq...

Danish Notice 5/58(T)/20

[NP12-No 6-Wk 10/20]

**Greenland - Narluneq - Avatarmiut -
Ikerasatsiaq — Directions; wreck**

136

Paragraph 2.206 15 line 13 including existing Section IV
Notice Week 10/20 *Replace by:*

...(60°43'26N 46°42'50W). Vessels using Ikerasatsiaq...

Danish Geodata Agency [NP12-No 7-Wk 18/20]

**Greenland - Narluneq - Avatarmiut -
Ikerasatsiaq — Directions; wreck**

136

Paragraph 2.206 15 including existing Section IV Notices
Weeks 10/20 and 18/20 *Replace by:*

- 15 **Ikerasatsiaq (Nordlysets Løb).** An alternative track to Qingartuup Ikerasaa is provided by Ikerasatsiaq (Nordlysets Løb) (60°43'23N 46°42'26W), a channel which separates Qingartuup Nunaa and Avatarmiut. The channel is marked at its SE end by No 210 Beacon (topmark red triangle, point up) standing on Qingartup nunâ and, at the NW end, by No 211 Beacon (topmark red can). It has the disadvantages that it could be blocked by a single iceberg and that the tidal stream sets strongly. In the NW entrance to the channel stand two above-water rocks. Vessels using Ikerasatsiaq are advised to keep to the N side at the SE end and the S side at the NW end.

Danish Notice 47/814;815/20 [NP12-No 14-Wk 03/21]

**Greenland - Kap Desolation -
Kitsissut — Regulations**

137

Paragraph 2.214 1 *Replace by:*

- 1 The islands of Kitsissut (Ydre Kitsissut) (60°45'00N 48°25'55W) (2.217) are situated within a designated marine reserve area. Landing or approaching within 500 m from the coast is prohibited between 1st May and 31st August.
- 2 Maximum speed must not exceed 10 kn between 1st July and 30th September.

Danish Notice 4/38/20 [NP12-No 5-Wk 10/20]

**Greenland - West coast - Nuuk -
Quinngorput — Directions; leading lights**

167

Paragraph 2.409 1-2 including heading *Replace by:*

**Spare
2.409**

Danish Notice D1 44/768/20 [NP12-No 13-Wk 01/21]

**Greenland - West coast - Sarfartoq -
Kangerlussuaq — Berth**

181

After Paragraph 3.53 1 line 10 Insert:

Berth. A quay (66°33'53N 52°03'80W) consisting of a permanently moored barge has been established on the W side of Kangerlussuaq, 1 mile N of Sarfartoq. The berth is 90 m in length and has a depth alongside of 25 m.

Danish Notice 38/749/18 [NP12-No 1-Wk 42/18]

**Greenland - West coast - Nivâp Pâ —
Shoals; obstructions**

204

Paragraph 4.65 2 lines 1-9 *Replace by:*

- 2 From Nûk a chain of islands, islets and rocks extends 4½ miles E along the N side of Nivâp Pâ (68°39'79N 52°04'37W), a wide unsurveyed bay which separates it from Puagiarssuk (68°39'00N 51°54'00W), a headland 6½ miles SE. Numerous shoals and obstructions lie within Nivâp Pâ and waters extending NE from Puagiarssuk and Ikamiut (4.68). Puagiarssuk is the NE extremity of Ivnârssuit peninsula (68°36'57N 52°06'31W), an irregular peninsula of the mainland, to which it is connected by a series of necks of land so narrow that it may almost be considered to be a group of islands.

Danish Chart 1512/20 [NP12-No 15-Wk 04/21]

**Canada - Northwest Territories -
Tuktoyaktuk — Directions; lights**

438

Paragraph 13.65 1 line(s) 1-8 *Delete*

Paragraph 13.65 2 line(s) 1 *Replace by:*

- 2 From a position in the vicinity of TC Light Buoy (safe water) (69°31'38N 133°08'32W), the line of bearing (144.6°) of Tuktoyaktuk Island Light (tripod framework tower, red trapezoidal daymark with white stripe, 12 m in height) (69°27'35N 132°59'98W) leads, for...

Canadian Eastern Notice 7/6431/19
[NP12-No 4-Wk 36/19]

**Canada - North coast - Amundsen Gulf —
Marine Protected Areas**

448

After Paragraph 4.7 Insert:

**Marine Protected Area
4.7a**

- 1 The Anguniaqvia niqiyuam Marine Protected Areas consists of two areas, located in Darley Bay (14.33) and Amundsen Gulf. For further details see 1.62.

Canadian Notice 6/606/20; Canadian ANM/20
[NP12-No 9-Wk 32/20]

**Canada - North coast - Amundsen Gulf —
Marine Protected Areas**

448

Replace existing Section IV Notice Week 32/20 with the following:

After Paragraph 14.7 Insert:

**Marine Protected Area
14.7a**

- 1 The Anguniaqvia niqiyuam Marine Protected Areas consists of two areas, located in Darley Bay (14.33) and Amundsen Gulf. For further details see 1.62.

Canadian Notice 6/606/20; Canadian ANM/20
[NP12-No 10-Wk 39/20]

NP12

Canada - North coast - Coronation Gulf - Edinburgh Channel — Depths

463

Paragraph 14.147 1 line(s) 1-4 *Replace by:*

- 1 **Edinburgh Channel** which separates Murray Island from Edinburgh Island, 1¼ miles NNE, is deep and easily navigable, but vessels should remain more than 5 cables from the SW end of Edinburgh Island to avoid isolated depths of less than 6 m. The cliffs on both sides of the channel are radar conspicuous.

Canadian Eastern Notice 3/7778/20

[NP12-No 8-Wk 19/20]

Canada - Rasmusen Basin - King William Island - Gjoa Haven - Lund Islet — Shoal

489

Paragraph 15.91 2 lines 7-9 *Replace by:*

Lund Islet (68°35'·82N 95°49'·84W) lies close off Betzold Point, in shoal water which may extend up to 1 mile W, where breakers have been reported. A shoal with depth of 1·8 m lies close S of the islet and a 7·2 m shoal sounding lies about 1 mile S.

Canadian Western Notice 09/002.19/20

[NP12-No 11-Wk 50/20]

Canada - Rasmusen Basin - Shepherd Bay - Minna Island — Depths

491

Paragraph 15.103 2 *Replace by:*

- 2 Shoal water, with depths of 5·8 m (19 ft) or less, extends about 3 miles N from Minna Island with other shoal depths of 8·8 m (29 ft) or less extending up to 6 miles N. The shoals appear to border the E shore of the bay as far as Wilkins Point, situated 11 miles within Acland Point. A low, rocky islet lies in a shoal area, 7½ miles N of Acland Point, with a 7·3 m (24 ft) shoal patch about 1½ miles NNE of the islet.

Shoal water with depths of about 15 m (49 ft) or less extends up to 6 miles SW, 4 miles SE and 6½ miles E from Dryden Point. A shoal patch with a depth of 9·8 m (32 ft) lies 4 miles S of Dryden Point.

Canadian Western Notice 09/002.17/20

[NP12-No 12-Wk 50/20]

NP13 Australia Pilot Volume 1 (2020 Edition)

Queensland - Gulf of Carpentaria - Approaches to Karumba — Directions; lights

97

Paragraph 2.84 3-6 *Replace by:*

- 3 The alignment (119·1°) of these lights leads ESE through the entrance channel, marked by light beacons (lateral), to a position between No 7 Light Beacon (17°26'·42S 140°44'·70E) and No 8 Light Beacon, close NNW. The track then follows the maintained channel, passing between buoys (special) and the Outer Banks, to a position between No 11 Light Beacon (17°26'·71S 140°45'·51E) and No 12 Light Beacon, close N.

- 4 The track then continues within the white sector (264·1°-264·6°), astern, of Elbow Bank Reach Directional Light (17°26'·75S 140°44'·81E), which leads E between light beacons (lateral) to a position in the maintained channel W of No 16 Light Beacon (S cardinal) (17°26'·57S 140°46'·75E). Thence the track continues generally ESE through the channel marked by light beacons (lateral), passing:

- 5 Between Alligator Point, the S entrance point of Norman River, and Karumba Point (9 cables E) its N entrance point.

The track then continues as required.

- 6 **Useful marks:**

Microwave tower (17°29'·18S 140°50'·28E).

Water tower (17°29'·87S 140°50'·32E).

Australian Notice 10/426/21 [NP13-No 17-Wk 30/21]

Northern Territory - Gulf of Carpentaria - Bing Bong — Anchorages

108

Paragraph 2.161 including heading *Replace by:*

Basins and berths

2.161

- 1 **Anchorages and moorings.**

BB1 Anchorage (15°26'·50S 136°30'·80E), in a depth of about 12 m; good holding;

BB2 Anchorage (15°23'·30S 136°32'·00E), in a depth of about 14 m; good holding;

WD1 Anchorage (15°26'·95S 136°32'·70E);

WD2 Anchorage (15°22'·80S 136°33'·10E);

WD3 Anchorage (15°20'·30S 136°34'·30E);

- 2 NR1 Anchorage (15°25'·51S 136°30'·96E), DM1

and DM2 mooring buoys (lit) lie close SW;

NR2 Anchorage (15°21'·38S 136°33'·35E), DM3 mooring buoy (lit) lies close S;

NR3 Anchorage (15°21'·56S 136°36'·51E).

Mooring buoys (lit) CM1 to CM3 are located in a small craft anchorage centred on 15°32'·60S 136°25'·20E.

Australian Notice 25/1029/20 [NP13-No 13-Wk 07/21]

Northern Territory - Gulf of Carpentaria - Bing Bong — Anchorages

108

Paragraph 2.161 1 including heading and existing Section IV Notice Week 07/21 *Replace by:*

Basins and berths

2.161

- 1 **Anchorages and moorings.**

BB1 Anchorage (15°26'·50S 136°30'·80E), in a depth of about 12 m; good holding;

BB2 Anchorage (15°23'·30S 136°32'·00E), in a depth of about 14 m; good holding;

NR0 Anchorage (15°28'·27S 136°30'·10E);

- 2 NR1 Anchorage (15°25'·51S 136°30'·96E), DM1

and DM2 mooring buoys (lit) lie close SW;

NR2 Anchorage (15°21'·38S 136°33'·35E), DM3 mooring buoy (lit) lies close S;

NR3 Anchorage (15°21'·56S 136°36'·51E).

Mooring buoys (lit) CM1 to CM3 are located in a small craft anchorage centred on 15°32'·60S 136°25'·20E.

Australian Notice 20/835/21 [NP13-No 22-Wk 44/21]

**Western Australia – Cambridge Gulf –
Wyndham — Directions; light buoy**

166

Paragraph 4.156 3 line(s) 1–5 *Replace by:*

- 3 A shoal (15°27'·26S 128°05'·80E) extends up to 5 cables from the shore, the N part of which lies mid-channel abreast Wyndham Wharf (4.161).

Australian Notice 14/588/21 [NP13-No 18-Wk 40/21]

**Western Australia - Offshore banks -
Rowley Shoals — ESSA**

186

After Paragraph 5.10 1 line 4 *Insert:*

Marine protected area. Rowley Shoals lie within an ESSA. See 1.83.

Paragraph 5.12 1 lines 5–6 *Replace by:*

Australian Chart 325/21 [NP13-No 15-Wk 24/21]

**Western Australia - Buccaneer Archipelago -
Rosella Shoal to King Island —
Directions; ODAS Buoy**

188

Paragraph 5.32 1-2 *Replace by:*

- 1 From the vicinity of 15°38'·00S 123°54'·00E, between Rosella and Lorikeet Shoals, the track leads generally SW, passing:
NW of Denman Shoal (15°43'·00S 123°55'·54E), thence:
Clear of an ODAS buoy (15°40'·73S 123°49'·22E), thence:
SE of Mavis Reef (15°30'·80S 123°36'·00E) on which there is a sand cay which dries 6·6 m, thence:
2 NW of Conway Island (15°50'·95S 123°40'·37E) the N-most Macleay Island, thence:
NW of King Island (15°52'·30S 123°38'·18E), on the SW extremity of an extensive drying reef, to a position 2½ miles WNW of the same island.

ENC AU416123 (4.007) [NP13-No 10-Wk 53/20]

**Western Australia - Roebuck Bay -
Broome — Controlling depths**

210

Paragraph 5.203 *Replace by:*

- 1 **North approach.** Depths generally more than 10 m.
West approach. Maximum draught of 7·5 m.
Entrance channel. The main jetty leading lights (5.218) lead across a bar with depths of 10 to 13 m.
For the alternative approach (5.218) the controlling depth is 4·4 m.

- 2 **Caution.** Numerous isolated depths of less than 10 m lie outside the charted 10 m depth contour for distances of up to 20 miles off the coast and sandwaves may further effect depths in the approaches.

ENC AU5050P0 (12.000) [NP13-No 19-Wk 41/21]

**Western Australia - Roebuck Bay -
Broome — Anchorages**

211

Paragraph 5.207 2-4 *Replace by:*

- 2 **Cable Beach Anchorage.** Berths 1CB–3CB lie about 1½ miles WNW of Cable Beach (17°55'·95S 122°12'·64E) and about ¾ miles N of Gantheaume Point (5.216), in depths of 10 to 15 m, sand.
Entrance Point Anchorage. Berths E1–E4 lie 1½ miles SW of Entrance Point in 4·2 to 8·4 m, SW of Roebuck Deep. They are designated for use by rig tenders and seismic survey vessels.
3 **Roebuck Anchorage.** Berths RB1–RB9 lie S of Middle Ground between 1¼ miles SE, and ¾ miles ESE, of Entrance Point, in 8·5 to 36·0 m. They are designated for use by rig tenders and seismic survey vessels.

Australian Notice 14/587/21 [NP13-No 20-Wk 41/21]

Western Australia - Broome — Pilotage

212

Paragraph 5.209 1 lines 4–6 *Replace by:*

Boarding positions:

Northern pilot boarding station (17°51'·40S 122°10'·00E), for vessels with a draught greater than 7·5 m.
Outer (western) pilot boarding station (17°58'·02S 122°05'·40E), for vessels with a draught less than 7·5 m.

Australian Notice 16/587/20 [NP13-No 5-Wk 39/20]

**Western Australia - Roebuck Bay -
Broome — Directions**

212

Paragraph 5.216 *Replace by:*

- 1 Depending on draught (5.203), the harbour may be approached from either the N or the W, thence through Roebuck Deep and entered between the reef extending SE of Entrance Point (18°00'·49S 122°12'·55E) (5.201) and an area of shoal water about 3½ cables ESE of Entrance Point. See caution at 5.203.
2 **North approach.** From the vicinity of 17°57'·00S 121°53'·00E, the track initially leads generally ENE, clear of charted shoals; see caution at 5.203. Passing:
Clear of a shoal (17°55'·20S 121°56'·41E) with a depth of around 9 m, thence:
Clear of Buoy No 2 (special, seasonal) (17°53'·07S 122°01'·89E), thence:

NP13

- 3 NNW of the Outer Anchorage (5.207), thence:
NNW of the N extremity of a narrow shoal that
extends 3½ miles N of Declaration Rock
(17°55'·07S 122°08'·65E), which has a depth of
about 4·1 m.

The track then leads E to the northern pilot
boarding station (17°51'·40S 122°10'·00E) (5.209). The
track then leads generally S, passing:

- 4 E of Declaration Rock, noting the numerous
areas of shoal water in the vicinity, and:
Clear of the Cable Beach Anchorages (5.207),
thence:

Clear of a shoal patch (17°56'·13S 122°09'·42E) with
a depth of about 8 m, thence:

- 5 W of a shoal (17°57'·09S 122°10'·68E) with a
depth about 7 m, thence:

E of an area of shoal patches (17°57'·41S
122°08'·64E) with depths of around 8 m, and:

Clear of an area of shoal patch (17°57'·37S
122°09'·70E) with a least depth of 7·3 m, and:

- 6 W of Whale Rock (17°57'·58S 122°10'·68E), a
drying rock.

W of Swirl Rock (17°58'·07S 122°10'·23E), thence:

Thence to a position W of Gantheaume Point
(17°58'·45S 122°10'·65E); numerous rocky patches,
some of which dry, and a shoal area extend up to
7 cables from the point.

- 7 **West approach.** From the vicinity of 17°57'·00S
121°53'·00E, the line of bearing 094·5° of
Gantheaume Point Light (17°58'·45S 122°10'·65E)
leads to a position about 2 miles W of the light,
passing:

S of the Outer Anchorage (5.207), thence:

- 8 N of Disaster Rock (18°03'·91S 122°05'·08E), a
drying rock and associated obstructions lying
the W side of Pearl Shoals (5.200), thence:

S of Declaration Rock (17°55'·07S 122°08'·65E),
noting the 3·7 m patch 4 cables SSW of it which
lies closer to the track, and:

N of North Rock (17°59'·49S 122°08'·49E).

Caution. Depths of less than 8 m lie close N and S
of the line of the W approach.

Paragraph 5.217 1 *Replace by:*

- 1 From a position W of Gantheaume Point Light, the
route leads SE through Roebuck Deep, the fairway of
which is discernible by its blue water, passing:

Paragraph 5.217 3 lines 5–6 *Replace by:*

SW of Riddell Point (18°00'·00S 122°11'·83E)
fronted by a foul area. Vessels should pass not
less than 6 cables from the point. Thence:

ENC AU5050P0 (12.000); KPA Port and Terminal
Handbook V6.0 [NP13-No 21-Wk 41/21]

Western Australia - Roebuck Bay - Broome — Directions; shoal; depth

214

Paragraph 5.218 2 lines 1–4 *Replace by:*

- 2 ESE of an isolated 9·9 m shoal (18°00'·76S
122°12'·68E), thence:

WNW of a shoal patch (18°00'·61S 122°12'·93E),
with a least depth of 4·4 m, marked by a light buoy
(preferred channel to port); care should be taken
not to be set E of the leading line. Thence:

Australian Notice 24/989/20; UKHO

[NP13-No 12-Wk 05/21]

Western Australia - Dampier Archipelago - Stag Marine Terminal — Terminal

227

Paragraph 6.20 1–2 *Replace by:*

- 1 **Position and function.** Stag Marine Terminal
(20°16'·31S 116°16'·57E) consists of a mooring
superbuoy and a lighted production platform, 1 mile S.
Vessels between 25 000 and 150 000 dwt can be
accommodated at the facility. A cautionary area
surrounds the facility.

- 2 **Terminal operator.** Jadestone Energy (Australia)
Pty Ltd, 1 William Street, Perth, Western Australia,
6000.

Website. www.jadestone-energy.com

Australian Notice 21/857/20; UKHO

[NP13-No 9-Wk 51/20]

Western Australia - Onslow - Beadon Creek — Directions; controlling depth; berths

255

Paragraph 6.236 1–3 *Replace by:*

- 1 **Description.** A breakwater projects about 2 cables
NNE from the coast about 1½ miles SE of Beadon
Point (6.220), the W entrance point of Beadon Bay,
and marks the entrance to Beadon Creek.

Controlling depth. The entrance channel has a
maintained depth of 5·4 m as far as the Onslow
Marine Supply Base (OMSB) (21°38'·78S
115°07'·86E), farther upriver the depths reduce.

- 2 Depths in dredged areas, although generally
maintained, may be less than charted. For the latest
information, consult the Harbour Master.

Directions. Leading lights:

Front light (white beacon, red stripes) (21°38'·51S
115°08'·14E).

Rear light (2½ cables from front light).

- 3 From a position about 1½ miles NNW of the head
of the breakwater (21°38'·29S 115°07'·97E) the
alignment (159°) of these lights leads SSE through a
maintained channel marked by light beacons and
leading lights, to a position close NE of the
breakwater.

Thence the track leads SSW in the white sector
(201·6°–202·6°) of Beadon Creek Directional Light
(21°38'·71S 115°07'·83E) into the harbour basin.

- 4 **Berths.** The largest berth is OMSB, with a length
of around 200 m and a depth of 7·1 m.

Port services: limited repair facilities and a
sheerlegs crane for lifting small craft from the water;
fuel by road tanker; fresh water, limited supply;
provisions, limited supply.

Australian Notice 25/1032/20

[NP13-No 14-Wk 07/21]

**Western Australia - Houtman Abrolhos -
Middle Channel — Directions; depths**

277

Paragraph 7.107 1 lines 5–9 *Replace by:*

Depths. Middle Channel has general depths from 30 to 60 m in the fairway. Broken ground, on which a sounding of 19.3 m was obtained, lies 4 miles ESE of Evening Reef.

Australian Chart AU332 Ed.3 (2020)

[NP13-No 6-Wk 41/20]

**Western Australia - South-west coast -
Approaches to Bunbury — Pilotage**

308

Paragraph 8.123 1 line(s) 3 *Replace by:*

Pilot boards in the following positions:

Plt A 33°15'85S 115°37'41E.

Plt B 33°15'00S 115°36'50E.

Australian Notice 20/801/20

[NP13-No 8-Wk 49/20]

**South Australia - Port Adelaide —
Directions; pilotage**

391

Paragraph 12.92 3 lines 1–4 *Replace by:*

- 3 The track continues to lead NE for about 26 miles to a position in the vicinity of the pilot boarding station (12.115) for Port Adelaide.

ENC AU5137X8

[NP13-No 1-Wk 35/20]

**South Australia - Port Adelaide —
Directions; pilotage**

392

Paragraph 12.97 4 lines 5–7 *Replace by:*

The track then leads to a position in the vicinity of the pilot boarding station (12.115) for Port Adelaide.

ENC AU5137X8

[NP13-No 2-Wk 35/20]

**South Australia - Gulf of Saint Vincent -
Port Stanvac - Curlew Point — Prohibited area**

393

After Paragraph 12.103 2 line 5 *Insert:*

A 500 m prohibited area, centred on 35°05'79S 138°26'35E, lies at the end of a submarine pipeline.

Australian Notice 19/749/20

[NP13-No 7-Wk 46/20]

**South Australia - Port Adelaide —
Anchorage; pilotage**

394

Paragraph 12.114 1 lines 3–4 *Replace by:*

There is also an anchorage in about 18 m of water, centred on 34°48'24S 138°19'60E.

Paragraph 12.115 1 lines 1–4 *Replace by:*

- 1 **Pilotage** is compulsory for vessels over 35 m LOA unless exempt. Pilots board in position 34°49'00S 138°20'00E. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

ENC AU5137X8

[NP13-No 3-Wk 35/20]

South Australia - Port Adelaide — Anchorages

394

Paragraph 12.114 1 including existing Section IV Notice Week 35/20 *Replace by:*

- 1 Designated anchorages are as follows:

PA 1 (34°46'59S 138°16'92E);

PA 2 (34°46'61S 138°18'13E);

PA 3 (34°46'64S 138°19'34E);

PA 4 (34°47'59S 138°16'87E);

PA 5 (34°47'62S 138°18'10E);

PA 6 (34°47'64S 138°19'31E).

Corr. Australian Hydrographic Office 26/11/20

[NP13-No 11-Wk 04/21]

South Australia - Port Adelaide — Anchorage

394

Paragraph 12.114 1–3 including existing Section IV Notice Week 04/21 *Replace by:*

- 1 Vessels waiting to enter harbour may anchor in the designated anchor berth, Nr PA (34°48'23S 138°19'60E), in depths of about 18 m, sand.
- 2 Semaphore Anchorage is an open roadstead off the W side of Lefevre Peninsula between Wonga Shoal (34°49'70S 138°26'85E) and the harbour entrance. The holding ground is good, hard sand and weed. Largs Bay is situated in the S part of this anchorage and is protected in some measure from SW to S by Wonga Shoal. A good scope of cable should be used, and it is preferable to lie to a single anchor. In the event of dragging the second anchor should be let go since veering more cable is of little use owing to the weed on the seabed.
- 3 The best anchorage for small vessels is in Largs Bay around ¾ to 1½ miles NNW of the head of Semaphore Jetty (34°50'22S 138°28'46E), in 6 to 7 m.

Australian Chart 130/21

[NP13-No 16-Wk 24/21]

NP13

South Australia - Port Adelaide — Directions; pilotage

395

Paragraph 12.122 1 lines 1–4 *Replace by:*

- 1 From the pilot boarding position (12.115), the track leads NNE to the start of the entrance channel close SSW of Entrance Light Beacon (34°46'·82S 138°22'·53E).

ENC AU5137X8

[NP13-No 4-Wk 35/20]

NP14 Australia Pilot Volume 2 (2019 Edition)

Australia - Victoria - Cape Otway to Point Grey - Apollo Bay — Directions

101-102

Paragraph 3.73 3-8 *Replace by:*

- 3 SE of Henty Reef (38°47'·20S 143°41'·91E), a steep-to reef over which the sea breaks heavily in moderate conditions. The reef is covered by the red sector (354°–015°) of Apollo Bay front light (3.78). Thence:
SE of Cape Patton (38°41'·47S 143°50'·39E) which has a bold and dark appearance. It is wooded except on its grass covered W side.
- 4 The track then continues NE, passing:
SE of Addis Bay (38°40'·98S 143°51'·05E). Mount Meuron (38°40'·50S 143°50'·76E), rises close within the head of Addis Bay. Thence:
SE of Point Hawdon (38°40'·33S 143°51'·99E), thence:
SE of Point Sturt (38°38'·51S 143°53'·63E), thence:
- 5 To a position SE of Point Grey (38°32'·89S 143°59'·30E). Point Grey is low and grassy; a drying reef extends 1½ cables E from the point. Fishers Creek (38°33'·32S 143°58'·68E) enters the sea where there is a break in the coastal reef.
- 6 **Useful marks:**
Mount Saint George (38°33'·68S 143°58'·07E), a conical grassy hill.

(*Directions continue for the coastal route at 3.84*)

Australian Notice 16/829/19

[NP14-No 3-Wk 38/19]

Australia - Victoria - Cape Otway to Point Grey - Apollo Bay — Directions

102-103

Paragraph 3.78 1-2 *Replace by:*

- 1 **Approach from east.** An approach clear of any danger is best made from the E to the anchorage (3.76).
Approach from south. An approach to Apollo Bay can also be made from the S passing W of Henty Reef.
- 2 **Apollo Bay Leading lights:**
Front light (white framework beacon, 4 m in height) (38°43'·56S 143°42'·38E).

Rear light (white triangle, point down, on tower, 5 m in height) (5½ cables from front light).

From a position 2½ miles S of Point Bunbury the approach leads NNE on the alignment (017·5°) of these lights and in the white sector (016°–019°) of the front leading light, passing:

Paragraph 3.78 5 *Replace by:*

5 Entry leading lights:

Front light (orange rectangle on beacon) (38°45'·63S 143°40'·63E).

Rear light (similar structure) (33 m from front light).

From a position N of the E breakwater head (3.77), the alignment (187·5°) of these lights leads into the harbour.

Australian Notice 16/829/19

[NP14-No 4-Wk 38/19]

Australia - Victoria - Geelong - Corio Bay — Depths

125

Paragraph 4.101 1 line(s) 7 *For* 10·5 m *Read* 9 m

Paragraph 4.101 1 line(s) 8 *For* 12·3 m *Read* 11 m

Australian Notice 9/366/21

[NP14-No 9-Wk 27/21]

Australia - Victoria - Port Melbourne Channel — Controlling depth

129

Paragraph 4.129 1 line(s) 6 *For* 15·5 m *Read* 10·9 m (2021)

Australian Notice 9/367/21

[NP14-No 10-Wk 27/21]

Victoria - South coast - Lakes Entrance - Bullock Island — Prohibited anchorage

176

After Paragraph 6.105 2 line(s) 4 *Insert:*

Anchoring is also prohibited in an area best seen on the chart covering the harbour entrance and the S and W sides of Bullock Island.

Australian Chart 182

[NP14-No 1-Wk 25/19]

Tasmania - Devonport — Berths; depths

199-200

Paragraph 7.87 1 line(s) 1–6 *Replace by:*

1 Berths:

No 1 East (41°10'·80S 146°21'·95E): passenger and RoRo freight ferry; length 115 m; dredged depth alongside 6·9 m (2019); RoRo ramp at N end; maximum size of vessel; 195 m LOA, beam 37 m.

Paragraph 7.87 1 line(s) 7–11 *Replace by:*

No 2 East (41°10'·91S 146°21'·99E): RoRo freight vessels, container and general cargo; length 180 m; dredged depth alongside 9·3 m (2019); RoRo ramp at N end; maximum size of vessel, 195 m LOA, beam 31·7 m.

Paragraph 7.87 2 *Replace by:*

- 2 No 3 East (41°10'·99S 146°22'·00E): containers, general and dry bulk; length 118 m; dredged depth alongside 8·2 m (2019); RoRo ramp at S end with dredged depth alongside 6·3 m (2019); maximum size of vessel, 200 m LOA, beam 31·7 m.

Australian Notice 8/387/19 [NP14-No 2a-Wk 31/19]

**Tasmania - South coast - Storm Bay —
Directions; marine farm**

264

After Paragraph 9.131 1 line 8 *Insert:*

Clear of an extensive marine farm (43°06'·43S 147°32'·95E), thence:

Australian Notice 1/29/20 [NP14-No 6-Wk 07/20]

Tasmania - Devonport — Berths; depths

200

Paragraph 7.88 1-2 *Replace by:*

- 1 Berths:
No 1 West (41°10'·96S 146°21'·79E): bulk cement; length 87 m; dredged depth alongside 8·5 m (2019); maximum size of vessel, 190 m LOA, beam 31 m.
No 3 West (41°11'·12S 146°21'·77E): general cargo and bulk tallow; length 167 m; depth alongside from 6·8 to 7·4 m; maximum size of vessel, 180 m LOA, beam 37 m.
- 2 No 4 West (41°11'·20S 146°21'·81E): oil products, bulk wheat, refrigerated, container, general cargo, livestock, bulk tallow and RoRo, length 198 m; dredged depth alongside 7·7 m (2019); maximum size of vessel, 205 m LOA, beam 31 m.
No 5 West (41°11'·30S 146°21'·89E): LPG; a T-shaped jetty supported on steel piles and connected by catwalks; length 40 m across the head; depth alongside 5·5 m; maximum size of vessel, 110 m LOA, beam 20 m.

Australian Notice 8/387/19 [NP14-No 2b-Wk 31/19]

**Tasmania - East coast - Maria Island —
Directions; ODAS**

275

Paragraph 10.25 1 lines 6-7 *Replace by:*

Clear of a submerged ODAS (42°35'·79S 148°14'·01E), depth 20 m, marked by a light buoy (special) 3¾ cables SE, thence:

Australian Notice 5/200/20 [NP14-No 7-Wk 16/20]

**New South Wales - Batemans Bay passing
south-west of Tollgate Islands —
Directions; light sector**

295

Paragraph 11.70 2 line(s) 2 *For* 323·7°-327·2° *Read* 326·5°-330·5°

Australian Notice 13/548/21 [NP14-No 11-Wk 38/21]

**New South Wales - Batemans Bay passing
north-east of Tollgate Islands —
Directions; light sector**

295

Paragraph 11.71 1 line(s) 3 *For* 300·3°-304·8° *Read* 299°-303°

Australian Notice 13/548/21 [NP14-No 12-Wk 38/21]

**Tasmania - North coast - River Tamar -
Long Reach — Directions; marine farm**

205

Paragraph 7.118 2 line 3 *Replace by:*

...146°54'·96E), thence:
Close NE of a marine farm (41°09'·87S 146°54'·86E).

Australian Notice 1/28/20 [NP14-No 5-Wk 07/20]

**Tasmania - South coast -
Port Esperance — Anchorage**

246

Paragraph 9.43 5 lines 3-6 *Replace by:*

...depth of about 25 m.

Australian Chart AU173 (2021) [NP14-No 13-Wk 44/21]

**New South Wales - Sydney Harbour -
Goat Island — Directions; light sector**

337

Paragraph 12.148 4 line(s) 6-12 *Replace by:*

The bridge red lights indicate its centre and point of greatest clearance. At night, the white sector (280·3°-281·7°) of Goat Island Directional Light (33°51'·06S 151°11'·93E), exhibited from the NE end of the island, leads under the bridge in deeper water.

Paragraph 12.148 5 line(s) 1-3 *Delete*

Australian Notice 21/846/20 [NP14-No 8-Wk 51/20]

NP15

NP15 Australia Pilot Volume 3 (2018 Edition)

Australia - Coral Sea — Marine park

12

After Paragraph 1.83 3 line 8 *Insert*:

Coral Sea Marine Park

1.83a

- 1 Coral Sea Marine Park extends E from Great Barrier Reef Marine Park (1.83) and is an extension of the associated PSSA. The PSSA includes an extensive ATBA encompassing Queensland Plateau (2.114) and numerous conservation areas where restrictions apply. Mariners should note routing measures established in the vicinity of the ATBA and through the E part of the PSSA.

See also *Mariner's Handbook for Australian Waters AHP20*.

ENC AU220140 (12.000)

[NP15-No 72-Wk 42/21]

Australia - Coral Sea — Marine park

82

After Paragraph 2.76 2 line 7 *Insert*:

Marine protected areas

2.76a

- 1 Many of the routes and features described in this chapter lie within marine protected areas, including Great Barrier Reef Marine Park, Coral Sea Marine Park, and associated PSSA, ESSA, and ATBA. Special routing measures are established in some areas. See 1.80 to 1.84.

ENC AU220140 (12.000)

[NP15-No 73-Wk 42/21]

Australia - Coral Sea - Saumarez Reefs — Anchorages

86

Paragraph 2.108 2 lines 1-6 *Delete*

Australian Chart 612/21

[NP15-No 70-Wk 32/21]

Australia - Coral Sea - Frederick Reefs — Anchorage; shoals

87

Paragraph 2.110 1-2 *Replace by*:

- 1 **Current** between the S and N reefs has been observed to set W at rates up to 1½ kn.
- 2 **Anchorages.** There are depths from 15 to 30 m, coral sand, in Anchorage Sound (2.109), which affords shelter from E and SE; numerous rocks and shoals, with depths less than 10 m, exist between the anchorage and the inner edge of the S reef.

Australian Chart 612/21

[NP15-No 71-Wk 32/21]

Australia - Coral Sea - Queensland Plateau — Marine park

88

After Paragraph 2.114 3 line 5 *Insert*:

See also 1.83a and *Mariner's Handbook for Australian Waters AHP20*.

ENC AU220140 (12.000)

[NP15-No 74-Wk 42/21]

Nouvelle-Calédonie — Récifs et Iles Chesterfield — Anchorage

97

Paragraph 2.170 6 lines 1-11 *Replace by*:

- 6 **Ile Longue** (19°52'18S 158°18'68E). Anchorage may be obtained about 6 cables NE of the island, centred on 19°51'52S 158°19'15E, 350 m swinging radius, in 32 m. Mariners should note a dangerous wreck (19°51'73S 158°19'08E) lying close S of the anchorage. and the shoals 1½ cables off the reef on that side of the island. The holding ground is good but the berth is exposed to sea and swell from SE. Landing from boats can be effected, with caution and in good visibility, from the vicinity of the anchorage using a channel, less than 1 cable in width, leading through the reef.

Paragraph 2.170 7 lines 1-4 *Replace by*:

- 7 The approach track from W, through Passe de l'Ile Longue, is made along the recommended routes.

French Chart 5978/19

[NP15-No 16-Wk 18/19]

Australia - South-east coast - Broken Bay — Traffic regulations; unexploded ordnance

102

Paragraph 3.14 1 line 1 including heading *Replace by*:

Traffic regulations

3.14

- 1 **Restricted areas.** A protected zone in the approaches to Port...

After Paragraph 3.14 2 line 4 *Insert*:

An area of unexploded ordnance exists, centred on 33°34'79S 151°27'57E. Anchoring, trawling and other underwater activities are prohibited within the area.

Australian Notice 24/982/20

[NP15-No 64-Wk 05/21]

Australia - East coast - Approach to Newcastle — Restricted area

112

After Paragraph 3.81 1 *Insert*:

Unexploded ordnance. An area containing unexploded ordnance, with a radius of about 5 cables, is centred on 32°59'10S 151°48'84E. The area is not safe for anchoring or seabed activities.

Paragraph 3.81 2 line(s) 1-5 *Replace by:*

- 2 **Restricted area** lies within a sector of the port limit, encompassing the port approaches and TSS. This restricted area represents a fairway for...

Australian Chart 207/19 [NP15-No 26-Wk 27/19]

Australia - East coast - New South Wales - Newcastle — Wrecks

112

Paragraph 3.81 3 *Replace by:*

- 3 **Historic wrecks** (1.79), each within a protected area, lie in the following positions:
 32°54'·53S 151°47'·76E;
 32°54'·21S 151°48'·09E;
 32°53'·33S 151°49'·82E;
 32°55'·30S 151°52'·33E;
 32°52'·29S 151°54'·96E.

Australian Chart AU207 Ed.4 (2021)
 [NP15-No 69-Wk 31/21]

Australia - New South Wales - Newcastle - Stockton Bight — Pilotage

112

Paragraph 3.82 1 line 4 *Replace by:*

...(ALPHA), 32°58'·87S 151°52'·69E (BRAVO) and 32°56'·00S 151°52'·65E (CHARLIE) by...

Australian Notice 18/765/18 [NP15-No 8-Wk 40/18]

Australia - New South Wales - Perpendicular Point — Directions; ESSA

124

Paragraph 3.145 5 line 6 *Replace by:*

...And:
 Clear of light buoy (31°40'·82S 152°54'·62E) (special) marking the centre of an ESSA. Restrictions on access and activities apply (see 1.80). Thence:

Australian Notice 19/807/18 [NP15-No 11-Wk 42/18]

Australia - East coast - Coffs Harbour to Evans Head — Environmentally Sensitive Sea Area

129

After Paragraph 3.178 1 line 5 *Insert:*

Environmentally Sensitive Sea Area 3.178a

- 1 The inshore routes described in this section pass through an ESSA which has restrictions on access and activities. For details see *Seafarers Handbook for Australian Waters*.

Australian Chart AUS 812/18 [NP15-No 9-Wk 41/18]

Australia - East coast - New South Wales - Ballina — Major light

130

After Paragraph 3.179 1 line(s) 9 *Insert:*

Ballina Head Light (28°52'·04S 153°35'·52E) (3.202).

Australian Notice 8/374/19 [NP15-No 17-Wk 21/19]

Australia - East coast - New South Wales - Ballina — Directions; major light

135

Paragraph 3.202 including heading *Replace by:*

Principal marks 3.202

1 **Major lights:**

Ballina Head Light (white masonry tower and lantern, 7 m in height) (28°52'·04S 153°35'·52E).
 Cape Byron Light (white concrete tower and lantern, 22 m in height) (28°38'·31S 153°38'·18E).
 Fingal Head Light (white stone tower and lantern, 7 m in height) (28°12'·01S 153°34'·29E); the light is obscured when near to Cook Island (28°11'·76S 153°34'·73E) between bearings 229° and 242°.
 Coolangatta Aero Light (28°09'·88S 153°30'·45E).

Australian Notice 8/374/19 [NP15-No 18-Wk 21/19]

Australia - Queensland - Brisbane - North Stadbroke Island — Directions; ODAS

139

After Paragraph 3.230 1 line 1 *Insert:*

E of a submerged ODAS (27°20'·61S 153°33'·72E), depth 20 m, thence:

Australian Notice 5/190/20 [NP15-No 53-Wk 16/20]

Australia - Queensland - Mooloolaba - Mooloolah River — Directions; sector light

148-149

Paragraph 4.41 4-5 *Replace by:*

- 4 **Directions.** From a position NW of Point Cartwright Light (26°40'·79S 153°08'·31E) (4.12) the track leads SE within the white sector (130·6°–131·7°) of a direction light (red and white beacon) (26°40'·93S 153°08'·13E) across the bar, lying outside the entrance, to the N end of the harbour basin, passing:
 5 Between the heads of the two breakwaters (26°40'·78S 153°07'·94E). A light beacon (round structure) stands on each head.
 Thence:
 Between two pairs of light beacons (lateral) marking a channel 46 m in width and dredged to 2·5 m.

Australian Notice 13/476/20 [NP15-No 54-Wk 31/20]

NP15

Australia - Queensland - Brisbane — Port regulations

152

Paragraph 4.55 3 lines 1–9 *Replace by:*

- 3 When passing vessels other than tankers, vessels with combined lengths totalling less than 370 m may pass each other in the inner and outer bar channels.
Tankers are subject to additional passing restrictions. Non gas freed tankers are not permitted to pass another non gas freed tanker.

Paragraph 4.56 1 lines 1–3 *Replace by:*

- 1 A vessel's trim must not exceed 2% of the vessel's LOA, with propellers fully immersed. A vessel must not be trimmed by the bow and must be upright with no list for any passage within the Brisbane Pilotage Area.

Brisbane Port Handbook (2019)

[NP15-No 46-Wk 45/19]

Australia - Queensland - Brisbane — Restricted area

152

After Paragraph 4.55 3 Insert:

- 4 **Restricted area.** Vessels with an overall height greater than 9 m are prohibited from entering an area centred on 27°20'·98S 153°07'·55E, NNE of Brisbane Airport. All vessels are requested to avoid the flight path zone and are advised not to stop if transiting.

Australian Notice 15/534/20

[NP15-No 55-Wk 36/20]

Australia - Queensland - Moreton Bay - St Helena Island — Directions; wreck

156

After Paragraph 4.73 2 line 7 Insert:

Clear of a dangerous wreck (27°22'·77S 153°16'·78E), thence:

Australian Notice 3/345/18

[NP15-No 6-Wk 24/18]

Australia - East coast - Queensland - Wide Bay Harbour — Directions; light

167

Paragraph 5.52 1-2 *Replace by:*

- 1 From a position in the vicinity of a light buoy (special) (25°47'·90S 153°10'·00E) moored E of Hook Point (25°47'·60S 153°04'·58E), the track leads generally WNW across The Bar which, when not marked by breakers, may be seen by the discolouration of the water; the bar is steep-to on its seaward side.
- 2 **Inskip Point Leading Light Beacons:**
Front light beacon (white triangle, point up on structure) (25°48'·62S 153°03'·89E).

After Paragraph 5.52 4 line 5 Insert:

Useful marks:

Hook Point Light (white tower, trapezium daymark) (25°47'·03S 153°04'·73E).

Australian Notice 16/818/19; ENC AU426153

[NP15-No 27-Wk 38/19]

Australia - Queensland - Port Bundaberg — Directions; lights

178

Paragraph 5.126 4 lines 1–9 *Replace by:*

4 Sea Reach Leading Lights:

Front light (beacon) (24°45'·26S 152°23'·87E).

Rear light (3½ cables from front light).

The alignment (270°) of these lights leads into the entrance channel and through Sea Reach, passing:

Paragraph 5.127 2 lines 5–7, and 3 lines 1–3 *Replace by:*

Middle Reach Approach Leading Lights:

Front light (beacon) (24°45'·50S 152°23'·16E).

Rear light (beacon) (1½ cables from front light).

Middle Reach Departure Leading Lights:

Front light (beacon) (24°45'·24S 152°24'·03E).

Rear light (beacon) (110 m from front light).

- 3 The alignment (252°), ahead, of the approach lights and (072°), astern, of the departure lights, leads through Middle Reach, passing...

Paragraph 5.127 3 lines 7–9, and 4 lines 1–3 *Replace by:*

Inner Reach Approach Leading Lights:

Front light (beacon) (24°45'·85S 152°22'·81E).

Rear light (beacon) (150 m from front light).

Inner Reach Departure Leading Lights:

Front light (beacon) (24°45'·39S 152°23'·39E).

Rear light (beacon) (1 cable from front light).

- 4 The alignment (229°), ahead, of the approach lights and (049°), astern, of the departure lights, leads through Inner Reach, passing between...

Australian Notice 21/903/18

[NP15-No 12-Wk 47/18]

Australia - Queensland - Gladstone — Restricted area

181

After Paragraph 5.150 1 line 10 Insert:

Numerous restrictions apply within Great Barrier Reef Marine Park (GBRMP) Zones. For further information see 1.83.

ENC AU5245X6 Ed 6.00

[NP15-No 60-Wk 52/20]

Australia - Queensland - Gladstone — Directions

185-186

Paragraph 5.171 1-4 *Replace by:*

- 1 Clinton Channel (23°49'·23S 151°14'·80E) leads NW from its junction with Auckland Channel NNW of Auckland Point (23°49'·91S 151°15'·23E), passing NE of Clinton Wharf, to the vicinity of WICET Departure Channel and Clinton Swing Basin (23°48'·63S 151°14'·40E).

2 Clinton Channel Outward Leading Light Beacons:

Front light beacon (triangle apex up on black pile) (23°50'·16S 151°16'·13E).

Rear light beacon (yellow framework tower) (23°50'·26S 151°16'·28E).

3 The alignment (126·6°), astern, of the above light beacons (lights also displayed by day), leads NW for about 4½ cables into Clinton Channel, passing:

SW of A7 Light Beacon (special) (23°49'·51S 151°15'·34E), marking a bank with a least depth of 7·8 m, thence:

NE of the SE end of Clinton Coal Loader Wharf (23°49'·52S 151°14'·83E).

4 Clinton Channel Departure Leading Light Beacons:

Front light. A8 Light Beacon (port hand) (23°49'·74S 151°15'·30E).

Rear light (on grain loader gallery) (2½ cables from front light).

5 The alignment (138·5°), astern, of the above light beacons, leads NW about 1 mile through Clinton Channel, passing:

SW of a shoal (23°49'·14S 151°14'·86E) marked by CB2 and CB4 Light Beacons (port hand).

SW of CB6 Light Beacon (W cardinal) (23°49'·01S 151°14'·70E).

Thence the track continues to the vicinity of Clinton Swing Basin, E of W2 Light Beacon (port hand) (23°48'·56S 151°13'·90E).

The track then leads WNW to WICET Departure Channel, or joins Jacobs Channel (5.173) or Targinie Channel (5.175).

6 Useful marks:

Power station chimneys (23°51'·03S 151°13'·19E).

Former Clinton Channel departure light (on silo) (23°49'·97S 151°15'·44E).

ENC AU5245X6 Ed 6.00

[NP15-No 61-Wk 52/20]

Australia - Queensland - Gladstone — Directions

186

Paragraph 5.172 *1 Replace by:*

1 Clinton Bypass Channel is the alternative to Clinton Channel for lighter-draught vessels and leads from abreast Barney Point (23°50'·26S 151°16'·28E) to Clinton Swing Basin (23°48'·63S 151°14'·40E).

Directions. Clinton Bypass Channel is marked by light beacons (lateral and special). The channel is entered between the shallow bank on the NE side of Clinton Channel, E of A7 Light Beacon (5.170), and the W end of Middle Bank (5.170).

2 Clinton Bypass Arrival Leading Light Beacons:

Front light. CBAF Light Beacon (black and green beacon with orange triangle, apex up) (23°48'·25S 151°13'·80E).

Rear light. CBAR Light Beacon (black beacon, two sphere topmark and orange triangle, apex down) (4 cables from front light).

3 Clinton Bypass Departure Leading Light Beacons:

Front light. CBDF Light Beacon (black beacon, two sphere topmark and orange triangle, apex up) (23°50'·23S 151°16'·53E).

Rear light. CBDR Light Beacon (black beacon, topmark with two cones, point up and orange triangle, apex down) (4¼ cables from front light).

The alignment (308°) of the arrival light beacons, and (128°), astern, of the departure light beacons, leads NW through Clinton Bypass Channel, to a position WSW of Permean Point (23°48'·79S 151°14'·74E) in the vicinity of the Swing Basin.

4 Clinton Bypass Outward Leading Light Beacons:

Front light (black beacon with white triangle, apex up) (23°49'·41S 151°15'·69E).

Rear light (black beacon with white triangle, apex down) (1½ cables from front light).

The alignment (120°), astern, of the above light beacons leads generally WNW into WICET Departure Channel, or continues WNW to join Jacobs Channel (5.173) or Targinie Channel (5.175).

ENC AU5245X6 Ed 6.00

[NP15-No 62-Wk 52/20]

Australia - Queensland - Gladstone — Directions

186-187

Paragraph 5.174 *1-5 Replace by:*

Spare 5.174

ENC AU5245X6 Ed 6.00

[NP15-No 63-Wk 52/20]

Australia - Queensland - Rockhampton — Directions; wreck

196

Paragraph 5.222 *6 line(s) 7-8 Delete*

Australian Notice 21/851/20

[NP15-No 59-Wk 51/20]

Australia - Queensland - Fitzroy River — Directions; light

196

Paragraph 5.226 *1 lines 1-6 Replace by:*

1 Thence the channel leads W, passing S of Mud Island (23°32'·00S 150°51'·25E) and N of a patch (23°32'·42S 150°51'·53E) which dries 0·1 m.

Australian Notice 3/92/21

[NP15-No 65-Wk 14/21]

Australia - Queensland - Approaches to Mackay — Directions; alignment; position

208

Paragraph 6.42 *3 line(s) 12-15 Replace by:*

For vessels bound for Mackay the track leads WSW to join the alignment of Outer Harbour Leading Light Beacons (6.188) in the vicinity of 21°06'·93S 149°21'·62E.

Australian Notice 2/52/20

[NP15-No 49-Wk 09/20]

NP15

Australia - Queensland - Approaches to Mackay — Pilotage; position

226

Paragraph 6.182 1 line(s) 3 *For* 21°07'·03S 149°17'·14E
Read 21°06'·60S 149°18'·50E

Australian Notice 2/52/20 [NP15-No 50-Wk 09/20]

Australia - Queensland - Approaches to Mackay — Directions; leading lights; depth; shoal

227-228

Paragraph 6.188 1 line(s) 1-6 *Replace by:*

- 1 **Outer Harbour Leading Light Beacons:**
Front beacon (21°06'·12S 149°13'·75E).
Rear beacon (2¾ cables from front beacon).

Paragraph 6.188 2 line(s) 1-10 *Replace by:*

- 2 From a position about 7 miles ENE of Flat Top Island Lighthouse (21°09'·69S 149°14'·79E) (6.187) the alignment (276°) of the above light beacons leads W to a position off the harbour entrance, passing:

Paragraph 6.188 3 line(s) 1 *For* NNE *Read* N

Paragraph 6.188 3 line(s) 6 *For* NNE *Read* N

Paragraph 6.188 4 line(s) 1 *For* SSW *Read* S

Australian Notice 2/52/20 [NP15-No 51-Wk 09/20]

Australia - Queensland - Approaches to Mackay — Directions; shoal; position

228

Paragraph 6.189 1 line(s) 9 *Delete*

Paragraph 6.189 2 line(s) 1-6 *Replace by:*

- 2 Thence Outer Harbour Leading Light Beacons (21°06'·12S 149°13'·75E) may be brought into line and the directions at 6.188 followed.

Australian Notice 2/52/20 [NP15-No 52-Wk 09/20]

Australia - East coast - Whitsunday Passage — Tidal streams

241

Paragraph 7.80 2 line 6 *For* S-going *Read* N-going

Correspondence Australian Hydrographic Office
[NP15-No 7-Wk 27/18]

Australia - Queensland - Whitsunday Passage - Grassy Island — Anchorage

251

Paragraph 7.122 2 lines 1-4 *Replace by:*

- 2 **Anchorage** may be obtained in sand 1 mile S of Grassy Island. This anchorage is the only one on this stretch of coast with shelter from N winds.

Caution. Depths greater than charted have been reported (2018) in the anchorage.

Correspondence Australian Hydrographic Office
[NP15-No 10-Wk 42/18]

Australia - East coast - Queensland - Bowen — Directions; lights

253

Paragraph 7.131 6 *Replace by:*

- 6 The track then leads NW, in the white sector (315°-316°) of a directional light (grey tower) (20°01'·27S 148°14'·59E), passing:

Australian Chart AU268 (2021)
[NP15-No 75-Wk 44/21]

Australia - Queensland - Abbot Point Terminal — Anchorages

255

Paragraph 7.145 1 *Replace by:*

- 1 **Outer Anchorages.** Anchor berths, designated 1-18, lie about 8 miles NNW of Abbot Point in depths of 30 to 40 m.

Abbot Point. Vessels awaiting a pilot should anchor within 1 mile of the pilot boarding place (7.146).

- 2 **Abbot Bay.** Anchorage for small vessels may be obtained in a depth of 5 m at a distance of 4 to 5 cables offshore in Abbot Bay W of Mount Luce (19°53'·92S 148°02'·05E). Swell at the anchorage frequently causes heavy rolling.

Local knowledge is required.

Australian Notice 16/590/20 [NP15-No 58-Wk 39/20]

Australia - East coast - Queensland - Abbot Point — Pilotage

255

Paragraph 7.146 1 line(s) 2-3 *Replace by:*

...(19°47'·50S 148°03'·50E) is 5½ miles NNW of Abbot Point.

Australian Notice 11/518/19 [NP15-No 20-Wk 27/19]

Australia - East coast - Queensland - Lucinda — Pilotage

266

Paragraph 8.49 2 line(s) 5-7 *Replace by:*

...Townsville VTS. Pilot boards in position 18°29'·00S 146°25'·00E.

Australian Notice 11/527/19 [NP15-No 21-Wk 27/19]

**Australia - East coast - Queensland -
Lucinda — Directions; pilotage; lights**

266

Paragraph 8.51 2 line(s) 1-7 *Replace by:*

- 2 **Offshore berth.** From a position ENE of Lucinda Point (18°31'61S 146°20'39E), in the vicinity of the pilot boarding position (8.49), the track leads as required for berthing.

Paragraph 8.51 3 line(s) 1-4 *Replace by:*

- 3 The alignment (204°) of a pair of approach leading lights positioned on the jetty assist vessels approaching from NNE.

Australian Notice 11/527/19 [NP15-No 22-Wk 27/19]

**Australia - Queensland - Lucinda —
Directions; lights**

266-267

Paragraph 8.53 1, 2 and 3 *Replace by:*

- 1 From the vicinity of the pilot boarding position (18°29'91S 146°23'98E), the track leads WSW in the white sector (244.9°-247.9°) of the directional light located 3½ cables NE of Lucinda Point (18°31'61S 146°20'39E), across the S part of the bar in a least charted depth of 1.0 m, passing:

NNW of a light buoy (safe water) (18°30'62S 146°23'22E), marking the outer end of the fairway, thence:

NNW of the head of the offshore berth (18°31'27S 146°23'17E).

- 2 **Leading mark.** When the directional light is distant 1 cable, the track leads W with the head of the inshore berth (18°31'30S 146°19'90E) bearing 270°; a light is exhibited from each end of the berth. The track leads direct to the berth.

Caution. The shoal, with a small drying patch (18°31'24S 146°20'05E) NE of Lucinda inshore berth, has extended S over a long period into the channel; its S edge is marked by No 24 Light Buoy (18°31'30S 146°20'00E) (port hand).

Australian Notice 10/389/18 [NP15-No 1-Wk 24/18]

**Australia - East coast - Lucinda —
Directions; shoal**

266-267

Paragraph 8.53 1-3 including existing Section IV Notice Week 24/18 *Replace by:*

- 1 From the vicinity of the pilot boarding position (18°29'91S 146°23'98E), the track leads WSW in the white sector (244.9°-247.9°) of the directional light located 3½ cables NE of Lucinda Point (18°31'61S 146°20'39E), across the S part of the bar in a least charted depth of 1.0 m, passing:

NNW of a light buoy (safe water) (18°30'62S 146°23'22E), marking the outer end of the fairway, thence:

NNW of the head of the offshore berth (18°31'27S 146°23'17E).

- 2 When the directional light is distant 1 cable, the track leads W, parallel with the Offshore Berth pier (8.61), to a position 1½ cables ESE of a dolphin (18°31'32S 146°19'99E) on which stands a light beacon (starboard hand). Course is then altered to the berth, passing between the light beacon (starboard hand) and a light buoy (port hand) (18°31'30S 146°20'00E).

- 3 **Caution.** The shoal, with a small drying patch (18°31'24S 146°20'05E) NE of Lucinda inshore berth, has extended S and E over a long period into the channel.

Australian Notice 2/55/19 [NP15-No 14-Wk 08/19]

**Australia - East coast - Lucinda —
Directions; pilotage; light**

266-267

Paragraph 8.53 1-3 including Existing Section IV Notice Week 08/19 *Replace by:*

- 1 From the vicinity of the pilot boarding position (8.49), the track leads WSW in the white sector (244.9°-247.9°) of the directional light located 3½ cables NE of Lucinda Point (18°31'61S 146°20'39E), across the S part of the bar in a least charted depth of 1.0 m, passing:

- 2 NNW of a light buoy (safe water) (18°30'45S 146°23'20E), marking the outer end of the fairway, thence:

NNW of the head of the offshore berth (18°31'27S 146°23'17E).

When the directional light is distant 1 cable, the track leads W, parallel with the Offshore Berth pier (8.61), to a position 1½ cables ESE of a dolphin (18°31'32S 146°19'99E) on which stands a light beacon (starboard hand). Track is then altered to the berth, passing between the light beacon (starboard hand) and a light buoy (port hand) (18°31'30S 146°20'00E).

- 3 **Caution.** The shoal, with a small drying patch (18°31'24S 146°20'05E) NE of Lucinda inshore berth, has extended S and E over a long period into the channel.

Australian Notice 11/527/19 [NP15-No 23-Wk 27/19]

**Australia - Queensland - Lucinda —
Directions; lights**

266-267

Paragraph 8.53 1-3 including existing Section IV Notice Week 27/19 *Replace by:*

- 1 From the vicinity of the pilot boarding position (8.49), the track leads WSW in the white sector (244.9°-247.9°) of the directional light located 3½ cables NE of Lucinda Point (18°31'61S 146°20'39E), across the S part of the bar in a least charted depth of 1.0 m, passing:

NNW of the head of the offshore berth (18°31'27S 146°23'17E).

NP15

- 2 When the directional light is distant 1 cable, the track leads W, parallel with the Offshore Berth pier (8.61), to a position 1½ cables ESE of a dolphin (18°31'32S 146°19'99E) on which stands a light beacon (starboard hand). The track then leads to the berth, passing between the light beacon (starboard hand) and a light buoy (port hand) (18°31'30S 146°20'00E).

- 3 **Caution.** The shoal, with a small drying patch (18°31'24S 146°20'05E) NE of Lucinda inshore berth, has extended S and E over a long period into the channel.

Australian Notice 20/1040/19; AUS 259

[NP15-No 47-Wk 45/19]

Australia - East coast - Queensland - Hinchinbrook Channel — Directions; leading lights

268

Paragraph 8.58 4 lines 5–7 *Delete*

Paragraph 8.59 1 lines 1–3 *Replace by:*

- 1 The track then leads S for 1¼ miles, passing:

Paragraph 8.59 4 lines 6–8 *Delete*

Paragraph 8.59 5 lines 1–6 *Replace by:*

- 5 Thence the track leads E from the vicinity of No 9 Light Buoy, passing:

Paragraph 8.60 1 lines 2–4 *Delete*

Australian Notice 24/1066/18 [NP15-No 13-Wk 52/18]

Australia - Queensland - Townsville — Anchorages; submarine pipeline and cables

272

Paragraph 8.94 1 line 5 *Replace by:*

...Cape Pallarenda and clear of a submarine pipeline laid between Cape Pallarenda and Magnetic Island (8.85).

Paragraph 8.95 1 lines 1–2 including Heading *Replace by:*

Spare 8.95

Australian Notice 4/144/21 [NP15-No 66-Wk 17/21]

Australia - Queensland - Townsville — Prohibited anchorages

272

After Paragraph 8.96 1 line 10 *Insert:*

Traffic regulations 8.96a

- 1 **Restricted areas.** Anchoring is prohibited in the approaches to the dredged channels.

Anchoring is prohibited in an area surrounding submarine cables laid between Townsville harbour (8.98) and Nelly Bay (19°09'80S 146°51'30E) (8.126).

Australian Notice 4/144/21 [NP15-No 67-Wk 17/21]

Australia - Queensland - Mourilyan — Anchorages

279

Paragraph 8.144 3 lines 1–4 *Replace by:*

- 3 **Outer anchorages.** Two anchorage berths (17°36'72S 146°11'41E and 17°37'82S 146°11'69E) lie ESE of the harbour entrance, in depths of about 20 m, mud and sand.

Australian Notice 17/864/19 [NP15-No 28-Wk 40/19]

Australia - Queensland - Cairns — Pilotage

291

Paragraph 9.57 1 line 9 *For* 16°48'60S 145°50'60E *Read* 16°48'10S 145°50'10E

Paragraph 9.57 1 lines 12–13 *Replace by:*

...LOA in adverse weather. Pilot boarding ground Delta (16°46'00S 145°50'00E). For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Australian Notice 4/146/19 [NP15-No 15-Wk 12/19]

Australia - East coast - Queensland - Approaches to Cairns — Pilotage

291

Paragraph 9.57 1 line(s) 1–13 including Existing Section IV Notice Week 12/19 *Replace by:*

- 1 Pilotage is compulsory for all vessels more than 50 m LOA, except vessels exempted, and is available 24 hours a day. Foreign vessels between 35 m and 50 m LOA, and Australian vessels of 50 m and over, except those with pilotage exemption, must embark a pilot for the transit of Smiths Creek. The Cairns Pilot boarding ground Alpha (16°47'50S 145°53'50E) is for vessels over 180 m LOA. Pilot boarding ground Bravo (16°48'60S 145°50'60E) is for vessels less than 180 m LOA. Pilot Boarding Ground Charlie (16°50'26S 145°49'04E) is for vessels 100m or less LOA in adverse weather. Pilot boarding ground Delta (16°46'00S 145°50'00E). For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Australian Notice 11/521/19 [NP15-No 24-Wk 27/19]

Australia - Queensland - Cairns — Directions; lights

292

Paragraph 9.65 1–3 *Replace by:*

- 1 **Caution.** It is not advisable to enter the channel if another vessel is already navigating within.

Outer Cutting Leading Lights:

Front light T1 Light Beacon (16°54'86S 145°47'01E).

Rear direction light (3½ cables from front light) standing on shore.

- 2 The alignment (209°) of these lights leads SSW through Entrance Channel, marked by light buoys and beacons (lateral and cardinal), until WNW of C20 Light Beacon (special) (16°54'64S 145°47'21E). See 9.62 for remarks on tidal streams in this vicinity.

Paragraph 9.66 1 line(s) 1-5 *Replace by:*

1 **Inner Cutting Leading Light Beacons:**

Front light beacon (16°54'16S 145°47'28E).

Rear light beacon (2 cables from front light).

From a position in the channel WNW of C20 Light Beacon, the alignment (013°), astern, of these...

Australian Notice 18/930/19 [NP15-No 34-Wk 42/19]

**Australia - Queensland - Cape Melville -
Pipon Islets — Directions; two-way route**

306-307

Paragraph 9.146 4 line 11 *Replace by:*

...always visible. Thence:

Paragraph 9.146 5-9 *Replace by:*

- 5 The track continues NNW to a position SSW of Singleton Patch (14°09'63S 144°35'58E), steep-to and covered by a red sector (287°-301°) of Pipon Islets Light, 5 miles WNW (9.146a).

*(Directions continue for the passage SW of
Pipon Islets at 9.146a and for the passage
NE of Pipon Islets at 9.146b)*

**Cape Melville to King Island passing SSW of
Pipon Islets
9.146a**

- 1 From a position SSW of Singleton Patch (14°09'63S 144°35'58E) (9.146), a two-way route leads WNW passing:
NNE of Hales Island (14°11'00S 144°32'25E), with above-water rocks close E and SE; a rocky point on the mainland (61 m in height), lies 3 cables S. Thence:
- 2 NNE of Cape Melville (14°10'78S 144°30'48E), rising to over 200 m a short distance inland. Wedge Rocks (14°10'10S 144°31'40E), lie within the coastal 5 m depth contour. Thence:
- 3 SSW of Pipon Islets (14°07'35S 144°31'25E) consisting of a number of islets lying near the edges of a drying reef, steep-to on its E and S sides. The largest islet, on the NE side of the reef, is covered with mangroves. Pipon Islets Light (white GRP hut on stainless steel framework tower, 25 m in height) (14°07'71S 144°30'87E) stands on the SW islet, which is 12 m in height and tree-covered. Thence:

- 4 NNE of Channel Rocks (14°08'41S 144°28'98E), marked by light buoy (starboard hand), the immediate outer danger on the N side of Cape Melville and covered by a red sector (059°-082°) of Pipon Islets Light. Boulder Rock (14°09'05S 144°29'00E) and Cape Rock (14°09'85S 144°29'24E), which resemble each other, lie 6 cables and 1½ miles S of Channel Rocks. A foul area which extends 2½ cables NE from Boulder Rock is marked at its outer end by a rock, 2 m in height, and by a detached rock which dries 1.2 m and nearly always breaks. Details of the flow to be expected in the vicinity of Channel Rocks are given at 9.138. And:
- 5 SSW of Oswald Shoal (14°06'51S 144°29'74E), difficult to see, even from aloft, thence:
SSW of Aylen Patch (14°06'04S 144°28'73E), the outer danger immediately WNW of Pipon Islets. The route then leads NW, passing:
Either side of a shoal patch with a depth of 13.1 m (14°04'93S 144°25'61E), marked by a light buoy (isolated danger), thence:
- 6 To a position about 5 miles NNE of King Island (14°05'70S 144°20'00E) (10.70).

*(Directions continue at 10.66 for the passage through
Fairway Channel and at 10.68 for
King Island to Eden Reef)*

**Cape Melville to King Island passing NE of Pipon Islets
9.146b**

- 1 From a position SSW of Singleton Patch (14°09'63S 144°35'58E) (9.146), a two-way route leads NNW passing:
ENE of Pipon Islets (9.146a), thence:
ENE of Pipon Shoals (14°05'90S 144°31'70E), marked by a light buoy (E cardinal), and:
- 2 WSW of Melanie Rock (14°05'96S 144°34'42E), which has a depth of 0.9 m and is marked by V-AIS (W cardinal). The rock lies on the NW-most point of Melanie Patches. Thence the track leads WNW, passing:
SSW of Tydeman Reef (13°59'00S 144°31'00E), thence:
- 3 SSW of Davie Reef (13°59'00S 144°27'00E). The track then continues to a position about 5 miles NNE of King Island (14°05'70S 144°20'00E) (10.70).

Australian Notice 17/865/19 [NP15-No 29-Wk 40/19]

**Australia - Queensland -
Cape Melville — Directions**

307

Paragraph 9.147 2 line 8 *Replace by:*

*(Directions continue at 10.66 for the passage through
Fairway Channel and at 10.68 for
King Island to Eden Reef)*

Australian Notice 17/865/19

[NP15-No 30-Wk 40/19]

NP15

Australia - Queensland - Cape Melville - Fairway Channel — Routes

317

Paragraph 10.60 1 line(s) 1-3 *Replace by:*

- 1 From the vicinity of King Island (14°05'·70S 144°20'·00E) (10.70), the recommended two-way route leads NW for 25 miles, thence generally NNW for 44 miles...

Australian Notice 17/865/19 [NP15-No 31-Wk 40/19]

Australia - Queensland - King Island to First Three Mile Opening — Directions

318

Paragraph 10.67 1-4 *Replace by:*

- 1 From a position within the two-way route about 5 miles NNE of King Island (14°05'·70S 144°20'·00E) (10.70), the track leads NW passing:
SW of Wilson, Joan and Rodda Reef (13°55'·35S 144°21'·35E), thence:
NE of the N tip of Corbett Reef Light Beacon (13°54'·05S 144°14'·31E) marking the W side of Fairway Channel (10.22), thence:
- 2 SW of an isolated shoal patch, (13°46'·04S 144°09'·50E), marked by a light buoy (isolated danger), thence:
To a position SSW of Creech Reef (13°38'·00S 144°06'·00E) where the track continues NNW, passing:
WSW of South Creech Light (13°39'·70S 144°06'·00E), thence:
ENE of the NE tip of Magpie Reef (13°45'·85S 143°51'·10E), thence:
WSW of First Three Mile Opening (10.35), thence:
- 3 **Useful marks:**
South Creech Light (13°39'·70S 144°06'·00E) (10.34).
Light beacon (13°26'·21S 143°58'·15E) (10.35), marking the NW side of First Three Mile Opening (10.35).

(Directions continue at 10.106)

Australian Notice 17/865/19 [NP15-No 32-Wk 40/19]

Australia - Queensland - King Island to Eden Reef — Directions

318-319

Paragraph 10.70 1-3 including heading *Replace by:*

King Island to Eden Reef 10.70

- 1 From a position within the two-way route about 5 miles NNE of King Island, the track leads SW passing:
NW of King Island (14°05'·75S 144°20'·00E), low, wooded and reef-fringed, thence:

- 2 SE of Clack Island (14°04'·60S 144°15'·30E), its E end steep and bare, the W end covered with bushes and mangroves. A similar but lower islet lies close N. Clack Island marks the SE extremity of Clack Reef (14°04'·00S 144°14'·50E), which is steep-to. The NE end of the reef is marked by a mangrove island. And:

- 3 NW of Atkinson Reef (14°07'·40S 144°17'·15E), a small and dangerous below-water coral reef, lying at the outer end of a spit which extends 3 miles WSW from King Island. The reef is not marked by any tide-rips.

Australian Notice 17/865/19 [NP15-No 33-Wk 40/19]

Papua New Guinea - Batumata Point to Buruma Point — Directions

359-360

Paragraph 12.33 *Replace by:*

- 1 From the position close S of Batumata Point (10°17'·22S 148°57'·91E) the track leads W, passing:
N of shoal depths (10°18'·60S 148°56'·10E) extending ENE from Grange Reef (10°18'·21S 148°51'·90E), which dries. Grange Islet (10°18'·95S 148°53'·23E), low and wooded, lies on the reef. Grange Reef also extends about 1½ miles WNW from the islet before turning SW for about 4½ miles to Mindora Passage (12.38). And:
- 2 Clear of a 3-8 m patch (10°17'·10S 148°52'·52E), thence:
S of the drying reefs (10°15'·67S 148°51'·56E and 10°15'·93S 148°50'·46E) and below-water rocks close W, situated in the SW part of Baxter Bay, thence:
S of a reef lying 2 cables S of Buruma Point (10°14'·87S 148°47'·75E).
The track then leads WNW, passing:
- 3 Clear of a broad shoal area (10°16'·20S 148°46'·78E), least depth 2-6 m, thence:
NNE of an isolated drying coral patch (10°16'·90S 148°46'·03E), thence:
Clear of an isolated drying coral patch (10°15'·97S 148°45'·66E).
Thence the track leads to the vicinity of 10°15'·82S 148°45'·20E, about 2½ miles WSW of Buruma Point.

Australian Chart PNG 506; ENC AU411148

[NP15-No 35-Wk 44/19]

Papua New Guinea - Buruma Point to Dedele Point — Directions

360

Paragraph 12.34 *Replace by:*

- 1 **Caution.** Local knowledge is essential for the passage from Buruma Point (10°14'·87S 148°47'·75E) to Dedele Point (10°14'·15S 148°44'·73E).
Track. From the position about 2½ miles WSW of Buruma Point the track leads initially W across the entrance to Henderson Bay, passing:

Papua New Guinea - Dedele Point — Anchorage

362

Paragraph 12.55 *2 Replace by:*

- 2* **Approaches** to the anchorages may be made from the inshore route (12.33 and 12.34). Approach may also be made from seaward through Rothery Passage (12.40), entered 8½ miles SSW of Dedele Point.

Australian Chart PNG 506; ENC AU411148

[NP15-No 38-Wk 44/19]

Papua New Guinea -
Dedele Anchorage — Directions

362-363

Paragraph 12.57 *1-3 Replace by:*

- 1* **Directions for east anchorage.** From a position on the inshore route about 2½ miles WSW of Buruma Point, the track leads NNE, passing:

ESE of a drying reef (10°15'·13S 148°45'·00E)
ESE of Varoe Reef (10°14'·80S 148°45'·30E),
thence:

Clear of a dangerous rock (10°14'·84S 148°45'·96E)
located near the centre of the bay entrance,
thence:

- 2* WNW of a below-water reef (10°14'·96S 148°46'·96E) and rock about 7¾ cables W of Buruma Point.

The track then leads NW to the anchorage located NE of the E end of Kerwin Reef (10°14'·34S 148°45'·28E) on the W side of Henderson Bay.

Australian Chart PNG 506; ENC AU411148

[NP15-No 39-Wk 44/19]

Papua New Guinea - Dedele Point to
Cape Rodney — Directions

364

Paragraph 12.64 *1-2 Replace by:*

- 1* From a position about 2¼ miles WSW Dedele Point (10°14'·15S 148°44'·73E) and close N of Rot Reef (12.34), the track leads initially W, passing:

S of a light beacon (10°14'·22S 148°41'·81E)
standing on the S extremity of Neutral Reef,
thence:

Close S of a drying reef (10°14'·89S 148°41'·14E).
Flint Rock (10°14'·53S 148°41'·14E) lies N of this reef.

The track then leads generally NW, through a narrow opening in the S part of Cloudy Bay Reefs in which the water in the vicinity is often discoloured, passing:

- 2* SW of a light beacon (port hand) (10°14'·31S 148°40'·26E) marking the S side of a reef forming part of the chain of Cloudy Bay Reefs, which extend about 5 miles SSW from the middle of Cloudy Bay, and:

NE of a light beacon (port hand) (10°14'·39S 148°39'·86E) marking the NE side of a drying reef.

The track then follows the N edge of the reef on the SW side of the opening and the S edge of a shoal on the N side of the opening. The shoal extends along the opening about 1¼ miles W from Cloudy Bay Reefs.

- 2* S of a drying reef (10°15'·13S 148°45'·00E), close SW of Varoe Reef, thence:
N of the N extent of Elevala Reefs (10°16'·19S 148°44'·68E), an area of shoals and drying reefs; thence:

Clear of a 5·1 m patch (10°15'·53S 148°44'·58E), thence:

- 3* S of Fan Reef (10°14'·59S 148°44'·32E), extending 5 cables SW from Dedele Point. A light beacon (starboard hand) marks the SW edge of the reef. Dedele Point, behind the reef, is a low, narrow and sandy point of land fringed with coconut palms. Thence:

- 4* S of Cole Reefs (10°15'·22S 148°43'·74E) which dry in patches. A light beacon (starboard hand) stands on the W edge of the W-most of the reefs. Thence:

N of an isolated shoal patch and underwater rock (10°15'·90S 148°43'·10E), thence:

S of Nell Rock (10°14'·38S 148°43'·04E).

- 5* The track then leads to a position about 2¼ miles WSW of Dedele Point (10°14'·15S 148°44'·73E) and close N of Rot Reef, a drying reef marked on its W side by a light beacon (starboard hand) (10°15'·75S 148°42'·33E).

(Directions continue at 12.62)

Australian Chart PNG 506; ENC AU411148

[NP15-No 36-Wk 44/19]

Papua New Guinea -
Rothery Passage — Directions

360

Paragraph 12.40 *1-4 Replace by:*

- 1* **Directions.** From a position in open water SW of the entrance, the track leads NE through the entrance in mid-channel, passing:

NW of a dangerous rock (10°21'·94S 148°41'·88E), lying near the extremity of a foul area extending 5 cables SSW from the W extremity of East Reef, thence:

NW of another dangerous rock (10°21'·61S 148°41'·87E), and:

- 2* SE of the edge of West Reef, marked by Rothery Passage Light (10°21'·06S 148°41'·46E) (12.27).

The track then leads N, passing:

E of Hodson Rock (10°18'·09S 148°41'·09E). The rock is steep-to. Thence:

W of the W extremity of Chapman Reefs (10°17'·56S 148°41'·95E), marked by a light beacon (starboard hand), thence:

- 3* E of Silivo Reefs (10°17'·04S 148°41'·45E), thence:

W of a light beacon (starboard hand) (10°15'·72S 148°42'·33E) which marks the W side of Rot Reef.

The track then joins the inshore route (12.34 and 12.64), or course may be adjusted to proceed to an anchorage (12.55) off Dedele Point (10°14'·04S 148°44'·86E).

Australian Chart PNG 506; ENC AU411148

[NP15-No 37-Wk 44/19]

NP15

The line of bearing 098°, astern, of the Cloudy Bay Reefs light beacon (port hand) (10°14'·31S 148°40'·26E), then leads W to a position about 3 cables S of a light beacon (port hand) marking Weriseri Shoal (10°13'·60S 148°37'·56E).

Paragraph 12.64 3 line(s) 1–2 *Replace by:*

- 3 The track then leads W, passing:

After Paragraph 12.64 5 line 12 *Insert:*

- 6 The track then leads to a position about 8 cables S of Cape Rodney (10°12'·44S 148°24'·02E).

Australian Chart PNG 506; ENC AU411148
[NP15-No 40-Wk 44/19]

Papua New Guinea - Cape Rodney to Whitish Reef — Directions; lights

364

Paragraph 12.65 1 lines 7 *Replace by:*

...a light beacon (port hand) marks the W side of the...

Paragraph 12.65 2 lines 6–9 *Replace by:*

...5 cables NW, thence
S of Whitish Reef (10°11'·84S 148°17'·30E), which dries. A light beacon (starboard hand) (10°11'·17S 148°17'·72E) marks the NW edge of Aukapule Reef (10°11'·19S 148°18'·17E).

Thence when a position is reached about 6 cables SW of a light beacon (starboard hand) (10°11'·78S 148°16'·89E), marking the NW edge of Whitish Reef, the track leads NW for 7 cables, passing:

Paragraph 12.65 3 lines 1–8 *Replace by:*

- 3 SW of a patch (10°11'·77S 148°16'·43E) with a depth of 2·2 m, and:
Clear of a coral patch (10°12'·18S 148°15'·73E) with a depth of 6·5 m.

Australian Chart PNG 506; ENC AU411148
[NP15-No 41-Wk 44/19]

Papua New Guinea - Whitish Reef to Aroma Passage — Directions; lights

364

Paragraph 12.66 1 lines 7–10 *Replace by:*

The line of bearing 100°, astern, of Whitish Reef Light Beacon leads W to a position about 2½ cables N of Twelve Mile Sandbank, passing:

Paragraph 12.66 2 lines 1–3 *Replace by:*

- 2 S of Middle Reef (10°11'·10S 148°14'·80E), marked on its E side by a light beacon (port hand). The reef is divided by deep water into three parts. A 7·4 m patch lies 5 cables farther E. Thence:

Paragraph 12.66 2 line 7 *Replace by:*

N of Twelve Mile Sandbank (10°11'·19S 148°11'·80E) which consists of two drying reefs, the E of which is marked on its N side by a light beacon (starboard hand), and:

Paragraph 12.66 3 line 3 *Replace by:*

...Reef (10°11'·00S 148°08'·60E), marked on its W side by a light beacon (starboard hand), passing:

Australian Chart PNG 506; ENC AU411148
[NP15-No 42-Wk 44/19]

Papua New Guinea - Toveli Entrance — Directions; light

366

Paragraph 12.76 2 line 2 *Replace by:*

...bearing 068° of a light beacon (starboard hand) (10°08'·44S 148°11'·05E),...

Australian Chart PNG 506; ENC AU411148
[NP15-No 43-Wk 44/19]

Papua New Guinea - McFarlane Harbour — Directions; lights

367

Paragraph 12.89 3 lines 1–7 *Replace by:*

- 3 W of a light beacon (starboard hand) (10°08'·44S 148°11'·05E) (12.76) marking an isolated drying reef; a patch with a depth of 7·7 m lies 3 cables farther SSE. Thence:
E of Vurumou Reef (10°08'·21S 148°08'·93E), which dries, marked on its NW side by a light beacon (port hand). An isolated patch, with a least depth of 1·8 m, lies 1¾ cables farther S. Thence:

Australian Chart PNG 506; ENC AU411148
[NP15-No 44-Wk 44/19]

Papua New Guinea - McFarlane Harbour — Directions; light

368

Paragraph 12.90 1 lines 4–5 *Replace by:*

...same line of bearing (068°) of the light beacon (starboard hand) (10°08'·44S 148°11'·05E) (12.76), passing:

Australian Chart PNG 506; ENC AU411148
[NP15-No 45-Wk 44/19]

Papua New Guinea - Port Moresby — Directions; lights

369

Paragraph 12.101 2 lines 4–6 *Delete*

Paragraph 12.104 2 lines 4–6 *Delete*

Australian Hydrographic Office
[NP15-No 2-Wk 24/18]

**Papua New Guinea – South coast –
Port Moresby – Basilisk Passage —
Controlling depths**

372

Paragraph 12.122 1 lines 1–3 *Replace by:*

- 1 **Controlling depths.** Charted depths through Basilisk Passage are generally in excess of 10 m. A 9.4 m shoal (9°31'61S 147°08'64E) lies close NW of the leading line, at the SE end of Lark Patch (see caution at 12.137).

For the latest depth information contact the local authorities.

ENC AU5621P0 (5.000) [NP15-No 48-Wk 05/20]

**Papua New Guinea – South coast –
Port Moresby — Submarine cable**

373

Paragraph 12.124 6 line(s) 7–8 *Replace by:*

Caution. Submarine cables are laid across Walter Bay.

UKHO [NP15-No 19-Wk 21/19]

**Papua New Guinea – Port Moresby —
Directions; lights**

374

Paragraph 12.135 4 lines 1–8 *Delete*

Paragraph 12.137 2 lines 1–10 *Replace by:*

2 **Vabukori Leading Lights:**

Front light (two white rectangles with a centre black rectangle) (9°29'94S 147°11'12E).

Middle beacon (two right-angled triangles, apex down, with a centre black rectangle) (not charted).

Rear light (white concrete tower, 7 m in height) (2½ cables from front light).

When Basilisk Light Beacon is identified, course should be adjusted to gain the recommended track on the alignment (054.3°) of Vabukori leading line.

The track then leads NE through Basilisk Passage, passing:

Australian Hydrographic Office

[NP15-No 3-Wk 24/18]

**Papua New Guinea – Port Moresby —
Directions; lights**

375

After Paragraph 12.137 7 line 5 *Insert:*

On a morning approach Vabukori leading line may be more difficult to identify than Basilisk Light Beacon, owing to the sun. It has also been reported (2018) that Vabukori front light is not readily visible and may have a lesser range than charted.

Australian Hydrographic Office

[NP15-No 4-Wk 24/18]

**Papua New Guinea – Port Moresby —
Directions; lights**

378

Paragraph 12.158 2 lines 1–3 *Delete*

Australian Hydrographic Office

[NP15-No 5-Wk 24/18]

**Papua New Guinea – Gulf of Papua –
Liljeblad Passage to Yule Island — Directions**

379

Paragraph 12.165 2–3 *Replace by:*

- 2 SW of a dangerous rock (9°11'09S 146°48'83E), position doubtful, reported (1893), thence:

The track then leads WNW to join the offshore passage SW of Cape Suckling (9°01'44S 146°37'92E) (12.159), passing:

SSW of a shoal with a depth of 7.2 m (9°10'31S 146°40'79E); 8.2 m and 8.9 m shoals lie 2 miles NNE and 4 miles NW, respectively. Thence:

- 3 NNE of a 7.4 m shoal (9°13'17S 146°38'74E) (12.159), lying on a bank, thence:

Clear of an isolated 10.4 m patch (9°09'56S 146°35'53E) (12.159), thence:

SSW of Pike Shoal (9°04'07S 146°37'69E) (12.159).

Directions at 12.159 for the offshore passage continuing NW to the vicinity of Yule Island (8°49'00S 146°32'00E) may then be followed.

Australian Chart PNG 379 [NP15-No 56-Wk 38/20]

**Papua New Guinea – Gulf of Papua –
Caution Bay LNG Terminal — Pilotage**

379

After Paragraph 12.166 1 *Insert:*

Arrival information

12.166a

- 1 **Pilotage.** Pilots board in position 9°17'35S 146°51'33E.

Australian Chart PNG 379 [NP15-No 57-Wk 38/20]

**Australia – North coast – Torres Strait –
Hockings Patches to Dalrymple Islet — Pilotage**

396

Paragraph 13.6 3 line(s) 2 *For* 10°36'30S 141°49'80E *Read* 10°35'00S 141°49'14E

Paragraph 13.6 3 line(s) 8–9 *Replace by:*

Stephens Island (9°21'91S 143°39'07E).

Dalrymple Islet (9°33'91S 143°24'07E) for W-bound vessels.

Australian Notice 11/530/19 [NP15-No 25-Wk 27/19]

NP15

Australia - Torres Strait - North side - Gabba Island to Saibai Island — Directions

428

Paragraph 13.185 1-5 *Replace by:*

- 1 **From Gabba Island to Saibai Island.** From a position 6 miles W of Gabba Island, the track leads generally N, in charted depths of more than 5 m, passing:
W of a 1.8 m patch (9°39'·14S 142°34'·49E), thence:
W of Adrian Reef (9°32'·41S 142°35'·26E) and Phipi (Phili) Reef, both of which dry, thence:
E of an isolated shoal patch (9°30'·28S 142°28'·40E), with a depth of 0.3 m, thence:
E of Dauan Island (9°25'·35S 142°32'·08E), on which stands a light. The island is inhabited and dominated by Mount Cornwallis.
- 3 **Caution.** Shoal patches, with depths of about 4 to 5 m, lie close to the described track.
The track then continues N, passing:
W of Saibai Island (13.202), and the shoals and drying reefs which extend up to 1¼ miles offshore. A fishing station is situated at Churum (9°24'·03S 142°36'·08E) near the W extremity of the island. Thence:
W of a drying reef (9°22'·27S 142°35'·72E). A narrow channel, with a least charted depth of 2.9 m, passes between this and the unnamed reef, foul area and cays 8 cables NNE.
- 5 Thence the track leads to a position in the channel between North Reef (9°20'·65S 142°33'·95E), which dries, and an unnamed drying reef and cay surrounded by a foul area, 1¼ miles farther ESE.
ENC AU410142 (5.000) [NP15-No 68-Wk 21/21]

NP18 Baltic Pilot Volume 1 (2020 Edition)

Baltic Sea - Charts — Vertical datum

6

Paragraph 1.33 1-2 *Replace by:*

- 1 On ADMIRALTY and foreign charts the datum is being gradually transitioned to the new Baltic Sea Chart Datum 2000 (BSCD2000), with completion expected in 2026. During the transition period, charts may reference either MSL or BSCD2000.
 - 2 For further information, contact the national charting authorities and see:
<https://ihr.iho.int/articles/the-baltic-sea-chart-datum-2000-bscd2000-implementation-of-a-common-reference-level-in-the-baltic-sea/>
- UKHO [NP18-No 71-Wk 48/21]

Denmark - Kattegat — Routes

71

Paragraph 2.1 6 lines 1-12 *Replace by:*

- 6 **Route T**, which is well marked throughout by buoys, light buoys, and centreline light buoys, is the recommended route for vessels on voyages between Skagen and the Great Belt and vessels with a draught of 10 m or more on voyages to or from the entrance to The Sound.

The route leads from a position approximately 10 miles ENE of Skagen Light (57°44'·13N 10°37'·81E) at the termination of Skagen E TSS (1.70), through Storebælt, to position 54°46'·00N 12°44'·00E, approximately 25 miles W of Kap Arkona; Danish pilotage assistance is available if required. Sections of the route include designated DW Routes; see 2.4.

On all other routes, dangers are marked adequately.

GB Chart 2107/20

[NP18-No 17-Wk 31/20]

Sweden - The Sound - Flintrännen — Directions; draught

74

Paragraph 2.25 5 *Replace by:*

- 5 On the E side by the deep-water channel to Malmö, which leads SSE close to the Swedish coast at Barsebäckshamn (55°45'·42N 12°54'·19E), and then by Flintrännen (6.161), which leads SW to join the channel through Drogden. Directions are given at 6.126 and 6.175.

Corr. Swedish NtM Office 07-Jun-21

[NP18-No 57-Wk 31/21]

Denmark - Kattegat — Routes

77

After Paragraph 3.7 1 line 5 *Insert:*

Ships on voyages between Skagen and the Great Belt and vessels with a draught of 10 m or more on voyages to or from the entrance to The Sound are recommended to use Route T.

Paragraph 3.7 3 line 6 *Replace by:*

Vessels with a draught of 10 m or less are recommended to use Route S on voyages between Skagen and the entrance to The Sound.

Coastal Route. There is also an offshore coastal route to seaward...

GB Chart 2107/20

[NP18-No 18-Wk 31/20]

*The following notice is to be implemented at
0000 UTC on 1st July 2020*

Denmark - Kattegat - Skagen — Directions; TSS

79

Paragraph 3.14 1 lines 1-5 *Replace by:*

- 1 **Track.** From a position approximately 5 miles NNW of Skagen W Light (3.236), the track leads E for 9 miles through Skagen W TSS and into the Off Skagen precautionary area. The track then leads SE for 4 miles out of the precautionary area and through Skagen E TSS, to a position 10 miles ENE of Skagen Light (57°44'·13N 10°37'·81E) in the vicinity of No 1A Light Buoy (safe water) (57°46'·76N 10°55'·70E). Thence the track leads SE for about 25 miles, passing:

IMO Colreg.2/Circ.71, IMO SN.1/Circ.336

[NP18-No 1-Wk 27/20]

**Sweden - Kattegat - Göteborgs Hamn -
Hisingsbron — Bridge**

106

Paragraph 3.184 4 line 2 *Replace by:*

...bridge signals see 3.196.

Hisingsbron (57°42'·90N 11°58'·06E), a lifting road and pedestrian bridge, is situated close NE of Götaälvbron. Horizontal clearance is 30 m. Vertical clearance is 12 m when closed, 28 m when open.

Swedish Notice 835/15332/20

[NP18-No 42-Wk 04/21]

**Sweden - Kattegat - Göteborgs Hamn -
Hisingsbron — Bridge**

107

Paragraph 3.194 1 lines 1–3 *Delete*

Swedish Notice 835/15332/20

[NP18-No 43-Wk 04/21]

Denmark - Kattegat - Skagen — Pilotage

112

Paragraph 3.228 1 lines 4–6 *Replace by:*

Pilot boarding positions are as follows:

- Skagen 1 (57°47'·50N 10°46'·00E);
- Skagen 2 (57°44'·00N 10°46'·00E);
- Skagen 3 (57°49'·00N 10°46'·00E);
- Skagen 4 (57°44'·00N 10°52'·00E).

Danish Notice 26/410/20

[NP18-No 20-Wk 32/20]

*The following notice is to be implemented at
0000 UTC on 1st July 2020*

Denmark - Kattegat - Skagen — Directions; TSS

113

Paragraph 3.237 1 lines 1–3 *Replace by:*

- 1 From a position approximately 5 miles NNW of Skagen W Light (3.236) the track leads E for 7½ miles through Skagen W TSS and into the Off Skagen precautionary area. The track then leads S for 2½ miles to the boundary of the precautionary area to a position about 5½ miles NE of Skagen Lighthouse (3.236). Thence the track leads S on Route C, passing:

IMO Colreg.2/Circ.71, IMO SN.1/Circ.336

[NP18-No 2-Wk 27/20]

**Denmark - Jylland coast -
Skagen Havn — Harbour**

114

Paragraph 3.239 1 line(s) 1–2 *Replace by:*

- 1 **Controlling depth.** The entrance and outer harbour have dredged depths of 11 to 15 m; Østhavn (3.241) has dredged depths of 7 to 11 m; Vesthavn (3.241) has dredged depths of 3 to 7 m. The harbour and entrance are subject to silting; contact the local authority for the latest information.

Paragraph 3.240 2–3 *Replace by:*

- 2 **Traffic regulations.** Vessels leaving harbour must give way to vessels entering. Speed limit in the harbour is restricted to 3 kn.

Paragraph 3.241 1–2 *Replace by:*

- 1 **General layout.** The outer harbour, Ydrebassin, is sheltered by a long E-W breakwater. Ydre Forhavnsbassin, entered close WSW of Nordmole (3.243), leads NW to Vesthavn and NE to Østhavn. Østhavn comprises Østbassin I and Østbassin II. Vesthavn consists of Bundgarnsbassin and Indre Forhavnsbassin, entered between two inner breakwaters which in turn leads to: Auktionsbassin, Mellembassin and Vestre Bassin. A dry dock is situated at the W end of Mellembassin.

Danish Notice 9/85/21

[NP18-No 49-Wk 20/21]

**Denmark - Kattegat - Skagen Havn —
Directions; lights**

114

Paragraph 3.242 1–3 *Replace by:*

- 1 **Direction light.** The harbour is entered from E in the white sector (266.6°–270.6°) of Skagen Havn Approach Light (grey framework tower, 18 m in height) (57°42'·77N 10°34'·99E), passing:
N of the head (57°42'·70N 10°36'·37E) of the S outer mole, from which a light (red metal post 4 m in height) is exhibited, thence:
- 2 Between the head of the N and S inner moles, from which lights (lateral) are exhibited, into a turning circle, radius 1 cable.
Thence the track continues W into Ydrebassin or NW into Ydre Forhavnsbassin.
- 3 **Useful marks:**
Skagen Old Lighthouse (57°43'·71N 10°36'·53E).
New church at Skagen (57°43'·34N 10°35'·05E).
Old church at Skagen (57°42'·77N 10°33'·05E).

Danish Notice 9/152/21

[NP18-No 46-Wk 19/21]

**Denmark - Jylland coast -
Skagen Havn — Harbour**

114–115

Paragraph 3.243 1–2 *Replace by:*

- 1 **Alongside berths.** Main berths are as follows:
Berth No 9 (57°42'·81N 10°35'·24E), a cruise berth situated in Ydrebassin, 450 m in length, depth about 11·0 m.

NP18

Berth No 10 (57°42'·88N 10°35'·49E), a RoRo and cruise berth situated in Ydre Forhavnsbassin, about 180 m in length, depth about 9·0 m.

2 Berth No 40 lies on the NW side of Nordmole (57°43'·04N 10°36'·21E), about 620 m in length, depth about 11 m.

Berth No 41 lies on the SW side of Nordmole, about 300 m in length, depth about 13 m.

Danish Notice 9/85/21

[NP18-No 50-Wk 20/21]

Denmark - Kattegat - Frederikshavn — Depths

116

Paragraph 3.260 1 lines 1–5 *Replace by:*

1 The entrance channel and the outer harbour are dredged to 14 m. Dredged depths in the other basins range from 4 to 8 m.

Caution. Depths are changeable because of shifting sands and the port authority should be contacted for the latest information.

Danish Notice 32/501/20

[NP18-No 22-Wk 40/20]

Denmark - Kattegat - Frederikshavn — Prohibited area

116

After Paragraph 3.266 4 line 3 Insert:

Entry is prohibited into an area, marked by buoys (special), surrounding the N mole (57°26'·15N 10°33'·23E).

Danish Notice 24/381/20

[NP18-No 15-Wk 30/20]

Denmark - Kattegat - Frederikshavn — Restricted area

116

Paragraph 3.266 4–5 including existing Section IV Notice Week 30/20 *Replace by:*

4 **Restricted areas.** Anchoring is prohibited at ferry berths 2 and 3.

Prohibited areas. Entry is prohibited into an area, marked by a light buoy (special), centred on 57°23'·57N 10°37'·05E.

Entry is prohibited into an area, marked by buoys (special), surrounding the N mole (57°26'·15N 10°33'·23E).

Danish Notice 11/178/21

[NP18-No 51-Wk 21/21]

Denmark - Frederikshavn — Restricted areas; obstructions

116

Paragraph 3.266 4–5 including existing Section IV Notice Week 21/21 *Replace by:*

4 **Restricted areas.** Anchoring is prohibited at ferry berths 2 and 3.

Anchoring, fishing and seabed operations are prohibited in two areas (57°23'·50N 10°35'·75E and 57°26'·75N 10°39'·17E), with a radius of 100 m, due to the presence of underwater obstructions.

5 **Prohibited areas.** Entry is prohibited into an area, marked by a light buoy (special), centred on 57°23'·57N 10°37'·05E.

Entry is prohibited into an area, marked by buoys (special), surrounding the N mole (57°26'·15N 10°33'·23E).

Danish Notice 19/358/21

[NP18-No 56-Wk 29/21]

Denmark - Jylland - East coast - Frederikshavn — Restricted areas; obstructions

116

Paragraph 3.266 including existing Section IV Notice Week 29/21 *Replace by:*

1 **Danish Harbour Regulations** apply. For details see 1.89.

Speed limits are as follows:

Within harbour limit outside breakwater: 12 kn.

Outer harbour: 7 kn.

Elsewhere: 3 kn.

In unfavourable weather, greater speeds can be used if necessary for the safe manoeuvring of the vessel.

2 **Traffic.** The following rules apply:

Vessels entering harbour must give way to vessels leaving.

Vessels entering or leaving the naval harbour, the fishing harbour and ferry berth No 4 must give way to vessels entering or leaving the commercial harbour.

Entry to the naval harbour is prohibited for all unauthorised vessels.

3 **Restricted areas.** Anchoring is prohibited at ferry berths 2 and 3.

Anchoring, fishing and seabed operations are prohibited in two areas (57°23'·50N 10°35'·75E and 57°26'·75N 10°39'·17E), with a radius of 100 m, due to the presence of underwater obstructions.

Prohibited area. Entry is prohibited into an area, marked by a light buoy (special), centred on 57°23'·57N 10°37'·05E.

Danish Notice 24/470/21

[NP18-No 66-Wk 35/21]

Denmark - Jylland - East coast - Frederikshavn — Development

117

Paragraph 3.267 3 line(s) 1–3 *Replace by:*

3 **Development.** Works are in progress (2021) to extend the commercial harbour quayage SE.

Danish Notice 24/470/21

[NP18-No 67-Wk 35/21]

**Denmark - Jylland - East coast -
Frederikshavn — Directions; light**

117

Paragraph 3.270 3 line(s) 1-7 *Replace by:*

- 3 NE of the S inner mole head (57°25'·95N 10°33'·09E), from where a light (metal post, red band) is exhibited.

Thence the track leads into the harbour. Within the harbour, the main entrances to the basins are marked by lights.

Danish Notice 24/477/21 [NP18-No 68-Wk 35/21]

**Sweden - West coast - Kattegat -
Falkenberg — Controlling depths**

133

Paragraph 4.83 1 line(s) 1-5 *Replace by:*

- 1 **Controlling depth.** Maximum authorised draughts (2020) are as follows:

Approach channel - 5·8 m;

Turning basin - 5·2 m for vessels less than 100 m LOA, and 5·0 m for vessels between 100 and 125 m LOA.

The local authorities should be contacted for the latest depth information.

Swedish Notice 822/15227/20 [NP18-No 25-Wk 42/20]

**Sweden - Kattegat southern part -
North-north-west of Kullen — Prohibited area**

135

After Paragraph 4.94 1 line 4 *Insert:*

**Prohibited area
4.94a**

- 1 Skånska Kattégatt marine reserve has been established and anchoring is prohibited within an area centred on 56°24'·26N 12°20'·25E. For details of further restrictions contact the local authorities.

Swedish Notice 821/15127/20 [NP18-No 23-Wk 41/20]

**Sweden - Kattegat southern part -
North-north-west of Kullen — Prohibited area**

137

After Paragraph 4.111 1 line 1 *Insert:*

**Prohibited area
4.111a**

- 1 See 4.94a.

Swedish Notice 821/15127/20 [NP18-No 24-Wk 41/20]

**Denmark - Kattegat - Roskilde Fjord -
Kulhus Rende — Directions; leading beacons**

151

Paragraph 4.222 3 lines 1-9 *Replace by:*

- 3 The track then continues E for about 2¼ miles through a channel, marked by buoys (lateral) passing:

Danish Notice 21/361/20 [NP18-No 3-Wk 27/20]

**Denmark - Hesselø Bugt - Frederiksværk —
Directions; leading beacons**

153-154

Paragraph 4.242 1-5 *Replace by:*

- 1 From a position at the seaward end of the dredged channel to Frederiksværk, the track leads S for about 1¼ miles, passing between Store Tørvegrund (4.223), marked by a buoy (E cardinal) at its NE extremity, and Lille Tørvegrund, a tongue of the shore bank which extends 1½ miles S, marked by a buoy (port hand) at its SW extremity.

The track then leads SE, passing:

- 2 NE of Ølsted Grund (55°55'·47N 12°01'·25E), the E extremity of a large shoal extending E from the rocky bank on the N side of Horns Herred, marked by a buoy (E cardinal).

Thence the track leads S towards the narrow channel, 1 cable in width and marked by buoys (lateral), between Dyrnæs Hage (55°54'·30N 12°01'·80E), the bank lying E of Dyrnæs, and Ølsted Hage, the bank on the E coast of the fjord.

- 3 **Useful mark:**

Beacon (55°54'·11N 12°01'·92E), yellow, surmounted by rectangular board, 2 m in height, standing on the E extremity of Dyrnæs Mole.

Danish Notice 39/678/20 [NP18-No 29-Wk 46/20]

**Denmark - Kattegat —
Directions; controlling depth; shoal**

157-158

Paragraph 5.12 1 lines 1-5 *Replace by:*

1 **Deep-water route.** Route T incorporates a 19 m deep-water sector (2.4) for vessels with a draught of 10 m or more. Vessels with a draught less than 10 m proceeding S are to pass W of the deep-water sector, and such vessels proceeding N are to pass to the E.

After Paragraph 5.12 1 line 10 *Insert:*

Clear of an 18·3 m shoal (56°20'·62N 11°26'·26E), thence:

Danish Notice 37/633/20 [NP18-No 28-Wk 45/20]

**Sweden - The Sound -
Flintrännan — Controlling depths**

185

Paragraph 6.2 1 line(s) 8-9 *Replace by:*

Flintrännan. Dredged to 8·0 m.

Corr. Swedish NtM Office 07-Jun-21

[NP18-No 58-Wk 31/21]

NP18

Denmark - Helsingborg to København - South-south-west of Ven — Directions; wreck

196

Paragraph 6.64 3 line(s) 9–11 *Replace by:*

E of a 8.9 m shoal (55°53'·34N 12°38'·10E), off the
NE side of which lies a wreck with a depth of
10.8 m, thence:

W of a dangerous wreck (55°52'·75N 12°41'·05E).

Thence the track leads SE, passing:

Danish Notice 52–53/745/20 [NP18–No 45–Wk 11/21]

Sweden - The Sound - Landskrona — Pilotage

197

After Paragraph 6.68 2 line 8 *Insert:*

Pilots board in position 55°54'·00N 12°45'·40E.

Swedish Notice 807/14924/20 [NP18–No 4–Wk 27/20]

Denmark - The Sound - København — Traffic regulations; prohibited area

201

After Paragraph 6.92 4 line 2 *Insert:*

A prohibited area, centred on 55°39'·67N
12°34'·08E, marked by buoys (special), is
situated in the vicinity of Bryggebroen (6.87).

Danish Notice 45/775/20

[NP18–No 37–Wk 01/21]

Denmark - The Sound - Køge Bugt - Køge — Directions

222

Paragraph 6.221 1–2 *Replace by:*

- 1 **Directions for entering harbour.** From a position
SW of Aflandshage (55°33'·30N 12°35'·53E) (6.219),
the track leads generally WSW, passing:
NNW of Juelsgrund (55°26'·89N 12°20'·19E).

Thence the track continues WSW through a
channel dredged to 9.5 m (2020) and marked by light
buoys (lateral), passing:

NNW of an obstruction (55°27'·18N 12°17'·09E) with
a depth of 5.7 m, thence:

- 2 SSE of Køge Flak (55°28'·45N 12°15'·06E).

The track then continues to lead WSW through an
entrance channel dredged to 9.5 m (2020) and marked
by light buoys (lateral), to the entrance breakwaters,
marked by lights.

Caution. Depths to the S of the light buoys
marking the channel to Køge are unreliable and
depths shoaler than charted may exist.

Danish Chart 104 Ed.10 (2020)

[NP18–No 38–Wk 03/21]

Denmark - Kattegat - Århus Bugt - Århus Havn — Development

243

Paragraph 7.84 1 line(s) 8–11 *Delete*

Danish Notice 46/809/20 [NP18–No 33–Wk 01/21]

Denmark - Kattegat - Århus Bugt - Århus Havn — Ferry port

243

Paragraph 7.88 1 line(s) 1–2 including heading *Replace by:*

Miljøhavn 7.88

- 1 Miljøhavn (56°09'·20N 10°15'·15E), a ferry harbour,
consists of Basin 13 and has depths of about 7 m. A
light (round white tower, red stripe) (56°09'·24N
10°15'·40E) is exhibited from the NE end of Østre
Fægremløse.

Østhavn 7.88a

- 1 Østhavn (56°09'·02N 10°13'·83E), from SE, consists
of the following four basins:

Danish Notice 46/809/20 [NP18–No 34–Wk 01/21]

Denmark - East coast - Horsens Fjord — Directions; obstruction

249

After Paragraph 7.128 3 line 3 *Insert:*

NE of an obstruction (55°51'·10N 10°00'·70E),
position approximate, reported (2020), depth
about 6 m.

Danish Notice 47/816/20 [NP18–No 39–Wk 03/21]

Denmark - Odense Fjord - Odense Havn - Fynsværket — Depths

255

After Paragraph 7.163 1 line 7 *Insert:*

Caution. Shoaler depths may exist at the E end of
the wharf.

Danish Notice 44/762/20 [NP18–No 35–Wk 01/21]

Denmark - Odense Fjord - Odense Havneterminal — Restricted area

256

Paragraph 7.167 1–2 *Replace by:*

- 1 **General information.** Odense Havneterminal
(55°28'·62N 10°32'·41E) is operated as part of Odense
Havn and is situated close N of Lindøværftet. It
consists of two quays, 670 m in length with a depth
alongside of 11 m, and is used for bulk cargoes.

Pilotage. For details see 7.149

Danish Notice 44/636; 637/20 [NP18–No 36–Wk 01/21]

**Denmark - Storebælt - Storebælt Link —
Vertical clearance**

261

Paragraph 8.17 4 line 5 *For* 65 m *Read* 64 m

Danish Notice 19/299/20 [NP18-No 5-Wk 27/20]

**Denmark - Storebælt - Østerrenden -
Approaches to Korsør Havn —
Directions; obstructions**

270

After Paragraph 8.65 3 line 2 *Insert*:

NNW of an obstruction (55°19'57N 11°05'44E),
thence:

After Paragraph 8.65 3 line 4 *Insert*:

NNW of an obstruction (55°19'69N 11°06'53E),
and:

Danish Notice 22/217/21 [NP18-No 65-Wk 33/21]

**Denmark - Lillebælt - Fredericia to Brandsø -
Snævringen — Restricted areas**

282

Paragraph 9.15 4 line(s) 6 *Replace by*:

...within this area.

Unauthorized navigation, diving, anchoring, fishing
and seabed operations are prohibited within 1 cable of
a submarine pipeline, under construction (2020), laid
between the following positions:

55°28'12N 9°40'59E;

55°28'36N 9°42'49E;

55°29'02N 9°44'03E.

Danish Notice 25/402/20; 25/403/20

[NP18-No 19-Wk 31/20]

**Denmark - Lillebælt - Snævringen and
Bredningen — Prohibited areas**

282

Paragraph 9.15 4-6 including existing Section IV Notice
Week 31/20 *Replace by*:

4 **Prohibited areas.** A prohibited area, marked by
buoys (special), is situated about 6 cables N of
Brandsø (9.12). A wave buoy and measuring
equipment are moored within the area. Unauthorised
navigation, anchoring, diving and fishing are prohibited
within this area.

5 Unauthorized navigation, diving, anchoring, fishing
and seabed operations are prohibited within 1 cable of
a submarine pipeline, under construction (2020), laid
between the following positions:

55°28'12N 9°40'59E;

55°28'36N 9°42'49E;

55°29'02N 9°44'03E.

6 Anchoring and trawling is prohibited:

Within the cable area, 3 cables SE of Lillebælt West
Bridge.

Within 200 m either side of the cables laid between
Damgård (55°31'65N 9°40'22E) and
Kristianslund (55°29'09N 9°44'01E).

7 Anchoring, dredging and trawling are prohibited
within an area (55°27'19N 9°42'64E) extending
between the S extremity of Fænø (9.12) and Flækøjet
(9.23), a bank in Bredningen (9.71), owing to the
presence of submarine cables.

8 In the event of a vessel having to anchor in
emergency, the anchor may not be weighed without
permission from the Fisheries Inspectorate at Esbjerg
(*North Sea (East) Pilot*).

UKHO

[NP18-No 26-Wk 43/20]

**Denmark - Lillebælt - Lillebælt West Bridge —
Vertical clearance**

283

Paragraph 9.17 1 line(s) 6 *For* 30 *Read* 33

Danish Notice 13-14/146/21 [NP18-No 53-Wk 26/21]

**Denmark - Lillebælt - Bredningen —
Prohibited areas**

294

After Paragraph 9.71 2 line 7 *Insert*:**Prohibited areas.** See 9.15.

UKHO

[NP18-No 27-Wk 43/20]

**Denmark - Fyn - Faaborg Fjord and approaches
— Directions; leading lights**

311

Paragraph 10.15 4 lines 4-9 *Delete*Paragraph 10.15 5 lines 1-5 *Replace by*:

5 Thence the track leads NE through a channel, both
sides of which are steep-to, marked by light buoys
(lateral), into Faaborg Fjord, passing:

Danish Notice 18/336(P)/21 [NP18-No 54-Wk 28/21]

**Denmark - Fyn - Faaborg —
Directions; leading lights**

312

Paragraph 10.18 5 lines 5-6 *Delete*

Danish Notice 18/336(P)/21 [NP18-No 55-Wk 28/21]

**Denmark - Langeland - Lohals —
Controlling depths**

317

Paragraph 10.54 1 lines 1-5 *Replace by*:

1 **Controlling depths** are as follows:

Approach from N - 11.8 m.

Smørstakke Løb - 4.2 m.

Stønse Løb - 3.4 m.

Lohals - 3.5 m, subject to silting.

Local authorities should be contacted for the latest
information.

UKHO

[NP18-No 21-Wk 34/20]

NP18

Denmark - Smålandsfarvandet - Storstrøm - Orehoved — Directions; light

346

Paragraph 11.135 1 lines 1-5 *Replace by:*

- 1 From a position in the vicinity of 55°00'·52N 11°49'·10E the track leads SSE for about 1¼ miles, passing:

Danish Notice 10/159/20 [NP18-No 6-Wk 27/20]

Denmark - Smålandsfarvandet - Grønsund - Bogø — Directions; leading lights

349

Paragraph 11.145 3-5 *Replace by:*

- 3 **Directions.** The harbour is approached from S through a marked channel across Bredemads Hage (11.136).

Alongside berths. The W side of the mole has a dredged depth alongside of 3·1 m.

Oily waste. There are limited reception facilities available for oily bilge water.

Supplies: water; provisions.

Danish Notice 22/384/20 [NP18-No 7-Wk 27/20]

Denmark/Germany - Fehmarn Belt — Vessel traffic services; VTS

355

After Paragraph 12.5 1 line 4 *Insert:*

Vessel traffic services

12.5a

- 1 Fehmarn Belt VTS is in operation for the control of shipping.

See *ADMIRALTY List of Radio Signals Volume 6(2)*.

Danish Notice D1 21/402(P)/21 [NP18-No 59-Wk 31/21]

Denmark/Germany - Fehmarn Belt — Vessel traffic services

356

Paragraph 12.8 1 line(s) 6-10 *Delete*

Danish Notice D1 21/402(P)/21 [NP18-No 60-Wk 31/21]

Germany - Fehmarn Belt - East of Ohlenburgs Huk — Anchorage

356

After Paragraph 12.9 1 line 9 *Insert:*

Anchoring and fishing are prohibited within an explosives dumping ground centred on 54°29'·88N 11°20'·87E.

German Notice 10/30/21 [NP18-No 47-Wk 20/21]

Germany - Fehmarn Belt — Restricted area

356

Paragraph 12.9 including existing Section IV Notice Week 20/21 *Replace by:*

- 1 Owing to the presence of cables, anchoring and fishing are prohibited in the following areas:

ENE of Ohlenburgs Huk (12.4), centred on position 54°31'·00N 11°17'·00E.

Anchoring and fishing are also prohibited in an area NNW of Fehmarn (54°28'·00N 11°10'·00E).

A prohibited area, marked at each corner by light buoys (special), lies 2½ miles NE of Ohlenburgs Huk (12.4).

Anchoring and fishing are prohibited within explosives dumping grounds centred on 54°29'·88N 11°20'·87E and 54°33'·17N 11°17'·30E.

German Notice 22/30/21 [NP18-No 64-Wk 33/21]

Denmark - Fehmarn Belt — Prohibited areas

356

Paragraph 12.9 including existing Section IV Notice Week 20/21 and 33/21 *Replace by:*

- 1 Owing to the presence of cables, anchoring and fishing are prohibited in the following areas:

ENE of Ohlenburgs Huk (12.4), centred on position 54°31'·00N 11°17'·00E.

Anchoring and fishing are also prohibited in an area NNW of Fehmarn (54°28'·00N 11°10'·00E).

A prohibited area, marked at each corner by light buoys (special), lies 2½ miles NE of Ohlenburgs Huk (12.4).

Anchoring and fishing are prohibited within explosives dumping grounds centred on 54°29'·88N 11°20'·87E and 54°33'·17N 11°17'·30E.

Prohibited areas, marked by light buoys (special), are centred on 54°36'·30N 11°19'·78E and 54°34'·90N 11°18'·64E.

Danish Notice 25/239/21 [NP18-No 69-Wk 39/21]

Denmark - Fehmarn Belt — Prohibited areas

356

Paragraph 12.9 1 including Existing Section IV Notice Week 39/21 *Replace by:*

- 1 Owing to the presence of cables, anchoring and fishing are prohibited in the following areas:

ENE of Ohlenburgs Huk (12.4), centred on 54°31'·00N 11°17'·00E.

Anchoring and fishing are prohibited in an area NNW of Fehmarn (54°28'·00N 11°10'·00E).

A prohibited area, centred on 54°30'·97N 11°18'·42E, marked at each corner by light buoys (special), lies 2½ miles NE of Ohlenburgs Huk (12.4).

Anchoring and fishing are prohibited within explosives dumping grounds centred on 54°29'·88N 11°20'·87E, 54°33'·17N 11°17'·30E and 54°30'·65N 11°15'·20E.

Prohibited areas, marked by light buoys (special), are centred on 54°36'·30N 11°19'·78E.

A prohibited area, 1 mile in diameter, is centred on 54°42'·88N 10°44'·21E, SSE of Keldsnor Light (8.88).

Danish Notice 36/705/21 [NP18-No 70-Wk 48/21]

**Denmark/Germany - Fehmarn Belt —
Restricted areas**

356

Paragraph 12.9 *1* including existing Section IV Notice Week 48/21 *Replace by:*

- 1* **Restricted areas.** Anchoring and fishing are prohibited, due to the presence of submarine cables, in the following areas:

Within an area (54°31'·00N 11°17'·00E), NE of Ohlenburgs Huk (12.4).

Within an extensive area NNW of Fehmarn (54°28'·00N 11°10'·00E).

Anchoring and fishing are also prohibited within explosives dumping grounds centred on:

54°29'·88N 11°20'·87E.

54°33'·17N 11°17'·30E.

54°30'·65N 11°15'·20E.

- 2* **Prohibited areas.** Entry is prohibited into the following areas:

Within an area (54°30'·97N 11°18'·42E) marked at each corner by light buoys (special), about 2½ miles NE of Ohlenburgs Huk (12.4).

Within an area (54°42'·88N 10°44'·21E), 1 mile in diameter, SSE of Keldsnor Light (8.88).

- 3* Within numerous prohibited areas, temporary in nature and generally marked by light buoys (special), established between the new port at Rødbyhavn (12.29) and Puttgarden (12.30) for the construction of a tunnel. See also 12.29.

UKHO; Danish Notice 36/396/21

[NP18-No 74-Wk 51/21]

**Denmark - Fehmarn Belt - Route H: Gulstav to
Fehmarn — Directions; light buoy**

356

After Paragraph 12.13 *2* line 3 *Insert:*

Clear of a light buoy (special) (54°39'·73N 10°58'·96E), marking measuring equipment, thence:

Danish Notice 48/841/20

[NP18-No 40-Wk 04/21]

**Denmark - Falster - Approaches to Gedser -
Rødsand Rende — Controlling depths**

357

Paragraph 12.17 *1* lines 1–4 *Replace by:*

- 1* **Controlling depths** are as follows:
Østre Mærker: 2·8 m.
Rødsand Rende: 6·7 m.
Kroghage Dyb: 3·0 m.

Danish Notice D1 21/409/21

[NP18-No 61-Wk 31/21]

**Denmark - South coast of Falster -
Gedser — Controlling depths**

358

Paragraph 12.26 *1* line(s) 6–7 *Replace by:*

Controlling depth. The channel is dredged to 6·7 m. See Rødsand Rende caution at 12.22.

Danish Notice D1 21/409/21 [NP18-No 62-Wk 31/21]

**Denmark - Femern Bælt -
Rødbyhavn — Prohibited area**

359

After Paragraph 12.29 *3* line 10 *Insert:*

A prohibited area, marked by light buoys (special), is centred on 54°37'·72N 11°21'·19E.

Danish Notice 21/347/20(P) [NP18-No 8-Wk 27/20]

**Denmark - Fehmarn Belt - Rødbyhavn —
Prohibited areas**

359

After Paragraph 12.29 *3* line 10 including existing Section IV Notice Week 27/20 *Insert:*

Prohibited areas, marked by light buoys (special), are centred on 54°37'·72N 11°21'·19E and 54°39'·57N 11°19'·19E.

Danish Notice 48/845(P)/20

[NP18-No 41-Wk 04/21]

**Denmark - Fehmarn Belt -
Rødbyhavn — Development**

359

After Paragraph 12.29 *4* line 5 *Insert:*

Development. A new harbour is under development 1½ miles SE of Rødbyhavn. Unauthorised navigation, diving, anchoring, fishing and seabed operations are prohibited within an area, marked by light buoys (special), encompassing the development area.

The new harbour will support the construction of a new tunnel under Fehmarn Belt which is due to be completed in 2028.

Danish Notice 25/421/20; 25/428(P)/20

[NP18-No 16-Wk 30/20]

**Germany - Kieler Bucht - Kieler Hafen —
Horizontal clearance**

361

Paragraph 12.45 *1* line 3 *Replace by:*

...fjord.

Horizontal clearance. Hörnbrücke (54°18'·90N 10°08'·14E), a pedestrian bascule bridge, is situated at the entrance to Die Hörn (12.67). The bridge has a horizontal clearance of 21·5 m when open.

ENC DE6OSOBK 1.001

[NP18-No 73-Wk 51/21]

NP18

Germany - Kieler Förde - East of Kleverberg — Prohibited areas

365

Paragraph 12.83 2 lines 7–8 *Replace by:*

Anchoring is prohibited within explosives dumping grounds centred on 54°27'·75N 10°15'·75E and 54°28'·13N 10°19'·93E.

German Notice 13/30/21 [NP18-No 52-Wk 23/21]

Germany - Kieler Forde to Fehmarnsund — Anchorage

368

Paragraph 12.100 3 lines 1–7 *Replace by:*

- 3 Anchoring and fishing are prohibited within explosives dumping grounds centred on:
- 54°30'·00N 10°20'·68E;
 - 54°29'·44N 10°20'·95E;
 - 54°29'·49N 10°22'·83E;
 - 54°30'·17N 10°24'·63E;
 - 54°32'·58N 10°29'·93E;
 - 54°24'·00N 10°40'·10E;
 - 54°31'·02N 10°54'·05E.

German Notice 10/30/21 [NP18-No 48-Wk 20/21]

Germany - Kieler Bucht - Kiel-Flensburg Route — Directions; ODAS Buoys

371

After Paragraph 12.124 2 line 5 *Insert:*

Clear of ODAS Buoys (54°33'·83N 10°14'·27E and 54°34'·74N 10°13'·37E), thence:

German Notice 23/30/20 [NP18-No 13-Wk 28/20]

Germany - Die Schlei - Kappeln — Vertical clearance; overhead cable

374

Paragraph 12.144 1 *Replace by:*

- 1 **Vertical clearance.** An overhead cable, supported by pylons, with a vertical clearance of 28 m, spans Die Schlei, 1¼ miles NNE of Kappeln Bridge.
- Kappeln Bridge** is a bascule bridge carrying road traffic, which spans Die Schlei about 2 cables S of the quay at Kappeln (54°39'·84N 9°56'·28E) (12.153):
- Navigable width 27·5 m.

German Notice 21/2140/21 [NP18-No 63-Wk 31/21]

Germany - Lubecker Bucht - Hafen von Neustadt - Neustadt — Directions; depth

394

Paragraph 13.57 2 lines 1–8 *Replace by:*

- 2 W of Berg, the coastal bank on the E side of the entrance, which has a least depth of 1·5 m (54°05'·37N 10°48'·86E) at the W extremity, thence:
- E of Steinberg, the coastal bank on the W side of the entrance, which has a least depth of 3·6 m (54°05'·38N 10°48'·70E), at the E extremity.

German Chart 37 (2020) [NP18-No 30-Wk 48/20]

Germany - Baltic Sea - Lübeck — Horizontal clearances

397

Paragraph 13.83 1 line 4 *For* 37·5 m *Read* 37 m

Paragraph 13.84 3 line 3 *For* 12·5 m *Read* 12 m

German Chart DE52 (2020) [NP18-No 9-Wk 27/20]

Germany - Warnemünde approaches — Anchorage

399

After Paragraph 13.117 2 line 6 *Insert:*

Anchoring is prohibited within two areas (54°11'·59N 12°03'·29E and 54°11'·15N 12°03'·39E) lying W of the entrance to Warnemünde.

German Chart 1672 Ed.8 (2020)
[NP18-No 14-Wk 30/20]

Germany - North-east of Warnemünde — Restricted area; explosives dumping ground

399

Paragraph 13.117 3 lines 1–3 *Delete*

German Notice 14/64/20 [NP18-No 10-Wk 27/20]

Germany - Warnemünde approaches — Prohibited areas

399

Paragraph 13.117 1–3 including heading and existing Section IV Notice Weeks 27/20 and 30/20 *Replace by:*

Traffic regulations 13.117

- 1 **Prohibited areas.** Entry is prohibited in the following areas:
- Explosive dumping ground (54°22'·92N 12°05'·49E), 4 cables radius;
 - Explosive dumping ground (54°22'·81N 12°07'·67E), 4 cables radius.
- 2 Anchoring and fishing are prohibited in an area centred on 54°10'·70N 11°56'·80E, lying near the coast W of Warnemünde, off Nienhagen (13.115). The area is marked at each corner by buoys (special), deployed annually from the 1st May to the 30th November. A light buoy (special) is moored in the SW part of the area.

- 3 A cable area with a radius of 2½ cables, within which anchoring is prohibited, lies in position 54°16'·85N 12°08'·58E.

Anchoring is prohibited within two areas (54°11'·59N 12°03'·29E and 54°11'·15N 12°03'·39E) lying W of the entrance to Warnemünde.

German Notice 41/36;163;167/20

[NP18-No 31-Wk 50/20]

**Germany - Mecklenburger Bucht -
Warnemünde approaches — Prohibited areas**

399

Paragraph 13.117 1-3 including heading and existing Section IV Notice Week 50/20 *Replace by:*

**Traffic regulations
13.117**

- 1 **Prohibited areas.** Anchoring and fishing are prohibited in an area centred on 54°10'·70N 11°56'·80E, lying near the coast W of Warnemünde, off Nienhagen (13.115). The area is marked at each corner by buoys (special), deployed annually from the 1st May to the 30th November. A light buoy (special) is moored in the SW part of the area.

- 2 A cable area with a radius of 2½ cables, within which anchoring is prohibited, lies in position 54°16'·85N 12°08'·58E.

Anchoring is prohibited within two areas (54°11'·59N 12°03'·29E and 54°11'·15N 12°03'·39E) lying W of the entrance to Warnemünde.

German Notice 51/36/20

[NP18-No 44-Wk 08/21]

**Germany - Rostock -
Warnemünde Reede — Anchorage**

400

Paragraph 13.122 2 lines 1-5 *Replace by:*

- 2 Care is needed when anchoring to avoid a patch of foul ground (54°13'·49N 12°01'·14E) lying in the E part of anchorage area No 1.

German Notice 18/36/20

[NP18-No 11-Wk 27/20]

Germany - Rostock — Prohibited areas

401

After Paragraph 13.133 3 line 9 Insert:

**Prohibited area
13.133a**

- 1 A prohibited area (54°10'·96N 12°05'·32E), which surrounds works in progress (2020), lies E of the entrance to Alter Strom (13.145).

Entry is also prohibited within 100 m of 54°09'·68N 12°06'·74E.

German Notices 11/1672/20 & 13/1672/20

[NP18-No 12-Wk 27/20]

**Germany – Gedser to Baltic Sea —
Hazards; dangerous wrecks**

405

After Paragraph 13.163 1 line 3 Insert:

Dangerous wrecks, with depths of less than 16 m, lie in the vicinity of the TSS and recommended routes.

German Notice 33/40.2/21

[NP18-No 72-Wk 49/21]

**Germany - Gedser to Plantagenetgrund —
Prohibited area**

406

After Paragraph 13.169 5 line 9 Insert:

- 6 **Prohibited areas** exist close S of the W end of the TSS in the approaches to Warnemünde. See 13.117.

German Notice 41/36;163;167/20

[NP18-No 32-Wk 50/20]

NP19 Baltic Pilot Volume 2 (2018 Edition)

Baltic Sea - Charts — Vertical datum

7

Paragraph 1.32 1-2 *Replace by:*

- 1 On ADMIRALTY and foreign charts, with the exception of Russian charts, the datum is being gradually transitioned to the new Baltic Sea Chart Datum 2000 (BSCD2000), with completion expected in 2026. During the transition period, charts may reference either MSL or BSCD2000.

- 2 For further information, contact the national charting authorities and see:

<https://ihr.iho.int/articles/the-baltic-sea-chart-datum-2000-bscd2000-implementation-of-a-common-reference-level-in-the-baltic-sea/>

Russian chart depths are reduced to Sea Level datum.

UKHO

[NP19-No 153-Wk 48/21]

**Poland - Baltic Sea - North of Rozewie —
Submarine pipeline**

86

Paragraph 2.9 2 lines 1-4 *Replace by:*

- 2 A submarine pipeline is laid between Baltic Beta Platform and Władysławowo (54°47'·83N 18°25'·22E). A second submarine pipeline is laid between Lotos Petrobaltic Platform (55°24'·00N 18°43'·30E) and Władysławowo. A safety zone 150 m wide is established along the pipelines.

Polish Notice 46/607/17

[NP19-No 30-Wk 36/18]

**Denmark – Bornholm – Rønne —
Limiting conditions; dredged depth**

92

Paragraph 2.43 1 line(s) 2 *Replace by:*

...depth of 9·0 m. The S basin is dredged to a depth of 10·0 m.

ENC DK5RONNE

[NP19-No 74-Wk 35/19]

NP19

Denmark - Bornholm - Rønne — Directions; buoy

92

Paragraph 2.44 1 lines 7–9 *Replace by:*

...arrival at the pilot station. Pilots board in position 55°05'00N 14°38'50E, 1½ miles SW of the harbour entrance.

Danish Chart Correction Notice 82/6/18

[NP19-No 8a-Wk 15/18]

Denmark - Bornholm - Rønne — Prohibited area

92

After Paragraph 2.44 2 line 5 *Insert:*

Prohibited area. Entry to a semi-circular area centred around 55°05'33N 14°41'43E, extending about 3¼ cables NW to Rønne Havn South Jetty Head (55°05'61N 14°40'89E), and thence to a shore position (55°05'23N 14°42'16E) about 4¼ cables ESE, is prohibited.

Danish Notice 05/81/18

[NP19-No 2-Wk 10/18]

Denmark - Bornholm - Rønne — Prohibited area

92

After Paragraph 2.44 2 line 5 *Delete* Existing Section IV Notice Week 10/18 (Prohibited area)

Danish Notice 22/367(P)/19

[NP19-No 65-Wk 27/19]

Denmark - Bornholm - Rønne — Harbour; general layout

92

After Paragraph 2.45 1 line 8 *Insert:*

A basin (55°05'38N 14°41'36E) containing the Multi-purpose Terminal is located close S of the main harbour. It is protected by a breakwater which extends SW then NW from the shore.

- 2 **Development** is ongoing (2019) in the vicinity of the Multi-purpose Terminal to create a Heavy Duty Quay.

ENC DK5RONNE

[NP19-No 75-Wk 35/19]

Denmark - Bornholm - Rønne — Development

92

Paragraph 2.45 1 including existing Section IV Notice Week 35/19 *Replace by:*

- 1 **General layout.** The harbour is protected by inner and outer N and S breakwaters. The outer N breakwater extends about 8 cables SW to enclose Rønne and Nørre-Kås harbours.

Within the inner breakwater the harbour has three main basins around the central area known as Forhavnen. The basins are named Nordhavnen, Vesthavnen and Sydhavnen.

A basin (55°05'38N 14°41'36E) containing the Multi-purpose Terminal is located close S of the main harbour. It is protected by a breakwater which extends SW then NW from the shore.

Development. Works are in progress (2021), within a prohibited area marked by light buoys (special), to extend the breakwater protecting the multi-purpose terminal farther NW.

Danish Notice 32/622/21

[NP19-No 151-Wk 46/21]

Denmark - Bornholm - Rønne — Directions; buoy

92

Paragraph 2.47 1 lines 2–3 *Replace by:*

...pilot boarding position (55°05'00N 14°38'50E), keeping 2½ miles off the coast until clear...

Paragraph 2.47 1 line 6 *Replace by:*

...pilot boarding position, keeping W of the shoals which...

Danish Chart Correction Notice 82/6/18

[NP19-No 8b-Wk 15/18]

Denmark - Bornholm - Rønne — Directions; south basin

93

After Paragraph 2.47 5 line 4 *Insert:*

Multi-purpose Terminal. From the vicinity of Rønne pilot boarding position, the track follows the alignment (064.5°) of Rønne Leading Lights to a position about 4¼ cables from the outer breakwaters of the main harbour. Thence the track leads E within the white sector (092.6°–094.6°) of Rønne Havn Light (post, 35 m in height) (55°05'42N 14°41'52E) into the basin, passing N of the head of the breakwater (55°05'34N 14°41'06E) from where a light (green tower, 6 m in height) is exhibited.

Danish Notice 29/475/19; ENC DK5RONNE

[NP19-No 76-Wk 35/19]

Denmark - Bornholm - Rønne — Basins and berths; south basin

93

After Paragraph 2.48 5 line 9 *Insert:*

Multi-purpose Terminal (55°05'38N 14°41'36E) lies close S of Rønne harbour. The basin contains a 300 m long quay with a depth of 10 m.

ENC DK5RONNE

[NP19-No 77-Wk 35/19]

Denmark - Bornholm - Rønne — Light sector

93

Paragraph 2.48 5 including existing Section IV Notice Week 35/19 *Replace by:*

- 5 **Caution.** Care should be taken to remain within the dredged channel to avoid Trindelen (55°05'74N 14°41'06E), a rocky shoal patch on the N side of the channel close W of the inner breakwater.

Multi-purpose Terminal. From the vicinity of Rønne pilot boarding position, the track follows the alignment (064°5') of Rønne Leading Lights to a position about 4¼ cables from the outer breakwaters of the main harbour. Thence the track leads generally E into the basin, passing N of the prohibited area encompassing the head of the breakwater.

Danish Notice 32/622/21 [NP19-No 152-Wk 46/21]

Denmark - Bornholm - Gudhjem — Pilotage

96

Paragraph 2.83 2 line 3 *Replace by:*

Pilots are available. The pilot boards at 55°16'00N 14°55'00E.

Paragraph 2.84 1 line 14 *Replace by:*

Pilots are available. The pilot boards at 55°16'00N 14°55'00E.

Danish Notice 21/246/18 [NP19-No 16-Wk 26/18]

**Denmark - Bornholm - Gudhjem —
Directions; leading light**

96

Paragraph 2.84 3 line 1 *For* (195°) *Read* (196°)

Danish Notice 9/139/20 [NP19-No 92-Wk 14/20]

Denmark - Bornholm - Rønne — Prohibited area

97

After Paragraph 2.90 1 line 2 *Insert:*

An area within which anchoring, fishing and seabed operations are prohibited, is centred on 55°02'86N 14°39'82E.

Danish Chart 189/18 [NP19-No 13-Wk 23/18]

**Denmark - Bornholm - Rønne —
Directions; wreck, shoal, pilotage**

97

Paragraph 2.92 1-3 *Replace by:*

- 1 From the vicinity of Rønne pilot boarding position (55°05'00N 14°38'50E) the track leads SSE for about 8 miles, passing:
WSW of Møllebakke (55°03'69N 14°40'57E), a shoal, with a least depth of 7.2 m, thence:
- 2 WSW of Klintegrund (55°02'88N 14°41'60E), marked by a buoy (W cardinal). Lying SE of Klintegrund are a number of detached shoals which extend approximately 4 miles SE.
Thence:
WSW of a 9.1 m shoal patch (54°59'32N 14°41'53E).

- 3 The track then continues to lead SSE to a position SW of Bakkegrund (54°58'81N 14°44'56E), a reef with dangerous underwater rocks, marked by a buoy (S cardinal). Bakkebrædt (54°58'76N 14°43'71E), 3 cables W of Bakkegrund, is a rock with a depth of 6.8 m. The track then leads E for 12 miles, passing:
Clear of a wreck (54°56'32N 14°50'16E) with a depth of 10.6 m.

Thence the track leads to a position S of Dueodde (54°59'51N 15°04'46E) (2.93).

(Directions continue at 2.98)

Paragraph 2.93 1 lines 1-3 *Replace by:*

- 1 From the vicinity of Rønne pilot boarding position (55°05'00N 14°38'50E) the track leads generally SE for about 8 miles, passing:

Danish Chart 189/18 [NP19-No 14-Wk 23/18]

**Denmark - Bornholm - Bakkegrund —
Directions; dangerous wreck**

97

Paragraph 2.92 1-3 including existing Section IV Notice Week 23/18 *Replace by:*

- 1 From the vicinity of Rønne pilot boarding position (55°05'00N 14°38'50E) the track leads SSE for about 8 miles, passing:
WSW of Møllebakke (55°03'69N 14°40'57E), a shoal, with a least depth of 7.2 m, thence:
- 2 WSW of Klintegrund (55°02'88N 14°41'60E), marked by a buoy (W cardinal). Lying SE of Klintegrund are a number of detached shoals which extend approximately 4 miles SE.
Thence:
WSW of a 9.1 m shoal patch (54°59'32N 14°41'53E), thence:
- 3 WSW of Bakkegrund (54°58'81N 14°44'56E), a reef with dangerous underwater rocks, marked by a buoy (S cardinal). Bakkebrædt (54°58'76N 14°43'71E), 3 cables W of Bakkegrund, is a rock with a depth of 6.8 m.
Thence:
Clear of a dangerous wreck (54°54'57N 14°38'78E).
- 4 The track then leads E for about 12 miles, passing:
Clear of a dangerous wreck (54°56'32N 14°50'16E).
Thence the track leads to a position S of Dueodde (54°59'51N 15°04'46E) (2.93).

Danish Notice 46/514/18 [NP19-No 44-Wk 50/18]

Sweden - Gotland - Visby — Pilotage

105

Paragraph 2.140 2 lines 7-13 *Replace by:*

Pilotage is compulsory. Pilot boards in position 57°38'32N 18°12'32E. For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Swedish Notice 776/14399/19 [NP19-No 82-Wk 45/19]

Sweden - Gotland - Visby — Development; pier

105

Paragraph 2.141 2 lines 1-3 *Delete*

NP19

Paragraph 2.143 1 line 3 *Replace by:*

...alongside of 8.0 m. A jetty with dolphins, intended for cruise ships of up to 340 m, extends from the root of the S breakwater and has an alongside depth of 11.1 m. Three RoRo berths, situated on...

Swedish Notice 698/12877/2018

[NP19-No 9-Wk 19/18]

Sweden - Gotland - Slite — Restricted area

112

Paragraph 2.191 2 lines 3-5 *Delete*

Swedish Notice 856/15832/21

[NP19-No 132-Wk 26/21]

Sweden - Hanöbukten - Simrishamn — Directions; leading line

124

Paragraph 3.41 1-5 including heading *Replace by:*

Directions for entering harbour 3.41

- 1 **Approach and entry.** From a position to seaward about 2½ miles ENE of the entrance the approach is made between the outer breakwater heads on the line of bearing (252°) of a windmill in the town.

Simrishamn Leading Lights:

Front light (red triangle on metal framework tower) (55°33'45N 14°21'28E).

Rear light (similar structure) (105 m from front light).

- 2 Alternatively, and at night, the alignment (251.1°) visible on the leading line only of these lights, exhibited from the W inner pier, leads WSW, passing:

NNW of a wreck (55°33'84N 14°25'10E), thence:

- 3 SSE of Nedjan (55°34'32N 14°23'27E), a shoal patch marked by buoys and light buoys (cardinal) which lies within the green sector (222.1°-237.7°) of Simrishamn Light (white tower, 15 m in height) (55°33'45N 14°21'54E). It has been reported that the light may be difficult to identify from seaward due to strong background lighting from the fishing quays. Thence:

Between the buoys (lateral) marking the channel off the entrance.

- 4 Once inside the outer harbour, in depths of up to 5.3 m, the inner harbour is entered through a 30 m wide gap between the heads of the inner moles. This manoeuvre requires a very sharp and difficult turn.

The small boat harbour is entered to the NW of the outer harbour; the entrance is marked by buoys (lateral).

ENC SE6FHYPL & SE4CHWHK

[NP19-No 59-Wk 25/19]

Sweden - Åhus — Photograph

126

Photograph of Åhus from W (3.51) at top of page including caption, date and attribution *Delete*

Correspondence 08/03/2018

[NP19-No 6-Wk 13/18]

Sweden - South coast - Hanöbukten - Karlshamn — Prohibited areas

135

After Paragraph 3.138 1 line 3 *Insert:*

Unauthorised entry is prohibited into the areas surrounding the DG ranges N and E of Kastellet (3.140).

After Paragraph 3.140 1 line 7 *Insert:*

See Traffic regulations (3.138).

Swedish Notice 830/15343/20

[NP19-No 116-Wk 52/20]

Sweden - South coast - Karlshamn - Stillerydshamnen — Permissible draught

137

Paragraph 3.150 1 lines 1-6 *Replace by:*

- 1 **Main berths.** The principal berths lie in Stilleryd västra, in the S part, with 230 m of berthing space and a maximum permissible draught of 10.1 m. They are well equipped to handle containers and general cargo. In the N part there is further berthing space, including two RoRo terminals, with a maximum permissible draught of 7.5 m.

Caution. Depths alongside Stilleryd västra may be shoaler than charted. Contact local authorities for the latest information.

Paragraph 3.150 3 lines 1-6 *Replace by:*

- 3 **Kölö oljehamn**, the principal oil berth, lies 1 cable SSE of Oxhaga Nabb. It is privately owned by EON to serve the nearby power station and has a length of 100 m, including the breasting dolphins, with a maximum permissible draught of 13.0 m, and 13.3 m for double bottom tankers. It can receive vessels up to 245 m in length.

Swedish Notice 841/15526/21

[NP19-No 120-Wk 11/21]

Sweden - South coast - Karlshamn Centralhamnen — Permissible draught

137

Paragraph 3.151 1 lines 5-8 *Replace by:*

Sojakajen together with **Oceankajen** are the principal cargo quays, and have a total berthing space of 400 m with a maximum permissible draught of 8.5 m. They are equipped to handle bulk grain and other cargo.

Swedish Notice 841/15526/21

[NP19-No 121-Wk 11/21]

Sweden - Approaches to Ronneby — Anchorage

139

Paragraph 3.167 1 line(s) 1-5 *Replace by:*

- 1 **Anchorage.** Small vessels may obtain anchorage, in areas each side of the fairway, 2 cables S of Ronnebyhamn, in depths between 3-8 m and 5-0 m.

Swedish Notice 810/14927/20

[NP19-No 106-Wk 28/20]

Sweden - Approaches to Ronneby —
Directions; lights; beacons; alignment

140

Paragraph 3.172 1-4 *Replace by:*

- 1 **Eastern channel.** A channel, suitable for vessels with a draught up to 3 m, runs through Danziger Gatt, about 3 miles S of Ronnebyhamn.

Gökalv Leading Beacons:

Front beacon (56°08'29N 15°16'87E) standing on Norra Kråken, an islet.

Rear beacon (1½ cables from front light) at Mulaholmen.

- 2 From a position close E of the buoy (W cardinal), moored 1½ miles SW of Göudde (56°07'62N 15°18'51E), the S point of the Gö peninsula, the track initially leads N on the alignment (357°1°) of these beacons, thence NNW on the alignment (329°8°) of Högaskär Beacons (56°08'75N 15°16'11E) and then NNE to join the main channel 7 cables W of Aspan front light (3.171), passing:

- 3 W of Rafflorna (56°07'22N 15°17'10E), thence: Through the channel, marked by buoys (lateral), in Danziger Gatt (56°07'78N 15°17'00E), thence: W of Gökalv (56°08'57N 15°16'78E), the W point of the peninsula, and:

- 4 SE of Högaskär (56°08'75N 15°16'11E), an islet.

The track then leads NNE for 1 mile to join the main channel as described above.

Swedish Notice 679/12547/17

[NP19-No 28-Wk 31/18]

Sweden - Approaches to Karlskrona - Hasslö -
Hasslöbron — Horizontal clearance; lights

144

Paragraph 3.205 1 *Replace by:*

- 1 **Description.** Hasslöbron is a swing bridge which spans the channel between the S end of Almö (56°09'15N 15°26'40E) and Västra Hästholmen (56°07'44N 15°27'30E), an islet 3 cables S. It has a horizontal clearance of 16 m and a vertical clearance of 4-0 m under the span when closed. The bridge is floodlit.

Swedish Notice 724/13388/18

[NP19-No 43-Wk 44/18]

Sweden - Kalmarsund - Degerhamn —
Harbour; depths

153

Paragraph 4.23 1-2 *Replace by:*

- 1 The harbour is approached and entered on the alignment of leading lights, through a buoyed channel, 40 m wide with a minimum swept depth of 6-3 m (2018). The harbour is formed by a long W breakwater and a short E mole to give a 55 m wide SW facing entrance.

Areas of the harbour have depths of 6-0 m (2018). Depths may be less than stated due to silting.

- 2 The main berths are on the E side and a small boat harbour, with lesser depths, lies in the N part of the harbour. A short quay for the use of fishing boats lies in the S of the harbour on the inside of the E mole.

Swedish Notice 745/13830/19 [NP19-No 54-Wk 13/19]

Sweden - Kalmarsund - Kristianopel —
Directions; alignment

155

Paragraph 4.36 2 line 4 *For 312° Read 311°*

Swedish Notice 698/12943/2018

[NP19-No 10-Wk 19/18]

Sweden - North Kalmarsund - Jättersön —
Directions; buoys

167

After Paragraph 4.109 1 line 2 *Insert:*

Caution. The direction of buoyage is from SE of Jättersön, through the port area, continuing generally N and NNE into Norra Kalmarsund SE of Runnö-Rödsjär where these directions begin. The buoyage on entry from the NE will therefore appear reversed.

Paragraph 4.109 3 lines 1-9 *Replace by:*

- 3 SE of Lillgrund (3½ miles NNE), marked by a buoy (E cardinal), thence:

SE of Inre Runnögrund (3 miles NNE), noting a rock 2 cables S, marked by a light buoy (port hand).

Once clear of the rock, the recommended track is adjusted about 1 cable NW of the leading light alignment for about 1¼ miles, passing:

NW of Sandögrundet Västra Light Buoy (starboard hand) (2¼ miles NNE), thence:

NW of Örsjärgrund Västra Light Buoy (starboard hand) (1¾ miles NNE).

When clear of Örsjärgrund Västra Light Buoy, the recommended route then rejoins the alignment (212°) of the leading lights.

Swedish Notice 706/13155/18 [NP19-No 17-Wk 27/18]

NP19

Sweden - East coast - Oskarshamn — Limiting conditions; controlling depth

170

Paragraph 4.125 1 line(s) 4–5 *Replace by:*

...of 11.0 m, and the inner harbour which is swept to a general depth of about 6.8 m.

Swedish Notice 829/15365/20

[NP19-No 115-Wk 51/20]

Sweden - Blå Jungfrun to Kråkelund - Byxelkrok — Directions; leading lights

173

Paragraph 4.159 3 line(s) 1–11 *Replace by:*

3 **Directions.** Byxelkrok Leading Lights:

Front light (red triangle on white post) (57°19'65N 17°00'21E), exhibited from the breakwater head which is floodlit.

Rear light (red triangle on hut) (1¼ cables from front light).

From NW approach is made on the alignment (123°) of the above lights. This alignment leads 1 mile SE through the fairway and the entrance channel, to the harbour entrance, passing (with positions from the front light):

Swedish Notice 865/15881/21

[NP19-No 143-Wk 39/21]

Sweden - Öland - Byxelkrok — Development; directions; depths

173

Paragraph 4.159 including existing Section IV Notice Week 39/21 *Replace by:*

1 **Description.** Byxelkrok (57°19'67N 17°00'32E) is a small fishing harbour, with ferry traffic, on the W coast of Öland, about 4 miles SW of Ölands Norra Udde, the N point of the island.

2 The harbour, containing two main piers, is formed and protected by two long breakwaters. The N breakwater extends SW from the shore, with a short spur extending S near the head. The S breakwater extends WNW from the shore. The entrance faces W.

A shoal with a depth of 3.4 m lies about 50 m NE of the S breakwater head. The outer part of the harbour to the W end of the S pier is dredged to a depth of 4.5 m. The remainder of the harbour has depths between 1.2 to 3.7 m.

3 **Directions.** Byxelkrok Leading Lights:

Front light (red triangle on white post) (57°19'65N 17°00'21E), exhibited from the breakwater head which is floodlit.

Rear light (red triangle on hut) (1¼ cables from front light).

4 From NW approach is made on the alignment (123°) of the above lights. This alignment leads 1 mile SE through the fairway and the entrance channel, to the harbour entrance, passing:

SW of Torrbogrund (57°20'83N 16°59'36E), thence:

5 Through the entrance channel between the coastal shoals, marked by buoys (lateral). The track then leads to the harbour entrance close S of the N breakwater head and spur, thence NE to the berths.

6 **Useful marks:**

Ölands Norra Udde Light (57°22'02N 17°05'81E) (4.177).

Tokenäsudde Light (57°19'30N 16°59'83E) (4.155).

Radio masts (red lights), 1.4 miles E and 1.2 miles ESE respectively, of Tokenäsudde Light, above.

7 **Berths.** The ferry berth, with a length of about 60 m and a depth alongside of 4.5 m lies on the S side of the S pier. The central basin between the two piers has a total of about 185 m of berthing space with depths alongside of 1.2 to 2.4 m.

Supplies: fuel oil; fresh water; provisions.

Swedish Notice 866/15960/21; ENC SE6FI6HW (8.000)

[NP19-No 144-Wk 42/21]

Sweden - Öland - East coast — Restricted Area

174

After Paragraph 4.166 1 Insert:

2 Anchoring, fishing and underwater operations are prohibited in a restricted area (56°42'20N 17°09'70E), 12½ miles ESE of Kapelludden Light (4.168).

Swedish Notice 778/14434/19

[NP19-No 85-Wk 47/19]

Sweden - East coast - Oxelösund — Pilotage

181

Paragraph 5.6 2 line(s) 13–18 *Replace by:*

Norrköping, Oxelösund and Nyköping:

A – 58°36'50N 17°29'50E; vessels over 200 m LOA.

B – 58°37'00N 17°27'20E.

C – 58°37'58N 17°10'03E.

Swedish Notice 801/14646/20 [NP19-No 97-Wk 19/20]

Sweden - Landsort — Pilotage

181

Paragraph 5.6 3 line(s) 3 *Replace by:*

(ii) 58°46'59N 18°06'30E.

Swedish Notice 757/14053/19 [NP19-No 60-Wk 25/19]

Sweden - Approaches to Norrköping — Directions; leading lights

205

Paragraph 5.169 1 line 1 *Replace by:*

1 **Falken North Channel.** From the position S of Vinterklasen (58°38'43N...

Paragraph 5.170 *Replace by:*

- 1 **Falken South Channel.** An alternative channel, marked by leading lights, light buoys and buoys, suitable for a draught of 7.0 m and then 8.4 m, runs almost parallel to, and S of Falken North Channel, from S of Vinterklasen, rejoining the main channel close S of Gullängsberget.

Leading lights:

- Ytterskär Light Beacon (front) (58°38'16N 17°10'44E).
- 2 Hästkubben Light Beacon (rear) (5 cables from front light).
- The alignment (075.9°), astern, of these lights leads through the channel, passing:
- NNW of Klasgrunden (58°37'49N 17°07'12E), an extensive shoal awash in many places; the N extent is marked by a light buoy (port hand). Thence:
- 3 SSE of Klasgrunden NV (58°37'70N 17°06'03E) (5.169) marked on its SE side by a light buoy (starboard hand), thence:
- NNW of Sjömåtaregrund (58°37'25N 17°05'45E), marked by a light buoy (port hand), thence:
- SSE of Engelskagrundet (58°37'35N 17°02'41E), marked by a light buoy (starboard hand).

4 **Leading lights:**

- Rödgrunden Light Beacon (front) (58°36'38N 16°58'29E).
- Måsklabarna Light Beacon (rear) (1½ miles from front light).
- The alignment (250.8°) of these lights leads WSW, passing:
- 5 NNW of Kungshamnsgundet Light Beacon (grey tower with white and red top, 5 m in height) (58°36'95N 17°02'08E), standing on a rock on the S side of the channel.
- From a position about 7 cables ENE of Rödgrunden Light Beacon, the track leads W, passing:
- 6 S of a 5.9 m shoal (58°36'70N 16°58'59E), marked by Munken S Light Buoy (starboard hand). The white sector (272.4°–279.3°) of Gullängsberget Light (white tower, yellow band) (58°36'69N 16°55'91E) leads through this section of the fairway. Thence:
- N of Rödgrunden (58°36'34N 16°58'25E); a light buoy (port hand) is moored NW of the islet.
- Thence the track leads to a position close S of Gullängsberget.

Swedish Notice 735/13628/18

[NP19-No 48-Wk 03/19]

Sweden - South-east coast - Norrköping - Pampushamnen — Development

212

After Paragraph 5.208 7 line 7 *Insert:*

Development

5.208a

- 1 Work is in progress (2020) to extend the quay in the NW part of Pampushamnen (5.216).

Swedish Notice 855/15821/21

[NP19-No 131-Wk 26/21]

Sweden - Bråviken - Norrköping - Pumpushamnen — Directions; leading lights

213

Paragraph 5.213 2 lines 5–11 *Replace by:*

...indicated by the alignment (298.9°) of Trollskär Leading Lights:

Front light (red beacon) (58°37'76N 16°13'51E).
Rear light (similar structure) (130 m from front light).

Swedish Notice 776/14394/19 [NP19-No 83-Wk 45/19]

Sweden - Oxelösund - Ljungkär — Directions; light sector

215

Paragraph 5.236 2 line 6 *For* (017.5°–022.5°) *Read* (018.1°–023.6°)

Swedish Notice 737/13667/19

[NP19-No 49-Wk 05/19]

Sweden - East coast - Oxelösund — Berths; depths

216

Paragraph 5.241 *Replace by:*

- 1 The principal berth is No 10, which lies on the N side of the harbour, with a length of 250 m and a depth alongside of 13.0 m. However, the official depth limit for this jetty is 16.5 m and the port provides pontoon fenders to enable vessels with a maximum draught of 15.5 m to berth alongside safely. There is a further 138 m of berthing space with a declared depth of 16.5 m and a depth alongside of 12 m at Berth No 9½. Pontoon fenders are also used as necessary to enable the berthing of vessels with a draught of 15.5 m. Bulk cargoes are handled at the above berths.
- 2 Berth No 11 is the oil pier with a length of 105 m and depth alongside of 13.3 m. No 3 is a RoRo Berth with a depth alongside of 7.8 m. Berth Nos 4–7 are for multipurpose use with depths alongside from 8.3 m to 9.2 m. Berth No 8, depth 8.0 m, handles cement and chemicals.

Swedish Chart 6211

[NP19-No 64-Wk 26/19]

Sweden - Landsort - Svärdsfjärden — Directions; light sectors

230

Paragraph 6.35 2 line 4 *For* (054°–060°) *Read* (054°–059°)

Paragraph 6.35 2 line 5 *For* (232°–291°) *Read* (232.5°–291°)

Swedish Notice SE773/14325/19

[NP19-No 79-Wk 43/19]

Sweden - South-east coast - Södertälje Kanal — Regulation

232

Paragraph 6.50 1 line 2 *For* 400 *Read* 600

Swedish Notice 822/15221/20

[NP19-No 110-Wk 42/20]

NP19

Sweden - Södertälje Kanal — Traffic regulations

234

After Paragraph 6.57 3 line 2 *Insert*:

Overtaking. Vessels over 4 m in width may not meet or overtake other vessels in Linasundet (6.42) between latitudes 59°12'75N and 59°13'40N.

Swedish Notice 780/14383/19 [NP19-No 87-Wk 49/19]

Sweden - East coast - Södertälje — Prohibited anchorage

236

After Paragraph 6.78 1 *Insert*:

Traffic regulations

6.78a

Prohibited anchorage. Anchoring is prohibited within 50 m of the submarine pipeline in position 59°10'13N 17°40'09E.

Swedish Notice 750/13894/18

[NP19-No 57-Wk 18/19]

Sweden - Stockholm - Mälaren — Speed limit

238

Paragraph 6.93 1 including heading *Replace by*:

Spare

6.93

Swedish Notice 876/16076/21

[NP19-No 150-Wk 44/21]

Sweden - Mälaren - Stockholm - Hässelby — Prohibited anchorage

241

After Paragraph 6.113 1 line 11 *Insert*:

Traffic Regulations

6.113a

Prohibited anchorage. Anchoring is prohibited within 50 m of pipelines crossing the channel between 59°20'93N 17°49'71E and 59°21'41N 17°50'20E.

Swedish Notice SE773/14164/19

[NP19-No 80-Wk 43/19]

Sweden - Mälaren east side - Nockebybron — Directions; prohibited anchorage

241

Paragraph 6.113a 1 including existing Section IV Notice Week 43/19 *Replace by*:

Traffic regulations

6.113a

Prohibited anchorage. Anchoring is prohibited within 50 m of pipelines laid across the channel between 59°20'93N 17°49'71E and 59°21'41N 17°50'20E.

Owing to the existence of submarine cables and pipelines, anchoring is prohibited in an area NW and SE of Nockebybron (6.115).

See also 1.70.

ENC SE4DIE9Y (74.000) [NP19-No 122-Wk 12/21]

Sweden - Lake Mälaren east side - Hässelbyverket — Wrecks

242

After Paragraph 6.122 1 line 2 *Insert*:

Caution. Numerous wrecks are situated in the vicinity of this anchorage.

Swedish Notice 828/12831/20

[NP19-No 114-Wk 50/20]

Sweden - Mälaren - Hjulstafjärden - Hästskär — Light sectors

246

Paragraph 6.147 1 line(s) 8 *For* (273°6'-282°4°) *Read* (273°8'-283°6°)

Swedish Notice 762/14125/19 [NP19-No 70-Wk 31/19]

Sweden - Stockholms Skärgård - Söderarm — Draught

257

Paragraph 7.2 3 line 2 *For* 8.0 m *Read* 9.0 m

Swedish Maritime Administration

[NP19-No 19-Wk 30/18]

Sweden - Nynäshamn - Norviks Hamn — General information; port

258

Paragraph 7.12 1 line(s) 9 *Replace by*:

...approaches and the port of Norviks Hamn. It is arranged as follows:

After Paragraph 7.12 2 line 3 *Insert*:

Norviks Hamn (7.282a).

Swedish Notice 800/14581/20 [NP19-No 98-Wk 19/20]

Sweden - Landsort — Pilotage

262

Paragraph 7.27 1 line(s) 1-4 *Replace by*:

1 See 7.4. The pilot boarding position (58°42'16N 17°52'14E) is about 2 miles S of Landsort Light (58°44'38N 17°51'94E). The boarding position (58°46'59N 18°06'30E) for vessels bound for Nynäshamn is about 7¼ miles ENE of the light. Pilots should be...

Swedish Notice 757/14053/19 [NP19-No 61-Wk 25/19]

**Sweden - Stockholms Skärgård -
Landsort entrance — Traffic regulations**

262

After Paragraph 7.27 *1 Insert:*

Traffic regulations

7.27a

- 1* **Size limitations.** The Landsort fairway is authorised, in daylight and good visibility, for a draught of 10.0 m, beam of 32.31 m and LOA of 200 m. For further information, and for the maximum dimensions in darkness, restricted visibility and for tankers, contact the local authority.

Swedish Maritime Administration

[NP19-No 20-Wk 30/18]

**Sweden - Mysingen - Mysingeolm —
Directions; light sector**

263

Paragraph 7.38 *1 line 3 For 005°-038.5° Read 003.6°-038°*

ENC SE5EIEA0

[NP19-No 95-Wk 19/20]

**Sweden - North of Landsort - Grisskär —
Directions; light sector**

264

Paragraph 7.42 *3 line 4 For 359° Read 357.5°*

ENC SE5FID5Z

[NP19-No 96-Wk 19/20]

Sweden - Landsort — Pilotage

265

Paragraph 7.60 *1 line(s) 5-7 Replace by:*

...board either at 58°42'16N 17°52'14E, 2 miles S of Landsort Light (58°44'38N 17°51'94E), or at 58°46'59N 18°06'30E, for deep-draught vessels, about 7¼ miles ENE of the light.

Swedish Notice 757/14053/19 [NP19-No 62-Wk 25/19]

**Sweden - Nynäshamn - Furholmen —
Restricted area**

265

After Paragraph 7.61 *1 line 5 Insert:*

A restricted area also exists in the channel W of Furholmen (58°55'71N 17°58'52E) and Sundsholmen (7.71), N of Brunnsviksholmen. Entry is prohibited for non-authorised vessels.

Swedish Notice 702/12989/18

[NP19-No 12-Wk 22/18]

**Sweden - East coast - Nynäshamn —
Prohibited area**

265

Paragraph 7.61 *1 line(s) 6 Replace by:*

Prohibited area. Unauthorised entry is prohibited into an area (58°54'59N 17°57'75E) surrounding the ferry terminal (7.78) and seawalk (7.75).

Minefield. See 7.14.

Swedish Notice 854/15660/21

[NP19-No 128-Wk 25/21]

Sweden - Nynäshamn — Development

266

Paragraph 7.63 *1 line(s) 1-3 including heading Replace by:*

**Spare
7.63**

Swedish Notice 800/14581/20 [NP19-No 99-Wk 19/20]

**Sweden - Approach to Nynäshamn —
Directions; channel; pilotage**

266

Paragraph 7.66 *1 line(s) 1-4 Replace by:*

- 1* From a position in the vicinity of the pilot boarding area (58°46'59N 18°06'30E), about 7¼ miles ENE of Landsort Light (58°44'38N 17°51'94E), the recommended track leads NW for about 4½ miles to Västergrund Light Buoy...

Swedish Notice 757/14053/19 [NP19-No 63-Wk 25/19]

**Sweden - Nynäshamn - Norviks Hamn —
Directions; route**

267

Paragraph 7.71 *1-2 Replace by:*

- 1* **Track.** From a position about 5 cables E of Norra Stegholmen (58°54'61N 17°58'94E) the track leads generally NNW, passing:
WSW of Faran (58°55'09N 18°00'17E) (7.66), thence:
ENE of Finnhällorna (58°54'81N 17°58'97E) (7.66), and:
WSW of a 16 m shoal patch (58°55'08N 17°59'98E) lying 1 cable W of Faran (7.66) and marked by a light buoy (starboard hand) which lies 1 cable W of Faran, thence:
2 ENE of Brunnsviksholmen Light (58°55'09N 17°58'67E) (7.66), thence:
WSW of the S extremity (58°55'49N 17°59'70E) of a shoal spit marked by a buoy (starboard hand), thence:
ENE of a 1.3 m shoal (58°55'47N 17°58'95E) marked by buoys and light buoys (cardinal and lateral).

(Directions for Norviks Hamn are given at 7.82j)

The recommended track then continues W and SW passing N and NW of the above shoal to the berth.

Swedish Notice 800/14581/20

[NP19-No 100-Wk 19/20]

NP19

Sweden - East coast - Nynäshamn — Anchorage

268

After Paragraph 7.75 1 line 2 *Insert*:

Two mooring buoys used by cruise ships lie NE of the ferry terminal. A retractable pier (seawalk), 260 m in length, extends from the shore.

www.portofstockholm.com [NP19-No 129-Wk 25/21]

Sweden - Nynäshamn - Norviks Hamn — General information; limiting conditions; arrival information; directions; berths; port services

268

After Paragraph 7.82 1 line 1 *Insert*:

NORVIKS HAMN

General information

Position and function

7.82a

- 1 Norviks Hamn (58°56'28N 17°59'03E) is a new deep-sea port situated at the entrance of Norvikfjärden (58°56'62N 17°58'39E). The container and the Ro-Ro terminals handle import and export of goods from anywhere in Sweden.

Port Authority

8.82b

- 1 Stockholms Hamn AB, Magasin 2, PO Box 27 314, S-102 54, Stockholm.
Website. www.portsofstockholm.com
The container terminal is operated by Hutchison Ports.
Website. www.hutchisonportsstockholm.se

Limiting conditions

Controlling depth

7.82c

- 1 Depths along the recommended routes are in excess of 25 m. The container terminal has a least dredged depth of 16.5 m. The Ro-Ro terminal has a least dredged depth of 10 m. Local authorities should be contacted for the latest information.

Arrival information

Vessel traffic service

7.82d

- 1 A mandatory Vessel Traffic Reporting and Information System is in operation for the control of shipping.
For details see 7.5 and *ADMIRALTY List of Radio Signals Volume 6(2)*.

Outer anchorages

7.82e

- 1 See 7.29.

Pilotage

7.82f

- 1 Pilotage is compulsory and is obtained through East Coast Pilot Ordering Centre at Södertälje. See 7.4. Pilots board either at 58°42'16N 17°52'14E, 2 miles S of Landsort Light (58°44'38N 17°51'94E), or at 58°46'59N 18°06'30E, for deep-draught vessels, about 7¾ miles ENE of the light.
- 2 For further details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Traffic regulations

7.82g

- 1 **Restricted areas.** See 7.61.
Minefield. See 7.14.
Prohibited anchorage. See 7.61.

Harbour

General layout

7.82h

- 1 The port, situated on the W shore at the entrance of Norvikfjärden, is being developed over an area of about 44 hectares and, on completion, will have 1325 m of berthing space.

Development

7.82i

- 1 The port is undergoing (2020) further expansion. The area of works is marked by light buoys (special).

Directions for entering harbour

Track

7.82j

- 1 From a position on the recommended route (7.71) about 3½ cables NE of the LNG Terminal (7.77) at Brunnsviksholmen (58°55'19N 17°58'49E) the track continues generally NNW passing:
ENE of Sundsholmen (58°55'48N 17°58'59E) (7.71), thence:
WSW of an 8.8 m shoal patch (58°55'75N 17°59'41E) marked by a buoy (starboard hand), thence:
WSW of the extremity (58°55'82N 17°59'19E) of a coastal bank lying SW of Låsudden. A small islet, marked by a beacon (floodlit), stands on the bank. Thence:
ENE of Furholmen (58°55'71N 17°58'52E).
 - 3 The track then continues into Norvikfjärden as required to the allocated berth.
- Useful marks:**
Tower (58°55'14N 17°58'47E) (7.66).

Basins and berths

Container Terminal

7.82k

- 1 The container terminal (58°56'13N 17°58'79E) has two berths for a total berthing space of about 450 m; depth alongside is 16.5 m.

Ro-Ro Terminal

7.82l

- 1 The Ro-Ro Terminal (58°56'42N 17°58'61E) has three berths for a total of about 525 m of berthing space; maximum depth alongside 10.5 m.

Port services

Repairs

7.82m

- 1 Minor facilities only.

Other facilities

7.82n

- 1 Facilities for the reception of grey and black water; SSCC and SSCEC issued.

Supplies

7.82o

- 1 Fuel oil; fresh water at the quays; provisions.

Swedish Notice 800/14581/20

[NP19-No 101-Wk 19/20]

Sweden - Nämndöfjärden - Kofoten — Directions; light

271

Paragraph 7.105 3 *Replace by:*

- 3 Thence the fairway, marked by buoys (lateral), leads NE for 1 mile in the white sector (029°–044°) of Kofoten Light (lantern on white hut, red band) (59°13'·41N 18°37'·10E), passing close NW of Kofotsgrund Light (green tower, white top, grey base, 8 m in height) (59°13'·07N 18°36'·84E), and clear of the shoal water NW of the light marked by a buoy (starboard hand).

The track then continues NE for 4½ miles, first in the white sector (213°–220°), astern, of Kofotsgrund Light, then in the white sector (035°–042°), ahead, of Långholmen Light (lantern on white hut, green band on base, 6 m in height) (59°18'·29N 18°45'·54E), to a position off the NE extremity of Hölö (59°16'·34N 18°41'·18E), passing:

UKHO

[NP19-No 155-Wk 51/21]

Sweden - Stockholms Skärgård - Approaches to Sandhamn — Traffic regulations

274

Paragraph 7.123 1 line 3 *Replace by:*

...channel, authorised for a draught of 11·0 m (see 7.126), leads...

Swedish Maritime Administration

[NP19-No 21-Wk 30/18]

Sweden - Stockholms Skärgård - Approaches to Sandhamn — Traffic regulations

275

Paragraph 7.126 1 *Replace by:*

- 1 **Size limitations.** The Sandhamn fairway is authorised, in daylight and good visibility, for a draught of 11·0 m, beam of 32·31 m and LOA of 245 m. For further information, and for maximum dimensions in darkness, restricted visibility and for tankers, contact the local authority.

Vessels over 300 gt are prohibited from using Sandhamnssundet, the channel between Sandön and Telegrafholmen (59°17'·47N 18°54'·99E).

Vessels exceeding 800 gt are not allowed to meet in the following channel sections:

Skötkobben — Tviskäret on the W side of Sandön, between latitudes 59°17'·00N and 59°17'·60N.

Swedish Maritime Administration

[NP19-No 22-Wk 30/18]

Sweden - Stockholms Skärgård - Oxdjupet — Directions; wreck

281

After Paragraph 7.155 6 line 11 Insert:

A wreck (59°23'·90N 18°26'·58E), lies on the 10 m depth contour on the N side of the channel.

Swedish Notice 709/13221/18

[NP19-No 26-Wk 30/18]

Sweden - Stockholm - Lidingöbron — Vertical clearance

285

Paragraph 7.186 2 line(s) 1 *For two Read three*

After Paragraph 7.186 2 line 4 Insert:

Lilla Lidingöbron (59°21'·61N 18°06'·41E), a bridge under construction (2019), is situated close NW of Gamla Lidingöbron. A restricted area, marked by buoys (special), surrounds the area under construction.

Swedish Notice 783/14541/19 [NP19-No 89-Wk 02/20]

Sweden - Stockholm - Lidingöbron — Speed limit

285–286

Paragraph 7.186 2 including existing Section IV Notice Week 02/19 *Replace by:*

- 2 **Lidingöbron** (59°21'·64N 18°06'·63E). There are three main bridges in the harbour, lying close together, which span the NW end of Lilla Värtan, the channel between Stockholm and the island of Lidingö (7.173):

Lilla Lidingöbron (59°21'·61N 18°06'·41E), a bridge under construction (2019), is situated close NW of Gamla Lidingöbron. A restricted area, marked by buoys (special), surrounds the area under construction. Speed should not exceed 5 kn.

Gamla Lidingöbron (59°21'·64N 18°06'·60E), the original bridge, has a fixed main arch span of 135 m with a vertical clearance of 5·2 m. A bascule bridge at its SW end has a vertical clearance, when closed, of 4·3 m and a navigable width of 18·7 m.

Swedish Notice 808/14963/20

[NP19-No 103-Wk 25/20]

Sweden - Stockholm - Liljeholmsbron — Navigable width

286

Paragraph 7.186 6 line 5 *For 24 Read 24·5*

ENC SE6EIFE0 (115.000) [NP19-No 125-Wk 20/21]

NP19

Sweden - Stockholm - Karl Johansslussen — Restricted area

287

After Paragraph 7.187 4 line 10 *Insert*:

Restricted area. Due to construction works in progress (2017), entry is prohibited to an area centred on the lock.

Swedish Notice 676/12627/17 [NP19-No 29-Wk 31/18]

Sweden - Stockholm — Regulations

287

Paragraph 7.194 1 including heading *Replace by*:

Traffic regulations

7.194

Speed restrictions are in force in various sections of Stockholm harbour. Details are shown on boards in the applicable areas.

Restricted areas exist in the areas around Loudden (7.206), Frihamnen (7.207) and Värtahamnen (7.208). Entry is prohibited for recreational craft and permission from Port of Stockholm should be obtained prior to entry.

Prohibited area is located on the berths at Södrahamnen (7.208). See 7.195a.

BA Chart 811

[NP19-No 4-Wk 12/18]

Sweden - Stockholm - Södrahamnen — Development

288

After Paragraph 7.195 6 line 6 *Insert*:

Development

7.195a

Works are in progress (2017) on the quay at Södrahamnen (7.208). Entry is prohibited from the knuckle about ¼ cable N of Berth 524, to Berth 611.

BA Chart 811

[NP19-No 5-Wk 12/18]

Sweden - Stockholm - Ulvsundsjön — Directions; vertical clearance

289

Paragraph 7.205 3 line 2 *For* 25.2 m *Read* 25.8 m

Paragraph 7.205 3 line 3 *For* 45 m *Read* 38.3 m

Swedish Chart 6141

[NP19-No 1-Wk 06/18]

Sweden - Stockholm - Frihamnen — Depth

289

Paragraph 7.207 1 line(s) 6–7 *Replace by*:

...space with depths from about 8 to 10 m. Two fixed RoRo berths lie at the head of the basin.

Swedish Notice 762/11518/19 [NP19-No 71-Wk 31/19]

Sweden - Port of Stockholm — Basins and berths; alongside depth

290

Paragraph 7.208 1 line 8 *For* 8.0 m *Read* 7.0 m

Swedish Notice 698/12974/2018

[NP19-No 11-Wk 19/18]

Sweden - Stockholms Skärgård - Söderarm entrance — Traffic regulations

296

Paragraph 7.250 2 line 3 *Replace by*:

...of 9.0 m (see 7.252a). It is entered E of Tjärven Lighthouse...

Swedish Maritime Administration

[NP19-No 23-Wk 30/18]

Sweden - Stockholms Skärgård - Tjärven fairway — Traffic regulations

296

After Paragraph 7.252 2 *Insert*:

Traffic Regulations

7.252a

Size limitations. The Tjärven fairway (Furusund route) is authorised, in daylight and good visibility, for a draught of 9.0 m and up to 160 000 gt. For further information, and for the maximum dimensions in darkness, restricted visibility and for tankers, contact the local authority.

Swedish Maritime Administration

[NP19-No 24-Wk 30/18]

Sweden - East coast - Kapellskär — Berths

299

Paragraph 7.270 1 lines 5–7 *Replace by*:

Berth 5, depth alongside 8.5 m, with a 14 m wide RoRo ramp.

Berth 4, depth alongside 8.3 m.

Paragraph 7.270 2 lines 1–6 *Replace by*:

The central section of the harbour consists of two piers close together. The N pier has one berth (Berth 3) on its N side, where works are in progress with completion expected by May 2019. The S pier extends ENE from the shore and consists of two berths; Berth 1 with an alongside depth of 8.7 m and Berth 2 with an alongside depth of 8.3 m.

Swedish Notice 716/13337(P)/18

[NP19-No 38-Wk 37/18]

Sweden - East coast - Kapellskär — Depths

299

Paragraph 7.270 1-2 including Existing Section IV Notice Week 37/18 *Replace by:*

- 1 **Harbour and berths.** The harbour consists of four main piers which extend from the shore. The N pier extends 200 m ESE from the shore and has two berths:

Berth 5, depth alongside 8.8 m, with a 14 m wide RoRo ramp.

Berth 4, depth alongside 8.8 m.

- 2 The central section of the harbour consists of two piers close together. The N pier has one berth (Berth 3) on its N side, depth alongside of 6.7 m. The S pier extends ENE from the shore and consists of two berths; Berth 1 with an alongside depth of 8.8 m and Berth 2 with an alongside depth of 8.7 m.

Swedish Notice 758/13370/19 [NP19-No 66-Wk 27/19]

Sweden - Stockholms Skärgård -
Simpnäs fairway — Traffic regulations

304

After Paragraph 7.297 1 *Insert:*

Traffic Regulations

7.297a

- 1 **Size limitations.** The Simpnäs fairway is authorised, in daylight and good visibility, for a draught of 7.0 m, beam of 19 m and LOA of 145 m. For further information, and for the maximum dimensions in darkness, restricted visibility, and for tankers, contact the local authority.

Swedish Maritime Administration

[NP19-No 25-Wk 30/18]

Sweden - East coast - Norrtäljeviken —
Directions; lights

306-307

Paragraph 7.315 1-7 *Replace by:*

- 1 **Track.** From a position in Tjocköfjärden about 3 cables SSW of Tjockö Light (59°45'·33N 19°06'·18E), the recommended track leads NNW, then generally WNW, through a fairway marked by buoys (lateral).

Kobussören leading beacons:

Front beacon (pile) (59°46'·65N 18°57'·79E), standing on Kobussen.

Rear beacon (similar structure) (2½ cables from front beacon), standing on Eknöskäret.

- 2 The alignment (090.5°), astern, of these beacons leads about 2½ miles W through the fairway S of Vätö, to the entrance to Vätösundet, the narrow passage leading NNE from Norrtäljeviken, which separates Vätö from the mainland.

Thence the track leads generally WSW to a position 5 cables WSW of Harkö Beacon (tower) (59°45'·64N 18°45'·60E), standing on Tjuvholmen on

the S side of the fairway about 1¼ miles E of Norrtälje harbour.

- 3 **Useful marks:**

Gräddö Beacon (tower) (59°46'·07N 19°01'·93E), standing on the NE side of a small bay on the mainland, close SSW of the island of Gräddö-Asken.

Järnberget Beacon (tower) (59°46'·33N 19°00'·51E), standing on a headland on the S side of the fairway.

- 4 Eknödde Beacon (tower) (59°46'·51N 18°58'·89E), standing on the S point of Eknö, an islet on the N side of the fairway.

Tistelö Beacon (tower) (59°46'·62N 18°50'·98E), standing on the S point of Tistelören about 7 cables W of the entrance to Vätösundet.

(Directions continue for Norrtälje harbour at 7.322)

Swedish Notice 825/15247/20

[NP19-No 111-Wk 46/20]

Sweden - East coast - Norrtälje — Bridge

307

After Paragraph 7.321 1 line 4 *Insert:*

Development. Works are in progress (2020) to construct a bridge (59°45'·45N 18°42'·80E) across the harbour basin.

Swedish Notice 797/14740(P)/20

[NP19-No 93-Wk 16/20]

Poland - Arkona to Rozewi -
South of Ławica Słupska — Directions; rock

312

After Paragraph 8.15 3 line 5 *Insert:*

Clear of a rock (54°48'·10N 16°42'·36E), with a depth of 11.0 m, thence:

Polish ENC PL3F3030; GB Chart 2014

[NP19-No 78-Wk 38/19]

Baltic - South coast - Kap Arkona to
Gulf of Gdańsk — Directions;
offshore route; TSS

The following notice is to be implemented at
0000 UTC on 1st June 2021

312

Paragraph 8.15 including existing Section IV Notice Week 38/19 *Replace by:*

- 1 From the vicinity of Arkona Light Buoy (safe water) (54°45'·60N 13°33'·74E) the track leads ESE, passing: SSW of a foul area (54°42'·40N 14°09'·40E). Two further foul areas are situated 2¾ miles and 3½ miles E of this area. Thence:

NNE of a wreck (54°36'·45N 14°13'·15E), swept to a depth of 9.9 m and marked on its N side by a light buoy (isolated danger).

- 2 Thence the track continues to lead ESE through TSS Adlergrund to a position S of Adlergrund (Ławica Orla) (54°47'·00N 14°24'·00E), an extensive rocky shoal lying on the SW end of Rønne Bank, an extensive shoal area reaching 30 miles SW from Bornholm. Thence the track leads E, initially within the TSS, passing:

NP19

- 3 S of the S point of Bornholm, from where Dueodde Light (54°59'·51N 15°04'·46E) (2.91) is exhibited, thence:

S of Ławica Słupska (54°55'·00N 16°39'·00E) (8.288), via the TSS Słupska Bank West.

Thence the track leads ENE through TSS Słupska Bank Central to a position in the vicinity of 54°53'·00N 17°22'·00E, about 10¼ miles NNE of Czołpino Light (54°43'·10N 17°14'·47E) (8.286).

- 4 Thence the track leads generally E, within the appropriate traffic lane of TSS Słupska Bank East, passing clear of a series of shoal patches (54°56'·03N 17°42'·49E), with least depths of 14.2 m.

Thence the track continues to lead E to a position N of Rozewie (54°49'·82N 18°20'·18E) (8.288).

*(Directions continue for
Gdynia and Gdańsk at 9.16,
and for Kaliningrad at 9.147)*

IMO COLREG.2/Circ.75 11 November 2020 Traffic Separation Schemes and Associated Routeing Measures
[NP19-No 123-Wk 20/21]

Germany - Baltic Sea - Adlergrund — Prohibited area

312

After Paragraph 8.18 1 line 2 *Insert*:

Prohibited area 8.18a

- 1 Anchoring and fishing are prohibited within an area centred on 54°47'·60N 13°48'·80E, due to unexploded ordnance.

German Notice 47/40/18 [NP19-No 47-Wk 02/19]

Germany - Kap Arcona - West of Adlergrund — Prohibited area

312

Paragraph 8.18a 1 existing Section IV Notice Week 02/19 including heading *Delete*

German Notice 43/40/19 [NP19-No 86-Wk 47/19]

Germany - Baltic Sea - Sassnitz — Prohibited areas

313

After Paragraph 8.26 2 line 10 *Insert*:

Anchoring and fishing are prohibited in the vicinity of foul areas located at 54°30'·30N 13°41'·80E and 54°31'·10N 13°40'·20E.

German Notice 25/162/19 [NP19-No 69-Wk 29/19]

Germany - Baltic Sea - Prorer Wiek - Sassnitz — Prohibited areas

313

Paragraph 8.26 2 including existing Section IV Notice Week 29/19 *Replace by*:

- 2 Vessels using the roadstead should remain in depths of more than 10 m.

Caution. A foul area (54°28'·20N 13°38'·46E) lies to the SW of the anchorage. An obstruction (54°28'·73N 13°38'·60E) lies close to the SW corner of the anchorage and a wreck (54°29'·04N 13°40'·29E) lies close S of the anchorage.

Prohibited areas. Anchoring and fishing are prohibited in the entrance to the harbour and in the W part of Sassnitz Hafen.

German Notice 46/1516/19 [NP19-No 88-Wk 51/19]

Germany - East Greifswalder Bodden - Osttief Channel — Anchorage

317

After Paragraph 8.57 1 line 8 *Insert*:

- 2 Anchoring and fishing are prohibited in an explosives dumping ground (54°11'·87N 13°47'·56E), radius 300 m, NE of this anchorage.

German Notice 12/151/21 [NP19-No 126-Wk 22/21]

Germany - Eastern approaches to Greifswalder Bodden - Ruden Reede — Anchorage

317

Paragraph 8.57 1 including existing Section IV Notice Week 22/21 *Replace by*:

- 1 **Südperd** (54°16'·49N 13°43'·32E). Anchorage may be obtained in a depth of 8 m with good holding ground, about 1¼ miles NE of Südperd (8.48), with the tower of Granitz Jagdschloss (54°22'·86N 13°37'·60E) (8.22) bearing about 321°.

Ruden Reede. Anchorage may be obtained off the SE side of Ruden in Ruden Reede (54°11'·68N 13°47'·00E), in depths of 7 to 8 m.

German Notice 23/151/21 [NP19-No 134-Wk 34/21]

Germany - Rügen - Greifswalder Bodden north side - Lauterbach — Directions; lights

319

Paragraph 8.72 1-2 *Replace by*:

- 1 From a position 7 cables SE of the harbour entrance, the track leads NW in the white sector (313°-314°) of Lauterbach Light (white tower, 10 m in height) (54°20'·55N 13°30'·00E).

German Notices 25/1578/21; 26-27/1578/21
[NP19-No 141-Wk 37/21]

**Germany - Strelasund -
Stralsund east — Draughts**

321

Paragraph 8.92 1 line 4 *Replace by:*

...permitted draught of 6.3 m by day and 5.8 m by night.

German Notice 39/20031-S.152/19

[NP19-No 81-Wk 44/19]

**Germany - Approaches to Wolgast —
Speed limit**

323

Paragraph 8.114 2 lines 1-4 *Replace by:*

- 2 **Speed limit.** From Light Buoy PN1 (lateral) (54°11'05N 13°45'80E) to Wolgast Road Bridge (8.118) the maximum speed is 10 kn.

German Notice 37/20031 - S. 154/18

[NP19-No 41-Wk 42/18]

Germany - Wolgast Hafen — Speed limit

325

Paragraph 8.126 3 line 2 *For* 4.3 kn *Read* 6.5 kn

German Notice 37/20031 - S. 154/18

[NP19-No 42-Wk 42/18]

**Germany - Baltic South Shore -
Zatoka Pomorska — Prohibited area**

328

After Paragraph 8.162 1 *Insert:*

Prohibited area

8.162a

- 1 Anchoring and fishing are prohibited within an area centred on 54°03'93N 14°06'22E, due to unexploded ordnance.

German Notice 47/151/18

[NP19-No 45-Wk 51/18]

**Poland - Świnoujście —
Traffic regulations; prohibited areas**

330

After Paragraph 8.176 1 line 3 *Insert:*

Naval waters, into which entry is prohibited, have been established centred on:

53°54'00N 14°15'00E;
53°53'36N 14°15'42E;
53°52'82N 14°16'95E;
53°51'37N 14°16'80E.

Polish Notice 32-33/356/21

[NP19-No 146-Wk 44/21]

**Poland - Świnoujście and approaches —
Directions; directional light**

332

Paragraph 8.187 5 lines 3-7 *Replace by:*

...remain in the fairway. Thence the fairway turns SSW and then S into a turning circle (53°53'61N 14° 15'39E). The fairway divides here, Stara Świna (8.189) to the E and Kanał Mieliński leading to Szczecin to the W.

Paragraph 8.188 2 lines 1-4 *Delete*

Polish Notice 45-46/591/20

[NP19-No 117-Wk 03/21]

Poland - Szczecin - Parnica — Berths; depths

340

Paragraph 8.250 5 lines 1-6 *Replace by:*

- 5 Parnica (1¼ miles S), which includes Kanał Wrocławski, Duńczyca and Basin Cichy, contains 12 berths. The deepest is Naftowe (53°24'65N 14°36'24E) with a depth of about 7.9 m, and the longest being Nabrzeże Parnickie with a length of 320 m and depths of 6.0 to 6.7 m.

Polish Notice 47/620/17

[NP19-No 31-Wk 36/18]

**Poland - Zatoka Pomorska to Gulf of Gdańsk -
Ławica Słupska — VTS**

340

After Paragraph 8.255 1 line 6 *Insert:*

Vessel traffic services

8.255a

- 1 Ławica Słupska VTS covers the territorial sea and EEZ of Poland between the lines of longitude 15°23'40E and 17°40'50E.

For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Polish Notice 23-24/20 Update to radio stations (530)

[NP19-No 107-Wk 28/20]

**Poland - West and north-north-west of
Mrzeżyno — Directions; wrecks**

341

After Paragraph 8.263 1 line 6 *Insert:*

Clear of a dangerous wreck (54°10'45N 15°01'95E), thence:

After Paragraph 8.263 2 line 3 *Insert:*

NNW of a dangerous wreck (54°12'06N 15°14'34E), thence:

ENC PL3C0000/2018

[NP19-No 3-Wk 10/18]

**Poland - Dziwna to Port Darłowo —
Directions; wrecks**

341

Paragraph 8.263 1-2 Including existing Section IV Notice Week 10/18 *Replace by:*

- 1 From a position in the approaches to Świnoujście, 7½ miles N of Kikut Lighthouse (53°58'89N 14°34'82E) (8.182), the track leads ENE, passing:

NP19

NNW of DZI Light Buoy (safe water) (54°03'32N 14°41'17E), thence:

Clear of a dangerous wreck (54°10'45N 15°01'95E), thence:

- 2 Clear of several dangerous wrecks in the vicinity of 54°12'00N 15°05'50E, noting an isolated depth of 8.8 m lying 3½ miles N of the wrecks, thence:

NNW of a dangerous wreck (54°12'06N 15°14'34E), thence:

NNW of the coastal bank (54°12'37N 15°17'27E), which extends up to 5 miles from shore between Mrzeżyno (54°08'63N 15°17'21E) and Dźwirzyno, 4 miles E, with depths of less than 10 m, thence:

Polish Notice 22-23/285/19 [NP19-No 68-Wk 28/19]

Poland - Kołobrzeg and approaches — Pilotage

342

Paragraph 8.271 3 line(s) 1-3 *Replace by:*

- 3 **Pilotage** is compulsory for passenger vessels involved in international shipping and for all other vessels over 50 m in length. Pilots are available 24 hours and board in position 54°12'00N 15°32'00E. For more details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Polish Hydrographic Office 09/10/20

[NP19-No 113-Wk 50/20]

Poland - Kołobrzeg and approaches — Prohibited area

343

Paragraph 8.271 3 lines 4-6 *Replace by:*

Restricted area. Anchoring and fishing are prohibited within an area (54°20'68N 15°34'11E) lying 9 miles N of Kołobrzeg.

Prohibited area. Entry is prohibited within the naval harbour (54°11'13N 15°33'13E).

Polish Notice 32-33/354/21

[NP19-No 147-Wk 44/21]

Poland - Rowy to Łeba — Nature reserve

345

After Paragraph 8.285 2 line 11 Insert:

Traffic regulations

8.285a

- 1 **Restricted area.** Entry is prohibited within a nature reserve that extends 1¼ miles from the coast between Rowy (8.302) and Łeba (8.298).

ENC PL3G0030

[NP19-No 15-Wk 24/18]

Poland - Gulf of Gdańsk - Rozewie — Prohibited area

345

Paragraph 8.285a existing Section IV Notice Week 20/21 *Replace by:*

Traffic regulations

8.285a

- 1 **Traffic separation scheme.** See 8.10.

Restricted areas. Entry is prohibited within a nature reserve that extends 1¼ miles from the coast between Rowy (8.302) and Łeba (8.298).

Prohibited area. Entry is prohibited into an area (54°50'68N 18°19'45E) of 200 m radius, close NNW of Rozewie Lighthouse (8.286).

Polish Notice 23/264/21

[NP19-No 137-Wk 35/21]

Poland - Rowy to Łeba — Directions; traffic regulations

The following notice is to be implemented at 0000 UTC on 1st June 2021

345

After Paragraph 8.285 2 line 11 including existing Section IV Notice Week 24/18 Insert:

Traffic regulations

8.285a

- 1 **Traffic separation scheme.** See 8.10.

Restricted areas. Entry is prohibited within a nature reserve that extends 1¼ miles from the coast between Rowy (8.302) and Łeba (8.298).

Paragraph 8.288 3 line(s) 1-6 *Replace by:*

- 3 NNW of shallows which extend up to 8½ miles offshore between Rowy and Łeba, thence:
NNW of Łeba Light Buoy (safe water) (54°47'10N 17°33'85E).

Thence the track leads generally E through the required traffic lane of TSS Słupska Bank East or the inshore traffic zone, as appropriate, passing:

N of Stilo Lighthouse (54°47'21N 17°44'04E) (8.286), and clear of shoal areas lying up to 10 miles offshore.

IMO COLREG.2/Circ.75 11 November 2020 Traffic Separation Schemes and Associated Routeing Measures [NP19-No 124-Wk 20/21]

Poland - Port Ustka — Vertical clearance

346

Paragraph 8.291 1 *Replace by:*

- 1 **Controlling depths.** Least depths in the entrance fairway through the outer harbour are 4 to 5 m and in the river depths are 4 to 6 m, but both outside and within the harbour silting is liable to take place, especially during continued stormy weather. The latest information on depths should be obtained from the Harbour Master.

Vertical clearance. A pedestrian swing bridge (54°35'28N 16°51'20E), which is situated between the outer and inner harbour, has a vertical clearance of 2.0 m when closed. Contact the port for hours of operation.

Polish Chart PL54/21

[NP19-No 145-Wk 42/21]

Poland - Port Ustka — Pilotage**346**Paragraph 8.292 1-3 *Replace by:*

- 1 **Port operations.** The port is radar equipped and can assist vessels in the event of poor visibility.

Anchorage. There is a designated anchorage area (54°37'14N 16°52'95E) in the roadstead off Ustka, 2 miles NNE of Ustka Lighthouse (54°35'28N 16°51'27E), with depths from 13 to 18 m.

The Harbour Master's Office must be informed on anchoring and the vessel must be ready to sail from the anchorage during strong onshore winds.

- 2 **Pilotage** is compulsory for passenger vessels involved in international shipping, vessels over 40 m LOA and for oversized vessels.

Pilotage for vessels less than 60 m LOA may proceed in conditions which do not exceed force 5 and sea state 3.

- 3 Pilotage may proceed for vessels greater than 60 m LOA in conditions which do not exceed force 4 and sea state 2.

In conditions greater than those stated, the Harbour Master shall decide on vessel manoeuvres.

See *ADMIRALTY List of Radio Signals Volume 6(2)* for details.

- 4 **Local knowledge** is required and no attempt should be made to enter without a pilot.

Prohibited area. A prohibited area lies along the coastline E of the breakwater, in the vicinity of 54°35'42N 16°52'20E.

Polish Hydrographic Office [NP19-No 112-Wk 48/20]

**Poland - Gdynia —
Outer anchorages; obstructions****355**Paragraph 9.49 1 lines 4-5 *Replace by:*

...holding sand. There are three anchorage areas, as follows:

Paragraph 9.49 2 lines 1-5 *Replace by:*

- 2 No 1 (54°31'50N 18°35'65E), for small vessels.
No 2 (54°31'32N 18°38'50E), for medium-sized vessels. An obstruction (54°31'02N 18°38'62E) lies in the S part of this area.
No 3 (54°31'20N 18°41'90E), for tankers.

ENC PL4P3030 (19.032) [NP19-No 135-Wk 34/21]

Poland - Gdynia — Pilotage**355**Paragraph 9.50 *Replace by:*

- 1 Requests for pilots should be made as early as possible but not later than 6 hours prior to arrival at the pilot boarding position, with confirmation 2 hours before arrival. Pilotage is compulsory for the following:
Vessels over 90 m LOA or, regardless of length, requiring the assistance of tugs.

Vessels over 300 m LOA other than passenger vessels must use two pilots.

Vessels over 60 m LOA entering or leaving the docks.

Vessels entering or leaving docks over 200 m LOA must use two pilots.

Barge trains or similar, with the assistance of at least two tugs.

- 2 Pilot boards as follows:

Vessels with a draught greater than 9 m or with hazardous cargoes close to GD Light Buoy (9.18), about 3½ miles E of the harbour entrance.

Vessels with a draught less than 9 m, before G1-G2 Light Buoys about 1 mile E of the harbour entrance.

For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Polish Notice 31/9024/18 [NP19-No 34-Wk 36/18]

Poland - Gdynia — Tugs**355**Paragraph 9.51 *Replace by:*

- 1 Use of tugs is compulsory as follows:

One tug:

Vessels 90 to 130 m in length.

Vessels carrying dangerous cargoes 70 to 110 m in length.

Two tugs:

Vessels 130 to 170 m in length.

Vessels carrying dangerous cargoes 110 to 150 m in length.

- 2 Three tugs:

Vessels over 170 m in length.

Vessels carrying dangerous cargoes over 150 m in length.

SeaWeb PO2422

[NP19-No 35-Wk 36/18]

Poland - Gdynia — Restricted area**355**

After Paragraph 9.51 2 line 4 *Insert:*

**Restricted area
9.51a**

- 1 A restricted area surrounding a minefield is centred at 54°31'20N 18°33'83E.

ENC PL5GDYNA

[NP19-No 39-Wk 40/18]

**Poland - Gulf of Gdańsk - Gdynia —
Restricted area****355**

Paragraph 9.51a existing Section IV Notice week 40/18
Delete

ENC PL5GDYNA (17.028) [NP19-No 142-Wk 38/21]

NP19

Poland - Gdynia — Prohibited area; berth

355

After Paragraph 9.51 1 line 4 *Insert*:

Traffic regulations

9.51a

- 1 **Prohibited areas** have been established around the berths in the naval harbour (9.53).

Paragraph 9.53 4 line(s) 4–5 *Replace by*:

...side of the inner harbour, Basens X and XI on the N side of Awanport and Oksywskie Quay (54°32'57N 18°31'26E).

Polish Notice 32–33/350/21

[NP19–No 148–Wk 44/21]

Poland - Gulf of Gdańsk - Gdynia — Directions

356

Paragraph 9.58 1–3 *Replace by*:

- 1 From the vicinity of GD Light Buoy (safe water) (54°32'05N 18°39'84E) the track follows the line of bearing (271.5°) of a light (concrete tower) (54°32'17N 18°31'90E) through a channel, marked by light buoys (lateral and cardinal), to the main entrance. Lights are displayed, one each side of the main entrance as follows:
- 2 N side (concrete tower with gallery and dome, 13 m in height) at the S end of the N detached breakwater.
- S side (similar structure) at the N end of the S detached breakwater.

Polish Notice 22/325/20

[NP19–No 104–Wk 27/20]

Poland - Gdynia — Obstructions

357

Paragraph 9.61 2 line 6 *Replace by*:

...draught 7.9 m. Two obstructions, 8.3 and 8.7 m, lie in Basen No VI and VII respectively.

Polish Notice 49/663/17

[NP19–No 32–Wk 36/18]

Poland - Gdynia — Berths; obstructions

357

Paragraph 9.61 2 line 6 including existing Section IV Notice Week 36/18. *Replace by*:

...draught 7.9 m. Two obstructions, with depths 8.3 and 8.7 m, lie in Basen No VI and VII, respectively. A further two obstructions, with depths 8.2 and 9.2 m, lie at the E end of the quay between the basins.

ENC PL5GDYNA

[NP19–No 40–Wk 40/18]

Poland - Gdynia — Obstructions

357

Paragraph 9.61 2 lines 4–6 including existing Section IV Notices Weeks 36/18 and 40/18 *Replace by*:

Basen No VI and VII. Nabrzeże Węgierskie on the SE side of Basen No VI is 708 m long, maximum draught 9.4 m. Numerous obstructions and foul grounds lie within both basins and at the head of the quay between them.

Polish Notice 44/490–491/21 [NP19–No 154–Wk 49/21]

Poland - Gdańsk - Martwa Wisła — Vertical clearance

358

Paragraph 9.70 3 lines 4 *For* 57 m *Read* 52 m

Polish Notice 41–42/456/19 [NP19–No 84–Wk 45/19]

Poland - Gdańsk — Anchorage; wreck

358

Paragraph 9.75 2 line 7 *Replace by*:

...lies in its N part and a 10.8 m wreck lies on it's S border surrounded by a prohibited zone.

Polish Notice 24/328(T)/18

[NP19–No 18–Wk 29/18]

Poland - Gdańsk — Anchorage; foul ground

358

Paragraph 9.75 3 lines 1–5 *Replace by*:

- 3 Anchorage No 4, for bulk carriers, lies on the N side of the approach to Port Północny. It has a minimum depth of 16.5 m. Areas of foul ground lie in the S part of the anchorage.

Polish Notice 12/179/20

[NP19–No 94–Wk 18/20]

Poland - Gdańsk — Pilotage

359

Paragraph 9.76 1 lines 1–9 *Replace by*:

- 1 **Pilotage**, which should be ordered 2 hours in advance and is available 24 hours, is compulsory for the following:

Vessels of 80 m LOA and over in Nowy Port, except in the waters of Smiała Wisła and Martwa Wisła where it is mandatory for all vessels of 50 m LOA and over.

Vessels of 40 m LOA and over in the waters of Motława.

Tankers with 200 m LOA and over or draught greater than 13 m transporting dangerous cargoes are required to use the services of two pilots.

For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Polish Notice 31/9020/18

[NP19–No 36–Wk 36/18]

**Poland – Gulf of Gdańsk – Gdańsk —
Traffic regulations; prohibited area**

359

After Paragraph 9.76 2 line 8 *Insert*:

**Traffic regulations
9.76a**

- 1 **Prohibited area.** Entry is prohibited into Basen Westerplatte (54°24'·54N 18°39'·90E).

Polish Notice 24/276/21 [NP19-No 138-Wk 36/21]

Poland – Północny — Pilotage

361

Paragraph 9.98 *Replace by*:

- 1 **Pilotage** is compulsory for vessels over 100 m LOA except in the waters of Basen Wewnętrzny where it is mandatory for all vessels over 50 m LOA.

Tankers with 200 m LOA and over or draught greater than 13 m transporting dangerous cargoes are required to use the services of two pilots.

Pilot service is available 24 hours. Vessels awaiting pilots should use anchorages No 4 or No 5. Pilots board 4 cables W of PP Light Buoy (safe water) (54°25'·82N 18°53'·88E) or at the anchorage.

For details see *ADMIRALTY List of Radio Signals Volume 6(2)*.

- 2 **Tugs.** Vessels are required to use tugs. The number required is laid down in the Port Regulations.

Polish Notice 31/9020/18 [NP19-No 37-Wk 36/18]

**Poland – Baltic Sea – Gdańsk –
Port Północny — Prohibited area**

361

After Paragraph 9.98 *Insert*:

**Traffic regulations
9.98a**

- 1 **Prohibited area.** Navigation, anchoring, fishing, diving and water sports are prohibited within the port area. Any navigation or underwater works should be authorised by the Harbour Master Port of Gdańsk.

Polish Notice 47-48/600/20 [NP19-No 118-Wk 03/21]

**Poland – Port Północny –
Basen Paliw Płynnych — Draughts**

361-362

Paragraph 9.107 1 lines 6-10 *Replace by*:

...the S side. Both berths can accommodate vessels up to 300 m in length with a maximum draught of 15.0 m. On the N side of the spur PIRS T is 550 m in length and can accommodate vessels up to 350 m LOA with a maximum draught of 15.0 m.

ENC PL5GDANS 2017; Gdansk Port Authority
[NP19-No 7-Wk 13/18]

**Poland – Gulf of Gdańsk – Rzeka Wisła Śmiała
— Vertical clearance**

362

Paragraph 9.116 4 line(s) 6-7 *Replace by*:

Vertical clearance. A power cable, with a safe vertical clearance of 26 m, crosses the Wisła Śmiała between...

Polish Notice 19/207/21 [NP19-No 133-Wk 30/21]

**Poland – Gdańsk – Rzeka Wisła Śmiała —
Bridge clearances**

362

Paragraph 9.116 5 lines 1-2 *Replace by*:

- 5 A draw bridge, with a vertical clearance of 4.5 m, crosses the Martwa Śmiała at Sobieszewo (9.116).

Horizontal clearance. The bridge at Sobieszewo has a horizontal clearance of 50 m when open.

Polish Notice 3/34 [NP19-No 50-Wk 07/19]

**Poland – Gulf of Gdańsk – Kaliningradskiy Zaliv
— Traffic regulations; prohibited area**

367

After Paragraph 9.166 1 line 6 *Insert*:

**Traffic regulations
9.166a**

- 1 Entry is prohibited into an area (54°26'·76N 19°43'·00E) adjacent to the international boundary (9.167) within Kaliningradskiy Zaliv.

Polish Notice 24/276/21 [NP19-No 139-Wk 36/21]

Russia – Baltic Sea – Pionerskiy — Pilotage

374

Paragraph 10.13 3 line 4 *Replace by*:

...for the latest situation within the approach to the port.

Pilotage. Pilot boards in the vicinity of 54°59'·17N 20°12'·44E.

GB Chart 2816/21 [NP19-No 127-Wk 22/21]

**Russia – Southern Baltic – Kaliningrad –
Pionerskiy — Terminal information**

374

After Paragraph 10.13 6 line(s) 10 *Insert*:

**Pionerskiy LNG Terminal
10.13a**

- 1 **Description.** Pionerskiy LNG Terminal (54°58'·94N 20°21'·66E) lies NE of Mys Gvardeyskiy. The terminal is protected by a C-shaped breakwater and marked by light buoys (special). A turning basin, 296 m in diameter, is located about 2½ cables SE of the terminal. The terminal consists of FRSU *Marshal Vasilevskiy*.

NP19

- 2 **Directions.** Vessels approaching the terminal are to follow Route 38 and then alter course to SSW on Route 38a.

Useful marks:

LNG Terminal N Light Beacon (red tower, white band) (54°59'·10N 20°22'·10E).

LNG Terminal S Light Beacon (black tower, two white bands) (54°58'·80N 20°21'·70E).

- 3 **Pilotage.** Pilot boards within the waiting area centred on 55°00'·00N 20°23'·80E.

Berth. Reported to be 125 m in length with depths of 19 m.

Russian Notice 13/1506/19 [NP19-No 55-Wk 16/19]

Lithuania - Klaipėda — Development

375

After Paragraph 10.28 2 line 3 *Insert*:

Development

10.28a

- 1 Works are in progress (2019) in the S of Malkū Janka (10.41). The works are due to be completed in 2021.

Works are in progress (2021) on both breakwaters at the harbour entrance.

Lithuanian Notice NAV 14(P)/21

[NP19-No 130-Wk 25/21]

Lithuania - Klaipėda — Directions

376

Paragraph 10.35 2 line(s) 4-7 *Replace by*:

...across the line of approach.

Track. From a position about 12 miles W of Klaipėda (10.14), the recommended track leads E, between the outer anchorages (10.25), to a position about 8 miles W of the harbour entrance.

Paragraph 10.35 3-5 including existing Section IV Notice Week 21/19 *Replace by*:

- 3 **Klaipėdos Jplaukos Leading Lights:**

Front light (white diamond and rectangle, black stripe, on red framework tower, 29 m in height) (55°43'·67N 21°05'·47E).

Rear light (white round concrete tower, black bands, 37 m in height) (55°43'·66N 21°05'·74E) (1½ cables from front light).

- 4 The alignment (092·5°) of these lights leads E through the safety fairway to the harbour entrance, passing:

Clear of No 1 Fairway Light Buoy (safe water) (55°43'·82N 20°59'·63E) (10.26), thence:

N of a dangerous wreck (55°43'·62N 21°02'·36E), thence:

- 5 N of No 3 Light Buoy (starboard hand) (55°43'·68N 21°03'·48E), thence:

N of a dangerous wreck (55°43'·64N 21°04'·16E), lying close S of the track.

UKHO

[NP19-No 119-Wk 11/21]

Lithuania - Klaipėda — Directions

376

Paragraph 10.35 5 line(s) 1-2 *Replace by*:

- 5 N of No 3 Light Buoy (starboard hand) (55°43'·68N 21°03'·48E), thence:

Lithuanian navigation warning 030/19

[NP19-No 58-Wk 21/19]

Latvia - Liepāja — Controlling depths

381

Paragraph 10.82 including heading *Replace by*:

Controlling depths

10.82

- 1 The controlling depths within the approach channels are as follows:

Middle entrance channel (56°32'·24N 20°57'·93E); least dredged depth of 14·0 m (2019).

South entrance channel (56°31'·72N 20°58'·07E); least depth about 11 m.

North entrance channel (56°33'·19N 20°58'·16E); least depth about 5 m.

- 2 Depths may be shoaler than charted due to silting. Contact local authorities for information about latest depths.

Water level

10.82a

- 1 With winds from E, water level may fall up to 0·6 m, and with W winds it may rise up to 0·9 m, with regard to mean water level.

Latvian Chart 3700/20

[NP19-No 108-Wk 32/20]

Latvia - Liepāja — Prohibited areas

382

After Paragraph 10.88 1 line 8 *Insert*:

Prohibited areas

10.88a

- 1 Explosives dumping grounds, in which anchoring and underwater operations are prohibited, are centred on:

56°26'·35N 20°40'·52E;

56°33'·20N 20°41'·12E;

56°34'·00N 20°59'·00E;

56°26'·70N 20°55'·10E.

Latvian Chart LV2259/20

[NP19-No 105-Wk 27/20]

Latvia - Liepāja — Directions; depths; light

382-383

Paragraph 10.93 2 lines 8-9 *Replace by*:

...ESE, along a channel marked by light buoys (lateral), into the harbour.

Paragraph 10.93 4 including existing Section IV Notice Week 21/20 *Replace by*:

North entrance (Ziemeļu vārti). Entry through the N entrance is possible with special permission from Liepāja Naval Base.

- 4 From a position 1½ miles NW of the N entrance, a channel, marked by light buoys (lateral), leads SE, in the white sector (142°–146°) of a light (white round column with platform, 6 m in height) (56°32'09N 20°59'61E), to the entrance. Thence the track continues S, in the white sector (170°2'–171°2') of a light (white round column with platform, 5 m in height) (56°31'37N 20°58'69E) standing on the S mole, 4½ cables from its head. A shoal with a depth of 4·9 m (56°32'92N 20°58'19E) lies close W of the leading line.

Latvian Chart 3700/20

[NP19-No 109-Wk 32/20]

**Latvia - West coast - Approaches to Liepāja —
Directions; buoyed channel**

383

Paragraph 10.93 4 lines 1–8 *Replace by:*

- 4 **North entrance (Ziemeļu vārti).** Entry through the N entrance is possible with special permission from Liepāja Naval Base.

From a position 1½ miles NNW of the N entrance, a channel with a least depth of 6 m, marked by light buoys (lateral), leads to the entrance. Thence entry is made in the white sector (170°2'–171°2') of a light (white round column with platform, 5 m in height) (56°31'37N 20°58'69E) standing on the S mole, 4½ cables from its head. A shoal with a depth of 4·9 m (56°32'92N 20°58'19E) lies close W of the leading line.

Latvian Notice 4/133–6/20

[NP19-No 102-Wk 21/20]

**Latvia - South-south-west of Ventspils -
Banka Somnitelnaja sēklis — Directions; buoy**

384

Paragraph 10.108 2 line(s) 8–10 *Replace by:*

WNW of Banka Somnitelnaja sēklis (57°18'18N 21°21'79E) with a depth of 10 m. An isolated...

Latvian Notice 7/185/19

[NP19-No 72-Wk 32/19]

**Latvia - Ventspils —
Anchorage; wreck; obstruction**

385

Paragraph 10.127 2 lines 1–2 *Replace by:*

- 2 **Cautions.** A wreck and an obstruction lie in the S part of V1 anchorage.

An obstruction exists in the N part of V3 anchorage.

Latvian Notice 6/157/21

[NP19-No 136-Wk 34/21]

Latvia - Ventspils — Prohibited anchorage

385

After Paragraph 10.127 2 line 8 *Insert:*

- 3 **Prohibited anchorage.** Anchoring is prohibited in an area surrounding a sewer pipeline, which extends about 1 mile NW from the shore at 57°24'89N 21°34'26E.

Latvian ENC LV532100

[NP19-No 73-Wk 32/19]

Latvia - Rīga — Pilotage

395

Paragraph 11.45 1 line 2 *For 24 m Read 50 m*

Latvian Notice 8/21

[NP19-No 149-Wk 44/21]

Latvia - Salacgrīva — Controlling depths

398

Paragraph 11.76 2 lines 6–7 *Replace by:*

...depth of 5·8 m and alongside the piers there are depths of 2·4 to 5·7 m.

Latvian Chart 3505/2017

[NP19-No 33-Wk 36/18]

**Estonia - Saaremaa - Suur Katel —
Directions; wrecks**

404

Paragraph 11.115 2–3 *Replace by:*

- 2 ESE of a shoal patch (58°00'29N 22°16'48E), with a depth of 3·0 m, marked by a light buoy (E cardinal), thence:
WNW of Veiserahu (57°59'31N 22°26'24E), a rocky ridge with a least depth of 1·8 m, marked by a light buoy (S cardinal), thence:
WNW of a dangerous wreck (58°02'68N 22°30'38E), and:
ESE of Leeltserahu (58°03'89N 22°19'72E), a group of rocks, marked by a buoy (E cardinal), noting a shallow patch, 2 miles E, with a depth of 9 m, thence:
3 WNW of Kirjurahu madal (58°04'60N 22°30'19E), a shoal with a least depth of 2·9 m, thence:
Clear of a dangerous wreck (58°05'80N 22°24'72E), thence:
ESE of Merise madal (58°06'01N 22°17'82E), a shoal with a least depth of 1·5 m, and:
WNW of the shoal ground extending about 1½ miles SSW of Vahase saar (58°08'53N 22°28'25E), marked at its extremity by a buoy (W cardinal) (58°06'64N 22°24'82E), and:

Estonian Notice 7/79;80/18

[NP19-No 27-Wk 31/18]

**Estonia - Roomassaare —
Directions; light sector**

405

Paragraph 11.120 1 line 4 *For 024°–030° Read 029·5°–032·5°*

Estonian Notice 12/147/18

[NP19-No 46-Wk 01/19]

NP19

Estonia - Saaremaa - Veere — Pilotage

414

After Paragraph 12.37 1 line 6 *Insert*:

Pilotage. Pilots board in position 58°32'·00N 22°02'·00E.

ENC EE3D1312 (3.000)

[NP19-No 91-Wk 09/20]

Estonia - Outer approaches to Väinameri - Osmussaar — Directions; wreck

419

Paragraph 12.77 2 line(s) 2-8 *Replace by*:

...Osmussaar (*Baltic Pilot Volume 3*) and clear of a dangerous wreck (59°14'·48N 23°27'·16E), the alignment (192.4°), of these lights leads SSW along the recommended track, avoiding the charted shoals and obstructions, passing:

WNW of Dirhami neem (59°12'·57N 23°29'·50E) (12.69), thence:

Paragraph 12.77 3 line(s) 6-8 *Delete*

Paragraph 12.77 5 line(s) 2-4 *Replace by*:

WNW of shoals extending from Telise neem (59°04'·60N 23°26'·20E) (12.69).

Estonian Notice 12/189/19 [NP19-No 90-Wk 02/20]

Estonia - Noarootsi - Voosi kurk — Directions; underwater rock

420

Paragraph 12.77 10 line(s) 7-8 *Replace by*:

The alignment (185°) of these lights leads S for about 1 mile, through a channel, marked by light buoys (lateral), passing:

Clear of an underwater rock (59°01'·22N 23°23'·84E) with a depth of 3.5 m.

Estonian Notice 06/84/19 [NP19-No 67-Wk 27/19]

Estonia - East of Muhu - Suur väin — Directions; wreck

423

Paragraph 12.98 2 line(s) 5 *Replace by*:

And:

ENE of a wreck (58°36'·24N 23°24'·62E) with a depth of 11.4 m, thence:

Estonian Notice 4/036/19 [NP19-No 56-Wk 17/19]

Estonia - Väinameri - Vormsi - Sviby — Pilotage

423

After Paragraph 12.101 1 line 3 *Insert*:

Pilotage is compulsory for all foreign vessels in Sviby.

Correspondence Estonia [NP19-No 51-Wk 11/19]

Estonia - Muhu Väin - Rohuküla — Pilotage

424

After Paragraph 12.104 2 line 1 *Insert*:

Pilotage is compulsory for all foreign vessels in Rohuküla.

Correspondence Estonia [NP19-No 52-Wk 11/19]

Estonia - Muhu Väin - Hiiumaa - Heltermaa — Pilotage

425

After Paragraph 12.108 2 line 1 *Insert*:

Pilotage is compulsory for all foreign vessels in Heltermaa.

Correspondence Estonia [NP19-No 53-Wk 11/19]

Poland - Gulf of Gdańsk — Appendix II; regulated zones

428

Zone No 1a *Replace by*:

Zone No 1a

54°26'·1N 19°01'·5E

54°27'·9N 19°02'·8E

54°27'·9N 19°22'·9E

54°23'·9N 19°21'·4E

54°23'·9N 19°14'·1E

After Zone No 1b line 4 *Insert*:

Zone No 1c

54°32'·9N 19°06'·6E

54°39'·0N 19°11'·4E

54°39'·0N 19°15'·6E

54°33'·9N 19°23'·1E

54°32'·9N 19°23'·1E

Polish Notice 24/276/21 [NP19-No 140-Wk 36/21]

NP20 Baltic Pilot Volume 3 (2019 Edition)

Baltic Sea - Charts — Vertical datum

13

Paragraph 1.37 1-2 *Replace by*:

- 1 On ADMIRALTY and foreign charts, with the exception of Russian charts, the datum is being gradually transitioned to the new Baltic Sea Chart Datum 2000 (BSCD2000), with completion expected in 2026. During the transition period, charts may reference either MSL or BSCD2000.

- 2 For further information, contact the national charting authorities and see:
<https://ihr.iho.int/articles/the-baltic-sea-chart-datum-2000-bscd2000-implementation-of-a-common-reference-level-in-the-baltic-sea/>

Russian chart depths are reduced to Sea Level datum.

UKHO [NP20-No 80-Wk 48/21]

**Finland - Baltic Sea - Ålands Hav -
Solovjeva — Directions; beacon**

84

Paragraph 2.14 *2* lines 6 *For* Solovjeva Light Beacon *Read* Solovjeva Beacon

Finnish Notice 33/273/20 [NP20-No 71-Wk 05/21]

**Finland - Baltic Sea - Ålands Hav -
Solovjeva — Directions; beacon**

85

Paragraph 2.15 *1* lines 1-2 *For* Solovjeva Light Beacon *Read* Solovjeva Beacon

Finnish Notice 33/273/20 [NP20-No 72-Wk 05/21]

**Finland - Gulf of Bothnia - Norra Kvarken —
Directions; shoal**

86

Paragraph 2.23 *4* line 2 *Replace by:*

...marked by a light buoy (starboard...

After Paragraph 2.23 *4* line 7 *Insert:*

NW of a shoal with a least depth of 15 m (63°27'·03N 20°38'·33E), marked by a buoy (starboard hand), thence:

Finnish Notice 16/125/19 [NP20-No 1-Wk 29/19]

**Russia - Gulf of Finland - Ostrov Sommers to
Ostrov Seskar — Directions; regulated areas**

89

Paragraph 2.39 *3* line 4 *For* 356 *Read* 354

Paragraph 2.39 *6* line 2 *For* 350 *Read* 353

Russian Notices 39/4497/19; 39/4496/19
[NP20-No 34-Wk 43/19]

Estonia - Osmussaar — Directions; wreck

96

After Paragraph 3.16 *1* line 6 *Insert:*

SE of a dangerous wreck (59°14'·48N 23°27'·16E), thence:

Estonian Notice 12/189/19 [NP20-No 51-Wk 02/20]

Estonia - Paldiski — Prohibited area

97

Paragraph 3.21 *1* line(s) 6-10 *Delete*

Estonian Notice 5/72/20 [NP20-No 62-Wk 23/20]

Estonia - Paldiski — Directions; lights; buoys

98

Paragraph 3.23 *5* lines 5-9 *Replace by:*

Light buoys (W cardinal) (2 cables SE of the pier) mark the W extent of shoaling in the SE corner of the bay. The white sector (335°-000°) of Paldiski Lõunasadam South Harbour Light clears the E side of a bank extending S from the shore W of the pier. By day, the alignment (000·0°) of the light with an unlit beacon, 175 m N, clears the E edge of the bank.

Estonian Chart 827 [NP20-No 38-Wk 43/19]

Estonia - Paldiski — Anchorages

98

Paragraph 3.24 *1-2* *Replace by:*

- 1* Anchorage areas are established as follows:
Area A, 1¼ miles W of Paldiski Pier (3.25), with depths of 13·0 m to 22·5 m, mud. An obstruction (59°20'·17N 24°02'·40E) with a depth of 16·7 m lies on the NE edge of the anchorage with sunken mines lying close S. A sunken mine (59°19'·89N 24°02'·31E) also lies near the centre of the anchorage. See Prohibited areas (3.21).
- 2* Area C lies about 5 cables NW of Paldiski N harbour breakwater (59°21'·24N 24°02'·22E), with depths of 32 to 37 m, sand and clay. Area D (59°22'·15N 23°54'·80E) lies 5 cables N of Suur-Pakri and Väike-Pakri, in depths of 27 to 45 m, mud.
- 3* Anchorage is available for small vessels off the SE point of Väike-Pakri in a depth of 5 m, sand and mud, noting a shoal patch with an underwater rock with a depth of 2·5 m (59°18'·65N 24°03'·09E) located 1½ miles SW of Paldiski Pier.

Estonian Chart 827 [NP20-No 39-Wk 43/19]

Estonia - Paldiski — Anchorage

98

Paragraph 3.24 *1-2* including existing Section IV Notice Week 43/19 *Replace by:*

- 1* Anchorage areas are established as follows:
Area A, 1¼ miles W of Paldiski Pier (3.25), with depths of 13·0 m to 22·5 m, mud. Several obstructions exist within the anchorage.
- 2* Area C lies about 5 cables NW of Paldiski N harbour breakwater (59°21'·24N 24°02'·22E), with depths of 32 to 37 m, sand and clay. Area D (59°22'·15N 23°54'·80E) lies 5 cables N of Suur-Pakri and Väike-Pakri, in depths of 27 to 45 m, mud.
- 3* Anchorage is available for small vessels off the SE point of Väike-Pakri in a depth of 5 m, sand and mud, noting a shoal patch (59°18'·65N 24°03'·09E) with an underwater rock with a depth of 2·5 m located 1½ miles SW of Paldiski Pier.

Estonian Notice 5/72/20 [NP20-No 63-Wk 23/20]

NP20

Estonia - Gulf of Finland - Tallinn — Arrival information; prohibited anchorage

100

Paragraph 3.39 *6 Replace by:*

- 6 **Prohibited anchorages.** Anchorage is prohibited in an area centred on 59°31'00N 24°32'05E. Anchoring and fishing are prohibited in an area centred on 59°34'38N 24°34'65E. See also 3.3.

Estonian Notice 10/152/20 [NP20-No 69-Wk 49/20]

Estonia - North coast - Eru Laht - Muuga Sadam to Letipea Neem — Directions; wreck

108

Paragraph 3.97 *3 line(s) 3 Replace by:*

...which there is a large rock. An historic wreck (59°41'50N 25°42'12E) (see 1.88) lies 1 mile N of Purekkari neem. A rocky patch,...

GB Chart 2248/17 [NP20-No 61-Wk 19/20]

Russia - Gulf of Finland - Ostrov Seskar - Winter Channel — Depth

111

Paragraph 3.109 *1 lines 1-2 Replace by:*

- 1 There is a least depth of 12 m (59°56'71N 28°23'97E) along Recommended Track No 3, between Banka Garkalamatala (3.144) and Banka Velimatala (3.149).

Russian Chart 25054/19 [NP20-No 33-Wk 42/19]

Russia - Gulf of Finland - Approaches to Luzhskaya Guba — Directions; regulated area

117

Paragraph 3.148 *1 line 3 For 356 Read 354*

Russian Notice 39/4497/19 [NP20-No 35-Wk 43/19]

Russia - Gulf of Finland - Ust'-Luga — Directions

118

Paragraph 3.155 *Replace by:*

- 1 **Caution.** The leading lines are visible only on the alignment. It is reported that the leading lines may not be reliable due to silting of the channel. Floating aids to navigation may be removed in winter.

Ust'-Luzhskiy Morskoy Leading Lights:

Front light (red panel with white vertical stripe on white post, 8 m in height) (59°40'31N 28°19'07E), standing on the shore close E of the river entrance.

- 2 Rear light (similar structure, 12 m in height) (2½ cables from front light).

From a position in the vicinity of the fairway light buoy (safe water) (59°41'72N 28°18'51E), Reka Luga is entered on the alignment (168.6°) of these leading lights, in a channel marked by light buoys (lateral) to a position about 5 cables from the front light.

Ust'-Luzhskiy Rechnoy Leading Lights:

- 3 Front light (red panel with white vertical stripe on white post, 10 m in height) (59°40'01N 28°17'82E), standing near the timber export pier.

Rear light (red rectangle with white vertical stripe on red circular tower with black vertical stripe, black base, 19 m in height) (¾ cables from front light).

The alignment (212.8°) of these lights then leads about 7½ cables to the berths.

Russian Notices 44/5086/19; 44/5147/19; 44/5087(T)/19
[NP20-No 41-Wk 47/19]

Russia - Gulf of Finland - Approaches to Ust'-Luga — Anchorages

119

Paragraph 3.161 *1 line(s) 5-6 Replace by:*

Area 10A. NE of Mys Kolganpya (59°50'87N 28°32'66E). An obstruction (59°54'52N 28°36'50E) is situated in the SW part of the anchorage.

Russian Notice 42/4874/19 [NP20-No 40-Wk 45/19]

Russia - Gulf of Finland - Ust'-Luga — Anchorage

119

Paragraph 3.161 *2 Replace by:*

- 2 **Area 11A.** Centred on 59°49'08N 28°24'41E, situated W of Fairway No 19 and E of the shoal area between Banka Temnaya Loda (3.150) and Banka Repina (59°50'10N 28°22'30E); bottom of mud, clay and fine sand.

Area 12. In the NW part of Luzhskaya Guba, between E and SE of Mys Pikhisaar Light (3.149). This anchorage is for Russian naval and support vessels only.

Russian Notices 44/5085/19; 44/5156/19
[NP20-No 42-Wk 47/19]

Russia - Kronshtadt — Anchorage; obstruction

126

Paragraph 3.220 *1 lines 4-5 Replace by:*

Area 2 (59°58'09N 29°47'77E), a small anchorage situated 2½ cables SSE of the S point of the island. An obstruction is situated in the E part of the anchorage.

Russian Notice 37/3313/20 [NP20-No 68-Wk 43/20]

Russia – Kronshtadt — Anchorage; obstruction

126

Paragraph 3.220 1 line(s) 4–5 including existing Section IV Notice Week 43/20 *Replace by:*

Area 2 (59°58'·09N 29°47'·77E), a small anchorage situated 2½ cables SSE of the S point of the island.

Russian Notice 34/21

[NP20-No 79-Wk 47/21]

Russia - Sankt Peterburg - Kronshtadtskiy Korabel'nyy Farvater — Directions; regulated area

127

Paragraph 3.226 1 line 5 *For 357 Read 350*

Russian Notice 39/4494/19

[NP20-No 36-Wk 43/19]

Finland - Gulf of Finland - Tärngrundet - Träskö — Directions; lights

151

Paragraph 4.97 3 lines 5–6 *Replace by:*

...marking Österharu (4.98) and Tärngrundet, to a position in the white sector of Tärngrund Light.

Paragraph 4.97 4 lines 1–3 *Replace by:*

- 4 **Tärngrund Light.** The white sector (196°–204·5°) of Tärngrund Light (59°52'·15N 23°37'·43E) leads...

Finnish Notice 10/69/19

[NP20-No 2-Wk 29/19]

Finland - Gulf of Finland - Approaches to Helsinki — Directions

167

After Paragraph 4.185 1 line 9 *Insert:*

Approach from northwest of Helsinki Lighthouse 4.185a

- 1 From a position about 1¾ miles NW of Helsinki Lighthouse (59°56'·94N 24°55'·58E), the route, authorised for a draught of 8·0 m, leads N, crossing the 9·6 m route (4.185) and passing E of Ulkomatala (4.172). Thence the track continues N to a position about 5 cables ENE of Gråskärsbådan Lighthouse (4.173) where it joins the 11·0 m route.

(Directions are given for the 11·0 m channel at 4.173)

Finnish Notice 6/31/20

[NP20-No 56-Wk 15/20]

Finland - Helsinki - Tiirakari Tirgrund — Directions; leading lights

167

Paragraph 4.186 4 line(s) 1–4 *Replace by:*

- 4 Rear beacon (black round concrete column, white stripe) (5½ cables ENE of front light) on Lokkiluoto (4.187).

The alignment (072·6°) of these lights, or at night the white sector (070·5°–073·5°) of Tiirakari Light, leads...

Finnish Notice 32/271.1/19

[NP20-No 48-Wk 01/20]

Finland - Gulf of Finland - Approaches to Helsinki — Directions; regulations

168

Paragraph 4.187 1–3 *Replace by:*

- 1 From a position NNW of Kuivasaari (60°06'·10N 25°00'·95E) the route, authorised for a draught of initially 9·0 m, thence 9·6 m, and then 8·9 m and partly marked by light buoys and buoys, leads 3½ miles, in a generally NW direction, from the South Finland Winter Channel towards Lauttasaarenselkä and the western harbours.

Passing and overtaking are prohibited within the route between the lines of latitude 60°08'·10N 60°08'·60N.

- 2 The fairway, which initially leads 1¼ miles NW from the Rântan leading line (4.182) is covered by the white sector (146°–149°), astern, of Kuivasaari Light (4.175). It crosses the 9·5 m channel SW of the entrance to the eastern harbours, at Remmarholm (60°07'·87N 24°59'·64E), and passes NE of Itäkari (60°07'·50N 24°59'·30E) and Länsikari, 5 cables NW.
- 3 Thence the track continues to lead NW to a position W of Länsi Mustasaari Light (60°08'·78N 24°58'·44E) where it joins the Kruunuvuorenselkä west entrance (4.201).

Alternatively, from a position W of the SW point of Susisaari (60°08'·50N 24°59'·20E) the recommended track leads WNW for 8 cables, passing NNE of Husunkivi Light (4.186), to the following:

UKHO

[NP20-No 10-Wk 30/19]

Finland - Approaches to Helsinki - Kuivasaari — Directions; regulations

168

Paragraph 4.187 1–3 including existing Section IV Notice Week 30/19 *Replace by:*

- 1 From a position NNW of Kuivasaari (60°06'·10N 25°00'·95E) the route, authorised for a draught of initially 9·0 m, thence 9·6 m, and then 8·9 m, and partly marked by light buoys and buoys, leads 3½ miles, in a generally NW direction, from the South Finland Winter Channel towards Lauttasaarenselkä and the western harbours.

- 2 The fairway, which initially leads 1¼ miles NW from the Rântan leading line (4.182) is covered by the white sector (146°–149°), astern, of Kuivasaari Light (4.175). It crosses the 9·5 m channel SW of the entrance to the eastern harbours, at Remmarholm (60°07'·87N 24°59'·64E), and passes NE of Itäkari (60°07'·50N 24°59'·30E) and Länsikari, 5 cables NW.

NP20

- 3 Thence the track continues to lead NW to a position W of Länsi Mustasaari Light (60°08'78N 24°58'44E) where it joins the Kruunuvuorenselkä west entrance (4.201).

Alternatively, from a position W of the SW point of Susisaari (60°08'50N 24°59'20E) the recommended track leads WNW for 8 cables, passing NNE of Husunkivi Light (4.186), to the following:

UKHO [NP20-No 75-Wk 13/21]

Finland - Helsinki - Lokkiluoto — Directions; leading lights

168

Paragraph 4.187 6 line 1 *For* 140.4° *Read* 143.1°

ENC FI59S191 (10.029) [NP20-No 49-Wk 01/20]

Finland - Gulf of Finland - Helsinki — Directions; regulations

169

After Paragraph 4.201 2 line 4 *Insert*:

Passing and overtaking is prohibited within the channel between the lines of latitude 60°08'80N and 60°09'10N.

UKHO [NP20-No 11-Wk 30/19]

Finland - Gulf of Finland - Approaches to Vuosaari — Directions; 11.0 m channel

174

After Paragraph 4.220 1 *Insert*:

11.0 m channel from south-east 4.220a

- 1 From a position 7 miles W of Kalbådagrund Lighthouse (59°59'14N 25°35'93E) (4.256) the track leads 8¾ miles NW in the white sector (312.9°-319°) of Länsitoukki light (60°05'50N 25°07'82E), passing:
SW of Etelä Voronina (60°00'33N 25°25'39E) (4.257), thence:
SW of Ulkomatala (60°01'83N 25°16'89E) (4.240).
- 2 The track then joins the 11.0 m main channel (4.221) in a position 1 mile NE of Vuosaari 1 Light Beacon (port hand) (60°03'80N 25°08'24E).

Paragraph 4.221 heading *For* 11.0 channel *Read* 11.0 m main channel

Finnish Notice 7/38/20 [NP20-No 57-Wk 16/20]

Finland - Gulf of Finland - Approaches to Vuosaari — Directions; regulations

174

Paragraph 4.221 7 line 9 *Replace by*:

...(4.222). From this position, passing and overtaking are prohibited. Thence:

UKHO [NP20-No 12-Wk 30/19]

Finland - Gulf of Finland - Approaches to Vuosaari — Directions; 11.0 m channel

177

Paragraph 4.240 1 line 2 *Replace by*:

...leads from the 11.0 m channel from South-east (4.220a) NE, then N, to join the South Finland Winter...

Paragraph 4.240 4 line 2 *For* W *Read* S

Finnish Notice 7/38/20 [NP20-No 58-Wk 16/20]

Finland - Loviisa, Valko and approaches — Directions; leading lights

192

Paragraph 5.42 2 line(s) 2-4 *Replace by*:

...track leads 2¼ miles...

Finnish Notice 22/178/19 [NP20-No 32-Wk 38/19]

Finland - Gulf of Finland - Approaches to Kokta — Pilotage

193

Paragraph 5.52 1 *Replace by*:

- 1 Pilotage is compulsory for the following:
Vessels with a maximum LOA of 70 m or more:
Vessels with a maximum breadth of 14 m or more:
Vessels whose greatest summer load draught in salt water is more than 4.5 m:
Vessels carrying bulk cargo of hazardous substances or substances that can pollute the sea:
Vessels belonging to a foreign government which is not used in commercial operations.
Boarding positions are as follows:

UKHO [NP20-No 13-Wk 30/19]

Finland - Gulf of Finland - Kotka — Directions; light

194

Paragraph 5.58 5 lines 6-7 *Replace by*:

...sector (013°-022°) of Mussalo Light (grey beacon, 11 m in height) (60°24'96N 26°54'04E), crossing the South Finland...

Finnish Notice 2/9/2020 [NP20-No 55-Wk 08/20]

Finland - Gulf of Finland - Approaches to Kokta — Directions; regulations

198

Paragraph 5.72 1 line 5 *Replace by*:

...Kotka Harbour. Passing and overtaking are prohibited within the channel.

UKHO [NP20-No 14-Wk 30/19]

**Finland - Gulf of Finland - Kotka —
Directions; depths**

201

Paragraph 5.96 1 line(s) 3-4 *Replace by:*

...26°58'·26E), the route, with a least swept depth of 9·1 m and marked by buoys, leads 6 cables W on the...

ENC FI59S138 (4.013) [NP20-No 65-Wk 28/20]

**Finland - Gulf of Finland - Kotka —
Berths; swept depths**

201

Paragraph 5.97 2 *Replace by:*

- 2 The liquid bulk terminal is a pier with two berths, N1 and N2, swept to 15·0 m and 11·5 m, respectively.

Finnish Notice 16/116/20 [NP20-No 66-Wk 28/20]

**Finland - Gulf of Finland - Approaches to
Hamina — Directions; regulations**

204

Paragraph 5.125 1 lines 1-4 *Replace by:*

- 1 From the position 1¼ miles SW of Vatikki Front Leading Light (60°24'·37N 27°18'·18E) the route, within which overtaking and passing are prohibited between the line of latitude 60°26'·20N and 60°27'·40N, then leads 5 miles N along a two-way route marked by light buoys (lateral), passing:

UKHO [NP20-No 15-Wk 30/19]

**Finland - Hamina — Basins and berths;
draught; navigation marks**

207

Paragraph 5.156 1 and 2 *Replace by:*

- 1 Situated 1¼ miles WSW of Hillo Quay, Summa Quay, used by a paper works factory, consists of a small pier, the berthing head of which faces SW.

Finnish Notice 15/113/19 [NP20-No 3-Wk 29/19]

**Russia - Baltic Sea -
Vyborgskiy Zaliv — Anchorages**

215

After Paragraph 5.197 3 line 5 Insert:

Area 18E. Anchorage is available in an area centred on 60°20'·00N 28°01'·56E, in depths from 30 to 47 m, sand and mud.

Area 18G. Anchorage is available in an area centred on 60°25'·21N 28°03'·73E, in depths from 29 to 38 m, mud.

Russian Charts 25006/21; 28058/21
[NP20-No 82-Wk 52/21]

**Russia - Gulf of Finland - Vysotsk —
LNG terminal**

215

After Paragraph 5.199 2 line 9 Insert:

**Vysotsk LNG Terminal
5.199a**

- 1 **Position and function.** The Vysotsk LNG Terminal (60°36'·24N 28°32'·98E) is located 8 cables N of Lukoil II Oil Terminal (5.199) and consists of a jetty extending NNE from a wharf.

Directions. From a position in the fairway, about 7 cables WSW of the front light of Vysotskiy Vkhodnoy Leading Lights (5.192), the track leads SSE, through a channel marked by light buoys (lateral), to the berth.

- 2 **Berth.** The LNG transhipment berth (60°36'·31N 28°32'·98E) is situated on the W face of the jetty, with dolphins extending NNE and SSW, the extremities of which are lit. It has an overall length, including dolphins, of about 235 m; maximum charted depth alongside about 9·5 m.

The LNG loading berth (60°36'·22N 28°32'·89E) has an overall length of about 165 m; maximum charted depth alongside about 8·5 m.

Russian Chart 28008 (2019) [NP20-No 50-Wk 01/20]

**Russia - Approaches to Primorsk -
East of Ostrov Seskar —
Outer anchorages; obstruction**

220

Paragraph 5.256 1 line(s) 9 *Replace by:*

...36 m, sand and pebbles. An obstruction (60°01'·80N 28°28'·96E) is situated in the NE part of the anchorage area.

ENC RU4NTK08 [NP20-No 59-Wk 19/20]

**Russia - Gulf of Finland - Approaches to
Primorsk — Directions; regulated areas**

221

Paragraph 5.257 1 line 2 *For 350 Read 353*

Paragraph 5.258 1 line 60 *For 350 Read 353*

Russian Notice 39/4496/19 [NP20-No 37-Wk 43/19]

**Finland - Saaristomeri - Utö - Svartgrund —
Prohibited anchorage**

239

After Paragraph 6.106 1 line 4 Insert:

**Prohibited anchorage
6.106a**

- 1 Anchorage is prohibited in an area (59°49'·20N 21°22'·70E) N of Stor Gråharun (6.113).

Finnish Notice 16/120/19 [NP20-No 4-Wk 29/19]

NP20

Finland - Utö to Lövsjär - Svartgrund — Prohibited anchorage

242

Paragraph 6.123 1 line 6 *Replace by:*

...(6.113) and Fregattgrund Light Beacon. Anchorage is prohibited in an area (6.106a) about 2 cables SW of the anchorage.

Finnish Notice 16/120/19

[NP20-No 5-Wk 29/19]

Finland - Saaristomeri - Laupunen to Rajakari — Directions; regulations

258

Paragraph 6.220 3 line 4 *Replace by:*

...21°47'·17E), mark the N and S parts, of this fairway. Within this fairway, passing and overtaking is prohibited between the lines of latitude 60°17'·30N and 60°16'·30N.

UKHO

[NP20-No 19-Wk 30/19]

Finland - Saaristomeri - Lövsjär to Orhisaari — Directions; regulations

243

Paragraph 6.127 1 line 9 *Replace by:*

...(60°13'·48N 21°45'·09E). Passing and overtaking are prohibited between the lines of longitude 21°43'·30E and 21°45'·20E.

UKHO

[NP20-No 16-Wk 30/19]

Finland - South west coast - Turku and approaches — Regulations

261

After Paragraph 6.238 1 line 8 *Insert:*

Regulations concerning entry 6.238a

- 1 Passing and overtaking are prohibited between the lines of latitude 60°24'·40N and 60°25'·30N within the approaches to Pansio Oil and Chemical Harbour and Naantali (6.244).

UKHO

[NP20-No 20-Wk 30/19]

Finland - South west coast - Rödhamnsfjärden — Directions; regulations

248

Paragraph 6.162 2 line 9 *Replace by:*

...a buoy (S cardinal) (59°57'·90N 20°10'·56E). Within this area passing and overtaking are prohibited.

UKHO

[NP20-No 17-Wk 30/19]

Finland - Åland Islands - Maarianhamina — Maximum draught

264

Paragraph 6.274 1 line 2 *For 8·2 Read 8·0*

Finnish Notice 8/64/21

[NP20-No 76-Wk 20/21]

Finland - Gulf of Finland - Ahvenanmaa - Hässlö channel — Directions; regulations

251

After Paragraph 6.173 3 line 5 *Insert:*

Passing and overtaking are prohibited between the lines of longitude 20°22'·20E and 20°23'·20E.

Paragraph 6.178 1 line(s) 8 *Replace by:*

...and light buoys (cardinal), within which passing and overtaking is prohibited, leads 3 miles E to a...

UKHO

[NP20-No 18-Wk 30/19]

Finland - Åland Islands - Maarianhamina — Maximum draught

264

Para 6.281 Heading *For Directions for main channel — 8·2 m draught Read Directions for main channel — 8·0 m draught*

Finnish Notice 8/64/21

[NP20-No 77-Wk 20/21]

Finland - South-west coast - Isokari to Laupunen — Directions; leading light

256

Paragraph 6.209 1 line(s) 6 *Replace by:*

...by buoys (cardinal), passing...

Paragraph 6.209 3 line(s) 1-6 *Replace by:*

- 3 Thence the fairway leads 1½ miles SE, in the white sector (123°-135°) of Korra Light (white tower, red band) (60°34'·59N 21°08'·58E), between shoals marked by buoys and light buoys (cardinal).

Finnish Notice 20/170/19

[NP20-No 31-Wk 35/19]

Finland - Åland Islands - Maarianhamina — Directions

266

Paragraph 6.285 1 line(s) 1 *For Möckelö Leading Lights Read Västerhamn*

Paragraph 6.285 2-3 *Replace by:*

- 2 W of Korrviksten Light Buoy (W cardinal), about 3½ cables SSW of Lotsberget Front Light, thence:
E of Gregersö södra Light Buoy (E cardinal) (60°04'·76N 19°55'·49E).
- 3 Thence the track continues N, through a channel marked by buoys (E cardinal), as required for berthing.

Finnish Notice 33/277/19

[NP20-No 52-Wk 02/20]

**Finland - Lemland - Rödhamn to Stegskär —
Directions; leading lights**

266-267

Paragraph 6.287 1-4 *Replace by:*

- 1 **Pungö/Askö leading line.** From a position on the Rödhamnsfjärden N route (6.156), 8 cables WSW of Rödhamn Front Light (59°59'00N 20°05'75E), the alignment (296.2°) of the following beacons leads 2¼ miles WNW through a fairway marked by buoys (cardinal), passing NNE of Stora Lökskär Light (59°59'02N 20°01'63E) (6.156) to a position 2 cables SSE of Kvarngrund Light (red mast) (59°59'55N 20°01'08E):
- 2 Pungö Front Beacon (red rectangle, yellow stripe) (59°59'64N 20°00'11E), on the S point of the islet.
Askö Rear Beacon (similar structure) (3½ cables WNW of front light).
Thence the track leads NW for 1.1 miles between shoals and islets, through a fairway marked by buoys, passing close SW of Koklubb Beacon (white cairn) (60°00'01N 20°00'06E) on the alignment (316.3°) of the following beacons:
- 3 Granöklubben Front Beacon (red rectangle, yellow stripe, on column) (60°00'57N 19°58'92E).
Granöklubben Rear Beacon (red rectangle, yellow stripe, on metal framework tower).
- 4 **Stegskär leading line.** From close N of Askö klubb, the alignment (300.3°) of the following beacons leads 7½ cables NW, through a fairway marked by buoys, passing between Järsö and Ängskär:
Stegskär Front Beacon (red rectangle, yellow stripe) (60°00'78N 19°57'76E).
Stegskär II Rear Beacon (similar structure) (1½ cables from front light).

Finnish Notice 13/105/21 [NP20-No 78-Wk 29/21]

**Finland - Ålands Hav -
Ahvenanmaa — Directions; light**

268

Paragraph 6.302 3 lines 6-7 *Replace by:*

...stands a beacon.

Paragraph 6.302 4 lines 1-6 *Replace by:*

- 4 Thence the track leads E through a channel marked by buoys (cardinal), passing between Emskä and Långö, and on to the following leading line:

Finnish Notice 12/88/19 [NP20-No 6-Wk 29/19]

Finland - Gulf of Bothnia - Merikarvia — Depth

296

Paragraph 7.129 1 line 2 *For* 4.5 m *Read* 4.0 m

Finnish Notice 26/243/21 [NP20-No 81-Wk 51/21]

**Finland - Gulf of Bothnia -
Approaches to Pietarsaari —
Directions; marine farm**

321

Paragraph 8.11 2 line 9 *Replace by:*

A marine farm, centred on 63°46'21N 22°28'50E, lies 1¾ miles NW of Kallan Lighthouse. Thence:

Finnish Notice 18/149/20 [NP20-No 67-Wk 32/20]

**Finland - Gulf of Bothnia -
Pietarsaari — Regulations**

321

After Paragraph 8.14 2 line 3 *Insert:*

Passing and overtaking are prohibited in the main channel between the lines of longitude 22°37'90E and 22°41'00E.

UKHO [NP20-No 21-Wk 30/19]

**Finland - Gulf of Bothnia - Kokkola —
Traffic regulations**

323

After Paragraph 8.31 1 line 5 *Insert:*

Vessels over 200 m in length are prohibited from passing or overtaking in the main channel between the lines of latitude 63°53'50N and 63°59'20N.

UKHO [NP20-No 22-Wk 30/19]

Finland - Gulf of Bothnia - Raahe — Regulations

328

After Paragraph 8.70 1 line 2 *Insert:*

**Regulations concerning entry
8.70a**

- 1 Within the main channel, passing and overtaking are prohibited between the lines of longitude 24°16'90E and 24°22'30E.

UKHO [NP20-No 23-Wk 30/19]

**Finland - Gulf of Bothnia - Approaches to Oulu
— Directions; regulations**

333

Paragraph 8.98 4 line 8 *Replace by:*

...061.6°, ahead. Between Oulu 5 Light Beacon (starboard hand) (65°08'05N 24°50'73E) and Hammasmatala (65°08'40N 24°53'12E), marked by a light beacon (starboard hand), passing and overtaking is prohibited.

Paragraph 8.99 5 line 9 *Replace by:*

...25°19'81E) (8.112). Passing and overtaking is prohibited between the lines of longitude 25°23'50E and 25°20'80E.

UKHO [NP20-No 24-Wk 30/19]

NP20

Finland - Gulf of Bothnia - Oulu-Toppila — Draught

334

Paragraph 8.107 2 line 2 *For 5.4 m Read 5.0 m*

Finnish Chart 57

[NP20-No 29-Wk 33/19]

Finland - Gulf of Bothnia - Oulu-Toppila — Directions; draught

335

Paragraph 8.119 1 line(s) 1-3 *Replace by:*

- 1 From a position 4 cables NNE of Kyrönkari Front Light (65°00'·72N 25°20'·22E) a branch channel, authorised for a draught of 5.0 m for 1½ miles, thence reducing to 2.4 m for 3 miles, leads to Kuivasmeri (8.114).

Finnish Chart 57

[NP20-No 30-Wk 33/19]

Finland - Gulf of Bothnia - Approaches to Oulu — Directions; regulations

336

Paragraph 8.132 1 lines 6-9 *Replace by:*

Thence the recommended track leads off the main 10.0 m route, within which passing and overtaking are prohibited, through a narrow channel marked by buoys, light beacons, and in turn by the following leading lights:

UKHO

[NP20-No 25-Wk 30/19]

Finland - Gulf of Bothnia - Kemi — Regulations

340

Paragraph 8.157 Including heading *Replace by:*

Regulations concerning entry 8.157

- 1 A speed limit of 7 kn for deep draught vessels is in force for the channel between Hebe Light Beacon (8.160) and Ajos.

Passing and overtaking is prohibited in the following locations:

Within the Ajos Harbour fairway (8.160), from Inakari Nos 1 and 2 Light Buoys (lateral) (65°38'·92N 24°30'·33E) to the line of latitude 65°39'·50N.

Within the Veitsiluoto Harbour fairway (8.163), from W of Ajoskranni Itä between the lines of latitude 65°37'·80N and 65°40'·90N.

UKHO

[NP20-No 26-Wk 30/19]

Finland - Gulf of Bothnia - Kemi and approaches — Directions; draught

341

Paragraph 8.163 3 line(s) 8 *For 7.0 m Read 6.8 m*

Finnish Notice 9/54/20

[NP20-No 60-Wk 19/20]

Finland - Gulf of Bothnia - Kemi to Røyttä — Traffic regulations

342

After Paragraph 8.173 1 line 1 *Insert:*

Traffic regulations

8.173a

- 1 Within the main channel, passing and overtaking is prohibited in the following locations:

In the narrow passage at Keila between T5 Light Buoy (starboard hand) (65°38'·13N 24°20'·87E) and T7 Light Buoy (port hand) (65°38'·46N 24°18'·91E):

In the narrow passage at Europa Bend between the line of latitude 65°39'·80N and T18 Light Buoy (starboard hand) (65°40'·43N 24°11'·97E).

N of T27 and T28 Light Buoy (lateral) (65°43'·17N 24°10'·16E).

UKHO

[NP20-No 27-Wk 30/19]

Sweden - Entrance to the Gulf of Bothnia - Ålands Hav - Grisslehamn — Pilotage

346

Paragraph 9.17 2 line(s) 1-7 *Replace by:*

- 2 **Pilotage.** Pilots can be obtained from Simpnäsklubb (59°53'·57N 19°04'·79E) (see *Baltic Pilot Volume 2*) or from the Svartklubben pilots (9.27), 2¼ miles SE of Svartklubben Light (9.13), by incoming vessels, and from Svartklubben when leaving harbour. For full details, see *ADMIRALTY List of Radio Signals Volume 6(2)*.

Swedish Notice 781/14453/19 [NP20-No 43-Wk 50/19]

Sweden - Entrance to the Gulf of Bothnia - Ålands Hav - Svartklubben — Pilotage

347

Paragraph 9.27 3 line(s) 1-3 *Replace by:*

- 3 The pilot boards in position 60°08'·76N 18°52'·54E, 2¼ miles SE of Svartklubben Light (9.13) or at 60°11'·70N 18°55'·00E, 3 miles NE of Svartklubben Light. The pilot also boards 3½ miles NNW of Öregrund (60°20'·40N 18°27'·60E).

Swedish Notice 781/14453/19 [NP20-No 44-Wk 50/19]

Sweden - Södra Kvarken - Vässarön to Singöfjärden — Directions

353

Paragraph 9.59 2 lines 1-7 *Replace by:*

- 2 ENE of a 6.8 m shoal (60°13'·62N 18°40'·66E) marked by a buoy (starboard hand), thence: Either side of a 9.6 m shoal (60°13'·05N 18°41'·37E). Close W of this shoal there is a rock awash, the E side of which is marked by a buoy (starboard hand). Thence:

Swedish Notice 841/15551/21 [NP20-No 74-Wk 11/21]

**Sweden - East coast - Gulf of Bothnia -
Galtfjärden — Directions; light buoys**

354

Paragraph 9.61 6 line(s) 6-7 *Replace by:*

S of Själgrynnorna (60°09'·88N 18°33'·25E), an area of islets and foul ground, marked on its SE side by light buoys (starboard hand).

Swedish Notice 829/15357/20

[NP20-No 70-Wk 51/20]

**Sweden - Entrance to the Gulf of Bothnia -
Ålands Hav - Hargshamn — Pilotage**

354

Paragraph 9.65 1 line(s) 4-8 *Replace by:*

Pilotage. Pilots can be obtained from Svartklubben pilots. See 9.27 for further details.

Swedish Notice 781/14453/19 [NP20-No 45-Wk 50/19]

Sweden - Gulf of Bothnia - Hargshamn — Depth

354

Paragraph 9.68 1 line(s) 5 *For* 12·0 m *Read* 10·8 m

Swedish Notice 763/14107/19 [NP20-No 28-Wk 32/19]

**Sweden - Entrance to the Gulf of Bothnia -
Ålands Hav - Hallstavik — Pilotage**

355

Paragraph 9.80 1 line(s) 1-3 *Replace by:*

- 1 Pilots can be obtained from Svartklubben pilots. See 9.27 for further details.

Swedish Notice 781/14453/19 [NP20-No 46-Wk 50/19]

**Sweden - Entrance to the Gulf of Bothnia -
Ålands Hav - Vaddö Kanal — Pilotage**

357

Paragraph 9.96 1 line(s) 1-4 *Replace by:*

- 1 **Pilotage.** Pilots can be obtained from Simpnäsklubb (59°53'·57N 19°04'·79E) or from Svartklubben Pilots. See 9.27 for further details.

Swedish Notice 781/14453/19 [NP20-No 47-Wk 50/19]

**Sweden - Gulf of Bothnia - Järnashamn —
Directions; beacons**

429

Paragraph 10.288 1-7 *Replace by:*

- 1 **Description.** Järnashamn (63°26'·50N 19°40'·00E) lies in a small inlet, entered E of Järnäsudden (63°26'·00N 19°39'·00E). It affords anchorage, in depths of 4 to 7 m, clay and mud, and is suitable for vessels drawing up to 4·5 m.

Pilotage. See 10.262 for information.

- 2 **Directions.** From a position 2½ miles ENE of Storbåden (63°24'·60N 19°35'·39E) (10.284), the track leads N, passing:

E of Ateliusgrund (63°25'·51N 19°40'·38E), thence: W of a shoal (63°25'·68N 19°40'·74E) with a depth of 2·5 m, thence:

E of Storklubben, on which stands a beacon (white cairn, red band, 4 m in height) (63°26'·10N 19°40'·46E).

- 3 From a position close E of Storklubben the track alters NW to pass close SW of a buoy (starboard hand) (63°26'·25N 19°40'·47E) into the anchorage.

Useful mark:

Beacon (lattice mast) on Storhällan (63°25'·67N 19°39'·84E), a small islet on the W side of the approach to Järnashamn.

Caution. The anchorage is restricted and a vessel should lie at fairly short stay.

Swedish Notice 759/14081/19 [NP20-No 7-Wk 29/19]

**Sweden - Gulf of Bothnia - Sikeå —
Directions; beacon**

446

Paragraph 11.15 2 lines 4-5 *Replace by:*

...WNW, on a line of bearing of a beacon, which stands on...

Paragraph 11.15 4 lines 1-2 *Replace by:*

- 4 When 4 cables from Kungsöhallan, the track leads NNW.

Paragraph 11.15 6 lines 1-3 *Delete*

Swedish Notice 808/14929/20 [NP20-No 64-Wk 25/20]

Sweden - Gulf of Bothnia - Piteå — Pilotage

448

Paragraph 11.25 2 lines 1-4 *Replace by:*

- 2 For vessels bound for Piteå there are two pilot boarding stations as follows:

2 miles ENE of the main boarding station at Skelleftehamn, in position 64°39'·90N 21°29'·80E;

2 miles SSE of Leskär Light (11.88), in position 65°06'·40N 21°39'·60E.

Swedish Notice 788/14588/20 [NP20-No 54-Wk 06/20]

**Sweden - Skelleftehamn -
Gåsören to Sörfjärden — Directions; lights**

452

Paragraph 11.52 3 lines 5-11 *Replace by:*

...shoals NNE of Nörd-Olsgrundet.

Swedish Notice 751/13791/19 [NP20-No 8-Wk 29/19]

**Sweden - Gulf of Bothnia - Luleå —
Directions; leading beacon; speed limit**

461

Paragraph 11.117 1 and 2 *Replace by:*

- 1 When about 8 cables NW of Skagsören the track alters NE to enter Tjuvholmsundet. A speed limit of 9 kn applies when navigating through Tjuvholmsundet.

NP20

The line of bearing (034°5') of Sandögrundet Light (white hut on stone pedestal) (65°32'·99N 22°11'·80E) leads about 1 mile NE through Tjuvholmsundet.

- 2 When 3 cables from Sandögrundet Light the track then alters NW to pass into Gråsjälfjärden, on the E side of which lie the berths for the port of Luleå.

Swedish Notice 760/14077/19 [NP20-No 9-Wk 29/19]

Sweden - Luleå - Sandöleden — Regulations

463

Paragraph 11.129 4 lines 2-3 *Replace by:*

Vessels greater than 300 gt or 45 m in length are not permitted to pass each other in Sandöleden.

Swedish Notice 785/14546/19

[NP20-No 53-Wk 03/20]

Sweden - Gulf of Bothnia - Luleå to Lutskärsgrund - Inshore route — Directions; beacons

470

Paragraph 11.179 1-3 *Replace by:*

- 1 From Sandöfjärden (65°32'·45N 22°18'·00E), at Luleå, alter course to pass through Altappssundet, a narrow buoyed channel.
- 2 The channel, with a bottom width of 30 m, is authorised for a draught of 3·0 m.
- 3 The track leads through the channel to a position 3 cables NW of Altappen, an islet off the NW end of Finnklipporna. The direction of the buoyage in Altappssundet is from N to S.

Sweden Notice 836/15462/20 [NP20-No 73-Wk 06/21]

NP21 Bay of Bengal Pilot (2019 Edition)

India - East coast - Point Calimere to Coleroon Point — Directions; major light

68

After Paragraph 2.10 3 line 6 *Insert:*

Pūmpukār Light (tower, 30 m in height) (11°08'·57N 79°51'·32E).

Indian Chart IN32/2002; POLAR F0918

[NP21-No 19-Wk 35/20]

India - East coast - Cuddalore — Arrival information; pilotage

71

After Paragraph 2.37 1 line 9 *Insert:*

Arrival information

2.37a

- 1 **Pilotage** is compulsory. The pilot for Cuddalore Marine Terminal (2.41) boards in position 11°37'·73N 79°48'·18E.

Indian Notice 17/173/21

[NP21-No 36-Wk 50/21]

India - East coast - Cuddalore — Anchorage; terminal

71

Paragraph 2.41 1 line 1 *Replace by:*

- 1 **Anchorage.** An anchorage area (11°38'·10N 79°48'·84E), radius 200 m, depth 14 m, gravel and shell, for Cuddalore Marine Terminal, is situated 2¼ miles E of the terminal (11°38'·39N 79°46'·37E).

Berth. The terminal consists of a platform and mooring dolphins on a SE/NW axis. A prohibited area containing buoys and pipelines extends W to the shore. A small service jetty extends from the shore.

Indian Notice 3/50/19

[NP21-No 1-Wk 20/19]

India - East coast - Chennai — Arrival information; restricted area

74

After Paragraph 2.69 1 *Insert:*

Restricted area. Owing to submarine cables anchoring is prohibited within an area centred on (13°02'·49N 80°21'·77E), S of the port.

UKHO

[NP21-No 21-Wk 49/20]

India - East coast - Kamarajar Port — Outer anchorages; pilotage

77

Paragraph 2.96 1 line(s) 7-9 *Replace by:*

...(2.98) in depths of 25 m, mud and sand. A waiting area is centred on 13°15'·00N 80°23'·26E.

Paragraph 2.96 2 line(s) 1-2 *Replace by:*

- 2 **Pilotage** is compulsory and available 24 hours a day. Pilots for Major Port board in position 13°12'·20N 80°23'·10E, and for Minor Port in the anchorage area.

Indian Notice 07/112/20

[NP21-No 15-Wk 19/20]

India - East coast - Approaches to Chennai - Port of Kattupalli — STS area

78

Paragraph 2.103 1 lines 3-5 *Replace by:*

...anchorage (13°19'·28N 80°23'·22E) is for dangerous cargo, the S anchorage (13°18'·88N 80°23'·22E) is unrestricted. A STS area (13°19'·70N 80°23'·17E) lies farther N.

Indian Notice 1/034/20

[NP21-No 14-Wk 06/20]

India - East coast - Kattupalli Port — Limiting conditions; depth

78

Paragraph 2.102 1 line 2 *For* 14 m (2017) *Read* 16 m (2020)

Indian Notice 22/221/20

[NP21-No 24-Wk 03/21]

**India - East coast - Kattupalli Port —
Directions; lights**

78-79

Paragraph 2.105 1-2 *Replace by:*

1 Landmark:

Radio tower (50 m in height) (13°18'·61N 80°20'·24E).

- 2 Approach.** From a position E of the port, in deep water and seaward of the 200 m depth contour, the track leads to a position in the vicinity of 13°17'·94N 80°22'·87E, at the beginning of the entrance channel to the port.

Paragraph 2.105 3 lines 1-4 *Replace by:*

- 3 Entrance channel.** From the above position, the track leads WNW through a dredged channel marked by light buoys (lateral), passing:

Indian Notice 19/222/19

[NP21-No 11-Wk 45/19]

**India - East coast - Kattupalli Port —
Basins and berths; depths**

79

Paragraph 2.106 1-2 *Replace by:*

- 1 Container berths.** There are three berths located in the NW corner of the harbour. Container Berth 1 (13°18'·70N 80°20'·85E) is 350 m long with a depth of 16 m. Container Berth 2 (13°18'·82N 80°20'·93E) is 360 m in length with a depth of 16 m. Container Berth 3 (13°18'·77N 80°21'·11E) is about 300 m in length.

- 2 Shipyard.** There are two 260 m long berths either side of the shipyard's shiplift (13°18'·41N 80°20'·90E). Both berths are 25 m wide and have a charted depth of 10 m. There is also a Finger Jetty (13°18'·54N 80°20'·90E) situated N of the shipyard shiplift, it is 200 m long and 20 m wide; it has two berths with a depth of about 7 m.

Indian Notice 22/221/20

[NP21-No 25-Wk 03/21]

**India - East coast - Krishnapatnam Port —
Limiting conditions; depth**

79

Paragraph 2.109 1 line 2 *Replace by:*

...dredged depth of 18 m (2021).

Indian Notice 4/62/21

[NP21-No 29-Wk 16/21]

**India - East coast - Krishnapatnam Port —
Pilot boarding position**

79

Paragraph 2.110 2 line(s) 6-8 *Replace by:*

A Vessels of maximum draught less than 10 m.

14°14'·50N

80°12'·49E

A1

14°14'·55N

80°13'·50E

Vessels of maximum draught less than 12 m.

Indian Notice 11/124/21

[NP21-No 34-Wk 32/21]

**India - Bay of Bengal - False Divi Point to
Kākināda Bay — Directions**

82

Paragraph 2.134 3 line 4 *For SW Read SE*

UKHO

[NP21-No 30-Wk 18/21]

**India - South-east coast -
Visākhapatnam — Directions; obstruction**

85

Paragraph 2.150 5 line 1 *Replace by:*

- 5** Clear of an obstruction (17°39'·60N 83°19'·60E) which lies NE of the SPM.

Thence to a position SE of Dolphin's Nose, the steep faced...

ENC IN43002P (2.000)

[NP21-No 31-Wk 19/21]

**India - East coast -
Gangavaram Port — Anchorages**

85

Paragraph 2.158 1 line(s) 1-6 *Replace by:*

- 1** Designated anchorages are as follows:
Examination Anchorage (17°36'·58N 83°16'·00E);
Anchorage A (17°35'·46N 83°17'·41E);
Anchorage B (17°35'·48N 83°15'·92E);
Anchorage C (17°34'·27N 83°16'·68E);
Anchorage D (17°34'·45N 83°18'·50E);
2 Anchorage E (17°33'·05N 83°15'·16E);
Anchorage F (17°30'·37N 83°16'·43E);
Anchorage G (17°30'·64N 83°12'·58E);
Anchorage H (17°30'·71N 83°08'·95E);
Anchorage I (17°28'·36N 83°10'·82E);
Anchorage J (17°27'·40N 83°13'·10E).

Indian Chart IN3002

[NP21-No 2-Wk 20/19]

India - East coast - Visākhapatnam — Depths

87

Paragraph 2.173 1 line(s) 1-7 *Replace by:*

- 1** The following depths are maintained by dredging (see 2.197):

Outer channel, 22·0 m;

Approach to the outer turning circle, 21·0 m;

Outer turning circle, 19·0 m;

Approach to General Cargo Berth, 20·0 m;

Inner Channel and inner turning basin, 15·0 m;

Inner Harbour, from 10·7 to 14·0 m.

NP21

Caution. Maintained depths are subject to silting. The port authority should be contacted for the latest information.

Indian Chart IN3012

[NP21-No 3-Wk 20/19]

India - East coast - Visakhapatnam — Depths

87

Paragraph 2.173 including existing Section IV Notice Week 20/19 *Replace by:*

- 1 The following depths are maintained by dredging (see 2.197):
 - Outer channel, 22.0 m;
 - Approach to the outer turning circle, 21.0 m;
 - Outer turning circle, 21.0 m;
 - Approach to General Cargo Berth, 20.0 m;
 - Inner Channel and inner turning basin, 16.1 m;
 - Inner Harbour, from 10.7 to 16.1 m.
- 2 **Caution.** Maintained depths are subject to silting. The port authority should be contacted for the latest information.

Indian Notice 23/247/19

[NP21-No 13-Wk 03/20]

India - East coast - Visakhapatnam — Anchorages

87

Paragraph 2.177 2 line(s) 1-10 *Replace by:*

- 2 **Anchorages** exist as follows:
 - Naval tanker anchorage (17°44'·20N 83°23'·80E); depths 25 to 32 m.
 - Lighterage area (17°42'·10N 83°22'·90E); depths 28 to 40 m.
- 3 Deep Water Naval Anchorage (17°43'·32N 83°21'·45E); depths from 14 to 26 m.
Shallow Water Naval Anchorage (17°42'·71N 83°20'·46E); depths from 13 to 19 m,
Examination Anchorage (17°42'·04N 83°20'·24E); depths from 14 to 24 m.
SPM Tanker Anchorage (17°37'·06N 83°19'·29E); depths around 45 m.
- 4 Petroleum Anchorage I (17°36'·10N 83°23'·48E); depths around 54 m.
Petroleum Anchorage II (17°35'·27N 83°25'·08E); depths around 55 m.
Gas and Explosives Anchorage (17°35'·08N 83°23'·88E); depths around 54 m.
See 2.159 for further anchorages at Gangavaram. Other vessels should obtain anchorage, within the roadstead, clear of the areas described.

Indian Chart IN3012

[NP21-No 4-Wk 20/19]

India - South-east coast - Visakhapatnam — Obstruction

89

Paragraph 2.192 1 lines 1-2 *Replace by:*

- 1 A SPM (17°39'·14N 83°18'·92E) lies in a depth of 34 m and exhibits a light. An obstruction lies 8 cables NE of the SPM.

ENC IN43002P (2.000)

[NP21-No 32-Wk 19/21]

India - Approaches to Hugli River - Palmyras Shoals to Baleshwar Roads — Directions; light

101

After Paragraph 3.74 1 line 3 *Insert:*

Major lights:

Tajpur Light (white round tower with red bands) (21°39'·10N 87°37'·90E).

Indian Notice 14/160/20

[NP21-No 16-Wk 35/20]

India - Approaches to Hugli River - Palmyras Shoals to The Sandheads — Directions; light

102

After Paragraph 3.87 1 line 11 *Insert:*

Tajpur Light (21°39'·10N 87°37'·90E) (3.74).

Indian Notice 14/160/20

[NP21-No 17-Wk 35/20]

India - Approaches to Hugli River - The Sandheads to Sagar Roads — Directions; light

107

After Paragraph 3.102 1 line 10 *Insert:*

Tajpur Light (21°39'·10N 87°37'·90E) (3.74).

Indian Notice 14/160/20

[NP21-No 18-Wk 35/20]

India - North-east coast - The Sandheads to Matla River - Matla River — Directions; wreck

118

Paragraph 4.13 2 line 5 *Replace by:*

...approach. A wreck (21°26'·00N 88°46'·00E), position approximate, lies close W of Dalhousie Sand. With a height of eye of 7 m Dalhousie Point...

Indian Notice 4/056/19

[NP21-No 5-Wk 20/19]

Bangladesh - Pussur River to Sandwip Channel — Directions

121-122

Paragraph 4.47 4-5 *Replace by:*

- 4 Thence the track continues N, passing:
Clear of a dangerous wreck (22°08'·81N 91°38'·00E), thence:

W of the Chattogram outer anchorages, and:
W of Authority Light Buoy (starboard hand)
(22°12'·26N 91°38'·62E).

- 5 The track then continues N to a position SE of Sandwip Island (4.56).

BNHOC Notice 15/19

[NP21-No 6-Wk 20/19]

**Bangladesh - Chattogram Coast -
Matarbari Island — SPM; prohibited area**

123

After Paragraph 4.62 1 line 5 *Insert*:

Entry is prohibited into an area of 500 m radius surrounding a SPM (21°37'·65N 91°47'·09E), SW of Matarbari Island (4.72a).

ENC BD407429 (1.004)

[NP21-No 26-Wk 12/21]

**Bangladesh - Chattogram Coast -
Matarbari Island — Directions; SPM;
prohibited area**

124

After Paragraph 4.65 2 line 16 *Insert*:

W of a prohibited area centred on a SPM (4.62),
thence:

ENC BD407429 (1.004)

[NP21-No 27-Wk 12/21]

**Bangladesh - Chattogram Coast -
Matarbari Island — Port of Matarbari**

125

After Paragraph 4.72 1 line 2 *Insert*:

Matarbari

**General information
4.72a**

- 1 **Position and function.** Matarbari (21°42'·12N 91°52'·42E) lies on the W side of Matarbari Island (21°42'·42N 91°53'·10E), at the S entrance to Kutubdia Channel (4.71). The port was originally built for the Matarbari power plant, but is now being developed into a deep water port.

Port authority. The port lies within Chattogram port limits. See 4.75.

**Limiting conditions
4.72b**

- 1 **Controlling depth.** The approach channel is subject to frequent change, see 4.61. For further details contact local authorities.

**Arrival information
4.72c**

- 1 **Outer anchorage.** Vessels bound for terminals at Matarbari may anchor in the designated anchorage area (21°34'·98N 91°47'·99E).

Pilotage is compulsory. Pilots board in the vicinity of 21°38'·00N 91°49'·70E.

Harbour

4.72d

- 1 **Development.** Works are in progress (2021) to develop a deep sea port, to reduce pressure on the Port of Chittagong.

Breakwaters, a 300 m long multipurpose terminal and a 460 m long container terminal are being constructed, due for completion in 2026.

The harbour and entrance channel are planned to accept vessels with a maximum permissible draught of 16 m.

Directions for entering harbour

4.72e

- 1 From a position in the outer anchorage, the approach leads NNE, through the S part of Kutubdia Channel (4.71), marked by light buoys (lateral), thence between the breakwaters into the port.

Bangladeshi Notice 28/20; ENC BD407429 (1.004)

[NP21-No 28-Wk 12/21]

**Burma - Gulf of Martaban -
Yangon River — Directions; platform**

153

Paragraph 6.37 1 *Replace by*:

- 1 This offshore route leads from S of Baragua Point (15°43'·70N 95°19'·00E), through the W part of the Gulf of Martaban, to the outer fairway of Yangon River in the vicinity of the Offshore Pilot Platform (6.41).

Paragraph 6.41 1 lines 5–6 *Replace by*:

Offshore Pilot Platform (16°12'·72N 96°16'·72E)
(white tower with red stripes on platform).

Paragraph 6.42 *Replace by*:

- 1 From a position S of Baragua Point (15°43'·70N 95°19'·00E) the track leads E to the vicinity of longitude 95°37'·00E. The track then leads NE passing:

SE of Sanda Light Buoy (15°32'·08N 95°37'·80E) (6.41). A wreck (15°36'·66N 95°49'·25E), position approximate, with a least depth of 10·1 m, lies 12 miles ENE of the light buoy. Thence:

- 2 SE of Krishna Shoal (15°41'·00N 95°36'·50E). Navigation should be conducted in a depth of 18 m or greater until the shoal has been passed. Thence:

SE of a mud volcano (15°51'·03N 96°00'·73E), thence:

NW of a shoal (15°42'·50N 96°14'·30E) reported (1949) with a depth of 9·1 m, thence:

- 3 NW of a dangerous wreck (15°52'·05N 96°20'·76E), position approximate; another dangerous wreck lies 3½ miles SE. Thence: SE of a dangerous wreck (15°59'·78N 96°14'·51E).

*(Directions continue for the
Gulf of Martaban at 6.85)*

- 4 The track then leads N, passing:
E of an obstruction (16°02'·36N 96°15'·70E), position approximate, reported (1945), thence:
Clear of a dangerous wreck (16°09'·02N 96°18'·39E), marked with a buoy (can) moored close N, thence:
W of a dangerous wreck (16°09'·49N 96°23'·87E), marked with a buoy (conical) moored close W, thence:

NP21

- 5 Clear of a dangerous wreck (16°11'·09N 96°19'·87E); a spar light buoy is moored 1 mile E and another dangerous wreck lies 2 miles farther ENE. Thence:
Clear of a dangerous wreck (16°11'·90N 96°19'·57E), thence:
To a position E of the Offshore Pilot Platform (16°12'·72N 96°16'·72E) (6.41).

Myanmar Notice 25/19 [NP21-No 7-Wk 30/19]

Myanmar (Burma) – Gulf of Martaban – Yangon River — Description

154

Paragraph 6.44 1 *Replace by:*

- 1 Yangon River is approached from S through Western Channel, which is situated E of Dedaye Flats (16°18'·66N 96°11'·10E), an extensive drying bank which fronts the W bank of the river for up to 4 miles from the shore, and Thaungatone (Thante) Flats (16°27'·15N 96°26'·10E), a shallow bank which dries in extensive areas S and SE of Thante Point (16°30'·06N 96°23'·16E).
- 2 The Yangon River is then entered between Sin Min Point (Elephant Point) (16°27'·31N 96°19'·42E) and Thante Point, 4 miles ENE. The lower reaches of the river lead 19 miles NNW to Yangon.

Myanmar Notice 33/20 [NP21-No 22-Wk 49/20]

Burma – Gulf of Martaban – Yangon River approaches — Pilotage

154

Paragraph 6.51 *Replace by:*

- 1 Pilotage is compulsory for all vessels of 200 gt or greater; the pilot boarding position is at 16°12'·67N 96°18'·21E. Pilots are transferred by motor launch. In poor visibility the pilot vessel will sound Morse Code letter Z to assist location. A vessel approaching the pilot vessel must not pass ahead of the pilot vessel and must make a lee for the pilot boat. Further details of procedure are contained in *ADMIRALTY List of Radio Signals Volume 6(4)*.
- 2 Unauthorised vessels are advised to keep 1 mile clear of the Offshore Pilot Platform (16°12'·72N 96°16'·72E) (6.41).

Myanmar Notice 25/19 [NP21-No 8-Wk 30/19]

Burma – Gulf of Martaban – Yangon River approaches — Directions; platform

155

Paragraph 6.53 2 lines 2–3 *Replace by:*

Offshore Pilot Platform (16°12'·72N 96°16'·72E) (6.41).

Myanmar Notice 25/19 [NP21-No 9-Wk 30/19]

Myanmar (Burma) – Gulf of Martaban – Yangon River — Directions

155

Paragraph 6.54 *Replace by:*

- 1 **Caution.** Sounding does not provide a reliable indication of position in the approaches to Yangon River. Mariners should not attempt to enter the Western Channel unless they are confident of their position.
Due to silting, buoys and channels are subject to regular movement, particularly Western Channel. The chart may not depict the latest location of the deepest channel. The port authority should be contacted for the latest information.
- 2 **Western Channel.** From the vicinity of the pilot boarding position (16°12'·67N 96°18'·21E), the recommended track leads generally N, then NNE, to the vicinity of Lower Float Light Buoy (starboard hand) (16°17'·14N 96°17'·80E). The recommended route then continues generally NNE to the bar.
- 3 From a position SSE of Mye Saon Sand (6.52) to the vicinity E of Sin Min Point (6.44), Western Channel is encumbered by wrecks, obstructions and drying, shifting banks. The channel is highly changeable; no detailed directions can be given. Local knowledge is essential.

Myanmar Notice 33/20 [NP21-No 23-Wk 49/20]

Burma – Gulf of Martaban – Yangon River approaches — Pilotage

156

Paragraph 6.65 *Replace by:*

- 1 Pilotage is compulsory for all vessels over 200gt; pilot boards in position 16°12'·67N 96°18'·21E. Unauthorised vessels are advised to keep 1 mile clear of the Offshore Pilot Platform (16°12'·72N 96°16'·72E) (6.41).
For further information see *ADMIRALTY List of Radio Signals Volume 6(4)*.

Myanmar Notice 25/19 [NP21-No 10-Wk 30/19]

Burma – Port of Yangon — Development; bridge

156

After Paragraph 6.66 1 line 5 *Insert:*

Development 6.66a

- 1 A bridge (16°46'·16N 96°08'·63E), under construction (2019), spans Thanlyetsoon Point Channel between Sule Wharves (6.74) and MIP Wharves (6.74). The development area is marked by light buoys. The vertical clearance is unknown.

Myanmar Naval Hydrographic Centre Notice 49/2019
[NP21-No 12-Wk 50/19]

**Myanmar (Burma) -
Port of Yangon — Anchorage**

157

After Paragraph 6.73 1 line 15 *Insert*:

Kanaung Creek Liffey Reach
16°43'·00N 96°12'·30E

Paragraph 6.73 1 lines 18–19 *Replace by*:

CCA SW of Thanlyetsoon Point
16°45'·20N 96°11'·90E

GB Chart 833/20 **[NP21-No 20-Wk 45/20]**

**India - South Andaman Island -
Macpherson Strait — Depth**

220

Paragraph 8.99 1 line 8 *Replace by*:

...and depths less than 10 m. The in-going tidal stream...

ENC IN44253A (1.000) **[NP21-No 33-Wk 27/21]**

**Andaman Islands - South Andaman Island -
South Cinque Island — Directions; wreck**

223

Paragraph 8.110 5 lines 6–8 *Replace by*:

...spring tides. And:
E of a dangerous wreck (11°14'·73N 92°43'·58E),
position approximate, thence:
E of a dangerous wreck (11°10'·50N 92°44'·50E),
position approximate, thence:

UKHO **[NP21-No 35-Wk 40/21]**

NP22 Bay of Biscay Pilot (2019 Edition)

**France - West coast - Bay of Biscay -
Pointe de Penmarc'h — Directions; wrecks**

58

Paragraph 3.12 1 line(s) 6 *Replace by*:

...5 miles, then ESE for 9½ miles, keeping clear of charted wrecks and obstructions, passing:

French Chart 7250 (2020) **[NP22-No 15-Wk 33/20]**

**France - Bay of Biscay - Western approaches to
Concarneau — Regulations;
prohibited anchorage**

61

Paragraph 3.33 1 line(s) 2 *For* 1600 gt *Read* 3000 gt

Paragraph 3.33 1 line(s) 8 *Replace by*:

There is no designated waiting anchorage and anchoring is prohibited within the approach channel.

French Chart 7250 (2020); FGSD C23 2.5.2.6
[NP22-No 16-Wk 33/20]

**France – Anse de Bénodet - Loctudy -
L'Odet River — Pilotage**

66

Paragraph 3.76 2 lines 4–5 *Replace by*:

Vessels under 6000 tonnes: in position 47°49'·87N
4°08'·01W for Loctudy and in position 47°50'·58N
4°06'·05W for Odet.

French Notice 16/50/19 **[NP22-No 1-Wk 28/19]**

**France - West coast -
Les Coureaux de Groix — Anchorages**

81

Paragraph 4.33 2 lines 1–2 *Replace by*:

1 Thence the track continues ESE, through the outer anchorages for Lorient (4.56a), passing:

French Notice 30/21 SD C23
[NP22-No 33-Wk 44/21]

**France - West coast -
Les Coureaux de Groix — Anchorages**

82

Paragraph 4.35 1-2 including heading *Replace by*:

**Spare
4.35**

French Notice 30/21 SD C23
[NP22-No 34-Wk 44/21]

France - West coast - Lorient — Anchorages

84

After Paragraph 4.56 2 line 7 *Insert*:

**Outer anchorages
4.56a**

1 An irregularly shaped anchorage area (47°39'·58N 3°24'·80W) is located in Les Coureaux de Groix in depths of 10 to 27 m, gravel, sand and clay. Designated anchor berths, for vessels greater than 25 m, have been established within 5 cables of position 47°40'·00N 3°24'·50W, as follows:

P1 (47°40'·30N 3°24'·90W);
P2 (47°40'·20N 3°24'·00W);
P3 (47°40'·00N 3°24'·50W);
P4 (47°39'·70N 3°25'·00W);
P5 (47°39'·70N 3°24'·00W).

Further anchor berths, with the exception of vessels carrying dangerous cargo, have been established as follows:

P6 (47°39'·20N 3°25'·50W);
P7 (47°39'·00N 3°24'·70W).

2 **Caution.** Multiple cables, wrecks and obstructions lie within the anchorage area.

In bad weather vessels may anchor closer to île de Groix (4.2) on the alignment (218°) of the two lights at Port-Tudy (4.40).

French Notice 30/21 SD C23
[NP22-No 35-Wk 44/21]

NP22

France - West coast - Lorient — Tugs

85

After Paragraph 4.57 5 line 5 *Insert*:

Tugs

4.57a

- 1 Vessel carrying dangerous cargo are generally required to use tugs. The number of tugs in assistance is determined by the size of the vessels, bow thrusters and number of propellers. Contact the local authority for details.

French Notice 30/21 SD C23

[NP22-No 36-Wk 44/21]

France - West coast - Lorient — Regulations

86

Paragraph 4.64 1-3 *Replace by*:

- 1 **Port-Militaire.** Entry to the Port-Militaire (4.87) is controlled by the military authorities.
- 2 **Vessels carrying hydrocarbons or dangerous and polluting goods.** Vessels exceeding 3000 UMS (1600 gt) carrying or capable of carrying dangerous cargo, must:
- Report their intention to enter, shift berth or sail, 6 hours in advance, to Marine Lorient and Capitainerie du Port de Lorient, specifying the types of product carried and any damage or defect affecting their ability to manoeuvre.
- 3 Be attended by a tug. See also 4.57a.
- Request unimpeded passage through the channel, from La Citadelle de Port-Louis Signal Station (4.54), giving their time of passing Les Trois Pierres (47°41'53N 3°22'47W) on arrival, or Môle Central (47°43'67N 3°21'78W) on departure.

French Notice 30/21 SD C23

[NP22-No 37-Wk 44/21]

France - West coast - Lorient — Directions; beacon

88

Paragraph 4.82 1 line(s) 1-6 *Replace by*:

- 1 **Entering Passage de la Citadelle.** From a position about 2 cables ENE of Les Trois Pierres Light (47°41'53N 3°22'47W) (4.73), the track leads 3 cables N to the outer end of the leading line (016°5') for Passage de la Citadelle (4.78), passing:

French Notice 14/44/21

[NP22-No 26-Wk 25/21]

France - West Coast - La Loire Approaches and Estuary — Wind farm

128

After Paragraph 6.10 1 line 7 *Insert*:

Wind farm

6.10a

- 1 A wind farm is under construction (2021) on Banc de Guérande (6.6). Entry is prohibited into construction areas.

French Notice 28/5T/21

[NP22-No 30-Wk 42/21]

France - West Coast - La Loire Approaches and Estuary — Wind farm

130

Paragraph 6.25 2 lines 1-4 *Replace by*:

- 1 SSW of Banc de Guérande (6.6), upon which a wind farm is under construction (2021) (6.10a), thence:

French Notice 28/5T/21

[NP22-No 31-Wk 42/21]

France - Bay of Biscay - Approaches to Saint-Nazaire - La Grande Rade de la Loire — Submarine cables

132

After Paragraph 6.44 2 line 4 *Insert*:

Submarine cables, laid close W of the sheltered anchor berth, in the vicinity of 47°10'50N 2°19'82W.

French Notice 51/3/20

[NP22-No 21-Wk 07/21]

France - West Coast - La Loire Approaches and Estuary — Wind farm

134

Paragraph 6.59 1 lines 1-5 *Replace by*:

- 1 From a position N of Basse de l'Astrolabe (47°10'40N 2°33'67W) and a wind farm under construction (6.10a), the alignment (034°5') of these marks leads NE into Chenal du Nord, passing:

French Notice 28/5T/21

[NP22-No 32-Wk 42/21]

France - West coast - Les Sables-d'Olonne and approaches — Pilotage

163

Paragraph 7.63 3-4 *Replace by*:

- 3 Petite Rade, N of this anchorage, provides anchorage for small craft in depths of 6 to 8 m, bottom sand and clay, clear of charted wrecks.

Pilotage is provided by the Loire and Les Sables-d'Olonne Pilots, and is compulsory for vessels 50 m or more in length.

Pilots board in the roadstead from a pilot boat; see 1.42 for distinguishing marks.

See *ADMIRALTY List of Radio Signals Volume 6(1)* for details.

French Notice 40/21; SD C24

[NP22-No 38-Wk 45/21]

France - Bay of Biscay - Port Autonome de Bordeaux — Pilotage

190-191

Paragraph 8.17 2 line(s) 1-3 *Replace by*:

- 2 **Boarding.** Pilots normally board about 1½ miles NNE of BXA Light Buoy (8.34) or, for vessels less than 200 m in length, in the vicinity of No 13a Light Buoy...

Paragraph 8.17 3 line(s) 1-5 *Replace by:*

- 3 This service is also available to vessels less than 160 m in length carrying dangerous substances or hydrocarbons only if the Master has visited the port at least three times in the preceding 12 months. Exceptionally, due to sea or weather conditions, vessels less than 120 m in length not carrying dangerous substances or...

French Notice 16/C24 (2019) 4.3.1.3/20

[NP22-No 13-Wk 21/20]

**France - West coast - Bay of Biscay -
La Garonne — Vertical clearance**

197

Paragraph 8.76 1 lines 3-5 *Replace by:*

Power cable (km 10) (44°55'·07N 0°32'·87W): 52 m.
Pont d'Aquitaine suspension bridge (km 5·8)
(44°52'·79N 0°32'·17W): 52 m.

Paragraph 8.76 2 line 2 *Replace by:*

...(44°51'·50N 0°33'·12W): 53 m when raised,
6·6 m when lowered.

French Notice 44/60/19

[NP22-No 5-Wk 48/19]

**France - West coast -
The Garonne — Directions; wreck**

198

After Paragraph 8.83 2 line 9 *Insert:*

E of a dangerous wreck (44°53'·94N 0°32'·36W),
thence:

French Notice 21/60/21

[NP22-No 27-Wk 31/21]

**France - Bay of Biscay -
Bassin d'Arcachon — Pilotage**

206

Paragraph 8.161 1 line(s) 1-4 *Replace by:*

- 1 Pilotage is regulated for vessels over 50 m in length; see 8.12 for details. Pilot boards in the vicinity of BXA Light Buoy (8.34) for vessels arriving from N or ATT-ARC Light Buoy (8.168) for the others. Request should be made 18 hours before the arrival at the boarding station, except for vessels leaving ports between Lorient and Santander.

Exempted vessels are recommended to use the assistance of a local mariner; see 1.40 for further details. The unofficial pilot can be contacted through Affaires Maritimes giving 12 hours notice.

French Notice 16/C24 (2019) 5.2.1.4/20

[NP22-No 14-Wk 21/20]

**France - Bay of Biscay - Cap Ferret -
Bassin d'Arcachon — Pilotage**

206

Paragraph 8.161 including existing Section IV Notice Week 21/20 *Replace by:*

- 1 Pilotage is compulsory for vessels greater than 50 m in length within an area which extends 4 miles W from the coast, between 44°48'·50N 1°13'·98W and 44°28'·08N 1°15'·20W.

Pilot boards in the vicinity of BXA Light Buoy (8.34) for vessels arriving from N or ATT-ARC Light Buoy (8.168) for the others. Request should be made 18 hours before the arrival at the boarding station, except for vessels leaving ports between Lorient and Santander.

Exempted vessels are recommended to use the assistance of a local mariner; see 1.40 for further details. The unofficial pilot can be contacted through Affaires Maritimes giving 12 hours notice.

French Notice 6/62/21

[NP22-No 22-Wk 16/21]

**France - Bay of Biscay - Bayonne —
Arrival information; speed restriction**

212

After Paragraph 8.202 2 line 4 *Insert:*

Speed restriction. A speed limit of 15 kn applies within the ZMFR (8.206).

UKHO Corr. (17/02/21)

[NP22-No 23-Wk 16/21]

**France - Bay of Biscay - Bayonne —
Arrival information; traffic regulations**

212

Paragraph 8.206 1-3 *Replace by:*

- 1 **The Zone Maritime et Fluviale de Régulation** (ZMFR) is a maritime and river regulated area for the port of Bayonne, in which entry, anchoring (see 8.188) and fishing are restricted.

The ZMFR is established as follows:

Between the bearings of 270° and 330°, from 1 to 7 miles from Digue Nord Light (8.211);

In the entrance channel;

- 2 In a circular zone, radius 9 cables, centred on BA Light Buoy (8.212).

Navigation is regulated within this area.

Vessels exceeding 1600 gt laden with hydrocarbons or dangerous and polluting goods must:

Remain W of the area until entry to the approach channel is authorised by the Port Authorities;

- 3 Keep within the channel when approaching the Adour.

For further details of the national regulations, which affect all vessels entering the approach and entrance channels, see 1.70.

UKHO Corr. (17/02/21)

[NP22-No 24-Wk 16/21]

NP22

France - West coast - Bayonne — Directions; wreck

214

Paragraph 8.214 *1* Replace by:

- 1* The fairway within the harbour is marked by beacons and buoys (lateral), some lighted and some marking wrecks on the edge of the fairway.

From a position abreast the signal tower (8.211), the N bank of the river should be followed at a distance of 50 to 60 m as far as the vicinity of the maize silo (8.211), passing:

N of a wreck (43°31'·67N 1°30'·86W), thence:
N of the marina of Port d'Anglet.

French Notice 21/65/21 [NP22-No 28-Wk 31/21]

Spain - Bay of Biscay - West of Cabo Machichaco — Prohibited area

235

After Paragraph 9.115 *1* line 5 Insert:

Traffic regulations 9.115a

- 1* Entry is prohibited to a research area, marked by light buoys (special), centred on 43°27'·91N 2°52'·79W, about 5½ miles W of Cabo Machichaco.

UKHO [NP22-No 19-Wk 05/21]

Spain - Bay of Biscay - West of Cabo Machichaco — Directions; prohibited area

236

Paragraph 9.118 *1* lines 6–8 Replace by:

...coastal route leads about 8 miles W, passing:

N of a prohibited area (43°27'·91N 2°52'·79W) (9.115a), thence:

N of Islote Villano (43°26'·40N 2°56'·12W), a low islet with a jagged outline, fringed with rocks.

The track then leads to a position N of Cabo Villano (9.119).

UKHO [NP22-No 20-Wk 05/21]

Spain - Bay of Biscay - Bilbao — Vertical clearance

237

After Paragraph 9.130 *1* line 3 Insert:

Puente de Róntegui (43°17'·72N 2°58'·45W), a fixed motorway bridge with a vertical clearance of 42 m, spans the river 1 mile upstream from Dársena de Axpe.

ENC ES539412 [NP22-No 11-Wk 10/20]

Spain - Bay of Biscay - Bilbao — Directions; vertical clearance

240

Paragraph 9.150 *6* lines 1–10 Delete

ENC ES539412 [NP22-No 12-Wk 10/20]

Spain - Bay of Biscay - Santander — Anchorage; caution

250

After Paragraph 10.28 *1* line 8 Insert:

- 2* **Cautions.** Holding in the anchorage is good in sand, except for a narrow, stone tongue, 160 m wide, extending about 6½ cables ENE from Cabo Menor (10.15).

A heavy sea may enter the anchorage during periods of strong N winds. The port advises masters to use their discretion when considering the use of the anchorage.

Spanish Chart 4011; ES SD Num 1
[NP22-No 6-Wk 50/19]

Spain - Bay of Biscay - Santander — Traffic regulations

250

Paragraph 10.31 *1* including heading Replace by:

Traffic regulations 10.31

- 1* **Prohibited area.** The area off Muelle de Albareda is prohibited to unauthorised vessels. Its outer limit is marked by two light buoys (S cardinal).

Prohibited anchorage. Anchorage is prohibited in the navigation channels of the port. Elsewhere anchoring is allowed only by permission of the port authority.

- 2* **Air obstruction area.** Vessels with air draught of 10 m or greater operating near the E end of the runway at Parayas Airport (10.19) must communicate with Santander Port Control (10.26) not less than 20 minutes before passing the runway alignment.

Paragraph 10.32 *3* line(s) 3–4 Delete

Spanish Chart 4011; ES SD Num 1
[NP22-No 7-Wk 50/19]

Spain - Santander - Ensenada de El Sardinero — Traffic regulations; prohibited areas; prohibited anchorages

250

Paragraph 10.31 including heading and existing Section IV Notice Week 50/19 Replace by:

Traffic regulations 10.31

- 1* **Prohibited areas.** The area off Muelle de Albareda is prohibited to unauthorised vessels. Its outer limit is marked by two light buoys (S cardinal).

Entry is prohibited into an area (43°28'·78N 3°46'·49W), marked by light buoys (special), centred on a wind turbine.

Prohibited anchorages. Anchorage is prohibited in the navigation channels of the port. Elsewhere anchoring is allowed only by permission of the port authority.

Anchorage is prohibited in an area centred on 43°28'·86N 3°46'·35W.

- 2 **Air obstruction area.** Vessels with air draught of 10 m or greater operating near the E end of the runway at Parayas Airport (10.19) must communicate with Santander Port Control (10.26) not less than 20 minutes before passing the runway alignment.

Spanish Notice 38/287/20 [NP22-No 17-Wk 46/20]

Spain - Santander — Traffic regulations; prohibited area; prohibited anchorage

250

Paragraph 10.31 1 including existing Section IV Notice Week 46/20 *Replace by:*

- 1 **Prohibited area.** The area off Muelle de Albareda (43°27'·56N 3°48'·29W) is prohibited to unauthorised vessels. Its outer limit is marked by two light buoys (S cardinal).

Prohibited anchorage. Anchorage is prohibited in the navigation channels of the port. Elsewhere anchoring is allowed only by permission of the port authority.

Air obstruction area. Vessels with air draught of 10 m or greater operating near the E end of the runway at Parayas Airport (10.19) must communicate with Santander Port Control (10.26) not less than 20 minutes before passing the runway alignment.

Spanish Notice 49/388/20 [NP22-No 18-Wk 05/21]

Spain - Bay of Biscay - Santander - Ría de Astillero — Regulations

252

After Paragraph 10.45 1 line 5 Insert:

The channel passes close ESE of the E end of a runway at Parayas Airport (10.19); see 10.31 for communication requirements.

Paragraph 10.46 1-2 including heading *Replace by:*

**Spare
10.46**

Spanish Chart 4011; ES SD Num 1
[NP22-No 8-Wk 50/19]

Spain - North coast - Ría de Suances — Wreck

254

Paragraph 10.66 1 line(s) 2-7 *Replace by:*

...the pilot anchor approximately 3½ cables NE of Punta del Torco de Fuera Light (10.60), bottom sand, good holding.

Caution. A dangerous wreck (43°26'·55N 4°02'·21W), marked by a light buoy (isolated danger), lies 2¾ cables E of the light.

- 2 Vessels awaiting suitable conditions to cross the bar anchor in Punta Ballota anchorage (10.73), about 1½ miles W of the light.

Paragraph 10.70 3 line(s) 1 *Replace by:*

- 3 SW of a dangerous wreck (43°26'·55N 4°02'·21W), marked by a light buoy (isolated danger), thence:

Spanish Notice 32/267/19 [NP22-No 4-Wk 38/19]

Spain - Gijón and approaches — Obstructions

261

Paragraph 10.133 1 line 4 *Replace by:*

...buoys may be moored in this anchorage. An obstruction (43°36'·20N 5°41'·10W) lies within the anchorage area situated to the N of Dique Norte.

Spanish Notice 27/206/21 [NP22-No 29-Wk 39/21]

Spain - Ría de Avilés - Dársena de San Agustín — Directions; wreck

270

After Paragraph 11.35 4 line 8 Insert:

- 5 **Caution.** A dangerous wreck lies in position 43°34'·03N 5°55'·29W.

Spanish Notice 2/7/2020 [NP22-No 9-Wk 07/20]

Spain - North coast - Ría de Ribadeo — Pilotage

276

Paragraph 11.86 *Replace by:*

- 1 **Port operations.** In bad weather the port is closed for commercial ships.

Outer anchorage. In fair weather, vessels awaiting the tide to enter harbour, anchor in Ensenada de Arnao, 3¼ cables NNW of the front light of Punta Arroxo Leading Lights (11.90), depth 10 m sand.

Paragraph 11.87 1-2 *Replace by:*

- 1 **Pilotage** is compulsory for vessels of more than 500 tonnes. Pilots board about 2½ cables NE of Isla Pancha Light. See *ADMIRALTY List of Radio Signals Volume 6(1)* for further details.

Ribadeo Pilots [NP22-No 2-Wk 28/19]

Spain - North coast - Ensenada de San Cibrao - San Cibrao — Pilotage

279-280

Paragraph 11.118 1 line(s) 5-9 *Replace by:*

...and receive instructions.

Pilot boards in the following positions:

43°43'·53N 7°26'·91W for vessels less than 10 000 gt;

43°44'·50N 7°26'·32W for vessels more than 10 000 gt or carrying dangerous goods.

See *ADMIRALTY List of Radio Signals Volume 6(1)* for details.

Spanish Notice 3/SDO No 2 Page 59/20
[NP22-No 10-Wk 08/20]

NP22

Spain - North coast - Ría de Viveiro — Anchorage

282

Paragraph 11.133 1 lines 1-3 *Replace by:*

- 1 A bad weather anchorage (43°44'·21N 7°35'·85W), for vessels under 10 000 gt, depths from 18 to 50 m, lies NE of Punta Socastro (11.131).

Spanish Notices 30/253 & 254/19

[NP22-No 3-Wk 35/19]

Spain - North coast - Ría de Viveiro — Anchorage

282

Paragraph 11.133 1 including existing Section IV Notice Week 35/19 *Replace by:*

- 1 A bad weather anchorage (43°44'·22N 7°36'·55W), for vessels under 8 000 gt, depths from 18 to 41 m, lies NE of Punta Socastro (11.131).

Anchorage in the bay N of Punta del Caballo (11.132), off either Playa de Abrela (3 cables W of the point) or Playa Alegrín (5 cables farther N) which is less exposed to the NE, are used by coasters.

Spanish Notice 12/75/21

[NP22-No 25-Wk 20/21]

NP23 Bering Sea and Strait Pilot (2019 Edition)

United States of America - Alaska - Alaska Peninsula - Cape Kumlik - Sutwik Island - Foggy Cape — Wreck

137

Paragraph 5.41 3 line(s) 1-3 *Replace by:*

- 3 An isolated shoal patch (56°30'·62N 156°58'·37W) with a depth of 10·4 m (34 ft) is situated 1½ miles S of Foggy Cape and a dangerous wreck (56°29'·47N 157°01'·09W) is situated 3 miles SSW of Foggy Cape.

US Notice 11/16568/20

[NP23-No 4-Wk 17/20]

United States of America - Aleutian Islands - Atka Island — Wreck

219

Paragraph 7.29 1 line(s) 10 *Replace by:*

...this rock. A stranded wreck, reported (2019), lies approximately ½ mile ENE of the rock.

US Notice 21/16480/19

[NP23-No 1-Wk 40/19]

Russia - Bering Sea - Anadyrskiy Gulf - Port Provideniya — Pilotage

380

Paragraph 12.87 1 line 4 *Replace by:*

...favourable weather. Pilots board in position 64°22'·80N 173°21'·90W. Request for pilotage and tug...

Russian Notice 23/2883/19

[NP23-No 2-Wk 40/19]

Russia - Bering Sea - Bukhta Provideniya - Port Provideniya — Pilotage

380

Paragraph 12.87 1 including existing Section IV Notice Week 40/19 *Replace by:*

- 1 **Pilotage** is compulsory (1.44) for vessels over 500 gt with pilots available 24 hours, although pilotage to some berths is in daylight only and subject to favourable weather. Pilots board in position 64°22'·79N 173°21'·71W or within Bukhta Slavyanka (64°22'·10N 173°20'·70W) (12.79), dependent on weather conditions. Request for pilotage and tug assistance should be made to the Port Captain at least 2 hours before arrival.

For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Icebreaker assistance should be requested no later than 48 hours before arrival.

Russian Chart 69288 (2020)

[NP23-No 5-Wk 33/21]

Russia - Siberia - Kolyuchinskaya — Nature reserve

396

After Paragraph 13.28 4 line 5 *Insert:*

Nature Reserve. Kolyuchinskaya Guba lies within the Beringiya National Park. The N limit of the park lies at the entrance to Kolyuchinskaya Guba between 67°06'·37N 174°42'·97W and 67°04'·21N 174°34'·70W.

Russian Notice 49/5681/19

[NP23-No 3-Wk 02/20]

NP24 Black Sea and Sea of Azov Pilot (2019 Edition)

Ukraine — Regulations; ice escort

8

After Paragraph 1.75 2 line 4 *Insert:*

Operations in ice with icebreakers 1.75a

Rules concerning the escort of vessels in ice are in force. Local authorities should be contacted for further information.

Ukrainian Notice 48/810/20

[NP24-No 43-Wk 10/21]

Turkey - Marmara Denizi — Currents

65

After Paragraph 2.1 2 line 5 *Insert:*

Currents 2.1a

- 1 Currents in Çanakkale Boğazı and İstanbul Boğazı are complex and strong at times, impacting safe navigation. Constant vigilance is required.

A number of factors affect currents and flow in these areas. The difference in density between the Aegean Sea and Black Sea produces a deep S to N flow. The differences in levels between the two seas produces a surface flow from N to S which, when combined with northerly winds, can attain in excess of 7 kn.

- 2 During periods of strong southerly winds the surface currents are slowed or reversed, a condition referred to locally as *Orkoz*. Counter-currents and eddies add to the dynamics of navigating the straits.

Current details for each segment of the straits are found in the appropriate sub-section of this chapter. For regulations and recommendations related to the impact of current on navigation, see 2.7. For current diagrams and general discussion of regional current and flow factors, see 1.111.

UKHO

[NP24-No 47-Wk 22/21]

Turkey - Marmara Denizi — Regulations

66

Paragraph 2.6 Replace by:

- 1 The following rules are extracted from *Maritime Traffic Regulations in the Turkish Straits* and from other information found in the *Turkish Straits Navigation Guide* published by the Turkish Office of Navigation, Hydrography and Oceanography.

Definitions:

Turkish Straits. Navigable waters of Strait of İstanbul, Strait of Çanakkale and the route through the Sea of Marmara and the coastline surrounding these areas.

- 2 **Sailing plan.** Prior to entering the straits, designated reports must be made to the İstanbul and Çanakkale VTS centres as detailed in *ADMIRALTY List of Radio Signals Volume 6(3)*. See 2.5. Applications for exemptions or special requests must be made 10 to 30 days in advance.

- 3 **Large vessel** is over 200 m or more in length.
Deep-draught vessel has a draught of 15 m or more. These vessels should exhibit the lights and day signals for a vessel constrained by draught according to the *International Regulations for Preventing Collisions at Sea (1972)* whilst navigating in the straits.

- 4 **Maximum speed.** The speed for vessels in the Straits is 10 kn over the ground. Increases in this speed may be requested through the VTS Centre in order to maintain steerage way; care must be taken to avoid collisions and creation of waves harmful to the surroundings.

- 5 **Safe vertical clearance.** Vessels having a vertical clearance of 58 m or more are prohibited from transiting İstanbul Boğazı. Vessels having a vertical clearance of between 54 and 58 m must submit an application 30 days in advance and may be required to have the assistance of a tug or tugs, as determined by the Port Authority, to ensure that they keep their course.

- 6 Vessels having a vertical clearance of between 66 and 70 m transiting Çanakkale Boğazı must submit application 30 days in advance and may be required to have the assistance of a tug or tugs, as determined by the Port Authority, to ensure that they keep their course.

Horizontal bridge pier clearance. Vessels must not overtake each other in vicinity of bridges, nor approach within 100 m of the piers.

Distance between vessels. Vessels passing through the Straits shall maintain a distance of at least 8 cables between each other.

- 7 **Helming light.** If the bridge of a vessel is more than 150 m from the bow, or is not suited to visually observe the turning of the bow easily at night, a coloured light other than white, visible only from the bridge, shall be carried to allow visual appreciation of the movement of the bow when manoeuvring.

- 8 **Overtaking.** Vessels navigating in the same direction in the Straits shall not overtake vessels proceeding before them except due to emergency.

If for any reason a vessel needs to reduce speed while navigating in the Straits, she shall give immediate notice to the relevant VTS centre and warn vessels following.

- 9 When a vessel needs to overtake a slower vessel in front of her, she must obtain permission from the relevant VTS centre and indicate the intention to overtake to the overtaken vessel. The overtaking shall if possible take place on one course. The overtaken vessel must keep as far to the starboard side of her own traffic lane as possible and permit faster vessels to overtake her.

- 10 Overtaking is prohibited between Kilitbahir Burnu and Nara Burnu in Çanakkale Boğazı (2.32), and the latitudes of Kanlıca (41°06'30N) and Vaniköy (41°03'80N) in İstanbul Boğazı (2.341), and in the vicinity of bridge legs, which should not be approached within 100 m.

2.6a

- 1 **Types of transit:**

Passage without stopover. Passage of the Turkish Straits without intent to stop in a Turkish harbour, the master having informed the Turkish authorities of this intent prior to entry. The vessel should display the international signal **T** by day and an all-around green light by night while navigating or at anchor. Brief stops of less than 168 hours (7 days) are permitted in designated areas for certain repairs, agent services and crew changes, or weather.

- 2 **Passage with stopover.** Passage of the Turkish Straits to include a call at a Turkish harbour in the region. Pilotage and clearance procedures apply. A passage without stopover which is cancelled or interrupted in progress is also considered in this category.

Transit by day. Certain classes of vessels must transit the straits during daylight as detailed below.

For İstanbul Boğazı:

- 3 All tankers and ships carrying dangerous goods (except RoRo and container vessels) with a LOA of 200 m or more.

Vessels under tow.

Vessels (except tankers and those carrying dangerous goods) with a LOA over 250 m, or deep-draught vessels.

Vessels with additional rules imposed by the Straits VTS.

LNG vessels; must be escorted by tugs.

- 4 LPG vessels with a LOA of 150 m or more; must be escorted by tugs.

For Çanakkale Boğazı:

Tankers with an LOA of 200 m or more.

Vessels carrying IMDG Class 1 cargo (except RoRo and container vessels) with an LOA of 200 m or more.

Deep-draught vessels.

LNG vessels; must be escorted by tugs.

NP24

- 5 LPG vessels with a LOA of 150 m or more; must be escorted by tugs.

Dangerous goods transit. No vessel with a length greater than 150 m carrying dangerous cargo, except RoRo and container vessels, shall enter İstanbul Boğazı until a vessel which has the same classification entering from the N passes the 15th July Martyrs Bridge, or, entering from the S passes the Yavuz Sultan Selim Bridge at Fil Burnu.

- 6 No vessel with a length of greater than 150 m carrying dangerous cargo, except RoRo and container vessels, shall enter Çanakkale Boğazı until a vessel which has the same classification clears Nara Burnu.

VTs may make exceptions in some cases, but in any case a minimum of 6 miles separation will be maintained between these vessels.

Turkish Straits Nav Guide NY31, Ed.8, Oct 2020
[NP24-No 48-Wk 22/21]

Turkey - Çanakkale Boğazı - İntepe Liman — Anchorage

72

Paragraph 2.29 2 line(s) 1-5 *Replace by:*

- 2 **Anchorage.** Emergency anchorage (40°01'·42N 26°17'·52E) may be obtained for all types of vessels in an emergency, and for military vessels at any time, in depths of 25 to 68 m. Dangerous underwater rocks (40°00'·76N 26°16'·46E) and two mooring buoys lie in the SW area of the anchorage. A submarine power cable passes close to the N boundary of the area.

Turkish Notice 46/218/19 [NP24-No 10-Wk 51/19]

Turkey - Çanakkale Boğazı - Northern part — General information; vertical clearance

73

After Paragraph 2.33 1 line 3 *Insert:*

Vertical clearance 2.33a

- 1 The 1915 Çanakkale Bridge (40°20'·41N 26°38'·25E) is under construction (2020). Upon completion it is expected to have a vertical clearance of about 70 m (reported 2020).

For information on safe vertical clearances in the strait, see 2.6.

UKHO [NP24-No 42-Wk 09/21]

Turkey - Marmara Denizi - İçdaş 1 — Prohibited area

77

After Paragraph 2.65 2 line 4 *Insert:*

Restricted area. An area, into which entry is prohibited, encompasses the harbour area.

Turkish Notice 16/67/21 [NP24-No 51-Wk 26/21]

Turkey - Çanakkale Boğazı - İnce Burnu — Anchorages

79

Paragraph 2.78 1 lines 1-13 *Replace by:*

- 1 **Caution.** Anchoring and fishing are prohibited in an area (40°29'·53N 27°01'·00E) surrounding a natural gas pipeline and submarine cable extending SE from a position WSW of Zerdali Deresi (40°33'·20N 26°58'·70E).

Paragraph 2.78 2 line 8 *Replace by:*

The area lies within Gelibolu port limits.

Turkish Notice 50/235/19 [NP24-No 11-Wk 04/20]

Turkey - Marmara Denizi - İnce Burnu — Anchorages

79

Paragraph 2.78 1-2 including existing Section IV Notice Week 04/20 *Replace by:*

- 1 **Anchorage area No 4** centred on 40°31'·20N 26°54'·53E with a maximum depth of 31 m in the E part, sand and stones between Doğanarslan Bankı (2.56) and İnce Burnu.

Caution. Anchoring and fishing are prohibited in an area (40°29'·53N 27°01'·00E) surrounding a natural gas pipeline and submarine cable that extend SE from a position WSW of the mouth of Zerdali Deresi (40°33'·20N 26°58'·70E).

Anchorage area No 5 centred on 40°28'·77N 26°47'·67E lies close W of Doğanarslan Bankı. A wreck lies in the W part of the anchorage.

Caution. A submarine power cable lies close S of the anchorage.

- 2 **Anchorage area No 6** centred on 40°35'·06N 27°05'·13E, an explosives and quarantine anchorage, with depths of 10 to 47 m, mud between İnce Burnu and Eriklice Burnu (2.56) 9½ miles ENE.

An outfall, marked by a light buoy (special), extends SSE for 7 cables from the coast inshore of the anchorage in position 40°35'·61N 27°04'·72E.

All three anchorage areas lie within Gelibolu port limits.

Turkish Notice 50/235/19 [NP24-No 13-Wk 05/20]

Turkey - Marmara Denizi - Karabığa Limanı - Cenal Termik Santrali — Prohibited area

83

After Paragraph 2.106 1 line 4 *Insert:*

Restricted area. An area, into which entry is prohibited, surrounds the jetty.

Turkish Notice 16/67/21 [NP24-No 52-Wk 26/21]

**Turkey - Marmara Denizi -
Bandırma Körfezi — Directions; buoy**

87

Paragraph 2.136 2 lines 1-2 *Replace by:*

- 2 SSE of Mola Bankı (40°26'·40N 28°06'·00E).
This rock,...

Turkish Notice 30/145/19 [NP24-No 2-Wk 40/19]

**Turkey - Marmara Denizi - Bandırma Körfezi -
Mola Bankı — Directions; buoy**

87

Paragraph 2.136 2 line(s) 1-8 including existing Section IV
Notice Week 40/19 *Replace by:*

- 2 SSE of Mola Bankı (40°26'·40N 28°06'·00E),
marked by a light buoy (S cardinal). This rock, which
is awash but difficult to see, is separated from Halî
Adası by a channel about 3 cables wide with depths
of between 22 and 31 m. A bank, with a least depth
of 3·8 m, extends 6 cables W and 3 cables SW from
the rock. Thence:

Turkish Notice 12/42/20 [NP24-No 25-Wk 17/20]

**Turkey - Marmara Denizi - Silivri Koyu —
Anchorage; submarine outfall**

94

Paragraph 2.204 4 line 6 *Replace by:*

...clear of a submarine outfall, in depths of 3 to 5 m, sand.

Turkish Notice 13/53/21 [NP24-No 49-Wk 24/21]

**Turkey - Marmara Denizi - Ambarlı Limanı —
Outer anchorages**

94-95

Paragraph 2.210 1-2 *Replace by:*

- 1 Designated anchorages are situated as follows:
No 1 Anchorage (40°59'·50N 28°34'·50E), for
vessels less than 1600 gt. Anchoring is prohibited
within 4 cables of the coast.
No 2 Anchorage (40°57'·40N 28°33'·30E), for naval
vessels. An outfall pipeline lies close NW of the
anchorage area.
No 3 Anchorage (40°56'·70N 28°36'·50E).
Explosives and quarantine anchorage.
2 No 4 Anchorage (40°56'·40N 28°38'·70E), for
vessels carrying non-dangerous cargo over
1600 gt.

Anchoring is prohibited within 500 m of the gas
pipeline which lands to the W of the oil berths.

Diving is prohibited from a position on the shore,
1½ miles WNW of Baba Burnu (2.183), to a position
3 miles S, then E to a position 7 cables S of
Değirmen Burnu, thence to the shore.

ENC TR402926 (5.001) [NP24-No 24-Wk 15/20]

**Turkey - Marmara Denizi -
İzmit Körfezi — Anchorages**

97

Paragraph 2.226 6 line(s) 3-5 *Replace by:*

Vessels carrying non-dangerous cargo and naval
vessels: centred on 40°41'·24N 29°19'·31E,
3 miles WSW.

Explosives and quarantine anchorage: centred on
40°41'·80N 29°20'·96E, 1½ miles W.

Turkish Notice 44/208/19 [NP24-No 9-Wk 50/19]

Turkey - İzmit Körfezi - Hereke — Anchorages

97

Paragraph 2.233 2 *Replace by:*

- 2 Further anchorage areas, soft mud with fair holding
ground, lie WNW of Yarımca-Tütüncütlük Industrial
complex (40°44'·63N 29°45'·68E), centred on:
40°45'·82N 29°38'·28E (for vessels carrying
non-dangerous goods);
40°45'·76N 29°40'·48E (explosives and quarantine);
40°46'·40N 29°38'·50E (explosives).

Turkish Notice 31/143/19 [NP24-No 5-Wk 46/19]

**Turkey - South-west approaches to
İstanbul Boğazı — Anchorage; wreck**

103

Paragraph 2.292 1 line 6 *Replace by:*

...approach anchorage. A wreck (40°59'·47N
28°56'·60E) lies in the NW part of the anchorage.

Turkish Notice 36/127/21 [NP24-No 65-Wk 49/21]

**Turkey - İstanbul Boğazı -
Kadıköy — Outfall pipe**

103

Paragraph 2.292 3 line 3 *Replace by:*

...29°01'·30E). An outfall pipe is situated in the NE part of
the anchorage area.

Turkish Notice 37/173/19 [NP24-No 4-Wk 43/19]

**Turkey - Black Sea - Şile —
Anchorages; pipeline**

121

Paragraph 3.21 3 line 4 *Replace by:*

...anchorage. A submarine pipeline extends into the SW
corner of the W anchorage.

Turkish Notice 36/170/19 [NP24-No 3-Wk 42/19]

NP24

Turkey - Black Sea - Bartın Limanı to Kurucaşile Burnu — Directions; ODAS buoy

127

Paragraph 3.86 *Replace by:*

- 3 Clear of an ODAS buoy (41°51'·56N 32°34'·57E), thence:

To a position NNW of Kurucaşile Burnu Light (white concrete tower, 8 m in height) (41°50'·80N 32°43'·00E), which stands on Kurucaşile Burnu, a narrow promontory extending 5 cables from the general line of the coast. Kurucaşile harbour lies close E of the point.

Turkish Notice 41/134/20 [NP24-No 36-Wk 50/20]

Turkey - Black Sea - Usta Burnu to Boztepe Burnu — Directions; ODAS buoy

130

Paragraph 3.115 *1-3 Replace by:*

- 1 From a position N of Usta Burnu (41°58'·50N 34°29'·50E), the coastal passage to Boztepe Burnu leads ENE, passing:

- 2 NNW of Bahçeli Kayaları (41°57'·30N 34°42'·00E) (3.112), thence:

To a position N of İnceburun Light (42°05'·79N 34°56'·68E), standing on a point which is sharp, rocky and reddish in colour. Thence the track leads ESE, passing:

Clear of an ODAS buoy (42°05'·62N 35°11'·11E), thence:

- 3 To a position NNE of Boztepe Burnu Light (white stone tower and dwelling, 4 m in height) (42°01'·17N 35°12'·45E), standing on the E extremity of Boztepe Yarımadası. This peninsula can be identified by its flat summit and, except towards the isthmus, its steep sides. From N, the isthmus, on which stands the town of Sinop (3.124), is scarcely visible and the peninsula appears as an island.

Turkish Notice 41/134/20 [NP24-No 37-Wk 50/20]

Turkey - Black Sea - Usta Burnu to Boztepe Burnu — Directions; ODAS buoy

130

Paragraph 3.115 *1-4* including existing Section IV Notice Week 50/20 *Replace by:*

- 1 From a position N of Usta Burnu (41°58'·50N 34°29'·50E), the coastal passage to Boztepe Burnu leads ENE, passing NNW of Bahçeli Kayaları (41°57'·30N 34°42'·00E) (3.112), to a position N of İnceburun Light (42°05'·79N 34°56'·68E), standing on a point which is sharp, rocky and reddish in colour.

- 2 Thence the track leads ESE, to a position NNE of Boztepe Burnu Light (white stone tower and dwelling, 4 m in height) (42°01'·17N 35°12'·45E), standing on the E extremity of Boztepe Yarımadası. This peninsula can be identified by its flat summit and, except towards the isthmus, its steep sides. From N, the isthmus, on which stands the town of Sinop (3.124), is scarcely visible and the peninsula appears as an island.

3 Useful marks:

Pekkaya Burnu (Başyoz Burnu) (42°05'·60N 35°00'·95E), a rocky bluff with reddish tint.

Gazibey Kayası (42°01'·30N 35°12'·87E), a steep-to prominent islet marked by a buoy (isolated danger), NE of Boztepe Burnu.

(Directions continue for the offshore passage to Bat'umi at 3.8, and for the coastal passage to Samsun at 3.122)

Turkish Notice 10/38/21 [NP24-No 46-Wk 20/21]

Turkey - Usta Burnu to İnce Burun - Ayancık — Anchorage

131

Paragraph 3.117 *2* line(s) 1-10 *Replace by:*

- 2 **Anchorage.** Designated areas are as follows:

Anchorage No 1 (41°58'·41N 34°31'·74E), for vessels carrying non-dangerous cargoes and naval vessels.

Anchorage No 2 (41°58'·08N 34°34'·03E), for vessels carrying non-dangerous cargoes wishing to anchor long term.

Anchorage No 3 (41°57'·67N 34°36'·93E), quarantine anchorage and for vessels with dangerous cargoes, nuclear vessels and vessels waiting to gas-free.

Caution. A submarine pipeline, extending 1 mile NNW from Ayancık Çayı, and a stranded wreck (41°58'·03N 34°35'·19E), marked by a light buoy (isolated danger), lie between anchorage Nos 2 and 3.

Pilotage. The pilot boarding position (41°58'·96N 34°30'·33E), lies 7½ cables ENE of Usta Burnu Light.

Turkish Notice 06/20/20; ENC TR300122

[NP24-No 20-Wk 12/20]

Turkey - Black Sea - Sinop — Directions; ODAS buoy

132

Paragraph 3.128 *2* line 3 *Replace by:*

...approached direct. An ODAS Light Buoy (42°00'·31N 35°11'·33E) is moored 1¼ miles SW of the light.

Turkish Notice 52/178/20 [NP24-No 41-Wk 09/21]

Turkey - Samsun Körfezi to Yasun Burnu - Fatsa Körfezi — Anchorage

135

Paragraph 3.168 *1-2 Replace by:*

- 1 **Position and function.** The town of Fatsa (41°02'·42N 37°28'·98E), stands on the SW side of Fatsa Körfezi, 2 miles SSE of Kireççi Burnu.

The port handles bulk and general cargoes.

- 2 **Anchorage.** Area No 1 (41°05'·07N 37°28'·35E), an unrestricted anchorage, is situated NNW of Kireççi Burnu. A buoy (special) (41°04'·82N 37°27'·58E) is moored in the SW part of the anchorage. A second buoy (special) is moored 1½ cables farther SSW.

Area No 2 (41°02'·94N 37°34'·61E), a quarantine anchorage and for vessels carrying dangerous cargoes, nuclear powered vessels and for vessels wanting to gas-free, lies 4½ miles ESE of Kireççi Burnu. A submarine pipeline, extending about 8 cables N from the shore, lies close W of the anchorage.

Pilotage is compulsory for foreign-flagged vessels over 500 gt; the pilot boards in position 41°04'00N 37°31'50E, 7½ cables ENE of Fatsa Feneri Light.

Turkish Notice 06/19/20; ENC TR401322

[NP24-No 21-Wk 12/20]

Turkey - Black Sea - Görele — Anchorages

139

Paragraph 3.203 2 line(s) 1-6 *Replace by:*

- 2 **Anchorages.** Designated anchorage areas are as follows:

No 1 Anchorage (41°02'90N 39°01'80E) for naval vessels and vessels not carrying dangerous cargo below 5000 gt. A submarine pipeline extends 8 cables NE from the main breakwater, terminating near the W limit of No 1 Anchorage.

No 2 Anchorage (41°02'60N 38°58'52E) for vessels not carrying dangerous cargo over 5000 gt.

Turkish Notice 51/239/19; ENC TR401333

[NP24-No 12-Wk 05/20]

Georgia - Black Sea - Bat'umi — Pilotage

146

Paragraph 3.273 1 lines 1-6 *Replace by:*

- 1 **Pilotage** is compulsory for all vessels entering or leaving harbour. Pilots are available 24 hours and should be ordered 24 hours, and confirmed 2 hours, before arrival. Pilots board as follows:

In good weather, in position 41°40'08N 41°38'14E. In bad weather, in the inner roads.

For Berth No 1 (3.282) only, in position 41°40'80N 41°39'00E.

Georgian Notice Circular 04/3/20

[NP24-No 32-Wk 38/20]

Georgia - Black Sea - P'ot'i — Anchorages

149

Paragraph 3.303 1 lines 2-5 *Replace by:*

Anchorage Area No 200 (42°11'30N 41°36'71E), tankers;

Anchorage Area No 300 (42°09'50N 41°36'50E), bulk carriers. A wreck (42°09'73N 41°36'29E) lies in the anchorage area. A second wreck (42°09'87N 41°35'78E) lies close to the W boundary of the anchorage.

ENC GE410325 (5.001)

[NP24-No 23-Wk 15/20]

Turkey - Black Sea - Karaburun - Dalyan Burnu to Koru Burnu — Prohibited area

154

After Paragraph 4.12 2 line 5 *Insert:*

NE of a prohibited area (4.14a), thence:

Turkish Notice 32/095/20

[NP24-No 33-Wk 39/20]

Turkey - Black Sea - Istanbul Airport Fuel Supply Terminal — Prohibited area; development

154

After Paragraph 4.14 *Insert:*

Arrival Information

4.14a

- 1 **Prohibited area.** The terminal lies within an area (41°19'95N 28°47'20E) extending up to 2 miles from the coast into which entry is prohibited.

Harbour

4.14b

- 1 **Development.** Extensive construction works are in progress (2020) in the vicinity of the port. Unauthorised entry to the area under development is prohibited.

Turkish Notice 32/095/20

[NP24-No 34-Wk 39/20]

Turkey - Black Sea coast - Koru Burnu — ODAS buoy

154

Paragraph 4.12 6 line 7 *Replace by:*

...berth of at least 2½ cables. An ODAS Buoy (41°53'42N 28°05'55E) is moored 1¾ miles ENE of the light.

Turkish Notice 51/174/20

[NP24-No 40-Wk 08/21]

Bulgaria - Burgaski Zaliv - Approaches to Burgas — Directions; rock

157

Paragraph 4.39 1 lines 1-8 *Replace by:*

- 1 From a position in the Traffic roundabout (42°29'00N 28°05'00E), the E approach route to Burgas leads W for about 16 miles by way of a TSS (4.36), through waters clear of charted dangers, to the traffic roundabout (42°29'00N 27°42'00E) at the entrance of the inner part of Burgaski Zaliv. Within the roundabout there are multiple rocks and a dangerous wreck. The shoalest of these dangers is a rock (42°29'39N 27°40'83E), depth 13 m. The roundabout is generally deep, but shoals of 11 m exist in the NW of the roundabout and near Ostrov Sveti Ivan (4.38).

(Directions continue for the Port of Burgas at 4.62)

Paragraph 4.40 1 lines 1-6 *Replace by:*

- 1 From a position in the Traffic roundabout centred 3 miles SE of Nos Emine (42°42'07N 27°54'00E) (4.38), the NE approach route to Burgas leads SW for 15 miles through the TSS, passing:

Bulgarian Notice 2/7/20

[NP24-No 30-Wk 32/20]

Bulgaria - Burgaski Zaliv - Burgas — Pilotage

160

Paragraph 4.57 1 lines 1-7 *Replace by:*

- 1 Pilotage is compulsory for all vessels over 100 gt. Pilots are embarked in the following positions: Burgas Inner (42°28'50N 27°32'00E); for draught less than 13.5 m;

NP24

Burgas Outer (42°29'·00N 27°39'·00E), for draught more than 13·5 m;

No 2 (42°39'·77N 27°56'·80E).

They are available 24 hours and should be ordered at least 2 hours in advance through the agent.

Bulgarian Notice 2/6/20 [NP24-No 29-Wk 32/20]

Bulgaria - Burgas - Burgaski Zaliv — Directions; rock

160

Paragraph 4.63 1 lines 1-4 *Replace by:*

- 1 From a position in the Traffic roundabout (42°29'·00N 27°42'·00E), the route through the outer harbour leads W for about 7 miles by way of a TSS, passing:

Clear of a rock (42°29'·39N 27°40'·83E) with a depth of 13 m, thence:

Bulgarian Notice 2/7/20 [NP24-No 31-Wk 32/20]

Bulgaria - Black Sea - Varna — Anchorage; obstruction

162

Paragraph 4.83 2 line(s) 3 *Replace by:*

...April, lies S of Evksinograd Zaliv (4.85). A lost anchor and chain (43°12'·04N 27°58'·61E) lies towards the S of the area. An area...

Bulgarian Notice 1/1/20 [NP24-No 27-Wk 29/20]

Bulgaria - Black Sea - Varna — Pilotage

163

Paragraph 4.93 2 line(s) 2-3 *Replace by:*

...vessels over 100 gt. Pilots embark in position 43°11'·34N 27°57'·41E.

Bulgarian Notice 3/9/19 [NP24-No 1-Wk 37/19]

Bulgaria - Approaches to Varna — Prohibited anchorage

164

After Paragraph 4.94 4 line 6 *Insert:*

Area No 339 (43°13'·87N 28°16'·88E), 2¾ cables either side of the cable extending 20 miles SE from Balchik (4.118).

UKHO [NP24-No 28-Wk 30/20]

Romania - Midia — Prohibited areas

172-173

Paragraph 4.169 2 *Replace by:*

- 2 **Prohibited areas.** A rectangular prohibited area, 7½ miles long and orientated NNW/SSE, is centred 7¼ miles SE of Capul Midia Light (4.170). The area contains unknown metallic objects which may be residual mines. Anchoring, fishing and trawling are prohibited.

An area, radius of 8½ cables, in which anchoring, fishing and unauthorized entry are prohibited is centred on the CALM buoy (4.177). The pipeline, which extends from the buoy to the shore, is also enclosed within a prohibited area.

A prohibited area of radius 1 mile is centred on position 44°22'·00N 28°50'·65E. The area contains submerged explosives.

ENC RO405002 5.000 (2021) [NP24-No 54-Wk 30/21]

Romania - Midia — Limiting conditions

173

After Paragraph 4.173 3 line 3 *Insert:*

Limiting conditions

4.173a

- 1 **Controlling depth.** The entrance channel is dredged (2021) to 10 m, but is not regularly maintained. The port and its approaches are subject to silting and depths shoaler than charted may exist. Contact the local authorities for the latest information.

ENC RO405002 5.000 (2021) [NP24-No 55-Wk 30/21]

Romania - Portul Sulina - Gura Sulina — Arrival information; pilotage

180

Paragraph 5.33 1 lines 1-2 *Replace by:*

- 1 **Pilotage.** Pilots board in position 45°09'·14N 29°48'·32E about 2 miles E of Sulina Light (5.21).

Romanian Chart 1.030.09 (2021)

[NP24-No 58-Wk 38/21]

Ukraine - Black Sea - Chornomorsk (Illichiv's'k) and approaches — Directions; obstructions

199

Paragraph 6.42 1 line(s) 1-8 *Replace by:*

- 1 **Track.** From the vicinity of the SE edge of the TSS (46°08'·24N 31°05'·90E), the track leads NW then WNW within the TSS for 19 miles to the pilot boarding position (6.37).

Caution. Two obstructions, marked by V-AIS (isolated danger), lie close N of the pilot boarding position. A further obstruction, with a depth of 17·7 m, lies ¾ cables NE.

ENC UA5ECF75

[NP24-No 61-Wk 48/21]

Ukraine - Chornomorsk — Directions; leading lights

199

Paragraph 6.42 2 lines 1-6 *Replace by:*

- 2 **Leading lights:**

Front light (white rectangle, black stripe on black 4-sided metal framework tower, 34 m in height) (46°19'·44N 30°39'·23E).

Middle light (similar structure, 28 m in height) (1 cable from front light).

Rear light (similar structure, 29 m in height) (5 cables from front light).

Ukrainian Notice 35/603/20

[NP24-No 35-Wk 47/20]

**Ukraine - Black Sea -
Odesa and approaches — Pilotage**

200

Paragraph 6.61 1 line(s) 3-4 *Replace by:*

...board 2½ miles E of Vorontsovs'kyi Light (6.66) in position 46°29'·75N 30°49'·24E.

ENC UA5ECF76 [NP24-No 62-Wk 48/21]

**Ukraine - Black Sea -
Port Yuzhnyy (Port Pivdennyi) — Name**

204

Paragraph 6.79 1 line 1 *Replace by:*

1 Port Yuzhnyy (Port Pivdennyi) (46°36'·91N 31°01'·21E) is situated on...

GB Chart 2202 [NP24-No 14a-Wk 05/20]

**Ukraine - Black Sea -
Port Yuzhnyy (Port Pivdennyi) — Depth**

204

Paragraph 6.83 1 lines 2-3 *Replace by:*

...dredged to 19·0 m (2019).

The basins have dredged depths from 13 to 19 m (2019). Contact the Port Authority for the latest depth information.

GB Chart 2202 [NP24-No 14b-Wk 05/20]

**Ukraine - Black Sea -
Port Yuzhnyy (Port Pivdennyi) — Obstructions**

205

Paragraph 6.86 1 line(s) 2 *For* 46°31'·00N 30°58'·00E *Read* 46°31'·00N 30°58'·05E

GB Charts 2202 & 2212 [NP24-No 15a-Wk 05/20]

**Ukraine - Black Sea -
Port Yuzhnyy (Port Pivdennyi) — Obstructions**

205

Paragraph 6.86 2 lines 1-6 *Replace by:*

2 Area No 357 (46°34'·80N 31°03'·40E) has seven berths for dry cargo vessels up to 170 m LOA. Depths from 12 to 22 m, mud, sand and shell. Obstructions lie close NW and SW of anchorage position No 16.

GB Charts 2202 & 2212 [NP24-No 15b-Wk 05/20]

**Ukraine - Black Sea -
Port Yuzhnyy — Anchorage**

205

After Paragraph 6.86 3 line 7 *Insert:*

Area No 359 (46°33'·61N 31°15'·02E). Depths from 12 to 15 m. Obstructions lie within the anchorage, in positions 46°33'·82N 31°13'·19E and 46°33'·99N 31°15'·68E.

ENC UA5ECF65 & UA5ECF66 [NP24-No 6-Wk 47/19]

**Ukraine - Black Sea -
Port Yuzhnyy (Port Pivdennyi) — Obstructions**

205

Paragraph 6.86 3 including existing Section IV Notice Week 47/19 *Replace by:*

3 Area No 358 (46°34'·00N 31°07'·00E). Eight berths for dry cargo vessels; Nos 21 and 25 are quarantine anchorages. Depths from 16 to 18 m, mud and shell. Obstructions lie within the area.

Area No 359 (46°33'·61N 31°15'·02E). Depths from 12 to 15 m. Obstructions lie within the anchorage, in positions 46°33'·82N 31°13'·19E and 46°33'·99N 31°15'·68E.

GB Charts 2202 & 2212 [NP24-No 15c-Wk 05/20]

**Ukraine - Black Sea -
Port Yuzhnyy (Port Pivdennyi) — Harbour**

205

Paragraph 6.89 1-3 *Replace by:*

1 The harbour comprises a S and N area connected by a dredged channel.

GB Chart 2202 [NP24-No 16-Wk 05/20]

**Ukraine - Black Sea -
Port Yuzhnyy — Anchorages**

207

Paragraph 6.100 including heading *Replace by:*

**Spare
6.100**

ENC UA5ECF66 [NP24-No 7-Wk 47/19]

**Black Sea - Crimean Peninsula -
Ozero Donuzlav — Submarine cable**

231

Paragraph 6.327 3 lines 1-3 *Replace by:*

3 **Caution.** An obstruction with a depth of 11·8 m and a submarine cable are located in the NW part of area No 381.

HYDROLANT 3315/19(55) [NP24-No 8-Wk 47/19]

NP24

Black Sea - Crimean Peninsula - Mys Tarkhankut — Restricted area; wrecks

231

After Paragraph 6.323 1 line 4 *Insert:*

An area of 1 mile radius centred on 45°18'00N
32°31'00E, which surrounds a number of wrecks.

UKHO

[NP24-No 63-Wk 49/21]

Black Sea - Crimean Peninsula - Sevastopol' and approaches - Sevastopol's'kyi Bukhta — Pilotage

235

Paragraph 6.352 1 line(s) 1-5 including heading *Replace*
by:

Pilotage 6.352

- 1 **Sevastopol's'kyi Bukhta.** Pilotage is compulsory
for vessels of 500 gt and over. The pilot boards in
position 44°37'76N 33°23'83E and 44°37'62N
33°26'29E.

UKHO

[NP24-No 64-Wk 49/21]

Russia - Black Sea - Novorossiysk — Anchorage; obstruction

255

Paragraph 7.124 1 lines 26-28 *Replace by:*

415	44°39'20N 37°54'00E	1-29 m, mud, sand and shells	Vessels up to 100 m in length. An obstruction lies close N of berth No 24.
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Russian Notice 33/3582/21

[NP24-No 59-Wk 46/21]

Russia - Bukhta Tuapse to Mys Uch-Dere — Directions; marine farms

260

Paragraph 7.169 1 line(s) 3-4 *Replace by:*

...proceeds generally SE for 35 miles, clear of marine
farms situated both sides of the route, passing:

Russian Notice 22/2348/21

[NP24-No 56-Wk 30/21]

Russia - Black Sea - Bukhta Tuapse to Mys Uch-Dere — Directions; marine farm

261

After Paragraph 7.169 2 line 4 *Insert:*

SW of a marine farm (43°40'05N 39°31'85E),
thence:

Russian Notice 44/4084/20

[NP24-No 38-Wk 52/20]

Russia - Black Sea - Bukhta Tuapse to Mys Uch-Dere — Directions; marine farm

261

Paragraph 7.169 2 including existing Section IV Notice
Week 52/20 *Replace by:*

- 2 SW of Lazarevskoye (43°54'00N 39°20'00E)
(7.171). This holiday resort lies NW of the
mouth of Reka Psezuapse (7.171), and is
visible from seaward. Thence:

Russian Notice 2/76/21

[NP24-No 44-Wk 10/21]

Russia - Black Sea - Sochi to Mys Pitsunda — Directions; marine farm

264

After Paragraph 7.194 1 line 7 *Insert:*

NE of a marine farm (43°28'20N 39°44'65E),
thence:

Russian Notice 44/4085/20

[NP24-No 39-Wk 52/20]

Russia - Black Sea - Sochi to Mys Pitsunda — Directions; marine farm

264

Paragraph 7.194 1 including existing Section IV Notice
Week 52/20 *Replace by:*

- 1 From a position SW of Sochi (43°35'10N
39°43'00E), the coastal passage to Mys Pitsunda
proceeds generally SE for 37 miles in waters clear of
charted dangers, passing:
SW of the mouth of Reka Bzugu (43°33'70N
39°45'10E); a small sports sailing harbour is
situated on the S bank. Thence:

Russian Notice 2/77/21

[NP24-No 45-Wk 10/21]

Russia - Black Sea - Sochi to Mys Pitsunda — Directions; marine farm

264

Paragraph 7.194 1 including existing Section IV Notice
Week 10/21 *Replace by:*

- 1 From a position SW of Sochi (43°34'65N
39°42'85E) the coastal passage to Mys Pitsunda
proceeds generally SE for 37 miles, passing:
SW of the mouth of Reka Bzugu (43°33'70N
39°45'10E); a small sports sailing harbour is
situated on the S bank. Thence:
NE of a marine farm (43°28'20N 39°44'65E),
thence:

Russian Notice 16/1662/21

[NP24-No 50-Wk 25/21]

**Russia - Sochi to Mys Pitsunda —
Directions; marine farms**

264

Paragraph 7.194 *1* including existing Section IV Notice Week 25/21 *Replace by:*

- 1* From a position SW of Sochi (43°34'·65N 39°42'·85E) the coastal passage to Mys Pitsunda proceeds generally SE for 37 miles, clear of marine farms situated both sides of the route, passing:
SW of the mouth of Reka Bzugu (43°33'·70N 39°45'·10E); a small sports sailing harbour is situated on the S bank. Thence:

Paragraph 7.194 *2* line(s) 4-5 *Delete*

Russian Notice 22/2348/21 [NP24-No 57-Wk 30/21]

**Ukraine - Black Sea - Kerch Strait -
Kerch-Yenikal Channel — Vertical clearance**

272

Paragraph 8.15 *1* lines 1-8 *Replace by:*

- 1* **Kerch Strait Bridge** crosses the Kerch-Yenikal Channel (45°18'·52N 36°30'·50E) from Kosa Tuzla (8.67) to the vicinity of Mys Ak-Burun (8.64). The bridge has a vertical clearance of 35 m and a navigable width of 185 m.

Ukrainian Notice 19/348/20 [NP24-No 26-Wk 25/20]

**Russia - Black Sea - Kerch Strait -
Port Taman' — Directions**

274

Paragraph 8.43 including heading *Replace by:*

**Entrance Channel
8.43**

- 1* **Port Taman' Leading Lights:**
Front light (white tower, black stripe, 8 m in height) (45°07'·10N 36°36'·44E).
Rear light (similar structure, 20 m in height) (7 cables from front light).
From the pilot boarding position for Terminals 2 and 3 the track leads N on the alignment (000°) of these lights, to the vicinity of two light buoys marking the starting points of the two recommended routes to the berths.
- 2* **TPC Leading Lights:**
Front light (white rectangle, red stripe, 10 m in height), (45°07'·46N 36°40'·48E).
Rear light (similar structure, 15 m in height) (5½ cables from front light).
From the vicinity of the S light buoy (safe water) (45°06'·01N 36°36'·58E) the alignment (062·4°) of these lights leads ENE through a channel marked by light buoys (lateral) to the berths.
- 3* From the vicinity of the N-most light buoy (safe water) (45°06'·44N 36°36'·58E), Recommended Route No 69 leads ENE to the berths, through a channel marked by a single pair of light buoys (lateral) and within the white sector (057°-067°) of a light (45°07'·93N 36°40'·55E).

- 4* **Cautions.** The tracks pass close to banks, obstructions, a disused spoil ground and wrecks. Temporary aids to navigation are positioned as work continues, mariners should contact the harbour authorities for the latest information.

Russian Notice 6/673/20 [NP24-No 17-Wk 10/20]

**Black Sea - Kerch-Yenikal Channel —
Anchorage**

277

Paragraph 8.68 *5* lines 4-5 *Delete*

UKHO [NP24-No 18-Wk 10/20]

**Black Sea - Kerch-Yenikal Channel —
Anchorage**

280

Paragraph 8.77 *1* lines 1-7 *Delete*

UKHO [NP24-No 19-Wk 10/20]

**Ukraine - Sea of Azov - Berdyans'k and
Approaches — Depths**

283

Paragraph 8.95 *1* line(s) 1-5 *Replace by:*

- 1* The entrance channel is dredged to 6·6 m (2020). Recommended route No 54 has a maximum authorised draught of 3 m.

Caution. Due to silting in the port and its entrance channel, depths may be less than charted.

ENC UA6T3702; UA4CC794 [NP24-No 60-Wk 48/21]

**Ukraine - Gulf of Taganrog -
Port Mariupol' — Anchorage; obstruction**

285

Paragraph 8.127 *1* lines 3-4 *Replace by:*

...for vessels with a draught greater than 5 m. Vessels carrying dangerous cargoes must use Area No 457. An obstruction lies in the SE part of the anchorage.

Ukrainian Notice 15/220/21 [NP24-No 53-Wk 26/21]

**Russia - Sea of Azov -
Port Temryuk — Anchorages**

292

Paragraph 8.175 *2* line(s) 3-4 *Replace by:*

...of Temryukskiy Light Buoy (safe water) (45°21'·29N 37°20'·39E). A seventh berth lies 8 cables N of the buoy, and outside the harbour limits. Anchor berths 8 and 9 are situated about 2 miles N of the buoy.

Russian Notice 9/1056/20 [NP24-No 22-Wk 13/20]

NP25

NP25 British Columbia Pilot Volume 1 (2019 Edition)

Canada - Regulations — Protection of environment; bird sanctuaries; reserves

12

After Paragraph 1.93 1 line 11 *Insert*:

Bird Sanctuaries. Under the *Migratory Birds Convention Act, 1994*, the Canadian Wildlife Service of Environment Canada is the agency responsible for Migratory Bird Sanctuaries (MBS), which prescribe rules and prohibitions regarding migratory birds and their habitat. See www.canada.ca for further details.

After Paragraph 1.93 2 line 4 *Insert*:

Ecological reserves are established by the Province of British Columbia to protect unique features, or rare, endangered or sensitive species or habitats.

UKHO [NP25-No 8-Wk 50/20]

Canada - Esquimalt and Victoria Harbours — Restricted areas; prohibited anchorages; degaussing range; nature reserve

69

Paragraph 2.96 2 line(s) 1-8 *Replace by*:

- 2 **Restricted areas.** A Controlled Access Zone is located within Esquimalt Harbour and its approaches, including the anchorages in Royal Roads. Buoys and booms may be deployed within these zones subject to security requirements. See *Notice No 43 Canadian Notices to Mariners (Annual Edition)* and 1.95

- 3 **Prohibited anchorages.** Unless authorised by the harbour master, anchoring is prohibited in most areas of the harbours and their approaches, except in the designated anchorages; see 2.110.

Degaussing range 2.96a

- 1 A degaussing range is located in an area centred on 48°24'60N 123°26'95W. Fishing is prohibited.

Marine nature reserves 2.96b

- 1 Victoria Harbour Bird Sanctuary (Victoria Harbour Refuge D'oiseaux) comprises Victoria Harbour and adjacent coastline from Macaulay Point (2.99) to Cadboro Point (5.60). See 1.93.

UKHO [NP25-No 9-Wk 50/20]

Canada - Vancouver Island - Esquimalt Harbour - Inskip Island — Directions; leading lights

72

Paragraph 2.114 1 line(s) 1-11 *Replace by*:

- 1 **Inskip Island Leading Lights:**
Front light (white trapezium, red vertical stripe, on square framework tower) (48°26'52N 123°26'34W), standing on a reef extending S from the SW extremity of Inskip Island.

Rear light (white trapezium inverted, red vertical stripe, on square framework tower) (½ cable from front light).

From a position SW of Scroggs Rocks Light (2.100), the alignment (014°) of these lights, visible on the leading line only, leads NNE through the entrance into the harbour, passing:

Canadian Western Notice 8/3313/19; 8/Light list correction page 29/19 [NP25-No 2-Wk 41/19]

Canada - Victoria Harbour — Arrival information; prohibited areas; anchorages

74

After Paragraph 2.127 2 line 2 *Insert*:

Prohibited areas. Navigation under sail is prohibited in all waters of Victoria Harbour N of a line drawn between Shoal Point Light (2.134) and Berens Island Light (2.134), to the Selkirk Trestle Bridge (2.123).

For prohibited anchorages and further regulations See 2.96.

UKHO [NP25-No 10-Wk 50/20]

Canada - Victoria Harbour — Basins and berths; anchorages

75

Paragraph 2.139 1-3 *Replace by*:

- 1 Anchorage is only available in the designated outer anchorages in Royal Roads with permission of a harbour official. See 2.110.

UKHO [NP25-No 11-Wk 50/20]

Canada - Plumper Sound — Anchorages

162

Paragraph 5.125 1 line(s) 1-4 *Replace by*:

- 1 Five designated anchorages lie within Plumper Sound, easily accessible for vessels navigating Haro Strait and Boundary Pass. The anchorages are labelled A to D and X; the bottom is mud throughout.

Canadian Notice W 3/3441/21 [NP25-No 15-Wk 22/21]

Canada - Satellite Channel - Cowichan Bay — Anchorages

164

Paragraph 5.139 1 lines 2-6 *Replace by*:

Anchorages. Six designated anchorages are established in Cowichan Bay and its S approach. Anchorage A lies within the bay and Anchorages B to F lie in the W part of Satellite Channel; the bottom is mud throughout. Two additional anchorages lie within Cowichan Bay labelled Nos 1 and 3.

Canadian Notice W 3/3441/21 [NP25-No 16-Wk 22/21]

**Canada - Vancouver Island -
Saanich Inlet — Platform**

165

After Paragraph 5.148 1 line 5 Insert:

Hazards

5.148a

- 1 **Floating platform.** A floating science platform (lit) (48°37'33N 123°29'93W), position approximate, is moored in the centre of Saanich Inlet. Moorings extend 300 m outwards from the platform, mariners should pass well clear in order avoid interactions with the mooring lines.

Canadian Western Notice 03/PAC 201 Ch 6 2.55.1/20
[NP25-No 5-Wk 19/20]

**Canada - Vancouver Island -
Saanich Inlet — Directions; platform**

165

After Paragraph 5.152 3 line 8 Insert:

Clear of a floating platform (48°37'33N 123°29'93W) (5.148a), thence:

Canadian Western Notice 03/PAC 201 Ch 6 2.55.1/20
[NP25-No 6-Wk 19/20]

**Canada - Stuart Channel -
Ladysmith Harbour — Anchorages**

171

Paragraph 5.201 1 lines 2-3 *Replace by:*

Anchorages. Six designated anchorages lie in the approaches to, and within, Ladysmith Harbour. The anchorages are labelled A to F and the bottom is mud throughout. An additional anchorage, No 1, lies 2 cables S of Sibell Bay.

Canadian Notice W 3/3442/21
[NP25-No 17-Wk 22/21]

**Canada - Strait of Georgia - Nanaimo -
Dodd Narrows — Vertical clearance**

173

Paragraph 5.222 1 line(s) 1-2 *Replace by:*

- 1 Overhead power cables, with a vertical clearance of 45 m, span the narrows at mid-length.

Canadian Western Notice 03/3475/20
[NP25-No 7-Wk 19/20]

**Canada - Burrard Inlet - Approaches to
Vancouver Harbour - First Narrows —
Directions; sector light**

197

After Paragraph 6.90 1 line 4 Insert:

Lions Gate Bridge Inbound Sector Light (W side, centre span) (6.110).

Canadian Notice W 1/3493/21
[NP25-No 12-Wk 14/21]

**Canada - Burrard Inlet - Vancouver Harbour -
First Narrows — Directions; sector light**

199

Paragraph 6.110 1 lines 1-3 *Replace by:*

- 1 From a position S of First Narrows Light (6.89), the route leads ESE through First Narrows (6.82), keeping in the white sector (109°-113°) of the Lions Gate Bridge Inbound Sector Light (W side, centre span), and into Vancouver Harbour, passing:

Paragraph 6.110 1 line 4 *For NE Read NNE*

Paragraph 6.110 2 lines 8-11 *Replace by:*

Keeping in the white sector (303°-307°), astern, of the Lions Gate Bridge Outbound Sector Light (E side, centre span) for no further than Brockton Point, the track leads SE, passing:

Canadian Notice W 1/3493/21
[NP25-No 13-Wk 14/21]

**Canada - Burrard Inlet - Vancouver Harbour -
First Narrows — Directions; sector light**

201

Paragraph 6.112 1 lines 3-4 *Replace by:*

...keeping within the white sector (303°-307°) of Lions Gate Bridge Outbound Sector Light (E side, centre span) (6.110), pass SW of Calamity...

Canadian Notice W 1/3493/21
[NP25-No 14-Wk 14/21]

**Canada - Vancouver Island -
Nanaimo — Pilotage**

211

Paragraph 6.175 1 line(s) 1-4 *Replace by:*

- 1 Pilotage is compulsory, see 1.44.

Canadian Western Notice 8/3447/19
[NP25-No 3-Wk 41/19]

**Canada - Desolation Sound east side -
Lancelot Inlet — Anchorages; wreck**

251

Paragraph 7.210 1 line(s) 3 *Replace by:*

...in a depth of about 20 m, keeping clear of a wreck (50°04'93N 124°43'18W).

Canadian Western Notice 7/3312/19
[NP25-No 1-Wk 38/19]

**Canada - Barkley Sound -
Trevor Channel — Directions; light sector**

330

Paragraph 10.32 1 line(s) 1-6 *Replace by:*

- 1 From a position in the vicinity of (48°47'11N 125°17'70W), about 3 miles W of Cape Beale (2.21), the track leads ENE, at night in the white sector (068°5'-072°5') of Trevor Channel Entrance Light (white round tower) (48°48'73N 125°10'91W), exhibited from an islet NE of Cape Beale, passing:

Canadian Western Notice 11/3671/19
[NP25-No 4-Wk 02/20]

NP26

NP26 British Columbia Pilot Volume 2 (2017 Edition)

Canada — Regulations

10

Paragraph 1.85 including heading *Replace by*:

Protection of the environment

1.85

¹ **Conservation of Marine Mammals and aquatic species.** The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act* (SARA). *The Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.

² Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.

Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.

³ **Ballast water Control and Management Regulations** as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.

⁴ **National Wildlife Areas** (NWAs) are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.

⁵ **Marine Protection Areas** (MPAs) have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

⁶ **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also www.parkscanada.gc.ca.

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see www.notmar.gc.ca.

Paragraph 1.86 including heading *Replace by*:

Spare 1.86

Canadian Eastern Notice 3/306/19 Section A2

[NP26-No 10-Wk 17/19]

Douglas Channel - Gertrude Point — Directions; light

112

Paragraph 3.153 ² lines 4-6 *Replace by*:

E of Gertrude Point (53°37'·92N 129°13'·93W), thence:

Canadian Western Notice 2/3977/17

[NP26-No 1-Wk 22/17]

British Columbia - Approaches to Prince Rupert - Chatham Sound — Directions; ODAS

136

After Paragraph 4.65 ⁴ line 7 *Insert*:

Clear of a submerged ODAS (54°15'·80N 130°46'·75W), depth 13 m, thence:

Canadian Notice 03/3957/20

[NP26-No 17-Wk 19/20]

Prince Rupert — Port information

137

After Paragraph 4.70 ¹ line 3 *Insert*:

Port Information Guide Prince Rupert is available at the following website:

www.rupertport.com/operations/port-information-guide

Port Information Guide Prince Rupert

[NP26-No 11-Wk 33/19]

Prince Rupert — Port information; under-keel clearance

137

After Paragraph 4.72 ² line 3 *Insert*:

Under-keel clearance

4.72a

¹ Within the port of Prince Rupert, a vessel's UKC should not be less than 10% of its maximum draught unless prior permission has been obtained from the port authority.

For further information see *Port Information Guide Prince Rupert* (4.70).

Port Information Guide Prince Rupert

[NP26-No 12-Wk 33/19]

Prince Rupert Harbour — Pilotage

138

Paragraph 4.79 ¹ line 1 *Replace by*:

¹ Pilotage is compulsory for vessels over 350 gt. Pilots board in the following areas:

Port Information Guide Prince Rupert

[NP26-No 13-Wk 33/19]

Prince Rupert Harbour — Regulations

138

After Paragraph 4.79 3 line 6 *Insert*:

Traffic regulations

4.79a

- 1 **Fairview Channel.** Within the main channel to the inner harbour, normally only one deep sea vessel will transit at any one time. Outbound vessels have priority for the channel.

Porpoise Channel. The following restrictions apply for deep sea vessels entering Porpoise Channel:

- Transits are to be conducted in daylight and only when visibility exceeds 2 miles;
- 2 Transits are not to be conducted in sustained (or forecast sustained) winds exceeding 25 kn; Arrival transits are to be conducted 60 mins either side of HW or LW;
- Departure transits are to be conducted 60 mins either side of HW only;
- Transits shall only be conducted when tidal conditions are such that the minimum UKC requirements (4.72a) are extant for the entire period of transit;
- 3 Only one deep sea vessel shall be underway between the Pulp Mill Wharf at Watson Island (4.100) and D24 Light Buoy (starboard hand) (54°11'43N 130°20'45W) at any one time.

Safety Zones. The following safety zones exist within Prince Rupert Harbour:

- All vessels, except for assigned tugs, must remain outside of 50 m from any ship alongside any berth or anchored in Prince Rupert;
- 4 All vessels must remain outside of 140 m from any LPG carrier loading cargo at Ridley Terminal;
- All vessels except for those engaged in bunkering, either alongside or at anchor, shall remain outside of 100 m from any bunkering operation.

Security Zones. The following security zones exist within Prince Rupert Harbour:

- 5 No vessel, including any pleasure craft, shall come within 50 m of any military vessel while moving, anchored or docked at Northland terminal, without prior authorisation of the warship, and:

No diving is to be conducted within 500 m of a warship without prior permission.

No Wake Zones. The following areas have been designated by Prince Rupert Port Authority as No Wake Zones:

- 6 At Digby Island Floats (54°18'81N 130°24'07W) and S of Mission Point (54°20'15N 130°26'54W) in the NE corner of Metlakatla Bay (4.36);

Within Porpoise Harbour (4.91);

Vessels are to minimise their wake when passing docks, floats and seaplanes within these areas.

- 7 In addition, vessels passing within 3 cables of the NW coast of Kaien Island between Fairview Container Terminal (4.94) and Ritchie Point (4.114) must also minimise their wake.

For further information see *Port Information Guide Prince Rupert* (4.70)

Port Information Guide Prince Rupert

[NP26-No 14-Wk 33/19]

Canada - British Columbia -
Prince Rupert approaches -
Porpoise Harbour — Directions

140

Paragraph 4.88 5 line(s) 1-2 *Replace by*:

- 5 NW of Porpoise Channel East Light (see above).
Leading marks:
Front beacon (lattice, orange with black stripe) (54°12'68N 130°17'41W).
Rear beacon (similar structure) (2 cables from front beacon).
The alignment (160°), astern, of these beacons then leads NNW, passing:

Canadian Western Notice 6/3956/21

[NP26-No 20-Wk 38/21]

Prince Rupert Harbour — Depths

140

Paragraph 4.92 1 line 7 *Replace by*:

...and a controlling depth of 20.2 m. The berth can...

Port Information Guide Prince Rupert

[NP26-No 15-Wk 33/19]

Prince Rupert Harbour — Depths

141

Paragraph 4.96 1 *Replace by*:

- 1 **Westview Terminal**, (formerly Prince Rupert Grain Terminal No 1) lies about 5 cables NE of Pillsbury Point (54°17'96N 130°21'17W). The berth face has an overall length of 309 m and a controlling depth of 11.8 m.

Port Information Guide Prince Rupert

[NP26-No 16-Wk 33/19]

Queen Charlotte Sound – Calvert Island —
General information; traffic regulations

158

After Paragraph 5.16 1 line 1 *Insert*:

Traffic regulations

5.16a

- 1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 51°19'00N 128°50'64W, located about 35 miles WSW of Calvert Island.

Canadian Western Notice 4/3000/17

[NP26-No 2-Wk 22/17]

NP26

Hecate Sound – Price Island — General information; traffic regulations

176

After Paragraph 6.13 1 line 6 Insert:

Traffic regulations 6.13a

- 1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 52°13'·26N 129°34'·21W, located about 29 miles SW of Price Island (52°24'·00N 128°41'·00W).

Canadian Western Notice 4/3000/17

[NP26-No 3-Wk 22/17]

Hecate Strait – Bonilla Island — General information; traffic regulations

180

After Paragraph 6.38 2 line 11 Insert:

Traffic regulations 6.38a

- 1 **Restricted area.** Anchoring and fishing are prohibited within an ESSA centred on 53°12'·74N 130°39'·08W, located 16 miles S of Bonilla Island (6.43).

Canadian Western Notice 4/3000/17

[NP26-No 4-Wk 22/17]

British Columbia – Pitt Island - Otter Channel — Light

188

Paragraph 6.95 2 lines 1–12 Replace by:

- 2 WSW of Fleishman Point (53°12'·71N 129°35'·19W), which forms the E entrance point to Principe Channel (53°22'·00N 129°50'·00W) and is lower and less conspicuous than Ring Point (53°13'·31N 129°36'·18W), the SW extremity of Pitt Island, which is high, bold and conspicuous, thence: WSW of Ring Point. Nepean Rock (53°12'·89N 129°36'·81W), covered by the green sector (113°–129°) of Paige Point Light (white square framework tower) (53°11'·09N 129°32'·12W), is a drying, steep-to rock, lying 5 cables SW of Ring Point; further shoal rocks lie up to 5 cables SSE and EM Light Buoy (S cardinal) is moored 6¾ cables SSE of Nepean Rock. Thence:

BA Chart 4929

[NP26-No 6-Wk 44/17]

British Columbia – Pitt Island - Otter Channel — Lights

190

Paragraph 6.105 2 lines 4–9 Replace by:

...SSE), a white rock covered by the red sector (050°–072°) of Paige Point Light (53°11'·09N 129°32'·12W) (6.95). The white sector (083°–085°) of Blackrock Point Light (53°12'·51N 129°20'·66W) (6.77) leads through the centre of Otter Channel, which has a least width of 1 mile and has depths that are generally in excess of 145 m (80 fm).

From the E the channel is entered S of McCreight Point Light (white square framework tower, green top) (53°12'·52N 129°30'·05W) and N of Fanny Point (53°11'·42N 129°29'·18W) (6.77), 1¼ miles SE. The white sector (263°–265°) of Banks Island SE Light (white square framework tower) (53°11'·02N 129°45'·77W) leads through the centre of the channel.

BA Chart 4929

[NP26-No 7-Wk 44/17]

Canada – Hecate Strait – Browning Entrance to Dundas Island — Directions; shoal; buoyage

197

Paragraph 6.150 2 line 4 Replace by:

...other shoals. EF2 Light Buoy (starboard hand) (54°02'·54N 130°54'·36W) is moored 5½ cables NNW of Grenville Rock. Warrior Rocks lie 2½ miles NE...

After Paragraph 6.150 3 line 4 Insert:

E of a shoal with least depth of 7·1 m, marked by a light buoy (port hand) (54°16'·00N 131°05'·40W), thence:

Canadian Notice 4/3002/17

[NP26-No 5-Wk 23/17]

British Columbia – Moresby Island - Juan Perez Sound – Matheson Inlet — Depth

213

Paragraph 7.71 1 line 8 For 1·8 m Read 0·5 m

Canadian Notice 6/3808/18

[NP26-No 8-Wk 30/18]

Canada – British Columbia - West coast of Haida Gwaii — Voluntary protection zone

229

After Paragraph 8.8 1 line 3 Insert:

Voluntary protection zone 8.8a

- 1 A voluntary protection zone for shipping is established off the W coast of Haida Gwaii (8.2). Within the zone, commercial vessels of 500 gt or more shall maintain a minimum distance of 50 miles offshore when transiting along the W coast of Haida Gwaii with the following exceptions:
- Cruise vessels to maintain a minimum of 12 miles distance from shore.
- 2 Vessels transiting between Pacific Northwest ports to maintain a minimum of 25 miles distance from shore.
- Tugs and barges (including pushing and towing alongside); no minimum distance.
- Fishing vessels; no minimum distance.

Canadian Western Notice 9/903/21

[NP26-No 21-Wk 51/21]

**British Columbia – West coast of Graham Island
— Caution; depths**

242

After Paragraph 8.106 1 line 11 *Insert*:

- 2 **Caution.** Recent surveys have determined the presence of depths shoaler than charted and indicate that position discrepancies in the order of 200 m may exist.

Canadian Western Notice 6/3868/18

[NP26-No 9-Wk 30/18]

**Canada – North Coast of Graham Island –
Masset Harbour — Directions; rock**

256

Paragraph 8.198 4 line(s) 4–8 *Replace by*:

ENE of Davey Ledge, a drying ledge lying 3 cables
ENE of Westacott Point (54°04'·60N
132°14'·64W). Thence:
ENE of a rock awash (54°04'·14N 132°13'·65W),
situated on a wide shoal. Shoal water extends well
off the W shore of the entrance to Masset Harbour.
Thence:

Canadian Western Notice 9/3895/20

[NP26-No 18-Wk 49/20]

**Canada – North coast of Graham Island –
Masset Harbour — Directions; depth**

256

Paragraph 8.198 5 line(s) 3 *For* 4-6 m *Read* 3-9 m

Canadian Western Notice 9/3892/20

[NP26-No 19-Wk 50/20]

NP27 Channel Pilot (2018 Edition)

Preface page

iii

Line 33 *For* Seventeenth Edition (2015) *Read* Eleventh
Edition (2017)

UKHO

[NP27-No 1-Wk 45/18]

Jersey – Bay of Granville — Fishery limits

4

Paragraph 1.19 2 line 7 *Replace by*:

...1.20a and www.jerseylaw.je

After Paragraph 1.20 *Insert*:

**Bay of Granville Agreement
1.20a**

- 1 An Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the French Republic concerning Fishing in the Bay of Granville, dated 4 July 2000, entered into force on 1 January 2004.

- 2 The Agreement, which aims to conserve and manage fishery resources in the seas situated in the region of the Island of Jersey and the neighbouring coast of France, provides for shared fishing rights and management of the Granville Bay area and divides the area into management zones.

The following agreed zones have been established:

- 3 **Zone A.** Right of access for French fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone A to practice any type of fishing. Unrestricted access for British fishing boats.

- Zone B.** Right of access for French fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone B to practice any type of fishing. Unrestricted access for British fishing boats.

- 4 **Zone C.** Right of access for French fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone C to practice any type of fishing. Unrestricted access for British fishing boats.

- Zone D.** Right of access for French fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone D to practice static netting only from 15 October to 31 May. Unrestricted access for British fishing boats.

- 5 **Zone E.** Right of access for British fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone E to practice any type of fishing. Unrestricted access for French fishing boats.

- Zone F.** Right of access for British fishing boats included in the appropriate list, which possess a permit enabling them to enter Zone F to practice any type of fishing. Unrestricted access for French fishing boats.

- 6 The geographical limits of Fishing Zones A to F are shown on chart GB2669.

The following Areas are also described:

- Area G.** Right of access for French fishing boats which possess a permit for whelk fishing only. Unrestricted access for British vessels.

- Area H.** Exclusive access for British fishing boats.

- Area I.** No right of access to fishing for British vessels. Unrestricted access for French fishing boats.

- 7 **Area J.** Right of access for fishing boats with a permit.

- Area K.** Exclusive access for British fishing boats.

Fishing Zones A to F and Areas G to K are shown on the graphic below.

After Paragraph 1.20a *Insert*: the Bay of Granville fishing agreements chartlet that accompanies this Notice.

NP27

Paragraph 1.22 ¹ including existing Section IV Notice Week 11/19 *Replace by:*

- ¹ For details of national limits see Notice No 12 of *Annual Summary of ADMIRALTY Notices to Mariners*.

UKHO

[NP27-No 39-Wk 18/20]

United Kingdom - Channel Islands — Fishery limits

4

Paragraph 1.22 ¹ *Replace by:*

- ¹ See *The Mariner's Handbook*, Notice No 12 of *Annual Summary of ADMIRALTY Notices to Mariners Part 1* and *Chart Q2669 Channel Islands and Adjacent Coast of France Fisheries*.

UKHO

[NP27-No 8-Wk 11/19]

United Kingdom - Navigation and Regulations - Fishing — Fishery limits

4

Paragraph 1.22 ¹ including existing Section IV Notice Week 11/19 *Replace by:*

- ¹ See *The Mariner's Handbook* and Notice No 12 of *Annual Summary of ADMIRALTY Notices to Mariners Part 1*.

UKHO

[NP27-No 47-Wk 41/20]

France - North coast — Navigation in Internal Waters; Prefectural Order

13

After Paragraph 1.99 ² line 6 *Insert:*

- ³ **Prefectural Order 2020/09 English Channel and North Sea.** Approach within 500 m of a surfaced submarine or an aircraft carrier is prohibited at any time within the internal and territorial waters of the English Channel and Rades de Chebourg. The restrictions do not apply to state vessels in service, ships in distress or providing assistance.

Mariners should note that the full text of the law is the only authoritative statement and should contact the French authorities for further details.

French Notice 19/20

[NP27-No 41-Wk 23/20]

France - English Channel - Isles of Scilly to Casquets — Directions; light buoy

71

After Paragraph 2.23 ¹ line 3 *Insert:*

Offshore marks:

Channel Light Buoy (49°54'·47N 2°53'·74W) (2.33).

Paragraph 2.23 ² line(s) 2-3 *Delete*

Paragraph 2.24 ² line(s) 6-8 *Replace by:*

The track then leads to a position SSE of Channel Light Buoy (49°54'·47N 2°53'·74W) (2.33).

French Notice 38/39/21

[NP27-No 79-Wk 46/21]

English Channel - Ushant to Casquets — Directions; traffic separation scheme

*The following notice is to be implemented at
0000 UTC on 1st June 2021*

71

Paragraph 2.26 ¹⁻³ *Replace by:*

- ¹ Off Ushant TSS is situated NW of Île d'Ouessant (48°28'·00N 5°05'·00W). The scheme is IMO-adopted and Rule 10 of *The International Regulations for Preventing Collisions at Sea (1972)* applies. In addition IMO have adopted the following special provisions for this scheme.

- ² The two-way traffic lane may be used by the following:

Passenger ships irrespective of their port arrived from or next destination;

Ships of less than 6000 gt, travelling from or towards French ports along the Atlantic coast, English channel or North Sea.

- ³ The categories of ships that may not use the two-way traffic lane are as follows:

Oil tankers, as defined by *SOLAS regulation II-1/2.22*;

Chemical tankers, as defined by *SOLAS regulation II-1/3.19*;

Gas carriers, as defined by *SOLAS regulation II-1/3.20*;

Ships carrying fissile or irradiated materials, as defined by *SOLAS regulation VII/14.2*.

IMO COLREG.2/Circ.75 11 November 2020 Traffic Separation Schemes and Associated Routeing Measures
[NP27-No 64-Wk 20/21]

France - English Channel - Ushant to Casquets — Directions; light buoy

72

After Paragraph 2.28 ¹ line 5 *Insert:*

Offshore marks:

Channel Light Buoy (safe water) (49°54'·47N 2°53'·74W).

Paragraph 2.28 ² line(s) 6-7 *Delete*

Paragraph 2.30 ¹ line(s) 4-6 *Replace by:*

...117 miles to a position SSE of Channel Light Buoy (49°54'·47N 2°53'·74W) (2.33), moored at the W end of Off Casquets TSS.

French Notice 38/39/21

[NP27-No 80-Wk 46/21]

**France - English Channel - Casquets to
Greenwich Meridian — Light buoy**

72

Paragraph 2.32 1 line(s) 1-4 *Replace by:*

- 1 From SSE of Channel Light Buoy (49°54'·47N 2°53'·74W) (2.33), moored at the W end of Off Casquets TSS, the route follows the ENE-bound traffic lane to a position N of Casquets (49°43'·32N 2°22'·62W).

Paragraph 2.33 1 line(s) 6-9 *Replace by:*

Offshore marks:

Channel Light Buoy (safe water) (49°54'·47N 2°53'·74W).

Major lights — in the waterway:

Paragraph 2.34 1 line(s) 1-9 *Replace by:*

- 1 From a position SSE of Channel Light Buoy (49°54'·47N 2°53'·74W) (2.33) at the W end of the TSS, the route follows the ENE-going traffic lane, which is 5 miles wide, for about 20 miles, passing: NNW of Casquets (49°43'·32N 2°22'·62W) (11.117) to the exit of the TSS.

Paragraph 2.35 1 line(s) 1-6 *Replace by:*

- 1 **IMO recommendations:** see 1.70.
From a position near the E end of the Off Casquets TSS, the route follows the ENE-going IMO recommended direction of traffic flow for about 95 miles, passing:

French Notice 38/39/21 [NP27-No 81-Wk 46/21]

**England - Cornwall - Falmouth —
Traffic regulations**

101

After Paragraph 4.38 7 line 7 Insert:

**Traffic regulations
4.38a**

- 1 **Restricted area.** Entry is restricted within an area of up to 50 m around Falmouth Docks whilst large vessels are berthing or departing. For more information, contact Falmouth Docks Harbour Authority.

Corr. Falmouth Marine Operations Manager (A&P)
21/02/20 [NP27-No 58-Wk 03/21]

**England - South coast -
Saint Austell Bay — Directions; shoal**

107

After Paragraph 4.72 2 line 7 Insert:

ESE of an isolated shoal (50°17'·38N 4°41'·16W),
with a depth of 11·5 m.

Clinton Marine Survey [NP27-No 28-Wk 03/20]

**England - Cornwall - Fowey —
Controlling depth**

110

Paragraph 4.96 1 *Replace by:*

- 1 The fairway from the entrance to Wiseman's Point (4.103), 1½ miles up the river, has a least charted depth of 5·0 m. Contact the port authority for the latest controlling depths.

GB Chart 31/20 [NP27-No 53-Wk 45/20]

England - Cornwall - Fowey — Pilotage

110

Paragraph 4.100 1 lines 4-8 *Replace by:*

Pilot boarding place. In normal weather conditions pilots will board vessels in the vicinity of 50°18'·68N 4°38'·58W, about one mile S of the harbour entrance. During poor weather conditions the boarding position may be varied, and include inside the harbour entrance.

ENC GB40202A (13.002) [NP27-No 54-Wk 45/20]

England - Cornwall - Fowey — Shoal

112

Paragraph 4.107 3 line 1 For 4·6 Read 3·8

GB Chart 31/20 [NP27-No 55-Wk 45/20]

England - Cornwall - Fowey — Berths

112-113

Paragraph 4.112 1 line 6 For 6·0 Read 5·0

Paragraph 4.112 2 lines 1-2 *Replace by:*

- 2 No 8 Quay (50°20'·77N 4°38'·19W) has a depth of about 8 m and can accept vessels up to 171 m length.
The port authority should be contacted for the latest berth information.

GB Chart 31/20 [NP27-No 56-Wk 45/20]

England - Cornwall - Lantic Bay — Landmark

114

Paragraph 4.125 1 lines 2-5 *Delete*

GB Chart 31/20 [NP27-No 57-Wk 45/20]

**England - South coast - Plymouth —
Regulations; moving exclusion zones**

118

After Paragraph 4.147 2 line 9 Insert:

Moving Exclusion Zones (MEZ) have been established for large, tidally constrained warships, auxiliaries, support vessels and all submarine movements within the port. For details see *The Dockyard Port of Plymouth Order 2020*.

QHM Plymouth Notice 4/21 [NP27-No 60-Wk 10/21]

NP27

England - South coast - Plymouth — Hazards; remote and autonomous vessels

122

After Paragraph 4.164 2 line 6 *Insert*:

- 3 **Remote and autonomous vessel** trials are regularly conducted within Cawsand Bay (4.144) and an area S of Plymouth Breakwater (50°20'01N 4°08'95W).

During trials, remote and autonomous vessels are required to be escorted by a support vessel at all times. Mariners encountering these vessels are requested to pass at a safe distance and to minimise wash.

QHM Plymouth Notice 24/21

[NP27-No 59-Wk 10/21]

England - South Coast - Tor Bay — Anchorages

148

Paragraph 5.56 1 lines 4-11 *Replace by*:

Tor Bay. Designated anchorages, sheltered from W and in depths of about 11 m, mud and clay, as follows:

- Anchorage 1 (50°26'67N 3°31'20W);
- Anchorage 2 (50°26'59N 3°30'25W);
- Anchorage 3 (50°25'90N 3°29'99W);
- Anchorage 4 (50°26'05N 3°31'74W);
- Anchorage 5 (50°25'62N 3°30'92W);
- Anchorage 6 (50°25'26N 3°30'00W).

Caution. A marine farm, centred on 50°26'78N 3°29'43W, lies close NE of the anchorage areas. A patch of foul ground (50°26'69N 3°30'37W) lies within Anchorage 2.

Corr. Tor Bay Harbour Authority 04/01/21

[NP27-No 10-Wk 10/21]

England - South coast - Tor Bay — Anchorage

148

Paragraph 5.56 1-3 including existing Section IV Notice Week 10/21 *Replace by*:

- 1 **Deep-draught vessel anchorage.** For details of an anchorage for deep-draught vessels, E of Tor Bay outside of harbour limits, see 5.4.

Tor Bay. Designated anchorages, sheltered from W and in depths of about 11 m, mud and clay, as follows:

- Anchorage 1 (50°26'67N 3°31'20W);
- Anchorage 2 (50°26'59N 3°30'25W);
- Anchorage 3 (50°25'90N 3°29'99W);
- Anchorage 4 (50°26'05N 3°31'74W);
- Anchorage 5 (50°25'62N 3°30'92W);
- Anchorage 6 (50°25'26N 3°30'00W).

Caution. A marine farm, centred on 50°26'78N 3°29'43W, lies close NE of the anchorage areas. A patch of foul ground (50°26'69N 3°30'37W) lies within Anchorage 2.

Anchorage F (50°29'54N 3°29'49W) lies NE of Babbacombe Bay (5.107), in depths of 10 m to 14 m; mud, shells and clay. A patch of foul ground lies in the S part of the anchorage.

- 2 **Brixham Roads** (50°24'80N 3°30'60W) affords anchorage N or E of Victoria Breakwater in depths of 8 to 9 m. During E gales there is an under-set to windward which strengthens with the wind and affords easy riding. Brixham Roads is reported (1997) to be fouled with old wires up to 1 mile NE of the breakwater. An anchor berth is 3¼ cables NNE of the head of Victoria Breakwater; in 1995 this anchorage was reported to be fouled with old wires. A confirmed foul area lies 5¼ cables NNE of the head of Victoria Breakwater.

- 3 **Paignton Roads** (50°26'10N 3°32'60W) off the W side of the bay affords anchorage in depths of 5 to 10 m, sand.

Torquay Roads (50°27'10N 3°31'80W) in the NW part of the bay affords anchorage in depths of 7 to 10 m; it is the anchorage generally used by HM Ships.

ENC GB302215 (9.002)

[NP27-No 65-Wk 20/21]

England - Exmouth and River Exe — Restricted area

155

After Paragraph 5.98 2 line 6 *Insert*:

Restricted area. Entry is restricted to a bathing area (seasonal) (50°36'50N 3°23'64W), situated NE of the entrance channel (5.100) and close W of Orcombe Point (5.96); the S limit of the area is marked by buoys (special). Power driven vessels, except emergency vessels, are prohibited; other vessels use extreme caution and avoid swimmers.

Exeter Port Authority Notice 15/21

[NP27-No 74-Wk 40/21]

England - South coast - Portland — Prohibited area

165

After Paragraph 6.37 2 line 7 *Insert*:

- 3 **Prohibited area.** Entry is prohibited into an area (50°35'80N 2°27'20W) situated close SSW of the root of Northern Arm (6.39). The prohibition applies between 1st November to 31st March inclusive except and in accordance with prior written permission of the Harbour Master.

Portland Harbour Authority Limited General Direction 03/07

[NP27-No 37-Wk 08/20]

England - South coast - Portland — Restricted areas; prohibited anchorage

165

Paragraph 6.37 1-2 including existing Section IV Notice Week 08/20 *Replace by*:

Anchoring is prohibited within an ESSA (50°35'84N 2°27'15W), in the NW part of the harbour; the use of the small craft moorings is still permitted.

2 Prohibited areas. Vessels are prohibited from entering or navigating within an area enclosing Portland Port, except with prior permission of the Harbour Authority.

Speed limit. There are two speed limits within the port, 6 kn and 12 kn, depending on area. For further details, see Appendix II.

Portland Harbour Authority Limited Notice 7 (T) 21
[NP27-No 66-Wk 21/21]

England - South coast - Portland — Anchorages

167

Paragraph 6.51 1 line(s) 1-7 *Replace by:*

1 There are numerous designated anchor berths inside the harbour sheltered from swell, with a good holding ground of blue slimy mud. Ships usually ride at single anchor with a good scope of cable.

Correspondence Portland Harbour Authority
[NP27-No 46-Wk 33/20]

England - South coast - Poole — Speed limit

176

After Paragraph 6.109 2 line 4 *Insert:*

There is a speed limit of 5 kn within 200 m of Poole and Studland Beaches.

Poole Harbour Commissioners Notice 27/20
[NP27-No 44-Wk 28/20]

England - Approaches to the Solent - Selsey Bill — Directions; wreck

184

After Paragraph 6.157 1 line 2 *Insert:*

Clear of a dangerous wreck (50°38'·49N 0°52'·27W), position approximate, thence:

Maritime & Coastguard Agency
[NP27-No 45-Wk 28/20]

United Kingdom - South coast - Southampton — Regulations; towage

192

After Paragraph 7.14 3 line 9 *Insert:*

Special regulations concerning container vessels 7.14a

1 **Container vessel escort towage requirements.** Ultra large container vessels of more than 180 000 dwt, with a draught of 15 m or more, are to be accompanied by an escort tug between South Ryde Middle (7.154) and Hook Light Buoy. The tug is to be made fast to the stern of the vessel to assist the turns at W Bramble and Calshot Spit (7.207).

Container vessels of more than 140 000 dwt with a draught of 14 m or more may also be subject to this requirement on their initial port visit, based on the manoeuvring characteristics of the vessel, or at the pilot's discretion.

Further details of the regulations may be found in the *Notice to Mariners* on the Southampton VTS website (7.190).

ABP SO Notice 20/20 [NP27-No 42-Wk 25/20]

England - The Solent - Beaulieu River — Anchorage

199

Paragraph 7.57 6 line(s) 1-3 *Delete*

Beaulieu River Harbour Master [NP27-No 25-Wk 43/19]

England - Portsmouth — Regulations

210

After Paragraph 7.116 2 line 8 *Insert:*

Vessels within 2 miles of an aircraft carrier which is underway must keep their speed below 15 kn.

After Paragraph 7.116 6 line 9 *Insert:*

Within 150 m of an aircraft carrier at anchor within the port.

QHM Portsmouth Notice 71/19
[NP27-No 26-Wk 44/19]

England - Portsmouth — Traffic signals

212

Paragraph 7.124 (Portsmouth Harbour traffic signals) *Replace* the existing table *with* the new table accompanying chart blocks at the end of Section II.

QHM Portsmouth [NP27-No 18-Wk 29/19]

England - Portsmouth - Haslar Lake — Depths

217

Paragraph 7.135 1 lines 4-6 *Replace by:*

...at the E end of a small peninsula. The lake has a maintained depth of 4·0 m. A...

QHM Portsmouth [NP27-No 16-Wk 24/19]

England - Portsmouth - Haslar Lake — Depths

218

Paragraph 7.137 1 line 4 *For* 6·0 m *Read* 4·0 m

Paragraph 7.137 1 line 6 *For* 5·0 m *Read* 4·0 m

QHM Portsmouth [NP27-No 17-Wk 24/19]

NP27

England - South coast - Isle of Wight - Cowes — Controlling depth

225

Paragraph 7.175 1 line(s) 2-4 *Replace by:*

...generally between 1.7 and 4.0 m. The dredged depth in the Eastern Channel, E of the Cowes Breakwater, is 2.25 m (2019). The tidal gauge boards at both ends of the...

GB Chart 2793/19 [NP27-No 21-Wk 38/19]

England - Isle of Wight - Cowes — Regulations

225

Paragraph 7.179 1 lines 1-3 *Replace by:*

- 1 **Regulations concerning entry.** The use of a whistle or siren in the harbour or roads, except for the legitimate purposes of navigation, is prohibited.

Vessels with a LOA of 48 m and above should not navigate in the Inner Fairway or River Medina when the visibility is 2 cables or less.

Passenger and commercial vessels less than 48 m LOA should not navigate in the Inner Fairway or River Medina when the visibility is less than 100 m.

Cowes Harbour Commission Notice 12/20
[NP27-No 40-Wk 22/20]

England - South coast - Isle of Wight - Cowes — Regulation; channel name

226

Paragraph 7.179 4 line(s) 4-8 *Replace by:*

Small craft, 20 m in length or less, arriving from or departing to the N or E may use the Eastern Channel, subject to the height of tide being sufficient.

Paragraph 7.180 1 line(s) 3 *For Small Craft Read Eastern*

Paragraph 7.180 2 line(s) 4-5 *Replace by:*

...Point, the E entrance point to the river. Here, the Eastern Channel, marked by light buoys (lateral), passes...

Paragraph 7.180 3 line(s) 12-13 *Replace by:*

...buoyed Eastern Channel extends NNE from the fairway to ENE of Cowes Breakwater.

Paragraph 7.181 1 line(s) 3 *For Small Craft Read Eastern*

GB Chart 2793/19 [NP27-No 22-Wk 38/19]

England - South coast - Isle of Wight - Cowes — Channel name; directions

227

Paragraph 7.182 3 line(s) 14-15 *Replace by:*

...Sailing Club (50°45'·87N 1°17'·90W) and the Eastern Channel, this W setting stream splits into two...

Paragraph 7.182 3 line(s) 18 *For Small Craft Read Eastern*

Paragraph 7.182 3 line(s) 20 *For Small Craft Read Eastern*

Paragraph 7.184 5 line(s) 1-13 *Replace by:*

- 5 Alternatively, small craft 20 m in length or less arriving from N or E may use the Eastern Channel, subject to the height of tide being sufficient (7.175). From the vicinity of 50°46'·04N 1°17'·43W the channel, marked by light buoys (lateral and cardinal), leads generally SSW for about 3 cables to a point where it joins the Inner Fairway. Vessels using the channel should note the watersports area, small craft moorings, and prohibited anchorage areas, which may present a hazard.

GB Chart 2793/19 [NP27-No 23-Wk 38/19]

England - South coast - Isle of Wight - Cowes — Watersports area

228

Paragraph 7.186 2 line(s) 3-4 *Replace by:*

...Fairway. A watersports area has been provided E of the Eastern Channel on the Shraper Mud (tidal).

GB Chart 2793/19 [NP27-No 24-Wk 38/19]

United Kingdom - South coast - Southampton — Regulations; towage

229

After Paragraph 7.198 2 line 7 *Insert:*

Container vessel escort towage requirements.
For details of escort towage requirements, see 7.14a.

ABP SO Notice 20/20 [NP27-No 43-Wk 25/20]

France - Brittany — Regulations

241

Paragraph 8.5 2-3 *Replace by:*

- 2 (1) Navigation within Chenal du Four, Chenal de la Helle, Passage du Fromveur and in Raz de Sein is authorized for the following categories of vessel:

French state vessels or vessels chartered for public services;

Passenger vessels employed on local services between the mainland and the islands;

Vessels of gross tonnage less than 3000 UMS (1600 gt);

- 3 Commercial vessels of gross tonnage less than 3000 UMS (1600 gt), provided they are in transit between the French ports on the Atlantic, the English Channel or the North Sea;

In towage situations, the tonnage limit is given by the sum of the gross tonnage of the two vessels.

Navigation within these channels is prohibited for:

Passenger vessels on international voyages;

Oil tankers;

Vessels carrying dangerous cargo.

French Notice 29/21 FGSD C22
[NP27-No 76-Wk 43/21]

**France - West coast - Île d'Ouessant -
Chenal du Four — Directions; depth**

247

Paragraph 8.38 2 line(s) 1-5 *Replace by:*

- 2 Between Grande Vinotière (48°21'·94N 4°48'·42W), marked by a light beacon (red octagonal tower, 19 m in height), and Roche du Lieu (48°22'·12N 4°49'·12W), marked by Rouget Light Buoy (starboard hand). A 5.4 m shoal (48°21'·89N 4°48'·57W) lies close SW of Grande Vinotière. Thence:

French Chart 7122

[NP27-No 19-Wk 35/19]

**France - West coast - Île d'Ouessant -
Chenal du Four — Directions; depths**

248

Paragraph 8.38 3 line(s) 1-4 *Replace by:*

- 3 Between a 7.1 m rocky patch (48°21'·70N 4°48'·52W) and Roche du Rouget (48°21'·79N 4°49'·20W).

Paragraph 8.38 4 line(s) 1-3 *Replace by:*

- 4 Between a 5.8 m rocky patch (48°21'·29N 4°48'·43W) and a 5.3 m shoal (48°21'·40N 4°49'·20W).

French Chart 7122

[NP27-No 20-Wk 35/19]

**France - West coast - Chenal de la Helle —
Directions; wreck**

249

After Paragraph 8.41 2 line 5 *Insert:*

SW of a wreck (48°24'·23N 4°49'·97W), close E of a shoal patch with a least depth of 8.3 m, thence;

French Chart 7149/20

[NP27-No 62-Wk 13/21]

**France - Avant-Goulet de Brest -
Waiting area to Brest — Buoyage**

255

Paragraph 8.77 3 lines 1-2 *Delete*

Paragraph 8.78 1 lines 1-9 *Replace by:*

- 1 **Passe Sud.** From a position in Avant-Goulet de Brest, about 7¼ cables NNW of Pointe du Toulinguet (48°16'·81N 4°37'·72W), the line of bearing 045° of Saint Martin Church (pointed spire) (48°23'·70N 4°28'·80W) at Brest just open W of Pointe du Portzic Light (8.72), or at night in the centre of the intensified white sector (045°-050°) of Pointe du Portzic Direction Light, leads through Passe Sud, passing:

French Notice 37/56/18

[NP27-No 2-Wk 45/18]

**France - West coast - Brest —
Outer anchorages; submarine cables**

258

After Paragraph 8.97 3 line 9 *Insert:*

Submarine cables lie along the W side of Grande Rade.

After Paragraph 8.97 5 line 6 *Insert:*

Submarine cables lie within Baie de Roscanvel, W of the anchorage areas.

French Notice 44/50/19

[NP27-No 27-Wk 48/19]

**France - Rade de Brest - L'Élorn — Prohibited
area**

262

Paragraph 8.119 5 lines 6-10 *Replace by:*

Entry is prohibited into an area (48°23'·23N 4°23'·98W) surrounding Pont Albert-Louppe, outside the navigable fairway.

Anchoring, fishing, stopping and diving are prohibited in a 5 cables stretch of the river in the vicinity of pyrotechnical works at Saint-Nicolas. In addition, unauthorised vessels are prohibited from entering an area which extends up to 1 cable from the berth.

French Notice 34/45/21

[NP27-No 77-Wk 45/21]

France - West coast - Douarnenez — Pilotage

265

Paragraph 8.139 2 lines 1-3 *Replace by:*

- 2 **Pilotage** is provided by the Brest station and is compulsory for vessels more than 50 m in length or 6000 gt. The pilot boards in position 48°07'·19N 4°20'·34W.

French Notice 40/54/18

[NP27-No 3-Wk 45/18]

France - North-west coast - Roscoff — Pilotage

282

Paragraph 9.57 2 line(s) 7-8 *Replace by:*

...vessels over 50 m LOA, except those exempt by law.

French Notice 51/C22 para 5.3.8.3 25/19

[NP27-No 35-Wk 05/20]

**France - North-west coast -
Baie de Morlaix — Pilotage**

286

Paragraph 9.86 4 line(s) 1 *For* 45 m *Read* 50 m

French Notice 51/C22 para 5.3.8.3 25/19

[NP27-No 36-Wk 05/20]

**France - North coast - Roscoff to Île Grande -
Baie de Lannion — Directions**

289

Paragraph 9.102 1 line(s) 1-5 *Delete*

NP27

Paragraph 9.102 2 line(s) 1–4 *Replace by:*

- 1 From a position S of Le Crapaud (48°46'·77N 3°39'·36W) (9.83) and the dangerous rocks to the S of the shoal, the track leads ESE, within the white sector of Locquémeau Light (white building, 6 m in height) (48°43'·28N 3°34'·11W), passing:

French Notice 28/40/21

[NP27-No 75-Wk 42/21]

France - North coast - Île Grande to Les Héaux-de-Bréhat — Pilotage

290

After Paragraph 9.108 1 line 5 *Insert:*

Pilotage 9.108a

- 1 Pilotage is compulsory for passenger vessels, unless transiting only, in the coastal waters and harbours between Baie de Lannion (9.101) and Plateau des Roches Douvres (11.10a), extending about 10 to 13 miles from shore.

French SD C22 4.5.5.3, 4.5.8.2 (2020)

[NP27-No 51-Wk 44/20]

France - Baie de Saint-Brieuc and approaches — Offshore wind farm

297

After Paragraph 10.8 2 line 6 *Insert:*

Offshore wind farm 10.8a

- 1 Works are in progress (2021) to construct an offshore wind farm, comprising more than 60 turbines and scheduled to be completed in 2023, covering a broad area NE of Grand Léjon (10.47), between the approach channel to Saint-Brieuc Le Légué and the approach channel to Saint-Malo.

French Notice 18/C22 para 4.1.5.11/21

[NP27-No 68-Wk 30/21]

France - North coast - Baie de Saint-Brieuc — Pilotage

297

Paragraph 10.9 1-2 *Replace by:*

- 1 **General information.** Pilotage is compulsory for all passenger vessels in the area extending from Baie de Saint-Brieuc to the vicinity of Plateau des Roches Douvres, unless only transiting.

There are no commissioned pilots for Le Trieux and Paimpol, but local assistance can be arranged through the Paimpol maritime authority.

Pontrieux pilotage can be arranged through Saint-Brieuc Le Légué pilot station (10.43).

- 2 **Boarding places.** In good weather, vessels may await arranged assistance for Le Trieux and Paimpol in Anse de Bréhec anchorage (48°43'·63N 2°55'·91W) (10.49), or on the line joining L'Ost Pic (48°46'·77N 2°56'·42W) to Grand Léjon, 11 miles E, equidistant from the two lights.

For further details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

French SD C22 4.6.2.2 (2020)

[NP27-No 48-Wk 44/20]

France - Les Héaux-de-Bréhat to Grand Léjon — Directions

298

Paragraph 10.12 2-4 *Replace by:*

- 2 N of Basses du Nord (48°54'·20N 2°55'·30W), at the N end of Plateau de la Horaine, marked on their N side by Nord Horaine Light Buoy (N cardinal). A lighted beacon tower (10.11) stands on the SW part of the plateau. Great care should be exercised when approaching this plateau in poor visibility, as the rising stream sets strongly onto it. Thence:
- 3 S of Plateau de Barnouic (49°01'·50N 2°48'·43W) (11.10), from where a light is exhibited. Roche Gautier Light Buoy (W cardinal) marks its W extremity. The plateau is covered by the red sector (227°–247°) of Les Héaux-de-Bréhat Light, noting, however, that the plateau itself lies outside of the nominal range of this light.
- 4 The track then leads to a position about 6 miles SE of Roche Gautier and about 12 miles N of Grand Léjon (48°44'·91N 2°39'·88W) from where a light (10.46) is exhibited.

French Notice 18/C22 para 4.1.5.11 & 4.5.5.4/21

[NP27-No 69-Wk 30/21]

France - North coast - Baie de Saint-Brieuc - Anse de Paimpol — Pilotage

302

Paragraph 10.29 4 lines 1–2 *Replace by:*

- 1 **Pilotage.** See 10.9.

French SD C22 4.6.2.2 (2020)

[NP27-No 49-Wk 44/20]

France - Baie de Saint-Brieuc and approaches — Traffic regulations

305

Paragraph 10.44 1 line 5 *For* 1600 *Read* 3000

Paragraph 10.44 2 line 1 *Replace by:*

- 2 Mariners in vessels carrying...

French Notice 18/C22 para 4.5.5.4/21

[NP27-No 70-Wk 30/21]

**France - Baie de Saint-Brieuc and approaches
— Directions**

305

Paragraph 10.47 1-3 *Replace by:*

- 1 From a position about 12 miles N of Grand Léjon (48°44'·91N 2°39'·88W), from where a light (10.46) is exhibited, the track leads initially S through the approach channel (10.44), passing:
W of an offshore wind farm (10.8a), thence:
- 2 E of the E side of Bancs de Sable (48°49'·30N 2°49'·40W), which extend about 5 miles SSE from the E end of Plateau de Men Marc'h (48°51'·80N 2°54'·70W), marked at its NE extremity by Men-Marc'h Buoy (E cardinal), noting a wreck, position approximate, with a safe clearance of 4 m, 1 mile ESE of the buoy.
- 3 Thence, when a position is reached about 2½ miles NW of Grand Léjon, the track leads SSE, passing:
Between Grand Léjon (48°44'·91N 2°39'·88W), a rocky shoal with a number of above water rocks, and a dangerous wreck (48°44'·94N 2°45'·08W), position doubtful, W of the approach channel, thence:
WSW of Basses du Sud-Est (48°44'·19N 2°39'·27W), thence:
WSW of Petit Léjon (48°41'·80N 2°37'·27W), a rocky shoal marked on its W side by a buoy (W cardinal), to the waiting anchorage (10.50) or pilot boarding place (10.43) for Saint-Brieuc Le Légué as required.

French Notice 18/C22 para 4.1.5.11 & 4.5.5.4/21
[NP27-No 71-Wk 30/21]

**France - Baie de Saint-Brieuc and approaches
— Directions; caution**

305

Paragraph 10.47 1-3 including existing Section IV Notice Week 30/21 *Replace by:*

- 1 **Caution.** Numerous wrecks and obstructions exist in the area.
From a position about 12 miles N of Grand Léjon (48°44'·91N 2°39'·88W), from where a light (10.46) is exhibited, the track leads initially S through the approach channel (10.44), passing:
W of an offshore wind farm (10.8a), thence:
- 2 E of the E side of Bancs de Sable (48°49'·30N 2°49'·40W), which extend about 5 miles SSE from the E end of Plateau de Men Marc'h (48°51'·80N 2°54'·70W), marked at its NE extremity by Men-Marc'h Buoy (E cardinal).
- 3 Thence, when about 2½ miles NW of Grand Léjon, the track leads SSE, passing:
Between Grand Léjon (48°44'·91N 2°39'·88W), a rocky shoal with a number of above water rocks, and a dangerous wreck (48°44'·94N 2°45'·08W), position doubtful, W of the approach channel, thence:
WSW of Basses du Sud-Est (48°44'·19N 2°39'·27W), thence:

WSW of Petit Léjon (48°41'·80N 2°37'·27W), a rocky shoal marked on its W side by a light buoy (W cardinal), to the waiting anchorage (10.53) or pilot boarding place (10.43) for Saint-Brieuc Le Légué as required.

French Notice 40/40/21 [NP27-No 78-Wk 45/21]

France - North coast - Saint-Malo — Tugs

312

After Paragraph 10.99 4 line 9 Insert:

**Tugs
10.99a**

- 1 Tug use is compulsory for some commercial vessels. One tug is required for vessels of LOA more than 100 m, two tugs for vessels of more than 120 m.
All vessels carrying dangerous and polluting substances, and cruise vessels, must use at least one tug, two tugs if more than 120 m LOA.
Exemptions for some of these requirements exist for certain vessels equipped with bow thruster(s) or more than one propeller. Contact the maritime authority for more information.

French SD C22 4.6.2.2 (2020)
[NP27-No 50-Wk 44/20]

**France - Approaches to Saint Malo —
Traffic regulations**

312

Paragraph 10.101 1 line 4 *For 1600 Read 3000*

Paragraph 10.101 2 line 4 *Replace by:*

...in vessels laden with dangerous and...

French Notice 18/C22 para 4.2.3.1/21
[NP27-No 72-Wk 30/21]

France - Approaches to Saint Malo — Directions

313

Paragraph 10.105 1-2 *Replace by:*

- 1 From a position about 12 miles N of Grand Léjon (48°44'·91N 2°39'·88W) (10.47) the track leads E, passing:
N of an offshore wind farm (10.8a), marked at its N extremity by a light buoy (N cardinal), to a position W of Brisants du Sud (48°55'·21N 2°16'·94W), the SW-most dangers on Plateau des Minquiers (11.195); SW Minquiers Light Buoy (W cardinal) is moored 1¼ miles SW.
- 2 The track then leads SE and enters the approach channel to Saint-Malo, passing:
NE of the offshore wind farm, thence:
SW of Basse des Sauvages (48°45'·37N 2°12'·40W), to a position about 5 miles NE of Cap Fréhel (10.46). La Catis (48°42'·50N 2°14'·87W), a 6·6 m patch, lies about 1¼ miles SW of the approach channel.
The track then leads ESE in the approach channel, passing:

French Notice 18/C22 para 4.1.5.11 & 4.3.1.1/21
[NP27-No 73-Wk 30/21]

NP27

France - Baie de Saint-Brieuc to Plateau des Roches Douvres — Pilotage

331

After Paragraph 11.10 2 line 8 *Insert*:

Pilotage 11.10a

- 1 Pilotage is compulsory for all passenger vessels in the area extending from Baie de Saint-Brieuc to the vicinity of Plateau des Roches Douvres, unless only transiting the area.

French SD C22 4.5.5.3, 4.5.8.2 (2020)

[NP27-No 52-Wk 44/20]

Channel Islands - Guernsey — Anchorages

342

Paragraph 11.66 3-4 *Replace by*:

- 3 **Anchorage.** There are three designated anchorages in the vicinity of Great Road as follows:

Anchorage A (49°27'58N 2°31'06W).

Anchorage B (49°27'60N 2°30'90W).

Anchorage C (49°27'62N 2°30'35W).

Use of these anchorages is subject to prior approval by Guernsey Port Control.

- 4 **Restricted anchorage.** Mariners should not anchor within the circular area off the entrance to Saint Peter Port without the prior permission of Guernsey Port Control. This area should be kept clear for vessels entering or leaving the port.

Useful mark:

Sardrette Beacon (yellow, orange letter "S" topmark)
(49°27'56N 2°31'50W).

Paragraph 11.67 1 line 1 *For Anchorage Read Anchorage D* (49°27'61N 2°29'62W)

After Paragraph 11.67 2 line 3 *Insert*:

The Great Bank 11.67a

- 1 Anchorage E (49°26'76N 2°29'70W) and Anchorage F (49°26'00N 2°29'90W) lie to the E of the Great Bank (11.58).

Correspondence Guernsey Harbours

[NP27-No 6-Wk 03/19]

Channel Islands - Guernsey - Saint Peter Port — Anchorages

342

Paragraph 11.66 3 including existing Section IV Notice week 3/19 *Replace by*:

- 3 **Anchorage.** There are three designated anchorages in the vicinity of Little Russel as follows:

Anchorage A (49°27'63N 2°31'04W).

Anchorage B (49°27'64N 2°30'87W).

Anchorage C (49°27'55N 2°30'16W).

Use of these anchorages is subject to prior approval by Guernsey Port Control/VTs.

Guernsey Harbours

[NP27-No 12-Wk 14/19]

Channel Islands - Guernsey - Saint Peter Port — Anchorages

342

Paragraph 11.67a existing Section IV Notice week 3/19
Replace by:

- 1 Anchorage E (49°26'71N 2°29'46W) and Anchorage F (49°26'00N 2°29'90W) lie to the E of the Great Bank (11.58).

Guernsey Harbours

[NP27-No 13-Wk 14/19]

Channel Islands - Jersey - Saint Catherine's Bay — Anchorage

375

Paragraph 11.236 5 lines 1-9 *Replace by*:

- 5 **Anchorage** for small craft may be obtained close inside Saint Catherine Breakwater, clear of the prohibited area and avoiding a 1.9 m patch lying 2 cables SW of the light, in a depth of 8 m, sand and mud. The anchorage area is marked by small buoys (special).

Caution. Anchoring is prohibited, as charted, within a large area of Saint Catherine's Bay. A submarine cable (disused) extends 6 cables SE from the root of the breakwater.

GB Chart 1138

[NP27-No 5-Wk 51/18]

France - Cherbourg - Cap de Flamanville — Obstructions

383

Paragraph 11.278 1 lines 3-4 *Replace by*:

...between 18 and 25 m. A number of obstructions are situated within the anchorage area.

French Notice 10/38/20

[NP27-No 38-Wk 16/20]

France - North coast - Cherbourg — Pilotage

387

Paragraph 12.8 1 line(s) 1-4 *Replace by*:

- 1 From a position N of Cap de la Hague Light (49°43'31N 1°57'26W), the route leads generally E for about 10 miles, to the pilot boarding position (49°43'30N 1°42'00W).

French Chart 7092 (2019)

[NP27-No 29-Wk 05/20]

France - North coast - Cherbourg — Pilotage

388

Paragraph 12.12 4 line(s) 7-8 *For* (49°43'60N 1°42'50W)
Read (49°43'30N 1°42'00W)

French Chart 7092 (2019)

[NP27-No 30-Wk 05/20]

France - North coast - Cherbourg — Pilotage

390

Paragraph 12.24 2 line 1 *For* (49°43'60N 1°42'50W) *Read*
(49°43'30N 1°42'00W)

French Chart 7092 (2019)

[NP27-No 31-Wk 05/20]

France - Approaches to Cherbourg — Pilotage**390**Paragraph 12.24 2 line(s) 5-7 *Delete*

French Notice 8/40/19

[NP27-No 9-Wk 11/19]

France - North coast - Cherbourg — Prohibited areas**390**Paragraph 12.26 2 line(s) 2-3 *Delete*Paragraph 12.26 3 line(s) 4-6 *Delete*

French Chart 7092 (2019)

[NP27-No 32-Wk 05/20]

France - North coast - Cherbourg — Development; prohibited area**390**Paragraph 12.28 1 line(s) 1-5 including heading *Replace by:***Spare
12.28**

French Chart 7092 (2019)

[NP27-No 33-Wk 05/20]

France - North coast - Cherbourg — Pilotage**391**Paragraph 12.33 1 line(s) 1-3 *Replace by:*

- 1 From the pilot boarding position (49°43'·30N 1°42'·00W) the route leads generally SE to the waiting areas (12.23).

French Chart 7092 (2019)

[NP27-No 34-Wk 05/20]

France - Cherbourg — Directions; leading lights**391**Paragraph 12.35 3-4 *Replace by:*

- 3 **Leading lights:**
Front light (white metal tripod) (49°39'·26N 1°36'·10W).
Rear light (small white pylon on concrete structure) (2¾ cables from front light), situated on Fort des Flamands.
- 4 The alignment (119·3°) of these lights then leads in Grande Rade to the anchorages (12.40).
Thence, if required, the recommended track 112° leads to Petite Rade (12.42). A light buoy (port hand) moored close NW of the head of Jetée des Flamands marks the limit of the slope of its foundations.

Paragraph 12.36 2 *Replace by:*

- 2 **From north by night - leading lights:**
Front light (grey metal tripod, lattice framework) (49°37'·49N 1°35'·97W).
Rear light (white water tower) (4½ cables from front light) situated on Terre-plein des Mielles.

Paragraph 12.36 3 lines 1-4 *Replace by:*

- 3 From a position N of Fort de l'Est (49°40'·28N 1°35'·92W) the alignment of the marks or lights (183·6°) leads through Passe de l'Est, passing:

French Notice 17/40/21

[NP27-No 67-Wk 27/21]

France - Cherbourg — Directions; obstructions**391**Paragraph 12.36 4 lines 8-9 *Replace by:*

...Digue de l'Est.

The track then leads generally SW into Grande Rade (12.40), noting the numerous obstructions and shoal area S and SSE of the entrance.

French Chart 7086/19

[NP27-No 14-Wk 22/19]

France - Cherbourg — Anchorages; depths**392**Paragraph 12.40 4 lines 4-8 *Replace by:*

- No 1 (49°40'·25N 1°37'·20W), depth about 6 to 9 m.
No 2 (49°40'·20N 1°36'·77W), depth about 6 to 7 m.
No 3 (49°40'·15N 1°36'·33W), depth about 5 to 6 m.
No 4 (49°40'·04N 1°37'·46W), depth about 9 to 13 m.
No 5 (49°39'·93N 1°36'·62W), depth about 4 to 11 m.

French Chart 7086/19

[NP27-No 15-Wk 22/19]

France - Approaches to Cherbourg — Terminal**393**Paragraph 12.44 1-2 including heading *Replace by:***Spare
12.44**

French Notice 8/40/19

[NP27-No 10-Wk 11/19]

France - Approaches to Cherbourg — Terminal**394**Paragraph 12.55 2 line(s) 7-10 *Replace by:*

The leading line passes close W of a buoy (special) moored 3¾ cables NNE of the entrance.

French Notice 8/40/19

[NP27-No 11-Wk 11/19]

France - North coast - Baie de Seine - Pointe du Hoc — Traffic regulations**398**After Paragraph 13.12 1 line 7 *Insert:***Traffic regulations
13.12a**

- 1 **Prohibited area.** Entry is prohibited to an area bounded by the following coordinates:

49°23'·86N 0°59'·37W.
49°24'·07N 0°59'·37W.
49°23'·97N 0°58'·03W.
49°23'·81N 0°58'·03W.

French Notice 6/C21 6.2.1.4./19

[NP27-No 7-Wk 10/19]

NP27

France - North coast - Estuaire de la Seine - Rouen — Waiting area; obstruction

411

Paragraph 13.85 1 lines 4–10 *Replace by:*

Rouen Waiting Area No 1 (49°28'65N 0°00'65W); depths from 6 to 13 m. A wreck, marked by RP Light Buoy (isolated danger), lies near the SW boundary of the area and a patch of foul ground lies in the E part of the area. The area is for coasters and other small vessels expecting a wait of short duration, and only in fair weather conditions.

French Notice 7/38/21

[NP27-No 63-Wk 16/21]

Last page

Last page

After Channel Pilot

Tenth Edition.....2014

Insert:

Eleventh Edition.....2017

UKHO

[NP27-No 4-Wk 45/18]

NP28 Dover Strait Pilot (2020 Edition)

Netherlands — Pilotage

8

Paragraph 1.51 *Replace by:*

1 **Pilotage regions.** Pilotage in Netherlands waters is provided by registered Pilots who are members of the Netherlands Pilotage Corporation, a professional public body. There are four regional pilot corporations. The area covered by this volume falls within the coverage of two of these corporations, namely, Scheldemonden regional corporation for the S part of the Netherlands and Rijnmond regional corporation for the Hoek van Holland area.

2 **Pilotage regulations.** Netherlands Government regulations make pilotage compulsory for the following categories of vessels:

Vessels built or modified to be used for the transport of oil, gas or chemicals in bulk and fully or partly laden, or such vessels if empty but not yet gas-free with all dangerous residue removed;

3 Vessels carrying such quantities of dangerous cargo as directed by the Minister of Transport and Public Works;

Vessels whose dimensions exceed the maximum limits for non-compulsory pilotage prescribed for the fairway in which they intend to navigate. For further details reference should be made to the appropriate area within the geographical chapters.

4 An exemption to compulsory pilotage applies to the following:

Vessels performing maintenance or services such as tugs, dredgers, sludge-vessels and barges of up to a specific length, beam and draught. Unless these vessels are being used for different purposes when navigating on a designated fairway;

5 Vessels passing through territorial waters without entering the nearest Netherlands port;

Vessels whose navigating officer holds a Pilot Exemption Certificate;

Navy vessels;

Pilot vessels, unless they are not being used for pilotage.

See also *ADMIRALTY List of Radio Signals Volume 6(1)*.

6 **Ad hoc compulsory pilotage.** Vessels with exemption from compulsory pilotage can be ordered by the authorities to make use of a pilot due to weather conditions or when special circumstances apply to the vessel, the passengers and/or crew, the cargo, the traffic conditions or the fairway.

7 **Shore-based pilotage.** If a pilot is unable to embark due to one of the circumstances below, open water pilotage may be conducted using VHF radio communications.

Bad weather.

Design of vessel which does not allow the pilot to embark offshore.

Other unusual circumstances.

A pilot will embark once the vessel is in sheltered waters.

8 **Pilot vessels.** Netherlands pilot vessels on station or engaged on pilotage duties fly a blue flag with letter L in white at the masthead.

In reduced visibility the sound signals for a pilot should be made three seconds after the normal signals prescribed by Rule 35 of *The International Regulations for Preventing Collisions at Sea (1972)*.

9 Apart from the lights prescribed by Rule 29 of *The International Regulations for Preventing Collisions at Sea (1972)*, pilot vessels in Dutch waters also exhibit a white flare at intervals of up to 10 minutes.

In the event of bad weather, a pilot vessel may indicate the suspension of pilotage for small vessels by the signal UI using flags or Morse code. Information relating to the suspension of pilotage is also promulgated by MSI.

UKHO

[NP28-No 14-Wk 18/21]

France - North coast - English Channel - Le Tréport — Controlling depth

117

Paragraph 5.79 1 lines 1–6 *Replace by:*

1 The channel leading to the harbour entrance and within the harbour, and the channels leading to Port de commerce and to Port de Pêche et de Plaisance, dry 1.5 m. Less water may exist; the Port Authority should be consulted for the latest information.

French Chart FR7207

[NP28-No 1-Wk 36/20]

France - Calais — Controlling depths**135**Paragraph 6.20 1 lines 5-6 *Replace by:*

...8 cables W of the head of Jétée Ouest (50°58'24N 1°50'40E).

Grand Bassin Général de Gaulle is dredged to 8.5 m and the turning basin to 8.0 m.

Avant-Port and Bassin Henri Ravisce are dredged to 9.0 m.

Arrière-Port is dredged to 7.2 m.

French Notice 43/35/21

[NP28-No 18-Wk 47/21]**France - Calais — General layout; basin****135**Paragraph 6.26 1-2 *Replace by:*

- 1 Grand Bassin Général de Gaulle (50°58'76N 1°51'82E) lies between Digue de Ridens (Digue du Nord) and Jétée Est.

Avant-Port (50°58'16N 1°50'96E) forms the entrance channel and lies between Jétée Est and Jétée Ouest. Bassin Henri Ravisce extends ENE from the SE end of Avant-Port. Arrière-Port (50°57'87N 1°51'00E) is entered from Avant-Port through a channel to the SW of Quai de Marée, which lies at the S end of Avant-Port. Bassin Carnot, used commercially, is entered through Écluse Carnot to the SE of Arrière-Port, and Bassin de l'Ouest is entered through a dock gate to the SW of Arrière-Port.

- 2 The SW end of Bassin Carnot, called Arrière Bassin, provides access through two parallel locks to Bassin de la Batellerie and thence to the Canal de Calais to Saint-Omer and the French canal system as a whole.

French Notice 43/35/21

[NP28-No 19-Wk 47/21]**France - Calais — Development; berths****135**Paragraph 6.27 1 *Replace by:*

- 1 Works are in progress (2021) in the S part of Grand Bassin Général de Gaulle (6.34a) for the construction of new berths.

French Notice 43/35/21

[NP28-No 20-Wk 47/21]**France - Calais — Directions****137**After Paragraph 6.34 3 line 9 *Insert:*

The track then continues to a position WNW of the entrance to Avant-Port.

Useful marks:

Water tower (50°57'42N 1°48'96E).

(Directions continue for Avant-Port at 6.35)

Grand Bassin Général de Gaulle**6.34a**

- 1 From a position WNW of the entrance to Avant-Port, the track continues ENE in the white sector of a directional light (50°58'92N 1°52'39E) exhibited from the root of Digue des Ridens, passing: NNW of the head of Jétée Est, from where a light (6.32) is exhibited, thence:
- 2 SSE of the head of Digue des Ridens on which stands a signal station.
- The track then continues as required for the allocated berth.

Paragraph 6.35 1-3 including Heading *Replace by:***Avant-Port and Arrière-Port****6.35**

- 1 From a position WNW of the entrance to Avant-Port, the route leads ESE and then SE passing:
- SW of the head of Jétée Est, from where a light (6.32) is exhibited, and:
- NE of the head of Jétée Ouest, from where a light (white metal tower, green top, 12 m in height) (50°58'24N 1°50'40E) is exhibited.
- 2 From Avant-Port there is direct access to Bassin Henri Ravisce to the E, the ferry berths grouped around the Gare Maritime to the S, and to Arrière-Port. The line of bearing 142° of Calais Main Light (6.32) seen between the light towers at the heads of the breakwaters leads through the entrance to Arrière-Port.
- 3 **Caution.** Numerous wrecks and obstructions lie within the entrance to Avant-Port. Arrière-Port is subject to siltation and less water than indicated on the chart may exist.

Useful marks:

Light (grey post, 8 m in height) (50°58'05N 1°50'82E) exhibited from the outer end of Quai de Marée in conjunction with a fog horn during restricted visibility.

Red and white chimney (50°58'02N 1°52'71E).

Paragraph 6.36 including heading *Replace by:***Spare****6.36**

French Notice 43/35/21

[NP28-No 21-Wk 47/21]**France - Calais — Basin****137**After Paragraph 6.37 1 line 8 *Insert:***Bassin Général de Gaulle****6.37a**

- 1 Two jetties extend WNW from the E end of the basin; dredged depth alongside is 8 m. It is reported that vessels of 240 m in length and 36 m in width can be accommodated.

French Notice 43/35/21

[NP28-No 22-Wk 47/21]

NP28

Belgium - Oostende — Restricted area

155

After Paragraph 6.144 1 line 7 Insert:

Restricted area 6.144a

- 1 A restricted area, into which entry is prohibited, is centred on RT1 Offshore Platform (51°14'·78N 2°55'·16E).

GB Chart 1874 (2021) [NP28-No 23-Wk 49/21]

Netherlands - Westerschelde - Terneuzen to Antwerp — Directions; light sectors

189

Paragraph 7.215 4 line(s) 9 For 061·5°-078° Read 066°-080·5°

Paragraph 7.216 1 line(s) 2 For 320°-332·5° Read 316°-331·5°

Paragraph 7.216 2 line(s) 7 For 173·5°-270° Read 177·5°-270·5°

Netherlands Notice 5/40/21 [NP28-No 10-Wk 13/21]

Netherlands - Delta Region — Pilotage

199

Paragraph 8.5 1 lines 1-3 Replace by:

In addition to the vessels described at 1.51, pilotage is compulsory for all vessels more than 80 m LOA in the inland waterways...

Netherlands Notice 8/HP1 update/21 [NP28-No 11-Wk 18/21]

Netherlands - West of Hoek van Holland - Goeree — Directions; principal marks

200-201

Paragraph 8.14 1 lines 1-6 Replace by:

- 1 **Landmarks:**
Tower (51°41'·19N 3°41'·76E), visible above the dunes.
- Offshore marks:**
Goeree Helicopter Platform (red and white chequered frame and tower, 23 m in height) (51°55'·50N 3°40'·10E).

Paragraph 8.14 2 line 10 Delete

Netherlands Notice 28-29/210/20 [NP28-No 2-Wk 36/20]

Netherlands - West of Hoek van Holland - Goeree — Directions; principal marks; photograph

201

Paragraph 8.14 Photograph caption For Light Read Helicopter Platform

Paragraph 8.15 3 line 2 For Light Read Helicopter Platform

Netherlands Notice 28-29/210/20 [NP28-No 3-Wk 36/20]

Netherlands - West of Hoek van Holland - Goeree — Directions; principal mark

213

Paragraph 8.105 1 lines 1-5 Replace by:

- 1 **Offshore marks:**
Goeree Helicopter Platform (51°55'·50N 3°40'·10E) (8.14).
- Major lights:**
Westhoofd Light (51°48'·79N 3°51'·84E) (8.14)

Netherlands Notice 28-29/210/20 [NP28-No 4-Wk 36/20]

Netherlands - Haringvliet — Alignment; vertical clearance

215

Paragraph 8.116 2 lines 5 For 111°-291° Read 113°-293°

Paragraph 8.116 2 lines 6 Replace by:

Vertical clearance varies between 10·7 m and 12·8 m...

Netherlands Notice 16/NL SD 8.6.6.1/21 [NP28-No 15-Wk 26/21]

Netherlands - Rotterdam-Rijnmond — Pilotage

217

Paragraph 9.4 Replace by:

- 1 The pilot service for the Rotterdam-Rijnmond area includes Europoort, Rotterdam, Vlaardingen, Schiedam, Maassluis, Dordrecht and Moerdijk. Pilotage is compulsory for all seagoing vessels over 75 m in length and vessels described at 1.51.
- 2 The pilot may embark from a pilot vessel or helicopter. The pilot cutter, which is stationed 2 miles WSW of Maas Centre Light Buoy (52°00'·92N 3°48'·79E), has a black hull with yellow stripes, the word PILOT in white and a white superstructure. The large tender has a yellow hull, the word PILOT in black and a white superstructure; the small tender has a yellow hull, open deck and black fendering. The helicopter is yellow, or white with red stripes.

Netherlands Notice 8/HP1 update/21 [NP28-No 12-Wk 18/21]

**Netherlands - West of Hoek van Holland -
Goeree — Directions; principal marks**

220

Paragraph 9.22 *1* line 6 *For* Light *Read* Helicopter Platform

Paragraph 9.22 *2* lines 5–6 *Delete*

Netherlands Notice 28–29/210/20

[NP28–No 5–Wk 36/20]

**Netherlands - West of Hoek van Holland -
Goeree — Directions; offshore mark**

221

Paragraph 9.25 *2* line 5 *For* Light *Read* Helicopter Platform

Netherlands Notice 28–29/210/20

[NP28–No 6–Wk 36/20]

**Netherlands - Approaches to Hoek van Holland
— Outer anchorages; caution**

222

After Paragraph 9.29 *4* line 5 *Insert*:

Caution. A foul area (52°00'·67N 3°31'·67E) exists within the anchorage.

Netherlands Notice 37/327/21 [NP28–No 24–Wk 50/21]

**Netherlands - West of Hoek van Holland -
Goeree — Directions; offshore mark**

222

Paragraph 9.29 *5* line 4 *For* Light *Read* Helicopter Platform

Netherlands Notice 28–29/210/20

[NP28–No 7–Wk 36/20]

Netherlands - Rotterdam - Europoort — Bridge

224

After Paragraph 9.34 *1* line 8 *Insert*:

Havenspoorlijn (51°53'·52N 4°13'·74E), a railway viaduct with a vertical clearance of 12·3 m, spans Rozenburgsesluis (9.46).

Netherlands Notice 24/211/21

[NP28–No 16–Wk 35/21]

**Netherlands - Port of Rotterdam -
Europoort - Beneluxhaven — Depths**

226

Paragraph 9.52 *3* line 3 *For* 4·6 m *Read* 3·6 m

GB Chart 207/20

[NP28–No 9–Wk 52/20]

Netherlands - Scheveningen — Pilotage

237

Paragraph 9.144 *1* lines 1–2 *Replace by*:

1 Pilotage is provided by Maas Pilot (9.4) and is compulsory for vessels described at 1.51 and vessels 100 m in length and over.

Netherlands Notice 8/HP1 update/21

[NP28–No 13–Wk 18/21]

England - Thames Estuary — Light buoy

244

Paragraph 10.23 *1* lines 7–8 *For* Sunk Centre Light Vessel *Read* Sunk Centre Light Buoy

Paragraph 10.23 *2* line 3 *For* Sunk Centre Light Vessel *Read* Sunk Centre Light Buoy

Paragraph 10.23 *3* lines 2 *For* Sunk Centre Light Vessel (10.34) *Read* Sunk Centre Light Buoy (10.35)

Corr. Trinity House

[NP28–No 25–Wk 50/21]

England - Thames Estuary — Light buoy

246

Paragraph 10.34 *1* lines 7–8 *Delete*

Paragraph 10.35 *5* lines 1–3 *Replace by*:

5 W of Sunk Centre Light Buoy (safe water) (51°50'·11N 1°46'·02E), moored at the centre of Sunk Outer Precautionary Area, thence:

Corr. Trinity House

[NP28–No 26–Wk 50/21]

England - Thames Estuary — Light buoy

249

Paragraph 10.48 *2* lines 6–7 *Delete*

Corr. Trinity House

[NP28–No 27–Wk 50/21]

England - Thames Estuary — Light buoy

250

Paragraph 10.56 *2* lines 5–6 *Delete*

Corr. Trinity House

[NP28–No 28–Wk 50/21]

**England - River Thames - Gravesend Reach -
Northfleet — Traffic warning light**

306

Paragraph 14.46 *1* lines 1–9 *Replace by*:

1 **Traffic at Tilbury.** A traffic warning light (occasional) (51°26'·93N 0°20'·10E) is exhibited from Northfleet Tower, below Northfleet Upper Light (14.49), to warn vessels approaching Tilburyness from E of the presence of other vessels manoeuvring at Tilbury Lock, Northfleet Hope Container Terminal and Tower Wharf, Northfleet. For details see *ADMIRALTY List of Lights and Fog Signals Volume A*.

PLA Notice L13/21

[NP28–No 17–Wk 37/21]

NP28

England - River Thames - Bugsby's Reach — Prohibited anchorage

314

After Paragraph 14.87 3 line 3 *Insert*:

A prohibited anchorage area has been established across Bugsby's Reach in the vicinity of the cable car (51°30'·15N 0°00'·70E) close E of North Greenwich Pier.

Port of London Authority [NP28-No 8-Wk 36/20]

NP30 China Sea Pilot Volume 1 (2021 Edition)

Malaysia - East coast - Pulau Tinggi — Directions; obstruction

88

Paragraph 3.17 6 lines 1-3 *Replace by*:

- 6 WSW of Pulau Tinggi (2°18'·03N 104°07'·06E) (3.27), which rises to a remarkable cone-shaped peak, and:
ENE of a shoal patch (2°17'·19N 104°03'·68E), with a depth of 13·1 m, upon which lies an obstruction, thence:

Malaysian Notice 4/92/21; ENC MY3C0625 (7.001)
[NP30-No 31-Wk 28/21]

Malaysia - East coast - Pelabuhan Kuantan — Directions; lights

93

Paragraph 3.47 1 line 10 and 2 lines 1-11 *Replace by*:

...channel. No detailed directions can be provided.

- 2 **Useful marks:**
Light beacon (3°47'·84N 103°21'·05E).
Sungei Kuantan Light (red diamond with black stripe on white metal framework tower, 12 m in height) (3°48'·62N 103°20'·38E).

Malaysian Notice 2/42/21 [NP30-No 18-Wk 19/21]

Malaysia - East coast - East of Pelabuhan Kuantan — Obstructions

96

After Paragraph 3.80 1 line 5 *Insert*:

W of two obstructions (3°58'·72N 103°38'·12E and 3°58'·91N 103°38'·37E), thence:

Malaysian Notice 5/110/21 [NP30-No 40-Wk 34/21]

Malaysia - East coast - East of Kuala Terengganu — Directions; obstruction

101

Paragraph 3.136 6 lines 1-2 *Replace by*:

- 6 Clear of a dangerous wreck (5°19'·84N 103°16'·74E); an obstruction lies 2 miles SW. Thence:

Malaysian Notice 4/94/21; ENC MY3C0654 (7.004)
[NP30-No 32-Wk 28/21]

Malaysia - East coast - East of Bachok — Directions; wreck

102

After Paragraph 3.138 5 line 5 *Insert*:

Clear of a dangerous wreck (6°04'·65N 102°33'·74E), reported (2021), thence:

Malaysian Notice 116/21 [NP30-No 44-Wk 39/21]

Malaysia - East coast - Kuala Terengganu — Anchorage; wreck

103

Paragraph 3.151 4 lines 2-8 *Replace by*:

Anchorage. An anchorage area (5°21'·33N 103°09'·49E), 1 mile in radius, is situated NE of Bukit Puteri Light (3.135). Depths from 2 to 14 m, mud and sand. A stranded wreck (5°20'·52N 103°09'·25E) lies in the S part of the anchorage.

Anchorage for small vessels can be obtained, with local knowledge, in depths of about 4 m within the harbour.

Malaysian Notice 1/29/21 [NP30-No 17-Wk 16/21]

Malaysia - East coast - Kuala Terengganu — Controlling depths; directions

103

Paragraph 3.151 1-6 including existing Section IV Notice Week 16/21 *Replace by*:

- 1 **Description.** The port of Kuala Terengganu (5°20'·42N 103°09'·28E) encompasses Terengganu (Trengganu) (5°20'·50N 103°08'·10E), a natural harbour at the mouth of Sungai Terengganu, and the harbours and bays as far SE as Pulau Kapas (5°12'·90N 103°15'·85E) (3.149); including Tanjung Chendering (3.150), and Kuala Marang (5°12'·27N 103°12'·64E). Kuala Terengganu is the state capital and a main fishing port.

- 2 **Controlling depths.** The entrance is difficult, particularly during the NE monsoon. Depths within the channel reduce from about 6 m at the seaward end to about 2 m at the inner end. Depths change frequently and navigable channel may shift. Contact the local authority for the latest information.

Vertical clearance. Terengganu Drawbridge (5°20'·39N 103°08'·70E), with a vertical clearance of 12·4 m when closed, spans the inner entrance.

- 3 **Outer anchorages.** An anchorage area (5°21'33N 103°09'49E), 1 mile in radius, is situated NE of Bukit Puteri Light (5°20'18N 103°08'20E) (3.135). Depths from 2 to 14 m, mud and sand. A stranded wreck (5°20'52N 103°09'25E) lies in the S part of the anchorage, on the N breakwater.

Pilotage. The pilot boarding position lies within the outer anchorage.

Development. Development of the port is underway, including works within the new outer breakwaters which form a new outer entrance, and works on the N side of the harbour.

- 4 **Directions.** From the vicinity of the fairway buoy (safe water) (5°20'40N 103°10'30E), the track leads W to the outer basin, passing:

N of the S breakwater, marked by a beacon (port hand) (5°20'36N 103°09'29E), thence:

S of the N breakwater, on which stands a beacon (starboard hand) (5°20'47N 103°09'26E). Shoals, with depths of less than 5 m, surround the N breakwater. Thence:

- 5 N of a beacon (port hand) (5°20'33N 103°08'85E), and the shoals, which partly dry, extending up to 1 cable E, thence:

S of a beacon (starboard hand) (5°20'46N 103°08'77E), exhibited at the E end of reclaimed land.

The track then continues W into the inner basin, passing through the Terengganu Drawbridge. Local knowledge is essential.

Anchorage. Anchorage for small vessels can be obtained, with local knowledge, in depths of about 4 m within the harbour.

- 6 **Berths.** There is a landing jetty at the town, which dries 3 m at LW; at HW boats with a maximum draught of 0.6 m can berth alongside. Upstream there are several private jetties.

Other facilities. Hospital.

Supplies: Diesel and petrol at two of the private jetties and by road tanker; fresh water at one of the private jetties; fresh provisions.

Malaysian Chart 6552/20 [NP30-No 20-Wk 22/21]

Cambodia - Sihanoukville — Limiting conditions; vertical clearance

136

Paragraph 4.238 1 lines 1-4 *Replace by:*

- 1 **Vertical Clearance.** A bridge (10°37'58N 103°29'40E), with a vertical clearance of 30 m, spans Deep Passage between Kaoh Poah (4.241) and the mainland.

UKHO [NP30-No 14-Wk 16/21]

Cambodia - Sihanoukville — Directions; vertical clearance

137

Paragraph 4.241 2 lines 8-9 *Replace by:*

Under the bridge (4.238), thence,

UKHO [NP30-No 15-Wk 16/21]

Cambodia - Sihanoukville — Directions; shoal

137

Paragraph 4.241 5 lines 1-2 *Replace by:*

- 5 W of shoals (10°37'44N 103°27'93E), fronting Kaoh Poah, and:
Clear of a shoal (10°37'40N 103°26'50E), depth 8-6 m, thence:

UKHO [NP30-No 16-Wk 16/21]

Vietnam - South coast - Approaches to Song Sai Gon — Directions; anchorages

153

Paragraph 5.29 7 lines 6-8 *Replace by:*

ESE of the outer anchorage berths (5.62) for Song Sai Gon, centred on 10°13'70N 107°01'65E.

Paragraph 5.29 8 lines 1-4 *Delete*

Vietnamese Chart V2 3GR001
[NP30-No 57-Wk 52/21]

Vietnam - South coast - Mekong River — Directions; anchorages

153-154

Paragraph 5.38 2-3 *Replace by:*

- 2 From the vicinity of Ho Chi Minh City and Vung Tau pilot boarding Zone 1 (5.30), the recommended track leads generally SSE to the vicinity of Song Sai Gon No 0 Light Buoy (safe water) (10°16'95N 107°05'04E).

- 3 The track then leads generally SW, avoiding charted wrecks, passing:
Clear of the outer anchorage berths (5.62) for Song Sai Gon, centred on 10°13'70N 107°01'65E.

Vietnamese Chart V2 3GR001
[NP30-No 58-Wk 52/21]

Vietnam - South coast - Song Sai Gon — Anchorages

157

Paragraph 5.62 1 *Replace by:*

- 1 A number of anchor berths, prefixed H and I, are centred on 10°13'70N 107°01'65E in the approaches to Cua Soirap.

Caution. A dangerous wreck (10°12'59N 107°01'96E) is situated in the vicinity of Anchor Berth I8.

Outer anchorages have also been established in the approaches to Vung Ganh Rai, E and W of the fairway.

Vietnamese Chart V2 3GR001
[NP30-No 59-Wk 52/21]

Vietnam - East coast - Madge Bank to Mui Dinh — Directions; light buoy

170

After Paragraph 5.159 1 line 7 *Insert:*

SSE of a light buoy (special) (10°49'41N 108°33'83E), thence:

Vietnamese Notice 202/21 [NP30-No 50-Wk 50/21]

NP30

Vietnam – East coast – Cu Lao Cham — Marine nature reserve; prohibited area

186

Paragraph 5.293 *1* including heading *Replace by:*

Marine nature reserve 5.293

- 1* A marine nature reserve surrounds Cu Lao Cham (15°57'05N 108°31'23E) (5.315) and includes the various islets that lie up to 4 miles W, SW and S of the island. The extent of the area is shown on the chart.

GB Chart 3884 Ed.4 2021 [NP30-No 33-Wk 29/21]

Vietnam – East coast – Cu Lao Cham — Marine nature reserve; prohibited area

189

Paragraph 5.315 *3* line(s) 5–6 *Replace by:*

Cu Lao Cham lies within a marine nature reserve; see 5.293.

GB Chart 3884 Ed.4 2021 [NP30-No 34-Wk 29/21]

Vietnam – Da Nang – South of Ban Dao Son Tra – My Khe Tanker Berth — Pilotage

190

After Paragraph 5.317 *1* line 7 *Insert:*

Pilotage. Pilot boarding place in position 16°03'92N 108°17'10E.

GB Chart 3884 Ed.4 2021 [NP30-No 35-Wk 29/21]

Vietnam – North-east coast – Gulf of Tonkin – Hon Mé — Directions; wreck

200

After Paragraph 6.59 *5* line 2 *Insert:*

ESE of a dangerous wreck (19°20'32N 105°56'48E), thence:

ENC VN320012 (2.001) [NP30-No 9-Wk 13/21]

Vietnam – North-east coast – Hai Phong — Outer anchorages

206

Paragraph 6.105 *1* line 7 *Replace by:*

...(20°43'00N 107°02'60E) (6.136).

Designated anchorage areas lie SE of Hon Dau (6.88).

Vietnamese Notice 83/21 [NP30-No 51-Wk 50/21]

China – Gulf of Tonkin – Fangcheng Gang — Wreck

218

Paragraph 6.210 *4* line(s) 6 *Replace by:*

...200 000 gt; depths from 27 to 31 m. A dangerous wreck (21°02'17N 108°28'77E) lies close S of the anchorage.

Chinese Chart 16770 Ed.4 (2020)

[NP30-No 21-Wk 23/21]

China – Gulf of Tonkin – Qinzhou — Controlling depths

222

Paragraph 7.16 *1* lines 2–5 *Replace by:*

West Channel has a least depth of 5.9 m close to W6 Light Buoy (port hand) (21°32'89N 108°34'42E); the maximum permitted draught is 8.5 m.

East Channel has a least depth of 10.6 m (21°32'40N 108°38'23E); the maximum permitted draft is 12.0 m.

Chinese Chart 16781/20; GB Chart 3993/20

[NP30-No 1-Wk 11/21]

China – Gulf of Tonkin – Qinzhou — Wreck

222

Paragraph 7.17 *2* line(s) 2 *Replace by:*

...50 000 dwt. A dangerous wreck (21°24'35N 108°34'42E) lies in the N part of the anchorage.

ENC C1416770 (4.001) [NP30-No 22-Wk 23/21]

China – Gulf of Tonkin – Qinzhou — Directions

223

Paragraph 7.19 *2* lines 1–9 *Delete*

Chinese Chart 16781/20; ENC C1416770 (3.036); GB 3992/17 [NP30-No 4-Wk 11/21]

China – South coast – Gulf of Tonkin – Qinzhou Gang — Anchorages; berths

223-224

Paragraph 7.22 *1-2* *Replace by:*

- 1* **Anchorages and moorings.** There are three anchorage areas within Qinzhou Gang:
No 1 (21°42'76N 108°34'87E);
No 2 (21°42'33N 108°35'20E);
No 3 (21°41'85N 108°35'35E).

There are numerous mooring berths, with depths from about 2 to 10 m, N of the anchorage areas.

- 2* **Alongside berths:**

Dalanping Operating Area (21°40'50N 108°38'50E) has eight berths. The largest berth, Berth 1 has a length of 767 m with depths alongside from 12 to 14 m.

Yingling Operating Area (21°42'00N 108°37'00E) has seven berths. The largest berth, Guangxi petro-chemical pier has a length off 500 m with depths alongside from 14 to 16 m.

Guozishan Operating Area (21°42'·60N 108°36'·00E) has three berths. The largest berth, Coal Wharf, has a length of 352 m and a depth alongside of 12 to 15 m.

Legou Operating Area (21°43'·90N 108°34'·75E) has four berths. Qinzhou Gang Wharf has a total length of 1000 m with depths alongside from 8 to 12 m.

Chinese Notice C1 15/500/21; GB Chart 3993 Ed.6. (2020)
[NP30-No 25-Wk 26/21]

China - Gulf of Tonkin - Qinzhou — Pilotage

224

Paragraph 7.24 1 lines 1-2 *For* (21°24'·80N 108°37'·10E)
Read (21°25'·22N 108°38'·77E)

Paragraph 7.28 1 lines 1-2 *For* (21°24'·80N 108°37'·10E)
Read (21°25'·22N 108°38'·77E)

ENC C1416770 (3.036) [NP30-No 5-Wk 11/21]

China - Gulf of Tonkin - Qinzhou to Beihai Gang — Directions; pilotage; wreck; marine farm

224

Paragraph 7.28 1-2 including existing Section IV Notice Week 11/21 *Replace by*:

- 1 From the pilot boarding place (21°25'·22N 108°38'·77E) for the E Channel leading into Qinzhou Wan (21°40'·00N 108°40'·00E) the track leads ESE, passing:
NNE of a dangerous wreck (21°24'·41N 108°39'·28E), thence:
Clear of No 2 Anchorage (21°23'·15N 108°42'·00E), thence:
- 2 Clear of a dangerous wreck (21°22'·19N 108°50'·17E), position approximate, marked by a light buoy (wreck), thence:
SSW of a marine farm (21°24'·62N 108°54'·27E).
Thence the track leads to the pilot boarding place (21°20'·35N 108°59'·02E) for Beihai.

Chinese Chart C16770 Ed.4 (2020)
[NP30-No 23-Wk 23/21]

China - Hainan Dao - Yangpu — Limiting conditions; vertical clearance

241

Paragraph 7.156 1 line(s) 1-2 *Replace by*:

- 1 A bridge (19°43'·40N 109°12'·64E), with a vertical clearance of 34 m, spans Yangpu Gang at Baimajing.

Chinese Notice C1 11/316/21 [NP30-No 19-Wk 21/21]

China - Hainan Dao - Yangpu — Directions

244

Paragraph 7.173 1 *Replace by*:

- 1 From Yangpu No 1 Anchorage and pilot boarding place (19°49'·00N 108°56'·44E) the route leads ENE for 31 miles to a position NE of Bingma Jiǎo Light (7.175), thence E for 22 miles to a position NE of Lingao Jiǎo (7.84).

Paragraph 7.174 1 line 1 *For* 23·5 m *Read* 21·5 m

Paragraph 7.176 1-4 *Replace by*:

- 1 From Yangpu No 2 Anchorage and pilot boarding place (19°49'·00N 108°56'·50E), the track leads generally ENE, passing:
SSE of several dangerous wrecks (19°54'·63N 109°05'·43E), thence:
NNW of Bingma Jiǎo.
- 2 From a position NE of Bingma Jiǎo Light (7.175) the track then leads generally E, passing:
S of a bank (20°07'·70N 109°23'·48E) on which stands Lingao wind farm. Lingao Wind Tower Light (3-sided metal framework tower) (20°08'·90N 109°29'·30E) is exhibited from the wind farm. Thence:
S of a dangerous wreck (20°07'·13N 109°28'·10E), thence:
N of a dangerous wreck (20°04'·01N 109°33'·80E), thence:
Clear of a dangerous rock (20°07'·04N 109°40'·45E).
The track then continues to a position NE of Lingao Jiǎo (20°00'·61N 109°42'·68E) (7.84).

(Directions continue at 7.83)

GB Chart 3892 [NP30-No 49-Wk 48/21]

China - Sanya to Dazhou Dao - Yalang Wan — Prohibited area

248

After Paragraph 7.212 3 line 9 *Insert*:

Prohibited area. Entry is prohibited into an area which surrounds the naval facility at Yalang Wan.

Chinese Notice 38/1361/21 [NP30-No 52-Wk 51/21]

China - Qiongzhou Haixia to Zhanjiang — Directions

250

Paragraph 7.230 1 *Replace by*:

- 1 From the vicinity of Middle Passage Zhongshuidao No 1 Light Buoy (20°15'·39N 111°04'·36E), the route leads NNW for 50 miles to the S pilot boarding place (20°58'·21N 110°37'·27E) for Zhanjiang, or N for about 45 miles to the vicinity of 21°00'·40N 111°00'·00E, at the start of the E entrance channel to Zhanjiang.

Chinese Notice 38/1360/21 [NP30-No 53-Wk 52/21]

NP30

China - Qiongzhou Haixa to Zhanjiang Kou — Directions

250

Paragraph 7.235 2 line(s) 2 *Replace by:*

...Buoy (20°30'·99N 110°56'·63E), thence:
ENE of Zhanjiang Wailuo (20°35'·00N 110°39'·00E),
Xuwen (20°36'·00N 110°46'·00E) and Xinliao
(20°43'·00N 110°33'·50E) wind farms, under
construction (2021), thence:

Chinese Notice 30/1062;1063/21

[NP30-No 47-Wk 45/21]

China - Qiongzhou Haixa to Zhanjiang Kou — Directions

251

Paragraph 7.236 2 line(s) 4 *Replace by:*

...Buoy (20°30'·99N 110°56'·63E) (7.235),
thence:
ENE of wind farms under construction (2021)
(7.235), and:

Chinese Notice 30/1062;1063/21

[NP30-No 48-Wk 45/21]

China - Qiongzhou Haixa to Zhanjiang — Directions

251

Paragraph 7.236 1-3 including existing Section IV Notice
Week 45/21 *Replace by:*

- 1 From the vicinity of Middle Passage Zhongshuidao
No 1 Light Buoy (20°15'·39N 111°04'·36E) the track
leads generally N, passing:
E of the NE end (20°22'·18N 110°59'·00E) of Beifang
Qiantan, thence:
E of a shoal (20°25'·00N 110°57'·80E), with a depth
of 9·2 m, thence:
- 2 E of a dangerous wreck (20°29'·96N
110°57'·24E) (7.86), thence:
E of North Channel Beishuidao No 1 Light Buoy
(20°30'·99N 110°56'·63E) (7.235), thence:
E of wind farms under construction (2021) (7.235),
thence:
E of a dangerous wreck (20°43'·06N 110°58'·95E),
position approximate, thence:
- 3 E of unexploded ordnance (20°51'·62N
110°47'·72E), position approximate, and:
E of a dangerous wreck (20°52'·20N 110°51'·72E),
thence:
Clear of a dangerous wreck (20°54'·40N
111°02'·06E), reported (2012), thence:
- 4 Clear of a large vessel anchorage (20°57'·00N
111°00'·00E).

Thence the track leads to the vicinity of 21°00'·40N
111°00'·00E, at the start of the E entrance channel to
Zhanjiang.

Chinese Notice 38/1360/21

[NP30-No 54-Wk 52/21]

China - South coast - Qiongzhou Haixa to Zhanjiang - Zhanjiang Gang — Anchorages

252

Paragraph 7.251 3 line(s) 1-9 *Replace by:*

- | | | | |
|---|-------------|-------------|----------------------------|
| 3 | No 2 | 21°05'·30N | Vessels less than 9·5 m |
| | Quarantine | 110°30'·80E | draught. |
| | and Waiting | | Also pilot boarding place. |
| | No 19 | 21°04'·90N | Unrestricted |
| | | 110°33'·37E | |
| | No 18 | 21°04'·96N | Unrestricted |
| | | 110°32'·62E | |
| | No 17 | 21°05'·08N | Unrestricted |
| | | 110°32'·05E | |

Chinese Chart 15741; ENC C1515732 (6.006)

[NP30-No 41-Wk 36/21]

China - Zhanjiang — Directions; eastern approach

254

Paragraph 7.261 1 *Replace by:*

- 1 From the vicinity of 21°00'·40N 111°00'·00E, the
track leads W, through a channel marked by light
buoys (lateral), to the entrance channel pilot boarding
place and anchorage (21°01'·40N 110°51'·60E).
(Directions continue for Zhanjiang at 7.259
and for the route from
Zhanjiang to Shui Dong at 7.277)

Chinese Notice 38/1360/21

[NP30-No 55-Wk 52/21]

China - Zhanjiang to Shui Dong — Directions

256

Paragraph 7.272 1 *Replace by:*

- 1 From the vicinity of 21°00'·40N 111°00'·00E, at the
start of the E entrance channel to Zhanjiang, the route
leads NNE for 25 miles to the pilot boarding place
(7.286) for Shui Dong.

Paragraph 7.278 1 lines 1-7 *Replace by:*

- 1 From a position in the vicinity of 21°00'·40N
111°00'·00E, at the start of the E entrance channel to
Zhanjiang, the track leads NNE, passing:
ESE of a dangerous wreck (21°08'·12N
110°51'·80E), position approximate, thence:
WNW of a dangerous wreck (21°17'·08N
111°09'·00E), position approximate.

Chinese Notice 38/1360/21

[NP30-No 56-Wk 52/21]

China - South China Sea - Yangjiang Gang and approaches — Directions; rocks

259

Paragraph 7.305 2 lines 12-13 *Delete*

Paragraph 7.305 3 lines 1-6 *Replace by:*

- 3 SSE of a rock (21°31'·48N 111°42'·38E), depth
8·9 m, thence:

SSE of a dangerous wreck (21°32'·50N 111°46'·18E).

The track then leads to a position in the vicinity of No 1 Light Buoy (starboard hand) (21°32'·24N 111°47'·48E), in the approaches to Yangjiang.

Chinese Chart 15500/20 [NP30-No 12-Wk 15/21]

**China - South China Sea -
Yangjiang Gang and approaches —
Directions; wreck**

259

Paragraph 7.305 3 lines 1–6 including existing Section IV Notice Week 15/21 *Replace by:*

3 SSE of a rock (21°31'·48N 111°42'·38E), depth 8·9 m.

The track then leads to a position in the vicinity of No 1 Light Buoy (starboard hand) (21°32'·24N 111°47'·48E), in the approaches to Yangjiang.

Chinese Notice 27/945/21 [NP30-No 45-Wk 41/21]

**China - South China Sea - Yangjiang —
Anchorage; wreck**

260

Paragraph 7.318 1 lines 7–9 *Delete*

Chinese Notice 27/945/21 [NP30-No 46-Wk 41/21]

**China - South China Sea -
Yangjiang — Anchorage; wreck**

260

Paragraph 7.318 2 lines 8–9 *Replace by:*

No 1 Large Vessel Waiting 21°27'·50N 111°44'·40E
and Typhoon
A wreck lies in the W part
of the anchorage.

Chinese Chart 15500/20 [NP30-No 13-Wk 15/21]

**China - South China Sea -
Yangjiang — Anchorage**

260

Paragraph 7.318 2 lines 8–9 existing Section IV Notice Week 15/21 *Replace by:*

Yangjiang LNG 21°29'·22N 111°46'·13E
Emergency

Chinese Notice 25/875/21 [NP30-No 43-Wk 38/21]

**China - Outer approaches to Hong Kong —
Directions; anchorages**

269

Paragraph 8.19 3 line(s) 3 *Replace by:*

...SSE of No 2WS Anchorage (8.20)...

Paragraph 8.19 4 line(s) 1 *Replace by:*

4 NNW of No 1BJ Anchorage (8.90)...

Paragraph 8.19 5 line(s) 2 *Replace by:*

...No 4DT Anchorage (8.90) and the vicinity of...

Paragraph 8.20 1 line(s) 10–11 *Replace by:*

6DA	21°59'·00N	Explosives and
	113°40'·55E	Typhoon

GB Chart 3026 Ed.7 (2021) [NP30-No 26-Wk 27/21]

**China - South China Sea - Daxi Shuidao —
Directions; wrecks**

270

Paragraph 8.32 1 lines 8–9 *Delete*

Paragraph 8.32 4 lines 1–2 *Delete*

Chinese Chart 15379/20 [NP30-No 2-Wk 11/21]

**China - South China Sea -
Jiuzhou Gang — Directions; wrecks**

272

Paragraph 8.50 1 lines 6–8 *Delete*

Chinese Chart 15379/20 [NP30-No 3-Wk 11/21]

**China - Outer approaches to Hong Kong -
South of Aizhou Liedao — Anchorages**

275

Paragraph 8.90 1 line(s) 4–22 *Replace by:*

7SM	21°59'·90N	Large vessels
	113°54'·03E	and Typhoon
8SM	22°00'·90N	Large vessels
	113°56'·03E	and Typhoon
11SM	22°01'·40N	Drilling rig
	113°59'·03E	support vessels
		and Typhoon
4DT	21°57'·60N	Large vessels
	113°59'·10E	and Typhoon
1BJ	21°55'·00N	Emergency, and
	113°57'·00E	Typhoon

GB Chart 3026 Ed.7 (2021) [NP30-No 27-Wk 27/21]

**China - Hong Kong - Ma Wan -
Tsing Ma Bridge — Vertical clearance**

294

Paragraph 8.240 1 lines 3–4 *Replace by:*

Tsing Ma Bridge (22°21'·08N 114°04'·50E), spans Ma Wan Channel, vertical clearance 54·6 m, increasing to 57 m during daily changing Specified Hours; contact the local authority for further information.

Hong Kong Notice 19/21 [NP30-No 6-Wk 13/21]

NP30

China - South China Sea - Lingding Yang - Longgu West Fairway — Directions; wreck

306

After Paragraph 8.322 1 line 4 *Insert*:

Clear of a dangerous wreck (22°20'·83N 113°51'·39E), position approximate, thence:

ENC CN584224 (18.001) [NP30-No 42-Wk 36/21]

China - South China Sea - Zhujiang Kou - Longxue Shuidao — Anchorage; rock

308

Paragraph 8.355 lines 33-34 *Replace by*:

40SJ 22°42'·96N Typhoon anchorage and oil
113°40'·87E tanker operations. An
underwater rock lies in the
N part of the anchorage.

UKHO [NP30-No 7-Wk 13/21]

China - South China Sea - Zhujiang Kou - Chuanbi Shuidao — Anchorage; wreck

311

Paragraph 8.393 1 line 5 *Replace by*:

No 43SJ (22°43'·98N 113°40'·05E), emergency. A wreck lies in the SE part of the anchorage.

UKHO Notice [NP30-No 8-Wk 13/21]

China - South China Sea - Zhujiang Kou - Dahu Shuidao — Anchorage

312

Paragraph 8.393 7 lines 6-7 *Delete*

UKHO [NP30-No 10-Wk 13/21]

China - South China Sea - Zhujiang Kou - Nizhou Shuidao — Directions; obstruction

312

Paragraph 8.404 1 line 3 *Replace by*:

...Nizhou Shuidao marked by light buoys, passing W of an obstruction (22°53'·96N 113°34'·30E).

UKHO [NP30-No 11-Wk 13/21]

China - Zhujiang - Nizhou Tou — Directions

312

Paragraph 8.404 1 lines 1-3 including existing Section IV Notice Week 13/21 *Replace by*:

- 1 From a position SW of Nizhou Tou (22°54'·00N 22°54'·00N 113°34'·48E) the track leads NNW for 1½ miles, through Nizhou Shuidao marked by light buoys, passing clear of an area of foul ground (22°53'·96N 113°34'·30E) with a least depth of 8·9 m.

Chinese Notice 14/468/21 [NP30-No 24-Wk 25/21]

China - South coast - Chisha Shuidao - Dahao Zhou — Anchorage

313

After Paragraph 8.409 line 38 *Insert*:

23°04'·07N Oil tanker lightering and
113°29'·16E typhoon shelter

Caution. Numerous wrecks, obstructions, shoals and drying patches exist within some of the anchorages.

GB Chart 346 Ed.18 (2021) [NP30-No 28-Wk 27/21]

China - South China Sea - Qing Zhou to Daxingshan Jiao — Wrecks; wind farm; buoys

332

Paragraph 9.98 1-2 *Replace by*:

- 1 From a position SSE of Qing Zhou (22°24'·31N 114°39'·97E) the track leads ENE, passing:
SSE of a dangerous wreck (22°20'·00N 114°46'·02E), reported (1994), thence:
2 NNW of a wind farm (22°18'·00N 115°00'·00E), under construction (2021), marked by light buoys (special).

Chinese Notice C1 19/667/21 [NP30-No 36-Wk 30/21]

China - Daya Wan - Approaches to Huizhou - Pilotage

333

Paragraph 9.101 1 line(s) 6-7 *Delete*

Paragraph 9.101 2 line(s) 5-7 *Delete*

Paragraph 9.101 3 line(s) 1-3 *Replace by*:

- 3 No 2 (22°35'·50N 114°40'·00E);
GB Chart 3026 Ed.7 (2021) [NP30-No 29-Wk 27/21]

China - Daxingshan Jiao to Zhelang Yan — Directions; wrecks; obstruction

338-339

Paragraph 9.144 1-4 *Replace by*:

- 1 From a position SSE of Daxingshan Jiao (22°33'·11N 114°54'·33E) the track leads ENE, avoiding the numerous charted dangerous wrecks, passing:
2 SSE of Hong Pai (22°29'·93N 114°59'·29E), a rock, thence:
SSE of Yuanzi Jiao (22°30'·67N 115°02'·49E) (9.149), a rocky shoal, and:
3 Clear of Zhentou Yan (22°18'·96N 115°07'·45E), a rock 40 m in height, with a summit which appears conical on some bearings and is speckled with white deposits; an obstruction (22°19'·11N 115°07'·07E), with a depth of 9·4 m, lies close WNW.
4 Thence the track leads to a position SE of Zhelang Yan (22°39'·07N 115°34'·17E), an islet fronting Zhelang Jiao (22°39'·26N 115°34'·18E). A light (9.143) is exhibited from the islet.

Chinese Notice 17/601/21 [NP30-No 30-Wk 28/21]

**China - Honghai Wan -
Approaches to Shanwei — Directions**

339

Paragraph 9.145 1 line(s) 1-2 *Replace by:*

- 1 **South-west approach.** From a position SSE of Daxingshan Jiao (22°33'·11N...

Chinese Notice C1 19/667/21 [NP30-No 37-Wk 30/21]

**China - Honghai Wan -
Approaches to Shanwei — Directions; wreck**

339

Paragraph 9.149 1 line(s) 1-7 *Replace by:*

- 1 From a position SSE of Daxingshan Jiao (22°33'·11N 114°54'·33E) the track leads NNE, passing:
Clear of a dangerous wreck (22°26'·20N 114°59'·90E), reported (2014), and:

Chinese Notice C1 19/667/21 [NP30-No 38-Wk 30/21]

**China - Honghai Wan -
West of Jiangmu Dao — Directions; wreck**

341

Paragraph 9.161 2 line(s) 1-2 *Replace by:*

- 1 **Directions.** There are no specific directions but attention is drawn to a dangerous wreck (22°44'·52N 115°10'·03E), reported (2020), and Jixin Shi (22°44'·57N...

Chinese Notice C1 19/667/21 [NP30-No 39-Wk 30/21]

NP31 China Sea Pilot Volume 2 (2019 Edition)

**Indonesia - Kalimantan -
Tanjung Datu — Directions; wreck**

66

After Paragraph 2.11 2 line 2 Insert:

NNW of a stranded wreck (2°14'·06N 109°51'·00E), position approximate, reported (2019), thence:

UKHO [NP31-No 17-Wk 14/20]

**Malaysia - Sabah - North-west coast —
Directions; platform**

67

After Paragraph 2.14 6 line 5 Insert:

Clear of Petronas Floating LNG 2 (PFLNG2) platform (7°22'·95N 115°51'·08E), and:

Malaysian Notice 5/73/20 [NP31-No 26-Wk 28/20]

**Indonesia - Kalimantan - Pulau Bunguran -
Selat Lampa — Directions; shoal depth**

84

Paragraph 3.41 5 line 5 *Replace by:*

...3-3 m (3°35'·85N 108°11'·10E), thence:

GB Chart 1348/20 [NP31-No 19-Wk 15/20]

**Indonesia - Kalimantan -
Alur Pelayaran Api — Directions; shoals**

88

Paragraph 3.71 2 lines 8-9 *Replace by:*

NNW of shoal patches lying 14 miles and 12 miles W of Tanjung Datu (2°04'·76N 109°38'·52E), thence:

Indonesian Notice 9/107/20 [NP31-No 18-Wk 14/20]

**Malaysia - Sarawak - Kuching —
Vertical clearance**

95

After Paragraph 4.39 1 line 5 Insert:

A road bridge (1°33'·50N 110°23'·75E), vertical clearance unknown, spans Turnabout Reach in the vicinity of Biawak Oil Terminal (4.52), about 3 cables NW of Pending Point (4.21).

UKHO; Photoplot 10225 [NP31-No 28-Wk 48/20]

**Malaysia - Sarawak - Sungai Sarawak —
Anchorage; light buoy**

97

Paragraph 4.51 5 lines 1-5 *Replace by:*

- 5 **Dangerous cargo anchorage** (1°34'·79N 110°26'·04E) is centred 4 cables W of Tanjung Sedap.

Caution. A lit, stranded wreck, further marked by a light beacon (special), reported ruined (2019), lies in the SW corner of the anchorage.

Malaysian Notice 8/200/19 [NP31-No 1-Wk 01/20]

Malaysia - Sarawak - Tanjung Sirik — Directions

106

Paragraph 4.120 1-2 *Replace by:*

- 1 From a position NW of Tanjung Sirik (2°46'·85N 111°19'·33E), the coastal route to the TSS off Tanjung Kidurong (4.115) leads generally ENE, passing:

Clear of a dangerous wreck (2°54'·43N 111°12'·83E), position approximate, and other dangers in the vicinity, thence:

- 2 NNW of drying banks, which extend NW and N of Tanjung Sirik Light (2°46'·76N 111°19'·34E) (4.60), thence:

NNW of the main channel approach to Muara Lassa (4.126), and associated drying shoals, marked by a light buoy (starboard hand), thence:

SSE of a dangerous wreck (3°09'·96N 111°30'·33E), thence:

Malaysian Notice 3/65/21 [NP31-No 31-Wk 25/21]

NP31

Malaysia - Sarawak – Muara Lassa – Pulau Beruit — Bridge development

108

After Paragraph 4.126 6 line 3 *Insert*:

Development. A bridge is under construction in position 2°32'·97N 111°23'·23E, N of the entrances to Batang Lassa and Muara Seredeng. Final vertical clearance unknown.

Malaysian Notice 2/52(T)/21 [NP31-No 30-Wk 20/21]

Malaysia - Sarawak - Muara Lassa — Directions; obstruction

108

Paragraph 4.127 1 line(s) 7 For 2°51'·80N 110°25'·15E
Read 2°51'·80N 111°25'·15E

Paragraph 4.127 2 line(s) 1–2 *Replace by*:

- 2 E of Pasir Jungau (2°47'·50N 111°24'·00E), a drying bank. A stranded wreck (2°47'·81N 111°24'·78E) is situated near the E extent of Pasir Jungau. Thence:
E of Pulau Patok (2°45'·00N 111°23'·75E).

Malaysian Notice 5/74/20 [NP31-No 27-Wk 28/20]

Malaysia - Sarawak - Port of Miri — Directions

115

Paragraph 4.188 2-3 *Replace by*:

- 2 The anchorages (4.181) off Tanjung Baram may then be approached directly.
The track for Kuala Baram entrance continues ESE, passing:

Between No 1 and No 2 Light Buoys (lateral), and: NNE of a light beacon (concrete tower on 3-legged pile) (4°36'·13N 113°56'·12E), and:

- 3 Clear of a wreck (4°37'·03N 113°56'·55E).
(*Directions continue for Miri Port at 4.189*)

The river is fronted by a bar which is subject to change, and buoyage is moved accordingly. Drying banks extend up to 2½ miles NW and 2½ miles WNW of the entrance. An islet stands on the drying banks on the SW side of the entrance channel.

Malaysian Notice 3/66/21 [NP31-No 32-Wk 25/21]

Malaysia - Sarawak - Port of Miri — Directions

115-116

Paragraph 4.189 1-3 including Heading *Replace by*:

Entrance channels (continued from 4.188)

4.189

- 1 **Miri Port.** From a position about 2¼ miles WNW of Tanjung Baram Light (4°35'·69N 113°58'·63E) (4.159), the track leads generally SE between drying areas and across the bar.

Caution. The channels and depths in the vicinity of Kuala Baram are subject to frequent change. The buoyage and other aids to navigation are adjusted accordingly. For the latest information consult the Miri Port Authority.

- 2 **Kuala Baram Inner Leading Lights:**

Front light B1 (4°35'·02N 113°58'·58E).

Rear light B2 (63 m from front light).

From a position about 1¼ miles WNW of Tanjung Baram Light, the alignment (136°) of these lights leads SE into the river.

- 3 The river then leads ESE to the berths. An obstruction, depth 4·2 m (4°34'·74N 113°59'·22E), lies on the S side of the channel.

Batang Baram above Port Miri is navigable for 100 miles by river craft which can pass under the bridge 2 miles beyond the commercial berths. Marudi, where there is a wharf 22 m long with a depth of 6·1 m alongside, is situated 45 miles upstream.

Cautions. The channel over the bar, depths and buoyage are subject to change. See also 4.183.

GB Chart 1949 Ed.6 (2019); ENC GB401949

[NP31-No 33-Wk 25/21]

Brunei - Tanjung Baram to Tanjung Batu — Directions; major light

121

Paragraph 5.20 6 line(s) 5–6 *Replace by*:

Tanjung Kubong Light (5°24'·72N 115°14'·83E) (5.39).

ENC MY3C0864 6.013/19 [NP31-No 5-Wk 01/20]

Brunei - Sungai Belait — Anchorage

122

Paragraph 5.24 1 line 3 *Replace by*:

...Belait. Mooring buoys...

UKHO [NP31-No 2-Wk 01/20]

Brunei - Seria Oil Terminal — Anchorage

122

Paragraph 5.29 2 lines 3–4 *Replace by*:

...tankers using the SBMs. Tankers should not anchor outside this...

UKHO [NP31-No 3-Wk 01/20]

Brunei - Lumut Terminal — Anchorage

123

Paragraph 5.33 1 lines 7 *Replace by*:

...the LNG terminal.

UKHO [NP31-No 4-Wk 01/20]

Brunei - Tanjung Batu to Tanjung Toulak — Directions; major light

124

Paragraph 5.39 1 line(s) 10–11 *Replace by*:

Tanjung Kubong Light (white beacon, red stripes) (5°24'·72N 115°14'·83E).

Paragraph 5.41 2 line(s) 5-6 *Replace by:*

...Labuan, from which a light (white metal framework tower, red bands, 24 m in height) is exhibited. Tanjung Kubong Light (5.39) is situated about 1¼ miles N of the head. Foul ground with rocks, awash, on which the...

ENC MY3C0864 6.013/19 [NP31-No 6-Wk 01/20]

**Brunei - Approaches to Brunei Bay —
Directions; major light**

125

Paragraph 5.49 1 line(s) 8 *For* 5°23'51N 115°15'03E
Read 5°24'72N 115°14'83E

ENC MY3C0864 6.013/19 [NP31-No 7-Wk 01/20]

**Brunei - Approaches to Brunei Bay —
Directions; major light**

125

Paragraph 5.52 2 line(s) 9-10 *Replace by:*

...(5.41) is exhibited; Tanjung Kubong Light (5.39) is situated about 1¼ miles N and a drying rock (5°24'63N 115°15'64E) lies 1¼ miles NNE. And:

ENC MY3C0864 6.013/19 [NP31-No 8-Wk 01/20]

**Malaysia - Sabah - Pulau Labuan —
Directions; wreck**

128

Paragraph 5.71 2 lines 4-6 *Replace by:*

SE of a dangerous wreck (5°13'67N 115°12'23E), position approximate, reported (2019), thence:

Malaysian Notice 09/222/19 [NP31-No 9-Wk 01/20]

**Brunei - Brunei Bay - Muara —
Vertical clearance**

129

Paragraph 5.83 1 line(s) 1-3 *Replace by:*

- 1 A bridge (5°00'31N 115°04'35E) links Pulau Muara Besar (5.80) to the mainland S of Muara (5.79). The vertical clearance is reported (2019) to be 28 m.

UKHO [NP31-No 10-Wk 01/20]

Brunei - Brunei Bay - Muara — Directions

131

Paragraph 5.96 1-4 including heading *Replace by:*

**Spare
5.96**

Paragraph 5.97 1-4 including paragraph number *Replace by:*

**Spare
5.97**

GB 2134 Ed.4 (2019) & GB 1844 Ed.4 (2019)
[NP31-No 11-Wk 01/20]

Brunei - Brunei Bay - Muara — Directions

131-132

Paragraph 5.98 1-3 *Replace by:*

- 1 From the vicinity of 5°07'50N 115°07'23E, SSE of Barat Banks (5°10'00N 115°06'20E), the track leads SE, passing:
NE of Muara SPM (5°05'15N 115°08'05E) (5.94).
Thence to the vicinity of 5°04'70N 115°10'54E at the entrance to Eastern Channel.
- 2 **Eastern Channel Inbound Leading Lights:**
Front light: X9 Light Beacon (5°02'70N 115°10'82E).
Rear light: X10 Light Beacon (3¾ cables from front light).
The alignment (172°) of these lights leads through Eastern Channel, marked by beacons (lateral), passing:
W of a 4.8 m shoal (5°03'23N 115°11'33E) marked by a light beacon (E cardinal).
- 3 **Eastern Channel Outbound Leading Lights:**
Front light: X11 Light Beacon (5°03'27N 115°10'89E).
Rear light: X12 Light Beacon (2¼ cables from front light).
The alignment (031.8°), astern, of these lights continues through Eastern Channel to a position between X8 and X9 Light Beacons (lateral) (5°00'29N 115°09'03E).
- 4 Thence the track leads SW to a position N of Y10 Light Beacon (port hand) (4°59'13N 115°08'00E).
Useful marks:
Sunda Spit Light (white triangle, point up, on a white framework tower) (4°58'55N 115°10'72E).
(Directions continue for Batang Limbang and approaches, including Tanjung Lumba-Lumba anchorage, at 5.124)

GB 2134 Ed.4 (2019) & GB 1844 Ed.4 (2019)
[NP31-No 12-Wk 01/20]

Brunei - Brunei Bay - Muara — Directions; light

132

After Paragraph 5.98 Insert:

**Muara Bar
5.98a**

- 1 From a position N of Y10 Light Beacon (port hand) (4°59'13N 115°08'00E) the track leads W, passing:
N of No 26 Light Beacon (yellow square, black top, on platform on concrete pile structure) (4°59'26N 115°05'78E), which marks the N corner of Rambler Banks an extensive area of shoals which dry in places and extend 7 miles NE from Tanjung Kindana (4°55'14N 115°01'14E).

NP31

- 2 Thence, when a position is reached 2 cables SE of No 20 Light Beacon (E cardinal) (4°59'·57N 115°05'·47E), the track leads generally NW across Muara Bar, soft mud, lying close SW of Tanjung Bowong (4°59'·64N 115°05'·35E), passing:

SW of No 18 Light Beacon (port hand) (4°59'·89N 115°05'·14E), thence:

Under the Pulau Muara Besar Bridge (5.83).

Thence a course may be shaped for the allocated berth or anchorage.

- 3 **Useful marks:**

Bukit Tempayang Pisang (146 m high) (5°00'·60N 115°02'·95E), with a small beacon on its summit, which is prominent when seen from Outer Bar.

(Directions for Brunei Channel and Simpson Channel are given at 5.110)

GB 2134 Ed.4 (2019) [NP31-No 13-Wk 01/20]

Brunei - Brunei Bay - Sungai Brunei — Route

132

Paragraph 5.102 1 line 4 *For* Outer Bar (5.96) *Read* Eastern Channel (5.98)

GB 2134 Ed.4 (2019) & GB 1844 Ed.4 (2019)
[NP31-No 14-Wk 01/20]

Brunei - Sungai Brunei — Bridge

133

Paragraph 5.106 including heading *Replace by:*

Spare 5.106

After Paragraph 5.108 1 line 1 *Insert:*

Temburong Bridge 5.108a

- 1 The 8 mile long Temburong road bridge spans Sungai Brunei Estuary between a position about 1½ miles NNE of Tanjung Samasta (4°54'·34N 115°00'·25E) and a position about 6 cables ESE of Tanjung Kerasik (4°51'·01N 115°06'·21E). Passage under the bridge is via two two-way designated channels marked by light beacons (lateral). See Bandar Seri Begawan (5.114) or Batang Limbang and approaches (5.120) for vertical clearances and navigable widths.

Brunei Notices 09/20; 11/20 [NP31-No 20-Wk 19/20]

Brunei - Brunei Bay - Muara — Directions; light; leading line

133

Paragraph 5.111 1 lines 1-11 *Replace by:*

- 1 **Outer leading lights:**

Front light (white triangle, point up, on beacon) (4°59'·66N 115°05'·90E).

Rear light (white triangle, point down, on beacon) (1½ cables from front light).

From a position 2 cables SE of No 20 Light Beacon (E cardinal) (4°59'·57N 115°05'·47E), the alignment (052·5°), astern, of these lights leads through the NE part of Brunei Channel for 2¼ miles, and onto the alignment of:

GB 2134 Ed.4 (2019) [NP31-No 15-Wk 01/20]

Brunei - Sungai Brunei - Brunei Channel and Simpson Channel — Directions; bridge

133

Paragraph 5.111 5 line(s) 5 *Replace by:*

Sungai Brunei then continues generally SSW, passing beneath Temburong Bridge (5.108a) and thence generally SW to Bandar Seri Begawan. The channel is marked by light beacons (lateral)...

Brunei Notices 09/20; 11/20; GB Chart 2134
[NP31-No 21-Wk 19/20]

Brunei - Sungai Brunei - Bandar Seri Begawan — Limiting conditions; vertical clearance

133

Paragraph 5.114 1 line(s) 2-4 *Replace by:*

Vertical clearance under the navigable span of Temburong Bridge (5.108a) is 21·9 m.

Navigable width. The navigable passage under the bridge is marked by light beacons (lateral) and is 85 m wide.

Brunei Notice 09/20 & 11/20 [NP31-No 22-Wk 19/20]

Brunei - Sungai Brunei - Bandar Seri Begawan — Arrival information; prohibited area

134

Paragraph 5.115 1 line(s) 1 *Replace by:*

- 1 **Prohibited area.** Anchoring and fishing are prohibited in the vicinity of the navigable passages of Temburong Bridge (5.108a).

Quarantine anchorage. Anchorage for vessels...

Brunei Notice 09/20 & 11/20 [NP31-No 23-Wk 19/20]

Brunei - Sungai Brunei - Batang Limbang and approaches — Vertical clearance; prohibited area

134

Paragraph 5.120 1 line(s) 1-10 *Replace by:*

- 1 **Description.** Sungai Temburong leads generally SSW from the vicinity of Tanjung Lumba-Lumba (4°53'·35N 115°06'·03E), thence under the Temburong Bridge (5.108a), to several tributaries.

- 2 Batang Limbang is entered from Sungai Temburong, immediately E of Tanjung Tobu-Tobu (4°51'·17N 115°01'·31E), where there is a small anchorage port (5.121). The river is 122 miles long, marked by stakes, and is navigable by vessels of 2·5 m draught only as far as Bandar Limbang, 8 miles above its entrance.

Local knowledge is essential beyond the anchorage off Tanjung Lumba-Lumba (5.103).

3 **Vertical clearance** under Temburong Bridge (5.108a), spanning the Eastern Channel, is 31.9 m.

Navigable width. The navigable passage under the bridge is marked by light beacons (lateral) and is 175 m wide.

Prohibited Area. See 5.115.

Brunei Notice 09/20 & 11/20 [NP31-No 24-Wk 19/20]

**Malaysia - North of Kota Kinabalu -
Teluk Sapangar Terminal —
Prohibited anchorage**

143

After Paragraph 6.48 2 line 7 Insert:

3 **Prohibited anchorage.** An area in which anchorage is prohibited is centred on 6°04'77N 116°05'77E, between Pulau Udar Besar and Tanjung Melanim (6.28).

Malaysian Notice 4/66/20 [NP31-No 25-Wk 23/20]

**Malaysia - Sabah - West coast -
Teluk Sapangar — Prohibited area**

143

Paragraph 6.48 3 existing Section IV Notice Week 23/20
Replace by:

3 **Prohibited area.** Entry is prohibited into an area which surrounds Tanjung Melanim (6°04'69N 116°06'12E) (6.28). Pulau Udar Kecil (6.28) is situated within the prohibited area.

Malaysian Notice 10/169/20 [NP31-No 29-Wk 03/21]

**Philippines - Luzon - San Fernando —
Seaoil Bangar Bulk Terminal**

202

After Paragraph 10.51 Insert:

**Seaoil Bangar Bulk Terminal
10.51a**

1 **General information.** Bangar Bulk Terminal (16°53'13N 120°24'22E), a sub-port of San Fernando (10.25), handles petroleum products. It comprises a T-head jetty fronting a storage facility consisting of several tanks. The terminal is operated by Seaoil Philippines Incorporated.

Pilotage is available during daylight hours and pilots board at anchor or in the vicinity of 16°53'07N 120°22'45E. Tugs are compulsory and remain secured for the duration of the vessel's stay.

2 It is reported (2019) that due to the steep gradient of the seabed, vessels are subjected to moderate to violent rolling whilst alongside.

Directions. The berth is approached directly from seaward; with the use of the port anchor and tug assistance, vessels are berthed starboard side to.

Anchorage can be obtained in the vicinity of 16°52'50N 120°22'80E in depths of more than 30 m, sand, mud and clay.

3 **Berth.** The T-head jetty is designed to accommodate 50 000 dwt vessels with a maximum LOA of 230 m and maximum arrival draught of 13.60 m at MLLW.

Other facilities. Medical

Supplies. Provisions.

Bangar Bulk Terminal Handbook

[NP31-No 16-Wk 03/20]

NP32A China Sea Pilot Volume 3 (2020 Edition)

**Taiwan - West coast - Taiwan Strait —
Prohibited anchorage; pipelines**

57

After Paragraph 2.8 1 line 10 Insert:

2 **Prohibited anchorage.** Anchoring is prohibited within 500 m of the submarine gas pipelines laid between the following:

Yung-an LNG Terminal (2.76) and T'ung-hsiao (2.167);

T'ai-chung Kang (2.135) and T'ung-hsiao;

T'ung-hsiao and Datan (25°00'96N 121°01'87E).

See 1.51.

Taiwanese Notice 97/20 [NP32A-No 39-Wk 03/21]

**China - Taiwan Strait - Taiwan Banks —
Direction; wrecks**

59

Paragraph 2.19 1 Replace by:

1 From the vicinity of 22°25'35N 115°51'56E, the track leads ESE for 140 miles, passing clear of charted wrecks and obstructions, to a position S of Taiwan Banks, passing:

Chinese Notice 25/871/21 [NP32A-No 114-Wk 38/21]

**Taiwan - South-west coast - Kaohsiung -
Xiziwan — Restricted areas**

63

After Paragraph 2.50 2 line 7 Insert:

Restricted areas. Unauthorised entry is prohibited within Basin No 3, W of Dagang Bridge (22°37'07N 120°17'03E).

Entry is restricted and anchoring is prohibited within Xiziwan Recreation Area (22°37'73N 120°15'41E), close SE of No 1 Anchorage (2.48).

Taiwanese Notice 120/21 [NP32A-No 111-Wk 38/21]

**Taiwan - South-west coast - Kaohsiung to
Mai-liao — Prohibited anchorage**

67

After Paragraph 2.70 1 line 5 Insert:

Anchoring, stopping, dredging and any underwater activity are prohibited within two areas centred on 23°21'38N 120°03'36E and 23°17'34N 120°01'47E, due to the presence of submarine cables.

Taiwanese Notice 172/21 [NP32A-No 122-Wk 50/21]

NP32A

Taiwan - Kaohsiung to Mai-liao - East-north-east of Tung-chi Yü — Depth

68

Paragraph 2.75 3 line(s) 9-10 *Replace by:*

E of a rocky bank (23°16'·86N 119°44'·70E), least
depth 22·3 m, thence:

UKHO

[NP32A-No 33-Wk 50/20]

Taiwan - West coast - Yung-an LNG Terminal — Prohibited anchorage; pipeline

68

After Paragraph 2.77 2 line 6 *Insert:*

Prohibited anchorage. See 2.8.

Taiwanese Notice 97/20

[NP32A-No 40-Wk 03/21]

Taiwan - East coast - Mai-liao to T'ai-chung Kang — VTS

75

After Paragraph 2.128 1 line 9 *Insert:*

Vessel traffic service 2.128a

- 1 **Changhua VTS** is a reporting system established to monitor all vessels that traverse or navigate Changhua wind farm channel. For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO

[NP32A-No 105-Wk 35/21]

*The following notice is to be implemented at
0000 UTC on 26th October 2021*

Taiwan - North-west coast - Mai-liao to T'ai-chung Kang — TSS

75

After Paragraph 2.130 1 line 5 *Insert:*

Traffic separation scheme 2.130a

- 1 **Changhua Wind Farm Channel TSS** (24°06'·60N 120°04'·00E) is established between the NW coast of Taiwan and the Greater Changhua Offshore Wind Farms. The scheme is not IMO adopted, but local authorities advise that the principles for the use of the routeing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

UKHO

[NP32A-No 112-Wk 38/21]

*The following notice is to be implemented at
0000 UTC on 21st October 2021*

Taiwan - North-west coast - Mai-liao to T'ai-chung Kang — TSS

75

After Paragraph 2.130 1 line 5 including existing Section IV
Notice Week 38/21 *Insert:*

Traffic separation scheme 2.130a

- 1 **Changhua Wind Farm Channel TSS** (24°06'·60N 120°04'·00E) is established between the NW coast of Taiwan and the Greater Changhua Offshore Wind Farms.
- 2 Two reserve lanes, which lie parallel to the main traffic lanes, shall be used by vessels engaged in towing or launching operations, irrespective of size, and by Taiwanese fishing vessels. Further details can be obtained from the local authorities.
- 3 The scheme is not IMO adopted, but local authorities advise that the principles for the use of the routeing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

Corr. UKHO (30/09/21)

[NP32A-No 115-Wk 42/21]

*The following notice is to be implemented at
0000 UTC on 26th October 2021*

Taiwan - North-west coast - Mai-liao to T'ai-chung Kang — Directions; TSS

76

Paragraph 2.132 1-3 *Replace by:*

- 1 **Caution.** See 2.3 and 2.125 regarding depths off this coast.
- Track.** From a position W of Mai-liao Kung-yeh-kang (23°47'·00N 120°10'·00E) (2.90), the track leads NE for about 9 miles before entering Changhua Wind Farm Channel TSS (2.130a). The track then continues NE, passing:
- 2 SE of a wind farm (24°00'·50N 119°48'·00E), under construction (2020), thence:
SE of a dangerous wreck (24°02'·06N 119°57'·85E), thence:
NW of a Chang Fang Offshore Wind Farm (24°00'·00N 120°08'·40E), marked by light buoys (cardinal and special), under construction (2020), and:
- 3 SE of Greater Changhua Offshore Wind Farm area (24°08'·81N 119°51'·47E), under construction (2020), and:
Clear of a dangerous wreck (24°03'·08N 120°04'·48E), thence:
NW of a marine farm (24°07'·13N 120°16'·86E). A restricted area, where fishing is prohibited, lies farther NNE.
- 4 The track then continues NE to a position W of T'ai-chung Kang North Breakwater Light (24°17'·98N 120°29'·19E) (2.150).

*(Directions continue for coastal passage at 2.164,
and for entering T'ai-chung Kang at 2.150).*

UKHO

[NP32A-No 113-Wk 38/21]

**Taiwan - West coast - T'ai-chung Kang —
Prohibited anchorage; pipeline**

77

After Paragraph 2.143 3 line 4 *Insert*:

Anchoring is prohibited in the vicinity of a submarine gas pipeline, extending from the North Seawall to the power station in T'ung-hsiao. See 2.8.

Taiwanese Notice 97/20 [NP32A-No 41-Wk 03/21]

**Taiwan - West coast - T'ung-hsiao —
Prohibited anchorage; pipelines**

82

Paragraph 2.167 2 lines 6-8 *Replace by*:

The power station is the terminal for numerous submarine gas pipelines. See 2.8.

Taiwanese Notice 97/20 [NP32A-No 42-Wk 03/21]

Taiwan - Taipei Kang — Anchorage; buoy

84

Paragraph 2.188 2 *Replace by*:

- 2 **Outer anchorage.** An area for anchoring is centred on 25°10'43N 121°21'50E, with depths from about 15 to 25 m. The bottom is reported to be mainly sand and not good holding ground in bad weather. Obstructions lie in positions 25°10'00N 121°21'00E and 25°10'50N 121°21'30E. An ODAS light buoy (25°09'95N 121°21'02E) is moored in SW part of the anchorage.

UKHO [NP32A-No 128-Wk 51/21]

**Taiwan - North coast - Chi-lung Kang —
Quarantine anchorage**

87

Paragraph 2.215 2 line 1 *Delete*

Paragraph 2.219 1 including Heading *Replace by*:

**Spare
2.219**

GB Chart 2619 Ed.9 [NP32A-No 124-Wk 50/21]

**Taiwan - East coast - Hua-lien Kang —
Controlling depth**

107

Paragraph 3.90 1 line(s) 3 *Replace by*:

...and into the inner harbour, is about 9 m.

Depths within the inner harbour are less than 9 m.

UKHO [NP32A-No 53-Wk 07/21]

**Taiwan - East coast -
Hua-lien Kang — Harbours**

108

Paragraph 3.94 1 line(s) 1-4 *Replace by*:

- 1 **Outer harbour:** 10 berths (Nos 17-22, 22A, 23-25) handling mostly general and bulk cargoes. Largest berth is No 25, with a maximum LOA 332 m, 60 000 dwt and a depth alongside of about 14 m.

Inner harbour: 16 berths (Nos 1-16) handling mostly general and bulk cargoes; a passenger wharf exists at No 16. Largest berth is No 8, with a maximum LOA 220 m, 15 000 dwt and a depth alongside of about 8 m.

UKHO [NP32A-No 54-Wk 07/21]

**China - Taiwan Strait -
Lemen Liedao — Wind farm**

125

After Paragraph 4.68 1 line 4 *Insert*:

**Wind farm
4.68a**

- 1 Lemen I wind farm (23°16'50N 117°02'25E) is under construction (2021) in an area marked by light buoys (special).

Chinese Notice 31/1098/21

[NP32A-No 116-Wk 47/21]

**China - Taiwan Strait -
Lemen Liedao — Directions; wind farm**

127

After Paragraph 4.78 1 line 8 *Insert*:

NW of a wind farm under construction (4.68a), and:

Chinese Notice 31/1098/21

[NP32A-No 117-Wk 47/21]

**China - Taiwan Strait -
Dongshan Wan — Pilotage**

128

Paragraph 4.82 3 lines 8-9 *Replace by*:

No 3 (23°39'30N 117°34'70E).

Chinese Notice 48/1697/20

[NP32A-No 48-Wk 05/21]

**China - Taiwan Strait -
Futou Wan — Directions; wreck**

131

Paragraph 4.97 1 line(s) 8-15 *Replace by*:

...flats.

Directions. The bay is approached from SE, passing clear of a dangerous wreck (23°53'27N 117°44'80E), reported (2018), between Nos 1 and 2 Light Buoys (lateral) (23°54'20N 117°43'25E), thence through a channel marked by buoys, light buoys, beacons and light beacons leading to the village of Jiuzhen (24°02'80N 117°42'30E).

NP32A

Caution. The entrance and the main channel are heavily obstructed with fishing stakes and the shifting channels are narrow and intricate.

Chinese Notice C1 15/497/21

[NP32A-No 97-Wk 26/21]

China - Taiwan Strait - Approaches to Xiamen Gang - Dapan Qiantan — Controlling depth

134

Paragraph 4.107 *5* line 3 *For 4 m Read 2 m*

Chinese Notice C1 12/356.5/21; ENC 1514291 (5.006)

[NP32A-No 89-Wk 23/21]

China - Taiwan Strait - Xiamen Gang — Vertical clearances

134

Paragraph 4.108 *1* line 3 *For 57 m Read 64 m*

Paragraph 4.108 *1* line 6 *For 57 m Read 54 m*

After Paragraph 4.108 2 line 5 Insert:

A bridge (24°24'·10N 117°58'·13E) spans the passage S of Haimen Dao (4.105) with a vertical clearance of 39 m.

Chinese Notice 48/1690/20

[NP32A-No 49-Wk 05/21]

China - Taiwan Strait - Xiamen Gang — Depths; wreck; cables

134

Paragraph 4.111 *1* line(s) 6-12 *Replace by:*

No 3 Anchorage (24°23'·40N 118°05'·82E), depths 1 to 10 m, mud, for vessels of less than 10 000 dwt. Its S and E limits are marked by light buoys (special). Numerous charted dangers exist within the anchorage including submarine power cables.

Chinese Chart C1 14293 (2020)

[NP32A-No 1-Wk 47/20]

China - Taiwan Strait - Xiamen Gang — Arrival information; anchorages; pilotage

134

Paragraph 4.111 *2* line 8 *Replace by:*

...(4.116) lies close SE. A rock (24°23'·21N 118°07'·51E) lies in the S of the anchorage.

Chinese Chart C1 14291 Ed.10 (2020)

[NP32A-No 31a-Wk 48/20]

China - Taiwan Strait - Approaches to Xiamen Gang — Outer anchorage; obstruction

134

Paragraph 4.111 *2* lines 1-8 including existing Section IV Notice Week 48/20 *Replace by:*

- 2* No 4 Quarantine Anchorage and pilot boarding area (24°24'·24N 118°07'·00E), depths 7 to 13 m, mud, good holding ground. The anchorage lies between Xiamengang Main Channel and Xiajin Hangdao; it is marked by the light buoys for those channels, and by light buoys (special). A former mined area (4.116) lies close SE. A rock (24°23'·21N 118°07'·51E) and an obstruction (24°23'·60N 118°07'·87E) lie in the SE part of the anchorage.

Chinese Notice C1 12/356.13/21

[NP32A-No 90-Wk 23/21]

China - Taiwan Strait - Xiamen Gang — Arrival information; anchorages; pilotage

134

Paragraph 4.111 *3* lines 1-8 *Replace by:*

- 3* No 7 Anchorage (24°25'·65N 118°01'·90E), depths 1 to 9 m, dangerous goods anchorage, for vessels less than 1000 dwt. A rock (24°25'·42N 118°01'·92E) lies in the S of the anchorage.

After Paragraph 4.112 1 line 5 Insert:

Pilots may also board in the channel at 24°22'·95N 118°07'·33E.

Chinese Chart C1 14291 Ed.10 (2020)

[NP32A-No 31b-Wk 48/20]

China - Taiwan Strait - Xiamen Gang — Pilotage

134

Paragraph 4.112 *1* including existing Section IV Notice Week 48/20 *Replace by:*

- 1* **Xiamen.** Pilotage is compulsory for foreign vessels, and for Chinese vessels of 230 m LOA and greater. The pilot boards in the vicinity of 24°24'·24N 118°07'·00E, within No 4 Quarantine Anchorage (4.111).

Pilots may also board in the channels at 24°22'·95N 118°07'·33E and 24°26'·49N 118°11'·47E.

- 2* **Zhangzhou.** Pilotage is compulsory and pilots board in the vicinity of 24°17'·80N 118°10'·00E.

For further details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Chinese Notice 48/1692/20

[NP32A-No 50-Wk 05/21]

China - Taiwan Strait - Xiamen — VTS

134

Paragraph 4.113 *1* line(s) 10-12 *Replace by:*

Vessels greater than 500 gt not carrying passengers must not use Lujiang Hangdao.

Vessels greater than 50 000 gt or 12.5 m in draught must use deep-water channels. Smaller vessel may opt to use the deep-water channels but must follow the VTS guidance.

Speed limits are in force as follows:

- Xiamengang Main Channel - 15 kn between Nos 11 and 29 Light Buoys;
- Haicang Hangdao - 12 kn between Nos 602 and 610 Light Buoys and then 10 kn;
- Dongdu Hangdao - 12 kn between Nos 29 and 41 Light Buoys;
- Maluan Channel - 10 kn;
- Liuwudian Hangdao - 12 kn;
- Lujiang Hangdao and Tongyi Hangdao — 10 kn.
- Xiajin Hangdao - 25 kn.

Further restrictions apply and local authorities should be contacted prior to arrival.

Overtaking. Vessels intending to overtake in the main fairways must seek the prior consent of the vessel to be overtaken.

Chinese Notice 40/Xiamen VTS Guide/20

[NP32A-No 34-Wk 50/20]

China - Taiwan Strait - Xiamen — Traffic regulations; floating dock; restricted area

134

Paragraph 4.113 1-2 including existing Section IV Notice Week 50/20 *Replace by:*

- 1 **Restricted areas.** Anchoring and fishing are prohibited in numerous charted cable corridors and other corridors existing between islands and the adjacent mainland. These lie outside the designated anchorages. They are too numerous to detail in the text and the mariner should consult the chart.
- 2 **Vessels greater than 500 gt not carrying passengers** must not use Lujiang Hangdao.
Vessels greater than 50 000 gt or 12.5 m in draught must use deep-water channels. Smaller vessel may opt to use the deep-water channels but must follow the VTS guidance.
Speed limits are in force as follows:
 - 3 Xiamengang Main Channel - 15 kn between Nos 11 and 29 Light Buoys;
 - Haicang Hangdao - 12 kn between Nos 602 and 610 Light Buoys and then 10 kn;
 - Dongdu Hangdao - 12 kn between Nos 29 and 41 Light Buoys;
 - Maluan Channel - 10 kn;
 - 4 Liuwudian Hangdao - 12 kn;
 - Lujiang Hangdao and Tongyi Hangdao - 10 kn.
 - Xiajin Hangdao - 25 kn.

Further restrictions apply and local authorities should be contacted prior to arrival.

Overtaking. Vessels intending to overtake in the main fairways must seek the prior consent of the vessel to be overtaken.

- 5 **Navigation restrictions** are in force in the area of Dadan Dao (24°23'29N 118°09'85E) and vessels must keep to the main shipping channels, and if entry to the restricted areas is necessary prior permission must be obtained from the Taiwanese authorities; see note on chart.

Chinese Notice C1 12/356.21/21

[NP32A-No 91-Wk 23/21]

China - Taiwan Strait - Approaches to Xiamen Gang - Ta Jiao — Directions

136

Paragraph 4.124 1 line(s) 1-2 *Replace by:*

- 1 The track then leads NW through Wu'an Shuidao to a position close NE of Ta Jiao (4.105), passing:

Chinese Notice C1 12/356.13/21; ENC 1514291 (5.006)

[NP32A-No 92-Wk 23/21]

China - Taiwan Strait - Approaches to Xiamen Gang - Wu'an Shuidao — Directions

136-137

Paragraph 4.124 4-5 *Replace by:*

- 4 SW of Gui Jiao. A light (white concrete column, 10 m in height) (24°20'23N 118°07'43E), is exhibited from the islet. A 1.0 m shoal depth lies 2 cables WNW of the light, and a string of shoals and drying reefs extends 5 cables NW. Thence:
SW of an 0.7 m shoal (24°20'66N 118°06'95E), lying in the channel, thence:
SW of Qing Yu (4.122).
- 5 With local knowledge, the track may continue over Dapan Qiantan (24°22'80N 118°05'70E), a shallow bank extending 3¼ miles NW of Qing Yu and filling most of the wide bay bordering the SW side of the outer harbour, to a position in the Xiamengang Main Channel as required.

Paragraph 4.124 6 line(s) 1-8 *Delete*

Chinese Notice C1 12/356.13/21; ENC 1514291 (5.006)

[NP32A-No 93-Wk 23/21]

China - Taiwan Strait - Approaches to Xiamen Gang — Directions; wreck

137

Paragraph 4.129 1 line(s) 4-6 *Replace by:*

...(lateral), leads NW for about 1½ miles.

Chinese Notice C1 12/356.16/21

[NP32A-No 94-Wk 23/21]

China - Taiwan Strait - Approaches to Xiamen Gang — Directions; wreck

138

Paragraph 4.131 1 line(s) 1-10 *Replace by:*

- 1 From the vicinity of No 19 Light Buoy (starboard hand) (24°24'42N 118°06'09E) and the pilot boarding area (4.112), the channel, marked by light buoys (lateral), leads WNW, passing:
NNE of an obstruction (24°25'13N 118°04'07E), position approximate, thence:

Chinese Notice C1 12/356.16/21

[NP32A-No 95-Wk 23/21]

NP32A

China - Quanzhou Wan — Directions; light

143

After Paragraph 4.150 3 line 3 *Insert*:

Wu Yu Light (white masonry column, black bands, 19 m in height) (24°50'·18N 118°49'·68E).

Chinese Notice 38/1359/21; LL 3070/21

[NP32A-No 130-Wk 52/21]

China - Taiwan Strait - Approaches to Xiamen Gang — Directions; wreck

145

Paragraph 4.156 2 line 1 *For* (24°15'·64N 118°16'·90E)
Read (24°16'·26N 118°15'·76E)

Chinese Notice C1 12/357/21 [NP32A-No 96-Wk 23/21]

China - Taiwan Strait - Shenhu Wan — Anchorages

147-148

Paragraph 4.164 6 line(s) 1-10 *Replace by*:

6 Anchorages:

Large vessels awaiting orders (24°38'·91N 118°42'·89E);

Quarantine and pilotage anchorage (24°38'·55N 118°42'·15E).

7 Within Shenhu Wan, there is an unrestricted anchorage (24°39'·35N 118°40'·31E) with a least depth of 6·0 m, mud.

Caution. The bay is unsafe during the SW monsoon. Numerous shellfish beds encumber the W of Shenhu Wan, close W and N of the unrestricted anchorage.

Chinese Charts 14170 (2020); 14191 (2020)

[NP32A-No 83-Wk 16/21]

China - Taiwan Strait - Jinshang — Pilotage

148

Paragraph 4.165 1 lines 7-8 *Replace by*:

Pilotage. Pilot boards as follows:

Within the quarantine anchorage;

No 1 (24°41'·38N 118°46'·03E).

Chinese Notice 47/1666/20

[NP32A-No 45-Wk 04/21]

China - Taiwan Strait - Quanzhou Wan - Quanzhou Gang — Vertical clearance

148

Paragraph 4.172 1 *Replace by*:

1 A bridge (24°49'·90N 118°42'·22E) spans Quanzhou Wan with a vertical clearance of 44 m.

Chinese Notice 47/1664/20

[NP32A-No 46-Wk 04/21]

China - Taiwan Strait - Approaches to Quanzhou Wan — Outer anchorages; wrecks

149

Paragraph 4.176 1 line(s) 1-10 *Replace by*:

1 **Quarantine, pilotage and waiting anchorages** are established E of Quanzhou Wan, centred in position 24°51'·80N 119°00'·55E, approximately 2 miles SE of Dazuo Yan Light (24°53'·12N 118°58'·97E) (4.211), in a depth of about 35 m. A wreck (24°52'·17N 119°00'·37E), depth 32 m, lies in the NW part of the anchorage. The pilot for Quanzhou Gang boards in this anchorage (see 4.177).

Chinese Chart C1 14170 (2020)

[NP32A-No 84-Wk 16/21]

China - Taiwan Strait - Quanzhou Wan - Quanzhou Gang — Development; bridge

149

Paragraph 4.180 1 lines 1-4 *Delete*

Chinese Notice 47/1664/20

[NP32A-No 47-Wk 04/21]

China - Quanzhou Gang — Directions; light

149

After Paragraph 4.183 2 line 5 *Insert*:

Wu Yu Light (24°50'·18N 118°49'·68E) (4.150).

Chinese Notice 38/1359/21; LL 3070/21

[NP32A-No 131-Wk 52/21]

China - Quanzhou Gang — Directions; light

151

Paragraph 4.188 6 lines 3-5 *Delete*

Chinese Notice 38/1359/21 [NP32A-No 132-Wk 52/21]

China - Quanzhou Wan to Meizhou Wan — Directions; light

151

After Paragraph 4.195 1 line 5 *Insert*:

Wu Yu Light (24°50'·18N 118°49'·68E) (4.150).

Chinese Notice 38/1359/21; LL 3070/21

[NP32A-No 133-Wk 52/21]

China - Xiamen Gang to Niushan - Meizhou Wan — Regulations; traffic separation scheme

152

Paragraph 4.207 1 lines 1-4 *Replace by*:

1 **Traffic separation scheme.** A TSS exists in the approaches to Meizhou Wan.

The scheme is not IMO adopted but the Chinese authorities advise that the principles for the use of the routing system defined in Rule 10 of *International Regulations for Preventing Collisions at Sea (1972)* apply.

The deep water channel (4.212) to Qinglanshan Crude Oil Terminal (4.222) is for one way traffic only for vessels up to 300 000 tonnes proceeding with the tide.

Chinese Notices 49/1734; 1735/20

[NP32A-No 51-Wk 07/21]

**China - Xiamen Gang to Niushan - Meizhou Wan
— Directions; traffic separation scheme**

153

After Paragraph 4.211 1 line 7 *Insert*:

Traffic separation scheme

4.211a

- 1 From a position about 5½ miles E of Dazuo Yan Light (4.211) (24°53'12N 118°58'97E), the track leads NNW through No 1 Precautionary Area and the inbound lane of the TSS to a position, at the N end of No 2 Precautionary Area, between No 5 Light Buoy (starboard hand) (24°57'25N 119°04'21E) and No 6 Light Buoy (port hand), 6 cables NW.

(Directions continue at 4.213)

Chinese Notices 49/1734; 1735/20

[NP32A-No 52-Wk 07/21]

**China - Taiwan Strait - Nanri Shuidao -
North-north-east of Luci Dao — Wind farms**

156

Paragraph 4.228 1 line(s) 1-4 *Replace by*:

- 1 Putian Pinghaiwan Wind Farm (25°09'28N 119°23'22E), marked by light buoys (special), lies 2¼ miles NNE of Luci Dao (4.233). Wind farms under construction (2020), marked by light buoys (special), extend up to 3½ miles from Luci Dao in all directions.

Chinese Chart C1 14170 (2020); GB Chart 1716 Ed.3 (2020)

[NP32A-No 85-Wk 16/21]

**China - Taiwan Strait - Nanri Shuidao -
Luci Dao — Directions; wind farms**

156

Paragraph 4.233 3 line(s) 5-7 *Replace by*:

SSE of Luci Dao (25°07'35N 119°22'00E), also known as Lusi Yu. Wind farms are under construction (2020) in the vicinity of the island (see 4.228). Thence:

Chinese Chart C1 14170 (2020); GB Chart 1716 Ed.3 (2020)

[NP32A-No 86-Wk 16/21]

**China - Taiwan Strait -
Xinghua Wan — Anchorage**

157

After Paragraph 4.237 2 line 6 *Insert*:

Bai Yu East Anchorage (25°18'92N 119°34'67E), 11 to 40 m.

Chinese Chart C1 14129 Ed. 8 (2020)

[NP32A-No 2-Wk 47/20]

**China - Taiwan Strait - Nanri Shuidao —
Directions; wind farms**

158

Paragraph 4.239 1 line(s) 4-11 *Replace by*:

E of Xiyang Jiao (25°07'51N 119°23'40E), a reef which dries 5-4 m, in the middle of shallows and drying reefs extending 1 mile S from Beiding Yu. Luci Dao (25°07'35N 119°22'00E) (4.233) lies near the SE end of an extensive coastal bank extending from the mainland. Wind farms are under construction (2020) in the vicinity of the island (see 4.228). Luci Zhou, a group of drying reefs, rocks and shoals, lies 2 miles WNW. Thence:

Paragraph 4.239 3 line(s) 10-12 *Replace by*:

...SSE of the W end of Nanri Dao. A wind farm (25°09'68N 119°28'70E), under construction (2020), marked by light buoys (special), is situated SW of Nanri Dao. And:

Chinese Chart C1 14170 (2020); GB Chart 1716 Ed.3 (2020)

[NP32A-No 87-Wk 16/21]

**China - East China Sea - North Taiwan Strait —
Directions; wind farm**

161

After Paragraph 4.258 1 line 9 *Insert*:

ESE of two wind farms (25°47'25N 119°59'65E) under construction (2021), marked by light buoys (special), thence:

GB Chart 2419/21

[NP32A-No 73-Wk 12/21]

**China - East China Sea - North Taiwan Strait —
Directions; wind farm**

162

After Paragraph 4.259 4 line 2 *Insert*:

WSW of two wind farms (25°47'25N 119°59'65E) (4.258), thence:

Paragraph 4.259 5 lines 1-2 *Delete*

GB Chart 2419/21

[NP32A-No 74-Wk 12/21]

**China - East China Sea -
Songxia Gang — Anchorage**

162

After Paragraph 4.262 1 line 6 *Insert*:

No 2 anchorage at 25°46'90N 119°50'50E, depth 24 m.

Chinese Notice C1 31/1156/20

[NP32A-No 3-Wk 47/20]

NP32A

China – East China Sea – North Taiwan Strait – Songxia Gang — Directions; wind farm

162

After Paragraph 4.264 2 line 8 *Insert*:

SW of two wind farms (25°47'·25N 119°59'·65E)
(4.258), thence:

GB Chart 2419/21

[NP32A-No 75-Wk 12/21]

China – East coast – Taiwan Strait – Songxia Gang — Directions

162-163

Paragraph 4.265 1-5 *Replace by*:

- 1 **Entry.** From a position about 1 mile N of Li Yu, and in the vicinity of the Large Vessel Waiting Anchorage (4.262), the track leads SW through a channel marked by light buoys (lateral), passing:

NW of Li Yu (4.264), thence:

SE of a dangerous wreck (25°46'·94N 119°45'·59E),
thence:

- 2 NW of Baitou Dao (25°42'·93N 119°45'·85E)
from where a light (white concrete column,
red bands, 8 m in height) is exhibited, thence:
NW of Zhupai Yu (25°42'·86N 119°43'·37E), from
where a light (white concrete column, red bands,
8 m in height) is exhibited,

The channel then leads generally W for 2½ miles,
passing:

S of Dongluo Maodi anchorage (4.262).

- 3 Thence, from a position about 2¾ miles S of
Dongluo Dao (25°45'·75N 119°40'·25E), the channel
branches NW for Songxia Pier Operating Area and
WSW for Songxia, passing:

NNW of Wuzhu Dao (25°41'·72N 119°40'·02E), from
where a light (black metal pipe, 2 m in height) is
exhibited, thence:

- 4 SSE of Sanli Jiao (25°43'·09N 119°38'·20E), a
rock which dries 2 m, in the middle of a chain
of shoals and drying reefs extending 2½ miles
NE from Ren Yu (4.261), thence:

Clear of a shoal (25°42'·28N 119°38'·66E) with a
least depth of 9·1 m.

The track then leads to a position between No 10A
and No 11 (25°42'·18N 119°38'·23E) light buoys
(lateral).

*(Directions are given for Songxia Pier
Operating Area at 4.267)*

GB Chart 2413 Ed.6 (2020)

[NP32A-No 36-Wk 52/20]

China – East coast – Taiwan Strait – Songxia Gang — Directions

163

Paragraph 4.266 1 line(s) 5-7 *Replace by*:

Track. From a position between No 10A and No 11
light buoys (lateral), the recommended track leads
WSW for about 1½ miles, passing:

GB Chart 2413 Ed.6 (2020)

[NP32A-No 37-Wk 52/20]

China – East coast – Taiwan Strait – Songxia Gang — Directions

163

Paragraph 4.267 1-3 *Replace by*:

- 1 **Songxia Pier Operating Area.** From a position
about 2¾ miles S of Dongluo Dao, a channel, marked
by light buoys (lateral) leads NW for 2¼ miles,
passing:

Clear of a shoal patch (25°43'·65N 119°39'·04E) with
a least depth of 7·3 m, thence:

SW of a shoal (25°44'·24N 119°39'·20E), marked by
a light buoy (isolated danger), thence:

- 2 SW of Zhutou Jiao (25°45'·15N 119°39'·50E), the
NW of two adjoining banks which dry 6·8 m
and 4·8 m respectively. A light beacon (W
cardinal) stands on the NW bank. Thence:
SW of Xiluo Dao, from where Xiluo Dao SE Light
(white 6-sided metal tower, red bands, 11 m in
height) (25°45'·28N 119°39'·13E) is exhibited.

GB Chart 2413 Ed.6 (2020)

[NP32A-No 38-Wk 52/20]

China – East coast – Sansha Wan and approaches — Pilotage

174

After Paragraph 5.14 1 line 8 *Insert*:

Pilotage

5.14a

- 1 Pilot boarding stations are as follows:

No 1 (26°30'·00N 119°50'·00E);

No 2 (26°33'·95N 119°49'·20E);

Within the pilotage and quarantine anchorage
(26°35'·73N 119°48'·15E) (5.29);

No 3 (26°38'·49N 119°48'·07E).

Chinese Notice 46/1632/20

[NP32A-No 43-Wk 04/21]

China – East coast – Approaches to Luoyuan Wan – North-east of Beijiao Bandao — Anchorage

175

Paragraph 5.23 1 line(s) 6-7 *Replace by*:

Kemenkou Outer 26°24'·68N 4¼ cables in radius
Anchorage No 1 119°56'·89E

Quarantine 26°24'·14N 530 m in radius
Anchorage 119°55'·97E

Chinese Notice 40/1476/20

[NP32A-No 35-Wk 50/20]

China – East coast – Sansha Wan — Anchorage; marine farms

177

After Paragraph 5.29 1 line 7 *Insert*:

Caution. Marine farms lie within the anchorages.

UKHO

[NP32A-No 44-Wk 04/21]

**China - Nanji Liedao to Wenzhou Wan -
Inshore route - Wu Jiao —
Directions; beacon; rocks**

184

Paragraph 5.67 6 lines 8–9 *Replace by:*

SE of Wu Jiao (27°50'·27N 121°11'·51E), a rock,
marked by light beacon (special). A shoal, least
depth 1·5 m, lies 1½ cables SSE of Wu Jiao.
Thence:

SE of a rock (27°50'·49N 121°12'·04E), depth 6·1 m.
Two other rocks lie within 2½ cables NW. Thence:

Chinese Chart 13735 [NP32A-No 78-Wk 15/21]

**China - East coast - Approaches to
Wenzhou Wan — Directions; wreck**

184

Paragraph 5.67 7 line(s) 6–7 *Replace by:*

...of Hutou Yu (27°50'·14N 121°14'·86E) (5.78),
avoiding a fish haven and dangerous wreck
(5.78), and passing clear of an obstruction
(floating dock)...

Chinese Chart C1 13710 (2021)
[NP32A-No 109-Wk 38/21]

**China - Wenzhou Wan and approaches —
Directions; wreck**

186

After Paragraph 5.78 4 line 5 Insert:

SW of a dangerous wreck (27°55'·29N 121°13'·63E),
thence:

Chinese Notice C1 20/688/21
[NP32A-No 101-Wk 30/21]

**China - Wenzhou Wan and approaches -
Zhuangyuan'ao — Directions**

186

Paragraph 5.78 6 lines 9–10 *Replace by:*

*(Directions continue for Zhuangyuan'ao at 5.86c,
for Huangda Xia at 5.120
leading towards Xiao Men and Yueqing Wan)*

Chinese Chart 13731/20 [NP32A-No 67-Wk 10/21]

**China - Wenzhou Wan and approaches -
Da Men — Vertical clearance**

188

Paragraph 5.84 2 lines 1–4 *Replace by:*

- 2 **Vertical clearances.** A bridge, vertical clearance
12 m, and within 3 cables ENE three power cables,
with a least safe vertical clearance of 23 m, span Da
Men.

Chinese Chart 13735 [NP32A-No 79-Wk 15/21]

**China - Wenzhou Wan and approaches -
Shatou Shuidao — Vertical clearance**

188

Paragraph 5.86 2 line 2 *For unknown Read 35 m*

Chinese Chart 13735 [NP32A-No 80-Wk 15/21]

**China - Wenzhou Wan and approaches -
Zhuangyuan'ao — Port**

188

After Paragraph 5.86 2 line 5 Insert:

Zhuangyuan'ao

General information

5.86a

- 1 **Position and function.** Zhuangyuan'ao (27°54'·00N
121°07'·00E) lies along the N coast of Zhuangyuan'ao
Dao (5.79) in Nan Shuidao (5.83). It reportedly
handles container and general cargo, and cruise
vessels.

Arrival information

5.86b

- 1 **Pilotage.** See 5.75.
Prohibited anchorage. Two corridors, in which
anchoring and fishing are prohibited, lie across the
channel between Zhuangyuan'ao Dao and Qingshan
Dao, and leading from the Zhuangyuan'ao
International Terminal between Zhuangyuan'ao Dao
and Damen Dao (5.97).

Directions for entering harbour

(continued from 5.78)

5.86c

- 1 From a position NNE of Dabijia Yu (27°55'·35N
121°09'·91E), the track leads WSW in Nan Shuidao to
the berths, passing:
Between Z3 Light Buoy (preferred channel to port)
(27°55'·70N 121°09'·38E) and Z4 Light Buoy
(port hand) into Nan Shuidao, thence:
SSE of Bijia Jiao (5.83).

Berths

5.86d

- 1 **Zhuangyuan'ao International Terminal** (Wenzhou
International Cruise Terminal) (27°53'·95N
121°06'·90E), a multi-use quay for vessels up to
100 000 gt. The quay has a length overall of about
980 m, with a least depth alongside of 11·6 m. The
cruise terminal is situated at the SW end of the quay.
An L-shaped jetty (27°54'·26N 121°07'·56E), with a
length overall of 180 m and depths alongside of
13·4 m.

Chinese Chart 13731/20; ENC C1513731 (5.000)
[NP32A-No 68-Wk 10/21]

NP32A

China - Wenzhou Wan and approaches - Yueqing Wan — Vertical clearances

188

Paragraph 5.88 1-2 *Replace by:*

1 Vertical clearances:

An overhead cable (28°08'·78N 121°07'·73E), with a vertical clearance of 75 m, spans the side channel leading to anchorage No 3, between Xiaowu Dao (28°09'·27N 121°07'·51E) and the mainland to the S.

An overhead cable (28°09'·53N 121°07'·39E), with a vertical clearance of 57 m, spans the side channel between Xiaowu Dao and Dawu Dao (5.92).

An overhead cable (28°09'·89N 121°06'·84E), with a vertical clearance of 83 m, spans the side channel between Dawu Dao and the mainland.

2 A bridge (28°14'·48N 121°08'·60E) spans the N part of the harbour from Maoyan Dao (28°13'·57N 121°09'·92E) to Dongshan Tou (28°14'·79N 121°07'·93E) between No 1 anchorage and the Shelter Anchorage (5.94). Vertical clearance 35 m.

A bridge (28°13'·15N 121°10'·82E), with a vertical clearance of 38 m, spans the channel E of Maoyan Dao.

Chinese Chart 13715 [NP32A-No 81-Wk 15/21]

China - East coast - Approaches to Wenzhou Wan and Yueqing Wan — Directions; wreck

188

Paragraph 5.91 1 line(s) 8 *Replace by:*

...dock) and a dangerous wreck, thence:
NE of a dangerous wreck (27°52'·40N 121°18'·70E),
reported (2017), thence:

Chinese Chart C1 13710 (2021)
[NP32A-No 110-Wk 38/21]

China - Wenzhou Wan and approaches - Yueqing Wan — Directions; overhead cable

189

Paragraph 5.92 3 lines 1-4 *Replace by:*

3 The channel then passes beneath an overhead cable (28°09'·89N 121°06'·84E) (5.88) and thence to the required berth or anchorage (5.94).

Chinese Chart 13715 [NP32A-No 82-Wk 15/21]

China - Wenzhou Gang — Limiting conditions; vertical clearances

190

Paragraph 5.104 *Replace by:*

1 Wenzhou Great Bridge (28°00'·93N 120°46'·95E), least vertical clearance 28 m, spans the main fairway of Ou Jiang from the NE side of Qidutu (28°00'·23N 120°45'·87E); three power cables, least vertical clearance 35 m, span the fairway up to 1½ miles below the bridge.

2 The branch of the river between Qidutu and Zhuangyuanqiao port district (5.110) to the S is spanned by two bridges (27°58'·98N 120°45'·64E and 28°00'·74N 120°44'·15E), vertical clearances 13 and 15 m respectively, and several power cables, least vertical clearance 35 m.

3 Ouyue Daqiao Bridge (28°01'·92N 120°40'·90E), vertical clearance unknown, spans Ou Jiang about 7 cables E of Wenzhou Gang.

Further bridges (5.110a) are under construction (2020) spanning Ou Jiang.

The port authorities should be contacted for the latest information.

Chinese Chart C113741 Ed.8 (2020); UKHO
[NP32A-No 26-Wk 47/20]

China - Wenzhou Gang — Harbour; development

191

After Paragraph 5.110 1 line 8 *Insert:*

Development 5.110a

1 A bridge (27°58'·82N 120°55'·76E) is under construction (2020), spanning Ou Jiang between Huanghua and Lingkun Dao. Construction areas are marked by light buoys (special).

A bridge (28°01'·50N 120°45'·21E) is under construction (2020), spanning Ou Jiang between Kaiyangtu and Qidutu. Construction areas are marked by light buoys (special).

Chinese Chart C113741 Ed.8 (2020)
[NP32A-No 27-Wk 47/20]

China - Wenzhou Gang — Directions; bridge

193

Paragraph 5.119 4 *Replace by:*

4 The channel then leads WNW, marked by light buoys (lateral), passing:

SSW of Jiangbei Training Wall marked by lights (special, 9 m in height) (not named on the chart), and:

Beneath Ouyue Daqiao Bridge (5.104).

UKHO [NP32A-No 28-Wk 47/20]

China - Dongtou Yang - Huangmen Shan — Directions; overhead cable

195

Paragraph 5.133 3 lines 6-12 *Replace by:*

SE of Huangmen Shan (28°02'·96N 121°15'·12E) (5.137), and Nanpai Shan 1¼ miles ENE, lying close off the S side of Yuhuan Dao. The passage NW of Huangmen Shan is about 1 cable wide and has a least depth of 12.4 m and is spanned by an overhead cable with 27 m vertical clearance; that N of Nanpai Shan is 1½ cables wide with a least depth of 7.6 m. Thence:

Chinese Chart C113711 Ed.4 (2020)
[NP32A-No 24-Wk 47/20]

**China - Dongtou Yang -
Xuanmen Wan — Anchorage**

197

Paragraph 5.138 4 lines 4-6 *Replace by:*

Anchorage can be obtained close W of the S end of Dalu Shan (5.133) in 5 to 7 m, mud.

Chinese Chart C113711 Ed.4 (2020)

[NP32A-No 25-Wk 47/20]

**China - Taizhou Wan - Haimen Gang —
Anchorage; dangerous wreck**

198

Paragraph 5.149 2 lines 7-8 *Replace by:*

Dangerous Goods Anchorage (28°38'·00N 121°44'·50E), depths of about 5 m. A dangerous wreck (5.154) lies close E of the anchorage.

Chinese ENC C1513641 (2.024)

[NP32A-No 102-Wk 32/21]

**China - Taizhou Wan - Haimen Gang —
Directions; dangerous wreck**

199

After Paragraph 5.154 5 line 2 *Insert:*

NE of a dangerous wreck (28°37'·76N 121°46'·17E),
thence:

Chinese ENC C1513641 (2.024)

[NP32A-No 103-Wk 32/21]

**China - East China Sea - Taizhou Wan -
Inshore route — Directions; wreck**

201

After Paragraph 5.169 1 line 3 *Insert:*

Clear of a dangerous wreck (28°35'·73N 121°53'·15E), reported (2020), thence:

Chinese Notice 5/149/21

[NP32A-No 77-Wk 15/21]

**China - Sheshan Dao to Tantou Shan —
Directions; wrecks and obstructions**

201

Paragraph 5.169 5 lines 1-8 *Replace by:*

- 5 Clear of numerous dangerous wrecks and obstructions which lie in the approaches to Sanmen Wan (5.174) and between Dongji Dao and Yushan Liedao (5.178). And:

Chinese Notice 35/1232/21 [NP32A-No 123-Wk 50/21]

**China - Dong Hai - Sheshan Dao to
Dawenchong Dao — Directions**

201

Paragraph 5.170 1-3 *Replace by:*

- 1 The track then continues NNE, passing:
ESE of Nüying Jiao (29°00'·94N 121°59'·41E), a shoal marked by light buoy (isolated danger), thence:
2 ESE of a wind farm, under construction (2021), marked by light buoys (special) and situated between Youcaihua Yu (29°01'·73N 122°01'·38E) and Shamao Yu (29°06'·25N 122°01'·85E). Mituo Dao, from which a light (5.167) is exhibited, lies 1½ miles NNW of Youcaihua Yu. And:
3 Clear of a rock (29°05'·18N 122°09'·13E), with a depth of 6.4 m, thence:
ESE of Niluo Yu (29°07'·96N 122°03'·08E), which appears as two islets and from where a light (white concrete column, black bands, 10 m in height) (29°08'·04N 122°02'·99E) is exhibited. A dangerous wreck lies 1¼ miles W. Thence:

Chinese Notice 32/1157(T)/21

[NP32A-No 119-Wk 48/21]

**China - Xiazhi Men Light Float to Waishuai Jiao
— Directions; wreck**

210

Paragraph 6.23 4 line 3 *Replace by:*

...exhibited from the S islet. Thence:
Clear of a dangerous wreck (30°12'·00N 123°01'·00E), reported (2021).

Chinese Notice 34/1191/21

[NP32A-No 121-Wk 49/21]

**China - East coast - Approaches to
Zhoushan Qundao — Directions; wreck**

210

Paragraph 6.24 3 line(s) 1-4 *Replace by:*

- 3 E of a series of obstructions centred on 30°30'·00N 122°48'·00E, thence:

Paragraph 6.24 4 line 11 *Replace by:*

Clear of a dangerous wreck (30°38'·51N 123°03'·04E), thence:
Clear of a dangerous wreck (30°43'·46N 122°59'·61E), and:

Chinese Notice C1 15/494/21

[NP32A-No 98-Wk 26/21]

**China - East China Sea - Zhoushan Qundao —
Directions; wrecks; caution**

213

Paragraph 6.34 3 lines 2-6 *Delete*

Paragraph 6.34 5 lines 1-5 *Delete*

NP32A

Paragraph 6.34 7 lines 3-4 *Replace by:*

Caution. Numerous dangerous wrecks lie WNW of the track, of which some are marked by light buoys (emergency wreck).

Chinese Notice 52/1894/20

[NP32A-No 71-Wk 10/21]

**China - East coast - Zhoushan Qundao -
South-east of Xiangluhuaping Jiao —
Anchorages; pilotage**

214

After Paragraph 6.38 2 line 9 Insert:

Anchorage may be obtained SE of Xiangluhuaping Jiao as follows:

Pilot and dangerous goods anchorage (30°01'·43N 122°32'·50E).

Pilot and waiting anchorage (30°02'·25N 122°30'·16E).

Chinese Notice C1 33/1223/20

[NP32A-No 4-Wk 47/20]

**China - Southern approaches to Zhoushan and
Ningbo - East of Xiazhi Dao — Directions; wreck**

218

After Paragraph 6.56 4 line 8 Insert:

Clear of a dangerous wreck (29°45'·27N 122°27'·19E), marked by No 15 and No 16 Light Buoys (wreck), thence:

Chinese Notice 1/6/21

[NP32A-No 72-Wk 11/21]

**China - Southern approaches to Zhoushan and
Ningbo - East of Xiazhi Dao — Directions; wreck**

218

After Paragraph 6.56 4 line 8 existing Section IV Notice Week 11/21 Replace:

Clear of two dangerous wrecks (29°45'·27N 122°27'·19E and 29°45'·03N 122°26'·04E), thence:

ENC C1513522 (6.019)

[NP32A-No 108-Wk 37/21]

**China - Zhoushan Qundao -
Shuangyu Men — Directions; wreck**

220

After Paragraph 6.64 5 line 4 Insert:

WNW of a dangerous wreck (29°44'·60N 122°03'·50E), thence:

Chinese Notice 31/1089/21

[NP32A-No 118-Wk 47/21]

**China - East China Sea - Zhoushan Qundao -
West of Wusha Shuidao — Directions; wreck**

221

Paragraph 6.67 3 line(s) 1-3 *Delete*

Chinese Chart 13300 Ed.8 (2020)

[NP32A-No 57-Wk 09/21]

**China - East coast - Tiazhou Men -
Liangtan Dao — Vertical clearances**

222

After Paragraph 6.75 1 line 3 Insert:

Vertical clearances. Two overhead cables (29°43'·14N 122°12'·58E), least vertical clearance 25 m, span the channel ESE of the Transhipment Berth.

Numerous overhead cables, least vertical clearance 20 m, span Geteng Shuidao (29°41'·93N 122°12'·43E). See also 6.130.

UKHO

[NP32A-No 30-Wk 48/20]

China - East coast - Meishan Dao — Depth

222

Paragraph 6.76 2 lines 2 *Replace by:*

...alongside of about 14 m.

UKHO

[NP32A-No 125-Wk 51/21]

**China - East China Sea - Hangzhou Wan -
Qiqu Liedao to Ningbo — Directions**

223

Paragraph 6.79 1 lines 1-7 *Replace by:*

- 1 From a position ESE of Xima'anshan Dao (30°34'·00N 122°08'·25E), the SE island of Qiqu Liedao, the route leads WSW, then S, for about 24 miles, to a position W of Yuxingnao Dao (30°20'·83N 121°51'·59E). The track then continues S for about 20 miles, to a position E of Qili Zhi (30°00'·03N 121°45'·62E).

Chinese Chart C1 13300 Ed.8 (2020)

[NP32A-No 58-Wk 09/21]

**China - East China Sea - Hangzhou Wan -
Qiqu Liedao to Ningbo — Directions**

223-224

Paragraph 6.85 1-6 *Replace by:*

- 1 From a position about 2½ miles ESE of Xima'anshan Dao (30°34'·00N 122°08'·25E), at the intersection of a number of routes and where a precautionary area (6.234) has been established, the route follows a two way traffic lane WSW through Jinshan Hangdao (30°31'·85N 121°30'·60E), passing:
 - 2 SSE of Xima'anshan Dao (6.221), from where a light (6.238) is exhibited, thence:
SSE of Caojing LANBY (30°32'·38N 122°03'·02E), thence:

NNW of Baimutian Jiao (30°26'16N 122°04'73E) (6.176), marked by a light buoy (isolated danger), thence:

NNW of a wind farm (30°27'27N 121°50'41E), under construction (2019).

- 3 The track then leads S, passing:

W of the wind farm, thence:

W of a dangerous wreck (30°24'60N 121°49'52E), position approximate; a fish trap lies close NE. Thence:

E of a dangerous wreck (30°22'56N 121°45'85E).

- 4 The track then leads to a position W of Yuxingnao Dao (30°20'83N 121°51'59E), a black rock split in two, the N part being the smaller, from where a light (6.84) is exhibited.

Useful mark:

Zaizhi Shan Light (30°23'42N 122°05'20E) (6.176).

Chinese Chart C1 13300 Ed.8 (2020); ENC CL413370 (9.016) [NP32A-No 59-Wk 09/21]

China - North-west of Zhoushan Dao - Xihou Men — Directions; dangerous wreck

225

Paragraph 6.89 3 lines 7–8 *Replace by:*

WSW of a dangerous wreck (30°08'80N 121°52'30E), thence:

Chinese Notice C1 31/1154/20; C1 32/1188/20 [NP32A-No 5-Wk 47/20]

China – East coast - Ningbo — Limiting conditions; vertical clearances

226

Paragraph 6.100 2 lines 1–6 *Replace by:*

- 2 **Chuanshangang Xikou.** Bridges and overhead power cables span Chuanshangang Xikou (6.119) as follows:

A bridge (29°54'65N 121°55'57E), vertical clearance unknown.

A bridge (29°53'92N 121°56'14E), vertical clearance 21 m.

Three power cables to E of the bridge, lowest vertical clearance 39 m.

Jintang Great Bridge (30°03'65N 121°48'25E), Vertical clearance under the main span is 51 m.

UKHO [NP32A-No 127-Wk 51/21]

China – East coast - Ningbo — Limiting conditions; vertical clearances

227

Paragraph 6.100 4 lines 1–9 *Replace by:*

- 4 Waitan Bridge (29°52'96N 121°33'60E), vertical clearance unknown.

Qingfeng Bridge (29°53'49N 121°34'05E), vertical clearance unknown.

A bridge (29°53'82N 121°34'91E), under construction (2021), vertical clearance unknown.

UKHO; Chinese Notice 37/1313/21 [NP32A-No 129-Wk 51/21]

China - East coast - North approaches to Ningbo - Huibie Yang — Outer anchorage

227

Paragraph 6.106 2 line(s) 8–9 *Replace by:*

No 3 30°12'79N 121°48'52E Depths 11 to 13 m; a wreck lies in the SE part of the anchorage.

ENC C1513359 (5.014) [NP32A-No 100-Wk 30/21]

China - Ningbo Gang - Approaches to Yongjiang Kou — Directions; shoal

229

Paragraph 6.115 1 lines 6–7 *Replace by:*

E of a shoal area (29°59'35N 121°45'55E) with a least depth of 1.4 m, marked by a light buoy (E cardinal), thence:

GB Chart 1304 Ed.5 (2020) [NP32A-No 6-Wk 47/20]

China - East coast - Passages between Zhoushan Dao and Daishan Dao — Vertical clearances

235

After Paragraph 6.150 3 line 5 *Insert:*

A bridge, surrounded by a prohibited area marked by light buoys (special), is under construction (2019) between Shuanghe Shan (30°17'88N 122°03'70E) and a position (30°10'49N 121°58'26E) in the NW part of Zhoushan Dao. The vertical clearance is projected to be 54.5 m.

A second bridge, marked by light buoys (special), is under construction (2019) between Shuanghe Shan and Dayu Shan (30°19'00N 121°57'75E). The vertical clearance is not known.

A bridge (30°12'67N 122°11'10E), vertical clearance unknown, spans Guishan Hangmen between Guan Shan (6.157) and Xiushan Dao.

UKHO [NP32A-No 7-Wk 47/20]

China - Passages between Zhoushan Dao and Daishan Dao — Pilotage

235

Paragraph 6.152 1 line(s) 3–6 *Replace by:*

For westbound vessels and vessels heading N through Daishan Shuidao in position 30°07'54N 122°17'68E or within the Waiting Area (30°09'08N 122°15'40E). See also Putuo Shan Anchorages 6.38.

After Paragraph 6.152 2 line 3 *Insert:*

Additional pilot boarding positions:
30°05'47N 122°24'38E.
30°00'50N 122°28'50E.
29°59'00N 122°39'00E.

GB Chart 1199 Ed7 2020; Chinese Notice C1 33/1223/20 [NP32A-No 8-Wk 47/20]

NP32A

China - East China Sea - Huangda Yang — Directions; route; wreck

235

Paragraph 6.155 1-2 *Replace by:*

- 1 From a position ENE of Chuan Jiao (29°59'·11N 122°31'·37E) (6.33), from where a light is exhibited, the track leads WNW through Huangda Yang, passing:
NNE of a dangerous wreck (30°01'·64N 122°34'·67E) (6.33), thence:
- 2 NNE of two designated anchorage areas (6.38), and:
SSW of a dangerous wreck (30°04'·92N 122°31'·80E), thence:
NNE of Xiangluhuaping Jiao (30°03'·42N 122°29'·01E) (6.33), thence:

Chinese Notice 51/1853/20

[NP32A-No 69-Wk 10/21]

China - East coast - Zhoushan Qundao - Huangda Yang — Directions; wreck

235

Paragraph 6.155 1-2 including existing Section IV Notice Week 10/21 *Replace by:*

- 1 From a position ENE of Chuan Jiao (29°59'·11N 122°31'·37E) (6.33), from where a light is exhibited, the track leads WNW through Huangda Yang, passing:
NNE of a dangerous wreck (30°01'·64N 122°34'·67E) (6.33), thence:
- 2 NNE of two designated anchorage areas (6.38), and:
SSW of a dangerous wreck (30°03'·44N 122°33'·00E), position approximate, thence:
NNE of Xiangluhuaping Jiao (30°03'·42N 122°29'·01E) (6.33), thence:

GB Chart 1305 Ed.4 (2021) [NP32A-No 99-Wk 27/21]

China - East coast - Zhoushan Dao north-east side — Directions; LNG Terminal

235

Paragraph 6.155 4-5 *Replace by:*

- 4 S of No 1 Light Buoy (30°07'·57N 122°19'·56E), thence:
N of Shulanghu Jiao (Huse Jiao) (30°06'·61N 122°17'·69E), steep to, with a depth of 15.1 m. When the tidal streams are setting strongly the rock is marked by overfalls. Nita Jiao, marked by a light beacon, (white metal column, red bands, 10 m in height), lies 6 cables farther SE. Thence:
- 5 N of Liangheng Shan (30°05'·20N 122°17'·32E), which lies on the shallow coastal bank extending from the N side of Zhoushan Dao (30°04'·00N 122°08'·00E). ENN Zhoushan LNG Terminal (6.163a) lies on the N and NE side of Liangheng Shan. There are two prominent hills, each about 180 m high, towards the E end which is very steep and grass covered and forms a headland. Thence:

UKHO

[NP32A-No 9-Wk 47/20]

China - East coast - Alternative route passing north of Xiushan Dao — Directions; obstructions

236

Paragraph 6.157 1 lines 1-2 *Replace by:*

- 1 From a position NE of Lihuo Yu (30°06'·03N 122°21'·58E), the track leads initially NW and then WNW, passing:

After Paragraph 6.157 1 line 2 *Insert:*

Clear of an 11.3 m obstruction (30°09'·40N 122°21'·74E), thence:

Chinese Notice 345/1302/20 [NP32A-No 10-Wk 47/20]

China - East coast - Alternative route passing north of Xiushan Dao — Directions; obstructions

236

Paragraph 6.157 7 line 8 *Replace by:*

Beneath a bridge and a power cable (6.150) close W, thence:

N of Wangcang Jiao (30°12'·51N 122°10'·72E), a rock awash marked by a light beacon. An obstruction (30°12'·68N 122°10'·60E) lies 2 cables NW of Wangcang Jiao. Thence:

UKHO

[NP32A-No 11-Wk 47/20]

China - East China Sea - Huangda Yang - Guishan Hangmen — Directions; track

236

Paragraph 6.157 1-8 including existing Section IV Notices Week 47/20 *Replace by:*

- 1 From a position NW of Lihuo Yu (30°06'·03N 122°21'·58E), in the vicinity of No 1 Light Buoy (6.155), the track leads NNW, passing:
WSW of Jiaobei Shan (30°10'·93N 122°18'·59E), a double rock with grass on top. Tidal streams around Jiaobei Shan are strong and variable, and low-powered vessels should give it a wide berth. Thence:
- 2 WSW of Xiaojiaobei Shan (30°10'·99N 122°18'·01E), a rock with a gap in the middle which is prominent when seen from SE or NW. A light (white round concrete structure, 11 m in height) is exhibited from the rock. Thence the track leads NW, passing:
NE of Laili Shi (30°11'·44N 122°16'·02E), marked by a light buoy (isolated danger), thence:
- 3 SW of Chang Jiao Light, (white round concrete column, 8 m in height), (30°12'·98N 122°17'·11E), marking a rock near the S end of a foul area extending about 7 cables S and 9½ cables WSW from a small island. An isolated shoal, depth 3 m, lies 5½ cables W of the light. Thence:
- 4 NE of Yeya Jiao Light (white round concrete tower, 11 m in height) (30°11'·56N 122°15'·08E), a shallow bank, on which lie a number of rocks and dangers, and islets near the NW end, extends 4½ cables E and 5 cables NW from the light, and:
- 5 SW of Chuanbi Shan Light (W cardinal beacon, 20 m in height), (30°13'·22N 122°15'·93E), and:

NE of Jiaochong Shan (30°12'·00N 122°14'·90E), a precipitous islet with a broken, barren mass of rocks, 12 m high, extending 2¼ cables SE from it. A shoal patch which dries lies off the N extremity of the islet.

- 6 The track then leads generally W through Guishan Hangmen, passing:

S of Jiangnan Shan (30°13'·50N 122°14'·00E), and: N of Changtu Sankuai Shan (30°12'·22N 122°14'·04E), an islet from where a light (white round concrete pile structure, 9 m in height) is exhibited. Another islet 22 m high, and two rocks, awash, lie within 1 cable N. Thence:

- 7 S of Gaoting Niu'e Dao, from which a light (white concrete column, 7 m in height) (30°13'·37N 122°12'·53E), is exhibited, thence: N of an Daniue Shan (30°12'·20N 122°12'·30E), an island with a 50 m peak at its E end. A 1·5 m shallow patch lies 1½ cables W. Thence:

- 8 N of Min Jiao (30°12'·46N 122°11'·01E), from where a light (white 6-sided concrete column, 16 m in height) is exhibited. Two rocks, awash, lie 1 cable W. Thence:

N of Xiushan Dao (30°10'·00N 122°10'·00E); eddies and overfalls occur in the narrows of Guishan Hangmen. And:

Beneath a bridge and a power cable (6.150) close W, thence:

- 9 N of Wangcang Jiao (30°12'·51N 122°10'·72E), a rock awash marked by a light beacon. An obstruction (30°12'·68N 122°10'·60E) lies 2 cables NW of Wangcang Jiao. Thence:

S of Guan Shan (30°13'·50N 122°11'·00E), with a prominent dome-shaped summit. A light (black round concrete tower, 6 m in height) is exhibited from the S extremity of the island.

- 10 The track then leads WSW, passing:

SSE of Dajiao Shan (30°13'·00N 122°08'·00E), lying centrally in the channels S of Daishan Dao. Dajiao Shan has two hills connected by a low isthmus. A light (white concrete column, red bands, 10 m in height) is exhibited from Dongshan Zui, the E extremity of the island.

The track then continues WSW to a position SE of Zhizong Shan Nan Yu Light (6.156).

(Directions for Dawu Zhi are given at 6.156)

Chinese Notice 51/1853/20

[NP32A-No 70-Wk 10/21]

China - East coast - Zhoushan Dao — LNG Terminal

238

After Paragraph 6.163 1 line 8 Insert:

ENN Zhoushan LNG Terminal

6.163a

- 1 **Description.** ENN Zhoushan LNG Terminal (30°06'·35N 122°16'·97E) lies on the NE side of Zhoushan Dao and consists of two LNG berths on the N side of Liangheng Shan (6.155) and a RoRo berth on the NE side.

Development. The terminal is undergoing further expansion (2020).

Pilotage. See 6.152.

- 2 **Directions.** No formal directions are given and the chart is sufficient guide, but mariners should note Shulanghu Jiao (6.155) and Nita Jiao (6.155) lying, respectively, N and E of the terminal.

Anchorage. See 6.167.

Alongside berths. The LNG terminal consists of two T-shaped jetties with dolphins and a RoRo berth.

UKHO

[NP32A-No 12-Wk 47/20]

China - East coast - Zhoushan Qundao - South-east of Xiangluhuaping Jiao — Anchorages

238

After Paragraph 6.168 2 line 7 Insert:

Putuo Shan

6.168a

- 1 See 6.38 for anchorages SE of Xiangluhuaping Jiao.

Chinese Notice C1 33/1223/20

[NP32A-No 13-Wk 47/20]

China - East China Sea - Zhoushan Qundao - North of Huoshan Liedao — Directions; wreck

239

Paragraph 6.176 3 line(s) 9-10 Replace by:

S of a dangerous wreck (30°24'·45N 121°59'·38E), thence:

Chinese Notice C1 41/1492/20

[NP32A-No 32-Wk 50/20]

China - East China Sea - Zhoushan Qundao - Maji Shan — Pilotage

240

Paragraph 6.188 1 line(s) 1 Replace by:

- 1 **Pilotage** is compulsory. Pilots board in the following positions.

Maji Shan:

Majishangang Maodi No 1 Anchorage (30°25'·39N 122°45'·72E).

No 1 (30°31'·30N 122°40'·00E).

Majishangang Maodi No 2 Anchorage (30°36'·67N 122°34'·43E).

No 2 (30°37'·00N 122°31'·40E).

- 2 **Yangshan Gang Main Channel:**

No 1 (30°31'·20N 122°35'·17E).

No 2 Disembarkation (30°28'·72N 122°34'·57E).

No 3 (30°23'·33N 122°33'·60E).

Qushan Temporary Anchorage (30°27'·47N 122°29'·20E).

30°30'·60N 122°25'·60E.

- 3 **Yangshan Deep Water Port**, see 6.233.

For further details see *ADMIRALTY List of Radio Signal Volume 6(6)*.

Chinese Chart C1 13300 Ed.8 (2020); ALRS Vol. 6.

[NP32A-No 60-Wk 09/21]

NP32A

China - Zhoushan Qundao - Yangshan Gang — Restricted area

240

Paragraph 6.189 Including heading *Replace by*:

Restricted areas

6.189

- 1 Entry is prohibited into the Yangshan Gang Main Channel, between Huangze Yang Light Vessel (30°30'·21N 122°32'·85E (6.192) and a precautionary area (6.234), when visibility is less than 500 m.

Anchoring and fishing are prohibited in an area centred on 30°31'·30N 122°42'·27E.

GB Chart 1306 Ed.4 (2020) [NP32A-No 14-Wk 47/20]

China - East China Sea - Zhoushan Qundao — Directions; wreck

241

After Paragraph 6.191 1 line 8 *Insert*:

SW of a wreck (30°24'·10N 122°56'·70E), reported (2020), thence:

Chinese Notice 34/1262/20 [NP32A-No 15-Wk 47/20]

China - East China Sea - Zhoushan Qundao - Maji Shan — Pilotage

242

Paragraph 6.199 2 *Replace by*:

- 2 **Pilotage** is compulsory for all foreign vessels. See 6.188.

Chinese Chart C1 13300 Ed.8 (2020); ALRS Vol. 6.
[NP32A-No 61-Wk 09/21]

China - East China Sea - South of Xiluhua Dao — Anchorage; rock

244

Paragraph 6.207 5 line(s) 1-3 *Replace by*:

- 5 **Caution.** An obstruction (30°47'·36N 122°36'·50E), position approximate, reported (2018), lies in the NW part of the anchorage and a rock (30°47'·70N 122°37'·34E) lies in the N part of the anchorage.

Chinese Chart C1 13170 Ed.16 (2020)
[NP32A-No 29-Wk 47/20]

China - East coast - Ma'an Liedao - Xiluhua Dao — Anchorages

244

Paragraph 6.209 1 lines 1-5 *Replace by*:

- 1 Anchorage may be obtained N of Xiluhua Dao (30°49'·43N 122°37'·23E), a large island in the W of Ma'an Liedao (6.206), and in the bays around Dongluhua Dao (30°49'·34N 122°38'·72E), an island connected to Xiluhua Dao by a fixed road bridge, clear of submarine cables.

- 2 Luhua Maodi (30°49'·10N 122°36'·79E), an unrestricted anchorage, lies close S of Luhua Gang, a bay on the S side of Xiluhua Dao. The anchorage has depths of 4 to 30 m, mud and sand.

Chinese ENC C1613412 (3.003)
[NP32A-No 106-Wk 36/21]

China - East coast - Zhoushan Qundao to Qiqu Liedao - Donghai Bridge — Regulations

246

Paragraph 6.223 5 line 1 *For* 1000 m *Read* 500 m

Chinese Notice 34/1262/20 [NP32A-No 16-Wk 47/20]

China - East China Sea - Qiqu Liedao - Yangshan Deep Water Port — Pilotage

247

Paragraph 6.233 1-3 *Replace by*:

- 1 Pilotage is compulsory and pilots board in the following positions:

No 1 Quarantine Anchorage (30°29'·01N 122°29'·52E).

No 1 (30°31'·07N 122°29'·53E).

No 2 (30°33'·06N 122°17'·53E).

30°30'·60N 122°25'·60E.

- 2 A deep sea pilotage service is available boarding off Changjiang Kou, see 7.23.

For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Chinese Chart C1 13300 Ed.8 (2020); ALRS Vol. 6.
[NP32A-No 62-Wk 09/21]

China - East China Sea - Hangzhou Wan — Pilotage

248

Paragraph 6.243 1 line(s) 1-2 *Replace by*:

- 1 Deep sea pilotage in Hangzhou Wan is optional, but recommended for foreign vessels. See 7.23 for boarding positions.

Harbour pilotage is compulsory for all vessels. The pilot boards in the following positions:

30°34'·60N 121°14'·00E.

30°37'·28N 121°14'·36E.

No 1 (30°36'·63N 121°20'·10E).

No 2 (30°43'·00N 121°32'·60E).

- 2 For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Chinese Chart C1 13300 Ed.8 (2020); ALRS Vol. 6.
[NP32A-No 63-Wk 09/21]

China - Hangzhou Wan - Jinshan Hangdao — Depths

249

Paragraph 6.247 1 lines 2-4 *Replace by*:

...has a least charted depth of 7.5 m; a wreck (30°30'·96N 121°52'·08E) lies on the N side of channel.

GB Chart 1303 Ed.4 (2020) [NP32A-No 17-Wk 47/20]

**China - Hangzhou Wan - Jinshan Hangdao —
Directions; wreck**

250

Paragraph 6.256 2 lines 1–2 *Replace by:*

SSE of a wreck (30°30'·96N 121°52'·08E), which lies on the N side of the traffic lane, thence:

GB Chart 1303 Ed.4 (2020) [NP32A-No 18-Wk 47/20]

**China - East coast -
Dawu Zhi to Jinshan — Directions**

250-251

Paragraph 6.259 4-5 *Replace by:*

- 4 SW of Duikou Shan (30°33'·40N 121°42'·32E) (6.255), from where a light is exhibited, thence:
NE of a wind farm, under construction (2021), centred on 30°26'·74N 121°27'·14E, thence:
SW of Yehuangpan Dao (30°34'·82N 121°34'·15E) (6.255).
- 5 The track then leads WNW to the vicinity of Wangpan Shan N Light Buoy (6.256).

UKHO [NP32A-No 126-Wk 51/21]

**China - East China Sea - Hangzhou Wan -
Jinshan — Anchorages**

252

Paragraph 6.267 2 line(s) 8–9 *Replace by:*

Dushan Gangqu (30°37'·27N 121°13'·97E), depths from 9 to 10 m.
Dushan No 2 (30°35'·00N 121°15'·55E), dangerous cargo anchorage, depths from 9 to 13 m.

Paragraph 6.267 3 line(s) 1–2 *Replace by:*

Caiqishan (30°34'·20N 121°09'·84E), depths from 9 to 12 m.
Caiqishan No 2 (30°34'·80N 121°10'·00E), depths from 10 to 21 m.

Chinese Notice C1 22/726/21
[NP32A-No 104-Wk 33/21]

**China - East China Sea - Hangzhou Wan -
Cao Jing — Pilotage**

252

Paragraph 6.268 1-2 *Replace by:*

- 1 Cao Jing pilotage is only available by day. See 6.243 for pilot boarding positions.
It is reported that pilots may also board off K34 Light Buoy (preferred channel to starboard) (30°41'·05N 121°27'·25E).

Chinese Chart C1 13300 Ed.8 (2020); ALRS Vol. 6.
[NP32A-No 64-Wk 09/21]

**China - East China Sea - Hangzhou Wan -
Jinshan — Directions; pilotage**

252

Paragraph 6.272 1 lines 1–6 *Replace by:*

- 1 From the vicinity of Wangpan Shan N Light Buoy (safe water) (30°33'·71N 121°21'·55E) (6.256), the channel leads NNW for about 3 miles to the vicinity of No 1 pilot boarding position (6.243) and Jinshan Dangerous Cargo Anchorage No 2 (6.267), before continuing a farther 5 miles through a channel, marked by light buoys (lateral), to the berths.

Chinese Chart C1 13300 Ed.8 (2020); ENC C1413310 (5.009); ALRS Vol. 6. [NP32A-No 65-Wk 09/21]

**China - East China Sea - Hangzhou Wan -
Zhapu — Pilotage**

254

Paragraph 6.289 3-5 *Replace by:*

- 3 **Pilotage** is compulsory for Zhapu and for the following vessels requiring passage under Hangzhou Bay Bridge:
Vessels of 2000 dwt and above, passing through the South fairway (6.282).
Vessels of 10 000 dwt and above, passing through the North fairway (6.282).
Ships with restricted manoeuvrability.
Other ships with special requirements.
- 4 Pilots for Zhapu board in the following positions:
30°34'·20N 121°12'·00E.
Caiqishan Dangerous Cargoes anchorage (6.267).
Pilots for Hangzhou Bay Bridge board in the following positions:
Caiqishan Dangerous Cargoes anchorage (6.267).
Dushan Gangqu anchorage (6.267).
In the vicinity of Tangshan Quarantine anchorage (6.267).
For further details see *ADMIRALTY List of Radio Signals Volume 6(6)*.
- 5 **Regulations concerning entry.** Without prior approval, it is prohibited to conduct sea trials, speed measurements or lifeboat exercises.
Anchoring outside designated anchorage areas is prohibited.

Chinese Chart C1 13300 Ed.8 (2020); ALRS Vol. 6.
[NP32A-No 66-Wk 09/21]

**China - Approaches to Shanghai -
Changjiang Kou — Directions; wreck**

264

After Paragraph 7.30 3 line 8 *Insert:*

Caution. A dangerous wreck (31°05'·22N 122°33'·93E) lies at the S margin of E-going Traffic Lane A.

Chinese Notice 5/144/21 [NP32A-No 76-Wk 15/21]

NP32A

China - Approaches to Shanghai - Beicao Shuidao - Beicao Hangdao — Directions; obstructions

265

Paragraph 7.33 1 line(s) 1-3 *Replace by:*

- 1 **Beicao Hangdao.** The track then leads NW through Beicao Hangdao, marked by light buoys (lateral), passing:

Between the training walls (7.15), and:
NE of an area of obstructions (31°07'·05N 122°16'·04E), depths unknown, thence:

Chinese Notice 33/1164/21 [NP32A-No 120-Wk 49/21]

China - Shanghai - Beicao Hangdao — Directions; anchorage

265

Paragraph 7.33 3 lines 3-4 *Delete*

Chinese Chart 13177 [NP32A-No 19-Wk 47/20]

China - Approaches to Shanghai - Nangang Shuidao — Directions; obstruction

266

After Paragraph 7.37 2 line 9 *Insert:*

SSW of an obstruction (31°20'·19N 121°41'·76E),
lying on the S extremity of a sandbank, thence:

Chinese Chart 13110 Ed.8 (2020)
[NP32A-No 55-Wk 09/21]

China - Approaches to Shanghai - Hengsha Tongdao — Depth

268

Paragraph 7.42 2 lines 1-2 *Replace by:*

- 2 **Depth.** Least depth in the strait is around 5 m, in the N bound lane between light buoy 603 and light buoy 605.

ENC C1613182 (5.006) [NP32A-No 56-Wk 09/21]

China - Baoshan Hangdao — Pilotage

276

Paragraph 7.81 2 line(s) 1-5 *Replace by:*

- 2 Pilots board in position 31°26'·33N 121°29'·42E. Harbour pilots will replace river pilots at certain ports. For further information see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO [NP32A-No 20-Wk 47/20]

China - Chang Jiang - Baoshan Hangdao - Baimaasha Nanshuidao — Directions; wreck

279

Paragraph 7.96 2 line(s) 7-10 *Replace by:*

NE of two dangerous wrecks (31°44'·20N 121°06'·36E and 31°44'·24N 121°06'·05E), situated in the vicinity of No 13 Light Buoy (safe water), thence:
NE of a dangerous wreck (31°44'·77N 121°05'·12E).

Chinese ENC C1513121 (14.002)
[NP32A-No 107-Wk 36/21]

China - Baoshan Hangdao — Pilotage

281

Paragraph 7.102 1 lines 1-6 *Replace by:*

- 1 **Port operations.** Berthing and departure in daylight only.
Pilotage. See 7.81.

UKHO [NP32A-No 21-Wk 47/20]

China - Zhangjia Gang — Anchorage; caution

282

Paragraph 7.115 2 line(s) 1-3 *Delete*

Paragraph 7.116 1 line(s) 1-9 *Replace by:*

- 1 **Port operations.** Berthing in daylight only.
Vessel traffic service. Zhangjia Gang VTS is in operation. For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Outer anchorage. The anchorage is marked by buoys centred on 31°58'·17N 120°20'·39E.

Caution. There are numerous dangerous wrecks in the vicinity.

Pilotage. See 7.81.

Traffic regulations. Speed limits, which vary by direction and time of year, apply within the VTS area.

All vessels are prohibited from overtaking between FB5 Light Buoy (port hand) (32°02'·84N 120°33'·33E) and FB11 Light Buoys (lateral) (32°04'·30N 120°29'·07E).

GB Chart 1605 Ed.7 (2020)
[NP32A-No 22-Wk 47/20]

China - Chiang Jiang - Gaogang (Taizhou) — Anchorage

285

Paragraph 7.139 1 lines 4-15 *Replace by:*

Outer anchorages. Anchorage may be obtained off Loucheng Zhou:

<i>Anchorage</i>	<i>Position (Centred on)</i>	<i>Remarks</i>
Taizhou Gang Seacraft anchorage	32°07'·50N 119°54'·42E	Depths about 10 to 19 m.
Dangerous cargo anchorage	32°18'·75N 119°44'·30E	Depths about 9 to 13 m.
Zhenjiang Gang Seacraft anchorage	32°16'·40N 119°42'·30E	Depths from 13 to 18 m.

Paragraph 7.139 2 line 1 *Replace by:*

- 2 **Pilotage.** See 7.81.

After Paragraph 7.139 3 line 4 Insert:

Anchoring is prohibited within an area centred on 32°11'60N 119°53'40E.

GB Chart 1620 Ed4 2020 & UKHO

[NP32A-No 23-Wk 47/20]

- 3 **Directions.** From a position ESE of Dafeng LANBY (superbuoy) (33°43'65N 120°49'11E) the track leads S, through a channel marked by light buoys (lateral), to Dafenggang Hangdao. Thence, Dafenggang Hangdao, marked by light buoys (lateral), leads SSE to a position off the berths.

Anchorage No 1 to 4 lie E and NE of the berths as follows:

Chinese Notice 4/98/21

[NP32B-No 20-Wk 14/21]

NP32B China Sea Pilot Volume 4 (2020 Edition)

China - Yellow Sea - Approaches to Dafeng Gang — Directions

53

Paragraph 2.20 1-2 *Replace by:*

- 1 From a position in the vicinity of 33°57'00N 122°37'00E the approach to Dafeng Gang leads generally W, keeping N of the extensive shoal area (2.13) and clear of numerous charted wrecks and obstructions, passing:

N of Macaiheng Light (33°21'80N 121°20'80E) (2.17).

- 2 Thence the track continues generally W to a position in the vicinity of 33°55'10N 120°53'80E, at the start of the deep-water channel to Dafeng Gang (2.23). The track then leads SSW, following the deep water channel for about 12 miles to a position in the vicinity of Dafeng LANBY (superbuoy) (33°43'65N 120°49'11E).

(Directions for Dafeng Gang continue at 2.23)

Chinese Notice 33/1161/21

[NP32B-No 43-Wk 49/21]

China - Yellow Sea - Dafeng Gang — Anchorage

53

After Paragraph 2.23 1 line 9 Insert:

Outer anchorage. Anchorage No 5 (33°32'56N 120°52'75E); depth about 16 m. The E limit of the anchorage is marked in its corners by light buoys (special).

Chinese Chart 12650 (2020)

[NP32B-No 21-Wk 15/21]

China - Yellow Sea - Dafeng Gang - Dafenggang Hangdao — Directions

53

Paragraph 2.23 2-4 *Replace by:*

- 2 **Pilotage.** There are three pilot boarding positions for Dafeng Gang, as follows:

No 1 (33°34'50N 120°47'00E).

No 2 (33°20'70N 120°50'70E).

No 3 (33°16'70N 120°52'20E).

China - Yellow Sea - Dafeng Gang — Directions

53

Paragraph 2.23 2-4 including existing Section IV Notice Week 14/21 *Replace by:*

- 2 **Outer anchorage.** Anchorage No 5 (33°32'56N 120°52'75E); depth about 16 m. The E limit of the anchorage is marked in its corners by light buoys (special).

Pilotage. Pilot boarding positions for Dafeng Gang, are as follows:

No 1 (33°34'50N 120°47'00E);

No 2 (33°20'70N 120°50'70E);

No 3 (33°16'70N 120°52'20E).

- 3 **Traffic regulations.** Entry by large bulk carriers may be restricted by the tide. One-way traffic restrictions also apply within the deep-water channel. Contact the local port authority for more information.

- 4 **Directions** *(continued from 2.20)*. From a position in the vicinity of Dafeng LANBY (superbuoy) (33°43'65N 120°49'11E) the track leads S, then SSE, through the deep-water channel, marked by light buoys (lateral), to a position off the berths.

Chinese Notice 33/1161/21

[NP32B-No 44-Wk 49/21]

China - Yellow Sea - Dafeng Gang — Anchorage; obstruction

53

Paragraph 2.23 5 line(s) 4-8 *Replace by:*

No 2 anchorage (33°18'80N 120°52'31E), with depths from about 9 to 28 m. Obstructions lie in the SE and S parts of the anchorage.

Chinese Notice 32/1127/21

[NP32B-No 40-Wk 49/21]

China - Yellow Sea - Sheyanghe Kou — Anchorage

54

After Paragraph 2.24 3 line 6 Insert:

Sheyanghe Kou 2.24a

- 1 No 1 Anchorage (33°54'80N 120°47'75E), marked by light buoys (special), lies 13½ miles ENE of the entrance to Sheyanghe Kou (33°49'43N 120°29'88E), in depths of 15 m.

GB Chart 1281/20

[NP32B-No 5-Wk 05/21]

NP32B

China - Yellow Sea - Lianyungang - Lianyun Gangpu — Directions; obstruction

57

Paragraph 2.45 4 line(s) 6-7 *Delete*

Chinese Notice C1 15/491/21

[NP32B-No 30-Wk 26/21]

China - Cheniushan Dao to Qingdao - Offshore route to Qingdao — Directions

58

Paragraph 2.61 1 lines 4-11 *Replace by:*

Offshore route to Qingdao. From a position about 10 miles ESE of Cheniushan Dao (34°59'·76N 119°49'·33E), the route leads ENE for about 54 miles to the vicinity of 35°21'·00N 121°02'·00E, well clear of the prohibited area (2.63), and thence NNW for about 23 miles to the vicinity of 35°43'·20N 120°53'·00E, at the beginning of the S approach to the defined route to Qingdao.

ENC C1312500

[NP32B-No 47-Wk 52/21]

China - Cheniushan Dao to Dongjiakou Zui — Directions; wrecks

59

Paragraph 2.67 2-3 *Replace by:*

- 2 SSE of the prohibited area (2.63).
The track then continues to position 35°21'·00N 121°02'·00E, well clear of the prohibited area (2.63). The track then leads NNW, keeping clear of charted wrecks and obstructions, passing:
ENE of the prohibited area.
- 3 Thence the track continues NNW to the vicinity of 35°43'·20N 120°53'·00E, at the beginning of the S approach to the recommended route to Qingdao
(*Directions continue for Qingdao Gang at 2.124*)

Chinese Notice 38/1341/21; ENC C1312500

[NP32B-No 48-Wk 52/21]

China - Yellow Sea - Dongjiakou Gangqu - Rizhao Gang — Anchorages

61-62

Paragraph 2.80 1-2 *Replace by:*

- 1 **Vessel traffic service.** Dongjiakou VTS is in operation; for details see *ADMIRALTY List of Radio Signals Volume 6(6)*.
Outer anchorage. Designated anchorages are as follows:
Area No 1 (35°28'·00N 119°53'·00E); quarantine.
Area No 2 (35°19'·62N 120°03'·71E); dangerous cargo.
Area No 3 (35°12'·85N 120°08'·90E); oil tankers of 300,000 tonnes.
- 2 No 1 anchor berth (35°20'·70N 120°03'·23E); 700 m in radius; large vessels.

No 2 anchor berth (35°20'·70N 120°04'·20E); 700 m in radius; large vessels; quarantine.

No 3 anchor berth (35°21'·37N 120°06'·02E); 650 m in radius; large bulk vessels.

No 4 anchor berth (35°21'·60N 120°06'·83E); 630 m in radius; large bulk vessels.

No 5 anchor berth (35°21'·85N 120°07'·65E); 630 m in radius; large bulk vessels.

Pilotage. Pilot boarding positions are as follows:

No 1 - 35°18'·93N 119°59'·88E;

No 2 - 35°25'·93N 119°52'·47E;

No 3 - 35°29'·73N 119°48'·58E.

Traffic regulations. See 2.63.

Chinese Notice 10/272/21

[NP32B-No 25-Wk 20/21]

China - Quingdao and approaches - South approach — Directions

67

Paragraph 2.124 1-2 *Replace by:*

- 1 From the vicinity of 35°43'·20N 120°53'·00E, at the beginning of the S approach to Qingdao, the track leads along the defined route 338°/158° (2.111), passing:
ENE of a prohibited area (2.63).
- 2 The track then leads to a position WNW of Chaolian Dao (35°53'·68N 120°52'·55E) (2.120) where it joins the route from E.
(*Directions continue at 2.121*)

ENC C1312500

[NP32B-No 49-Wk 52/21]

China - Yellow Sea - Qianli Yan to Gulong Zui — Directions; windfarm

72

Paragraph 2.152 2 *Replace by:*

- 2 SE of Tubu Dao (36°32'·36N 121°03'·53E) an islet with a round, grassy summit. It lies near the extremity of a partially drying bank extending 3¼ miles SSE from Dingzi Zui (36°35'·06N 121°00'·84E), a flat point rising 1 mile NE to Hujiao Shan. A light (white round stone tower, 8 m in height) is exhibited from Dingzi Zui. Thence:
SE of Jinshilan Light (round concrete tower, 8 m in height) (36°37'·27N 121°06'·94E) marks a rocky bank extending 2¼ miles ESE from the shore, and:
Clear of a windfarm under construction, reported (2021), in an area centred about 8 miles N of Qianli Yan, and:

H102 UKHO

[NP32B-No 38-Wk 41/21]

China - Bohai Haixia - West of Changshan Shuidao — Hazards

82

After Paragraph 3.11 1 line 1 *Insert:*

Hazards 3.11a

- 1 **Fishing vessels.** Several collision prevention areas are charted in this area. Vessels should navigate with caution, as collisions between commercial vessels and fishing vessels are frequent.

Paragraph 3.12 1 line(s) 7 *Replace by:*

...38°05'·00N 120°24'·60E. A collision prevention area (3.11a) also exists in this area.

Chinese Notice 23/768/21 [NP32B-No 33-Wk 35/21]

**China - Yellow Sea - Weihai to Yantai -
North-east of Yantai Gang — Platform**

83

After Paragraph 3.15 4 line 5 Insert:

NNE of a platform (lit) (37°41'·07N 121°41'·80E),
thence:

Chinese Notice 10/271/21 [NP32B-No 26-Wk 20/21]

**China - Bohai Haixia - Xibei Jiǎo to
Miaodao Haixia — Directions; caution**

83

Paragraph 3.16 1-2 *Replace by:*

- 1 **Xibei Jiǎo to Miaodao Haixia.** From the position NNE of Xibei Jiǎo (37°37'·85N 121°20'·60E) the track leads generally W, keeping clear of numerous charted wrecks and obstructions, passing:

N of No 5 Anchorage (37°49'·50N 121°17'·50E) (3.128), thence:

Across the approach channel to Yantai Gang Xigangqu Port (3.126), marked by light buoys (lateral). A precautionary area for converging vessels is centred on 37°55'·50N 121°13'·10E. Thence:

- 2 N of Longdong Zui (37°41'·94N 121°08'·71E) (3.125), from where a light is exhibited, and:
N of No 6 Anchorage (37°50'·25N 121°07'·60E) (3.128).

The track then continues W to a position 3 miles NE of Di Jiao (37°49'·20N 120°54'·71E) in the approaches to Miaodao Haixia (3.133)

Caution. A collision prevention area (37°55'·20N 121°15'·00E) (3.11a) is situated in this area.

(*Directions continue for Miaodao Haixia at 3.138*)

Chinese Notice 23/770/21 [NP32B-No 34-Wk 35/21]

**China - Bohai Haixia - Xibei Jiǎo to
Changshan Shuidao — Directions; caution**

83

After Paragraph 3.17 2 line 8 Insert:

Caution. A collision prevention area (37°55'·20N 121°15'·00E) (3.11a) is situated within this area.

Chinese Notice 23/770/21 [NP32B-No 35-Wk 35/21]

**China - Bohai Haixia -
Laotieshan Shuidao — Directions; wreck**

85

After Paragraph 3.30 3 line 4 Insert:

Caution. A wreck (38°29'·07N 121°02'·45E), marked by V-AIS (isolated danger), lies in the ESE-going lane of the TSS.

Chinese Notice 50/1797/20 [NP32B-No 6-Wk 09/21]

China - Yellow Sea - Weihai — Directions

89-90

Paragraph 3.70 3-5 *Replace by:*

- 3 NW of Beicao Zui (37°30'·88N 122°10'·74E), the
N point of Liugong Dao, thence:
4 SE of Nanshan Zui (37°31'·23N 122°09'·44E).
5 From a position W of Liugong Dao (3.56) the track then leads W through a channel marked by light buoys (lateral and cardinal), to South Wharf (37°30'·31N 122°07'·40E) (3.73).

Chinese Notice 30/1047/21 [NP32B-No 39-Wk 45/21]

**China - Yellow Sea - Weihai to Yantai -
North-east of Yantai Gang — Platform**

91

After Paragraph 3.87 4 line 10 Insert:

Clear of a platform (lit) (37°41'·07N 121°41'·80E),
thence:

Chinese Notice 10/271/21 [NP32B-No 27-Wk 20/21]

**China - Bohai Haixia -
Yantai Gang Xigangqu Port —
Directions; caution**

96

After Paragraph 3.130 1 line 4 Insert:

Caution. The approach channel passes through a collision prevention area (3.11a).

Chinese Notice 23/770/21 [NP32B-No 36-Wk 35/21]

**China - Bohai Haixia - Miaodao Haixia -
Penglai — Arrival information; pilotage**

98

Paragraph 3.143 4 line(s) 5-6 *Replace by:*

Additional pilot stations are as follows:

No 2 pilot boarding position (37°50'·90N 120°49'·40E).

For Luanjiakou, in position 37°48'·10N 120°35'·70E.

Chinese Chart C1 11941 Ed.6 (2020)

[NP32B-No 1-Wk 48/20]

NP32B

China - Bohai Haixia - Miaodao Haixia - Penglai — Arrival information; pilotage

98

Paragraph 3.143 4 lines 1–6 including existing Section IV
Notice Week 48/20 *Replace by:*

- 4 **Pilotage** is compulsory for all foreign vessels and reportedly available in daylight only. Pilots board in the following positions:

For Penglai:

No 1 pilot boarding position (37°53'·001N
120°53'·00E);

- 5 No 2 pilot boarding position (37°50'·90N
120°49'·40E);

Within Penglai Gang outer quarantine anchorage
(37°55'·23N 120°55'·00E);

Within Penglai Gang inner quarantine anchorage
(37°50'·57N 120°48'·23E) (3.146).

- 6 For Luanjiakou:

Within No 1 quarantine anchorage (37°51'·00N
120°30'·00E);

No 2 pilot boarding position (37°48'·10N
120°35'·70E).

ENC C1411910 [NP32B-No 46-Wk 50/21]

China - Yellow Sea - Dalian — Anchorage; depths

102

Paragraph 3.175 2 line(s) 4 *For* 8 to 18 *Read* 7 to 17

GB Chart 3967 Ed.5 (2021) [NP32B-No 31-Wk 26/21]

China - Liaodong Bandao - Dalian Gang — Anchorage; wreck

102

Paragraph 3.175 3 *Replace by:*

- 3 No 2 Cargo 38°58'·41N Cargo vessels for
Vessels 121°44'·76E quarantine, waiting and
Quarantine pilot boarding, in depths
Anchorage 9 to 12 m, mud.
The approach channel for
Heshangdao Donggangqu,
marked by light buoys
(lateral), crosses the NE
corner of the anchorage.

Chinese Chart 11381 Ed.4 (2020)
[NP32B-No 7-Wk 09/21]

China - Dalian - Dayao Wan and Dalian Xingang — Limiting conditions; controlling depths

106

Paragraph 3.205 1 lines 1–6 *Replace by:*

- 1 The least charted depths within the fairways are as follows:

Crude Oil Terminal fairway (38°56'·85N
121°54'·63E) – 23·7 m.

Mineral Terminal approach (38°56'·70N
121°52'·74E) – 21·4 m.

Dayaowan Hangdao: N entrance (39°00'·61N
121°54'·54E) – 15·1 m; S entrance (39°00'·12N
121°54'·16E) – 12·9 m.

Chinese Chart 11386/20 and ENC C1611387 (3.000)
[NP32B-No 22-Wk 15/21]

China - Bohai Wan - Caofeidian to Jingtang — Directions; wind tower

134

After Paragraph 4.153 4 line 4 *Insert:*

Clear of a wind tower (38°54'·07N 118°58'·14E),
thence:

Chinese Notice 6/191/21 [NP32B-No 23-Wk 16/21]

China - Bo Hai - Caofeidian — Limiting conditions; controlling depth

134

After Paragraph 4.157 2 line 5 *Insert:*

Basin No 3 has a least charted depth of about
12 m in the main channel.

Chinese Chart C111764 Ed.2 (2020)
[NP32B-No 2-Wk 48/20]

China - Bo Hai - Caofeidian — Limiting conditions; controlling depth

134

After Paragraph 4.157 2 line 5 including existing Section IV
Notice Week 48/20 *Insert:*

Basin No 3 has a least charted depth of about
10·5 m in the main channel. Shoaler depths may exist
due to silting.

Chinese Notice 32/Notice on Depth of Main Channel/21
[NP32B-No 41-Wk 49/21]

China - Bo Hai - Shanhaiguan — Anchorage

144

Paragraph 4.244 *Replace by:*

- 1 **Outer anchorage.** Shanhaiguan Shipyard
Anchorage (39°55'·55N 119°51'·20E) extends 5 miles
SSE from the E Breakwater Head Light (39°58'·47N
119°49'·40E) in depths from 6 to 16 m, sand and mud.
A spit, with numerous shoals and an obstruction,
extends 5¾ cables WSW from the outer breakwater
head (39°56'·98N 119°50'·98E).

Chinese ENC C1611715 (3.003)
[NP32B-No 32-Wk 33/21]

**China - Liaodong Wan -
Pulandian Wan — Depths**

149

Paragraph 4.287 3 line 3 *Replace by:*

...vessels with a draught of 3.7 m. Depths of less than 3 m lie off the recommended track.

Chinese Notice 32/1118/21

[NP32B-No 42-Wk 49/21]

**China - Liaodong Wan -
Bayuquan — Anchorages**

153

Paragraph 4.317 1 *Replace by:*

1 Designated anchorages are as follows:

No 2 (40°21'50N 121°52'50E), marked near its centre by a light buoy (special), with depths from 12 to 16 m, mud and sand. Several wrecks and obstructions, some of which are marked, are situated close to or within the anchorage limits.

No 4 (40°12'12N 121°39'52E), for dangerous cargo, with depths from 19 to 22 m, mud. Obstructions lie close E of the centre and in the NE corner.

No 5 (40°15'20N 121°44'25E), with depths from 15 to 21 m, mud.

Chinese Notice 6/190/21

[NP32B-No 24-Wk 16/21]

**China - Liaodong Wan - Bayaquan -
Angang Bayaquan — Directions; amended route**

154

Paragraph 4.329 2 line(s) 1-6 *Replace by:*

2 **Directions:** From the vicinity of the Angang Bayuquan pilot boarding position (4.318) the track leads ESE, through a channel marked by light buoys (lateral), to a position in the vicinity of No 8 Light Buoy (port hand) (40°23'47N 122°01'84E), passing NNW of a spoil ground marked by a light buoy (special) (40°22'64N 121°59'30E).

ENC C1511521 (9.003)

[NP32B-No 28-Wk 21/21]

**China - Liaodong Wan - Bayaquan -
Angang Bayaquan — Directions; leading lights**

154-155

Paragraph 4.329 5 line(s) 1-8 *Replace by:*

5 The alignment (126°) of these lights leads through a channel, marked by light buoys (lateral), into the basin between N Breakwater W Head Light (red and white concrete column, 8 m in height) (40°20'30N 122°07'64E), and W Breakwater E Head Light (green and white concrete column, 8 m in height), 2¼ cables WSW. W Breakwater is a detached breakwater, marked at its SW end by W Head Light (white concrete column, 8 m in height).

ENC C1511521 (9.003)

[NP32B-No 29-Wk 21/21]

**South Korea - Approaches to Mokpo Hang —
Traffic regulations; speed restrictions**

173

After Paragraph 5.84 1 line 10 *Insert:*

Speed restriction. Without prior authorisation from the VTS, a speed of 20 knots should not be exceeded through Mokpogu (34°45'40N 126°18'80E) (5.117).

Korean Chart 3162/20

[NP32B-No 12-Wk 13/21]

**South Korea - West coast - Maemul Sudo —
Directions; platform**

175

After Paragraph 5.90 2 line 4 *Insert:*

Clear of Oebyeongdo offshore platform (lit) (34°22'92N 125°51'12E), and:

Korean Notice 36/760/21

[NP32B-No 45-Wk 49/21]

**South Korea - Approaches to Mokpo Hang -
Sin Hae — Directions; beacon**

177

Paragraph 5.95 3 lines 1-6 *Replace by:*

3 E of a light buoy (isolated danger) (34°41'69N 126°13'48E) marking a 1.5 m isolated rocky shoal; Taep'o Tan (34°41'60N 126°12'79E), is an above-water rock marked by a light beacon (E cardinal, 10 m in height). Thence:

Korean Chart 3162/20

[NP32B-No 11-Wk 13/21]

**South Korea - Mokpo Hang —
Traffic regulations; speed restrictions**

179

After Paragraph 5.109 2 line 4 *Insert:*

**Traffic regulations
5.109a**

1 See 5.84.

Korean Chart 3162/20

[NP32B-No 13-Wk 13/21]

South Korea - Mokpo Hang — General layout

179

Paragraph 5.110 1 lines 1-6 *Replace by:*

1 The harbour comprises berthing areas linked by fairways leading to Mokpo Hang (34°46'83N 126°23'13E), Mokpo New Port (34°45'40N 126°21'00E) and Hyundai Samho Wharf (34°44'20N 126°22'20E).

Korean Chart 3162/20

[NP32B-No 14-Wk 13/21]

NP32B

South Korea - Mokpo Hang - Mokpogu to Hyundai Samho — Directions

181

Paragraph 5.116 1-3 including heading *Replace by*:

Mokpogu to Hyundai Samho 5.116

- 1 From a position S of Dallido Light (34°45'55N 126°19'10E) (5.114), the track leads ESE for about 3 miles through the fairway to Hyundai Samho Wharf (5.120), passing:
NNE of an 8.8 m shoal patch (34°44'80N 126°19'63E), thence:
SSW of Heosado (34°45'25N 126°21'50E), thence:
- 2 NNE of an obstruction (34°44'36N 126°21'02E), that lies at the NW extremity of a shallow bank, extending the length of the S side of the harbour, thence:
Clear of a large mooring buoy (34°44'29N 126°21'47E) which lies in mid-channel, thence:
NNE of a rock (34°43'75N 126°21'86E) with a depth of 3.9 m, thence:
- 3 Thence a course can be made to Hyundai Samho Wharf and adjacent facilities. A number of light buoys (special) lie to NNE of the track.

Useful marks:

Hyeondaesamho Dolphin Light (yellow round metal tower, 6 m in height) (34°43'93N 126°22'28E)

Korean Charts 3162/20; 3155/20

[NP32B-No 15-Wk 13/21]

South Korea - Mokpo Hang - Mokpogu to Mokpo Hang — Directions; shoal

181

Paragraph 5.117 2 *Replace by*:

- 2 **Entry.** From a position S of Dallido Light (34°45'55N 126°19'10E) (5.114) the track leads NE for about 2 miles through the fairway marked by light buoys (lateral), passing:
NW of an unnamed shoal bank (34°46'48N 126°20'82E), numerous obstructions lie in the vicinity of this bank. Thence:
SE of Jangjwa Do Light (white eight sided concrete tower, 14 m in height) (34°46'92N 126°20'33E), standing on the S point of Jangjwa Do.

Korean Chart 3162/20

[NP32B-No 16-Wk 13/21]

South Korea - Mokpo Hang - Mokpogu to Mokpo Hang — Directions

182

Paragraph 5.117 4-5 *Replace by*:

- 4 **Track.** The track then leads NNE in the fairway for about 5 cables, passing:
ESE of Jangjwa Do (34°47'30N 126°20'25E), thence:
WNW of No 10 Light Buoy (starboard hand) (34°47'20N 126°20'92E).

- 5 The track then alters E, passing N of a 7.4 m patch (34°47'18N 126°20'97E), marked by No 10 Light Buoy (starboard hand), thence passing beneath Mokpo Bridge (5.105), marked by light buoys (lateral), to a position NNE of Yong Du (5.113), the N point of Gohado.

Korean Chart 3162/20

[NP32B-No 17-Wk 13/21]

South Korea - Mokpo Hang - Mokpogu to Mokpo Hang — Directions; shoal; cable

182

Paragraph 5.118 1-2 *Replace by*:

- 1 The fairway, 3 cables wide, then leads SE, passing:
SW of an area of obstructions (34°47'00N 126°22'00E) off the NE shore, thence:
Beneath an overhead transporter cable (34°46'75N 126°21'96E) (5.105).
The track then leads generally ESE between N coast of Gohado (34°46'10N 126°22'03E) and mainland to enter Mokpo Hang, keeping clear of a rocky shoal (34°46'63N 126°22'69E), least depth 8.9 m.
- 2 The channel then leads generally ENE through the harbour between wharves and passing anchorage areas (5.119). A drying rocky reef, marked by a light beacon (green round concrete tower, 24 m in height) (34°47'02N 126°24'88E), and extensive foul areas lie on the NNW side of the channel. Depths are greater than 10 m except for a 7.8 m rocky patch (34°47'20N 126°25'64E) and some shoals, least depth about 7 m, lying generally E of it. For depths in anchorages see 5.119.

Caution. During the out-going stream care must be taken not to be set on to Yong Du or the light buoys off the point.

Useful marks:

Korean Chart 3155/20

[NP32B-No 18-Wk 13/21]

South Korea - Mokpo Hang - Hyundai Samho — Berths

182

After Paragraph 5.120 3 line 7 *Insert*:

- 4 **Hyundai Samho** (34°44'08N 126°22'65E) comprises several wharves, with depths of 7 to 10 m, graving docks and a jetty from which Hyeondaesamho Dolphin Light (5.116) is exhibited.

Korean Charts 3162/20; 3155/20

[NP32B-No 19-Wk 13/21]

South Korea - Daedundo to Bunam Gundo — Directions; offshore platform

183

After Paragraph 5.130 5 line 5 *Insert*:

W of an offshore platform (lit) (35°02'42N 125°52'20E), thence:

Korean Notice 28/583/21

[NP32B-No 37-Wk 39/21]

**South Korea – West coast –
West of Heosa Gundo — Directions; platform**

183

After Paragraph 5.131 1 line 2 *Insert*:

Clear of Soheosado offshore platform (lit)
(35°08'32N 125°40'13E), thence:

Korean Notice 3/48/2021 [NP32B-No 8-Wk 12/21]

**South Korea – West coast –
Shin Seochon Terminal — Port information**

192

Paragraph 6.11 including heading *Replace by*:

**Shin Seochon Terminal
6.11**

- 1 **General information.** The terminal (36°08'70N 126°29'42E) serves a thermal power plant close N of the original Seochon Thermal Power Plant Units 1 and 2, reported closed (2017), at Biin Hang (6.12). Hong-won Hang (36°09'55N 126°30'20E), a small fishing harbour protected by two breakwaters, lies N of the power plant.
- 2 **Directions.** The terminal is approached from the vicinity of Boryeong pilot boarding position (6.19). The track leads E, NE and NNE through a channel marked by light buoys (lateral) between two extensive shoal banks.
- 3 Once clear of the E bank, a fairway marked by light buoys (lateral) leads generally SE across a bank with depths of about 9 m, to a position about 1½ miles NNW of Gwangam Light (red round concrete tower, 15 m in height) (36°09'93N 126°29'49E) situated on an islet surrounded by a drying bank.
- 4 The track then leads SSE to the terminal, passing:
ENE of an extensive area of obstructions and marine farms, and:
WSW of Gwangam Light and shoal patches extending NW about 5 cables from the islet, thence:
ENE of Hanyeo Light (36°09'30N 126°28'51E) (red concrete tower, 15 m in height) marking a drying reef and shoal areas extending SE to the fairway.
- 5 **Useful marks:**
Hong-won Hang W Breakwater Head Light (red round concrete tower, 11 m in height) (36°09'69N 126°30'21E).
Hong-won Hang Head Light (red round concrete tower, 15 m in height) (36°09'66N 126°30'39E).
- 6 **Anchorage.** Anchorage can be obtained between Ungseo Man and the fairway in 9 to 11 m, mud and sand. Ungseo Man (36°11'40N 126°30'60E), a bay which dries on its E side, lies between the islets Gwangam (36°09'88N 126°29'48E) to the S, and Hwangjukdo (36°12'74N 126°30'32E) to the N. Drying rocks lie up to 9 cables WSW of Hwangjukdo.
- 7 **Berths.** A T-shaped jetty extended by dolphins, length about 245 m, extends W from shore, depth about 8 m. A smaller L-shaped jetty lies inshore, close S.

Caution. The bottom in the area of the terminal is foul. Numerous rocks and obstructions, some with depths less than 2 m, and numerous marine farms, lie close to the fairway margins near the terminal.

Korean Notice 3/37/21 [NP32B-No 9-Wk 12/21]

**South Korea – West coast –
Pega Man — Bay; anchorage**

192

Paragraph 6.13 including heading *Replace by*:

**Spare
6.13**

Korean Notice 3/37/21 [NP32B-No 10-Wk 12/21]

**South Korea – West coast –
Approaches to Pyeongtaek Hang — Pilotage**

201

Paragraph 6.91 1 *Replace by*:

- 1 From a position within the Jangan pilot boarding area (6.92), SSW of Janganseu (6.90), the route leads generally NE through the N-bound lane of a TSS, thence E and SE through the recommended routes and fairways to the harbour.

Paragraph 6.92 1 lines 6–7 *Replace by*:

Jangan pilot boarding area (37°02'73N 126°16'61E);

Paragraph 6.97 1 lines 1–4 *Replace by*:

- 1 From a position within the Jangan pilot boarding area (6.92), SSW of Janganseu (6.90), the track leads NE through the north-bound lane of a TSS and through Dong Sudo, passing:

Korean Chart 3436/20 [NP32B-No 4-Wk 02/21]

**South Korea – West coast –
Incheon Hang — Obstructions**

208

Paragraph 6.148 1 line(s) 3–4 *Replace by*:

Numerous obstructions and fish havens are located within the anchorage.

Pratique is not granted by radio. Quarantine inspection is available between sunrise and sunset.

Korean Chart 3469 Ed.2 (2020)
[NP32B-No 3-Wk 51/20]

NP33 Philippine Islands Pilot (2021 Edition)

Philippines – Davao City — Directions; light

193

Paragraph 7.258 1 lines 4–6 *Replace by*:

White stone monument, (25 m in height) (7°04'51N 125°37'54W), about 1½ cables SSW of Santa Ana Light (7.259). Often mistaken for the lighthouse.

NP33

Major lights:

Panacan Light (white concrete column) (7°09'·17N 125°39'·76E).

Paragraph 7.259 5 lines 4-5 *Replace by:*

E of Panacan Light (7.258), thence:

Filipino Notice 12/63/20 [NP33-No 2-Wk 16/21]

Philippines - Luzon - San Bernardino Strait - Matnog Bay — Berths; Caution

279

Paragraph 9.134 1 line 4 *Replace by:*

...14·5 m.

Caution. Attention is drawn to submarine cables in the vicinity of the anchorage, in the N part of the bay.

Philippines Notice 8/51/21 [NP33-No 18-Wk 42/21]

Philippines - Luzon - South-east coast - Canimo Island — Light

388

After Paragraph 11.89 2 line 5 *Insert:*

Canimo Island Light (white concrete tower, 8 m in height) (14°07'·75N 123°03'·16E).

Philippine Notice 4/17/21 [NP33-No 3-Wk 29/21]

Philippines - Luzon - South-east coast - Canimo Island — Light

391

After Paragraph 11.116 2 line 8 *Insert:*

Major light:

Canimo Island Light (11.89).

Philippine Notice 4/17/21 [NP33-No 4-Wk 29/21]

Philippines - Luzon - South-east coast - Canimo Island — Light

393

After Paragraph 11.130 1 line 9 *Insert:*

Major light:

Canimo Island Light (11.89).

Philippine Notice 4/17/21 [NP33-No 5-Wk 29/21]

Philippines - Leyte - Surigao Strait - Cabugan Chico Island — Directions; dangerous rock

423

Paragraph 12.111 5 *Replace by:*

- 5 ENE of Cabugan Chico Island (10°25'·83N 125°13'·36E), cone-shaped. A bank with 7·6 m over the outer end, extends 4 cables from the NE side, leaving a narrow channel, in which overfalls occur, between the islands. A dangerous rock lies in the centre of the channel. Another rock lies about 3¾ cables W. Thence:

GB4475 Ed. 3 (2021) [NP33-No 19-Wk 51/21]

Philippines - Dinagat - Melgar Bay — Anchorages

426

Paragraph 12.129 6 *Replace by:*

- 6 From this position the track leads into Panikian Cove in the N, Tagabak Cove in the E and Tagbabui Cove in the S; a good anchorage may be obtained.

Anchorages. Anchorage may be obtained E of Kambagio Point and Melgar village in about 35 to 60 m, coral, protected by the drying reef.

Philippine Notice 6/38/21 [NP33-No 11-Wk 40/21]

Philippines - Dinagat - Libjo Bay — Anchorages

427

After Paragraph 12.137 1 line 8 *Insert:*

Anchorage may also be obtained about 1 mile SW of Tamoyauas Point (12.135) in depths of about 48 m, sand and shells.

Philippine Notice 6/37/21 [NP33-No 12-Wk 40/21]

Philippines - Dinagat - Looc Bay — Anchorages

428

Paragraph 12.140 2 lines 3-7 *Replace by:*

Anchorage for smaller vessels may be obtained between the Puyo Island and the coast, in 20 to 35 m, but it is exposed to N winds.

Anchorage for larger vessels may be obtained about 1 mile N of Berrugosa Point (12.135) and about 1 mile N of Puyo Island, in about 30 to 50 m, sand and shell.

Philippine Notice 6/35/21 [NP33-No 13-Wk 40/21]

Philippines - Dinagat - Malinao Inlet — Anchorages

429

After Paragraph 12.149 6 line 12 *Insert:*

Malinao Inlet 12.149a

- 1 **Anchorage** may be obtained off Malinao Inlet (10°14'·74N 125°39'·03E) (12.149) in depths of about 35 m, sand.

Philippine Notice 6/36/21 [NP33-No 14-Wk 40/21]

Philippines - Dinagat - Gaas Bay — Anchorages

429

After Paragraph 12.150 3 line 7 *Insert:*

Anchorage may also be obtained about 1½ miles SE of Peninsula Point (12.149) in depths of around 35 m, and about 1 mile S of the point in depths of about 10 to 45 m, rock and sand. Care is required to remain clear of numerous reefs, rocks and obstructions.

Philippine Notice 6/34/21 [NP33-No 15-Wk 40/21]

**Philippines – Siargao Island –
Dinagat Sound — Directions**

429

Paragraph 12.154 *1 Replace by:*

- 1* From a position ENE of Belisan Point (9°48'·68N 125°42'·92E), the route leads generally NNE to a position WNW of Malayo Reef (10°02'·20N 125°56'·50E) and then ENE to a position NE of Sugbuhan Point (10°03'·68N 126°03'·78E).

GB4475 Ed. 3 (2021)

[NP33-No 20-Wk 51/21]

**Philippines – Siargao Island –
Dinagat Sound — Directions**

429-430

Paragraph 12.158 *1-5 Replace by:*

- 1* From a position ENE of Belisan Point (9°48'·68N 125°42'·92E), the track leads initially NE and then NNE, passing:
- ESE of Halian Island (9°55'·45N 125°48'·60E) (12.149) and of numerous rocks and obstructions, which lie up to 3 miles E through NE of the island, thence:
 - 2* WNW of Kangbangyo Island (9°54'·50N 125°54'·00E), thence:
 - WNW of Cowhagan Island (9°55'·37N 125°53'·60E), joined by a drying reef to Kangbangyo Island, thence:
 - WNW of Megancub Islet (9°55'·35N 125°56'·09E), thence:
 - ESE a dangerous rock (9°57'·58N 125°51'·76E), the outer most of a number of obstructions, thence:
 - 3* WNW of Dahican Island (9°57'·62N 125°58'·11E), mangrove covered except for a small wooded area in the middle. It forms, together with Kangun Islet, the SW side of Litalit Bay. Thence:
 - WNW of a dangerous rock (10°01'·93N 125°55'·82E), close W of Malayo Reef (10°02'·20N 125°56'·50E), separated from Kambiling Islet, a drying sand cay, by a deep channel in which there are several shoals.
 - 4* From this position the track leads ENE, passing:
 - SSE of the E-most of chain of reefs (10°05'·17N 125°59'·60E), thence:
 - Clear of Sugbuhan Reef (10°05'·81N 126°01'·89E) (12.52), thence:
 - NNW of Sugbuhan Point (10°03'·68N 126°03'·78E) (12.52), the N point of Siargao Island, from where Punta Alegria Light is exhibited.
- The track continues to a position NE of Sugbuhan Point (12.52).

*(Directions are given for
Siargao Island E coast at 12.51)*

GB4475 Ed. 3 (2021)

[NP33-No 21-Wk 51/21]

**Philippines – Hinatuan Passage -
Banug Strait — Anchorage**

432

Paragraph 12.172 *Replace by:*

**Spare
12.172**

Filipino Notice 5/22/21

[NP33-No 6-Wk 33/21]

**Philippines – Hinatuan Passage -
Port Surigao — Anchorage; pilotage**

432

Paragraph 12.174 *Replace by:*

- 1* **Outer anchorages** are established as follows:
- (9°48'·30N 125°30'·82E), vessels greater than 3000 gt;
 - (9°48'·82N 125°30'·47E), vessels greater than 3000 gt;
 - (9°47'·38N 125°30'·38E), vessels of 3000 gt or less;
 - (9°47'·55N 125°30'·28E), vessels of 3000 gt or less;
 - (9°47'·77N 125°30'·12E), vessels of 3000 gt or less;
 - (9°47'·88N 125°32'·13E), dangerous cargo;
 - (9°46'·40N 125°30'·48E), shelter;
 - (9°46'·28N 125°30'·80E), lay-up;
 - (9°49'·00N 125°27'·58E), general.
- 2* **Pilotage** is compulsory with certain exceptions. Pilot boarding positions are as follows:
- Foreign vessels (good weather) (9°51'·50N 125°28'·50E), 1 mile N of Basol Island;
 - Foreign vessels (bad weather) (9°51'·00N 125°29'·92E), 1 mile NE of Basol Island;
 - Domestic vessels (9°47'·72N 125°30'·67E), 1 mile NE of Bilanbilan Point.
- For further information see *ADMIRALTY List of Radio Signals Volume 6(4)*.
- Tugs:** two for ship handling, several for barge towing.

Paragraph 12.177 *Replace by:*

**Spare
12.177**

Filipino Notice 5/22/21

[NP33-No 7-Wk 33/21]

**Philippines – Hinatuan Passage -
Bayagnan Island to Talavera Island —
Anchorages**

433

After Paragraph 12.182 2 line 9 Insert:

**Bayagnan Island
12.182a**

- 1* **Anchorage** may be obtained off the NE coast of Bayagnan Island (12.169), SE of Sugbu Islet, in depths of about 50 m, mud.

**Banug Strait
12.182b**

- 1* **Anchorage** may be obtained E of Talavera village, which stands on the N end of Talavera Island (12.171), in depths of about 65 m, or E of Sili Point (12.171) in about 70 m, mud.

Filipino Notice 5/22/21

[NP33-No 8-Wk 33/21]

NP33

Philippines - Hinatuan Passage - Taganito — Anchorage; harbour

434

After Paragraph 12.189 1 line 7 *Insert*:

Taganito 12.189a

- 1 **Description.** Taganito (9°32'·85N 125°49'·38E) stands S of Male Islet (12.187).

Anchorage may be obtained in the bay NW of the town, E of Pagbuy Rocks and Bagong Islet (12.187), depths about 40 m, sand.

Berths. A pier extends NW from the town.

Filipino Notice 5/22/21

[NP33-No 9-Wk 33/21]

Philippines - Siargao Island - Dapa — Anchorage

435

Paragraph 12.196 4 lines 1-4 *Replace by*:

- 4 **Anchorage** may be obtained on the NE side of Dapa Channel (12.193), SE of Pamay Bay (12.197), in depths of about 50 m, sand, mud.

Filipino Notice 5/24/21

[NP33-No 10-Wk 33/21]

Philippines - Mindanao - Hinadkaban Bay — Anchorages

436

Paragraph 12.204 2 lines 5-9 *Replace by*:

Anchorage may be obtained about 1½ miles NW of Kaba Point in depths of about 30 to 40 m, mud and sand. There are strong currents in the passage N of the anchorage.

Anchorage may be obtained for smaller vessels W of Kaba Point, partially sheltered from the NE monsoon.

Caution. A 14 m sounding (9°30'·58N 125°53'·22E) was reported (2017) within the anchorage.

Philippine Notice 6/33/21

[NP33-No 16-Wk 40/21]

Philippines - Mindanao - Carrascal Bay — Anchorages

437

After Paragraph 12.210 3 line 5 *Insert*:

Anchorage may also be obtained about 1 mile E of Ludguron Island in about 42 m, mud.

Philippine Notice 6/39/21

[NP33-No 17-Wk 40/21]

Philippines - Mindanao - East coast - Liang Bay — Light

443

Paragraph 13.20 1 line(s) 4-5 *For* 8°39'·03N 126°05'·89E
Read 8°38'·05N 126°05'·98E

Philippines Notice 11/57/20

[NP33-No 1-Wk 07/21]

NP34 Indonesia Pilot Volume 2 (2019 Edition)

*The following notice is to be implemented at
0000 UTC on 1st July 2020*

Indonesia - Bali - Selat Lombok — TSS

4

Paragraph 1.17 1 *Replace by*:

- 1 See IMO publication *Ships' Routeing* for general provisions on ships' routeing. The following TSS in the waters covered by this volume are IMO-adopted and regulations for navigating in these schemes are contained in Rule 10 of *International Regulations for Preventing Collisions at Sea (1972)*:

In the Lombok Strait (8°37'·91S 115°45'·98E).

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337

[NP34-No 59-Wk 28/20]

Indonesia - Jawa - North coast — Wrecks

90

After Paragraph 4.57 1 line 7 *Insert*:

Traffic regulations

4.57a

- 1 **Restricted areas.** Anchoring, fishing and diving are prohibited in the vicinity of historic wrecks in the following positions:

6°28'·61S 112°03'·31E;

6°35'·58S 112°09'·12E.

ENC ID30081A

[NP34-No 20-Wk 34/19]

Indonesia - Jawa - North coast - Tanjung Awarawar — Prohibited areas; wrecks

90

Paragraph 4.55-4.57a including headings and existing Section IV Notice Week 34/19 *Replace by*:

Spare

4.55

Hazards

4.56

- 1 **Former mined areas.** See 1.10 and Appendix I.
Floating hazards. Kali Solo (6°55'·37S 112°34'·88E), which enters the Java Sea on the W side of Ujung Pangkah (4.71), discharges a considerable amount of debris into the sea; the coast and banks of it may extend to seaward. The cape should therefore, be rounded at a prudent distance, keeping in depths of more than 20 m.

Prohibited areas

4.57

- 1 Anchoring, diving, fishing and other forms of interference are prohibited in the vicinity of historic wrecks in the following positions:

6°28'·61S 112°03'·31E;

6°35'·58S 112°09'·12E;

6°47'·23S 112°03'·03E.

UKHO

[NP34-No 33-Wk 42/19]

**Indonesia – Jawa – North coast —
Directions; wrecks; buoyage**

90

Paragraph 4.60 1 and 2 *Replace by:*

- 1 From a position NNE of Tanjung Bendoh (6°37'·41S 111°29'·44E), the route leads ESE, passing:
Clear of a dangerous wreck (6°18'·14S 111°41'·12E) (position approximate), thence:
NNE of a light buoy (safe water) (6°38'·46S 111°55'·69E) and Tanjung Awarawar (6°46'·24S 111°57'·12E), from which a light (4.59) is exhibited, thence:
- 2 Clear of two dangerous historic wrecks (4.57a), thence:
NNE of the lighted storage tanker *Cilacap* (6°43'·85S 112°09'·33E), thence:
NNE of a dangerous wreck (6°39'·37S 112°17'·52E), a light buoy (special) lies 1¼ miles NNE, thence:
- 3 NNE of two wrecks which lie close N and NE of Ujung Pangkah (4.71).
Thence the track continues to the vicinity of a light buoy (safe water) (6°36'·97S 112°39'·49E) at the entrance to Selat Surabaya. A dangerous wreck lies 2¼ miles NNE of the buoy.

ENC ID30081A; Indonesian Chart 81A/18
[NP34-No 21-Wk 34/19]

**Indonesia – Madura – Selat Surabaya —
Anchorages; wrecks**

93

Paragraph 4.78 1 line(s) 3 *Replace by:*

...designated anchorage area (6°50'·38S 112°46'·74E), avoiding charted wrecks, in depths from 15 to 36 m.

Indonesian Chart 82 [NP34-No 19-Wk 33/19]

**Indonesia – North-west of Madura –
Selat Surabaya and approaches —
Directions; wreck**

94

Paragraph 4.85 2 line(s) 1–7 *Replace by:*

- 2 E of No 5 Light Buoy (starboard hand) (6°51'·71S 112°44'·56E).
The recommended track then leads SSW on the alignment of the leading lights, passing WNW of a stranded wreck (6°52'·08S 112°44'·85E), to the vicinity of No 4 Light Buoy (port hand) (6°53'·33S 112°44'·18E).
(*Directions for Tanjungperak continue at 4.87*)

Indonesian Notice 27/367/21 [NP34-No 83-Wk 36/21]

**Indonesia – North-west of Madura –
Selat Surabaya and approaches —
Directions; wreck**

94

Paragraph 4.86 2 line(s) 1–5 *Replace by:*

- 2 To the vicinity of 6°52'·08S 112°45'·04E. The recommended track then leads SW for about 1½ miles, passing:
NW of a dangerous wreck (6°52'·10S 112°45'·20E), position approximate, thence:
SE of a stranded wreck (6°52'·08S 112°44'·85E), thence:

Indonesian Notice 27/367/21 [NP34-No 84-Wk 36/21]

**Indonesia – Jawa – Approaches to Surabaya –
Gresik — Directions; shoal; light buoy**

95

Paragraph 4.88 2 line 6 *Replace by:*

...(7°07'·61S 112°39'·62E), thence:
Clear of a shoal patch (7°08'·25S 112°39'·70E) marked by a light buoy (isolated danger).

Indonesian Notice 06/083/19 [NP34-No 1-Wk 10/19]

**Indonesia – Jawa – Selat Surabaya –
Gresik — Anchorage**

96

Paragraph 4.98 1 lines 1–3 *Delete*

ENC ID50084A (2.000) [NP34-No 73-Wk 05/21]

**Indonesia – Jawa – North coast –
Tanjungperak — Anchorages**

98

Paragraph 4.111 1–3 *Replace by:*

- 1 Anchorage A (7°11'·25S 112°43'·22E), situated N of the Commercial Basin (4.112), has depths of about 4 to 21 m; however numerous wrecks and shoals are charted within this area. A mooring buoy (7°10'·96S 112°43'·38E) lies in the NE part of this anchorage. A naval anchorage (7°11'·30S 112°44'·75E) lies N of the Naval Harbour; permission to anchor in this area must be obtained from the Harbour Master. A dangerous wreck (7°11'·15S 112°44'·80E), marked by a light buoy (S cardinal), lies within the anchorage. Shoals, with depths of less than 1 m, lie N of this anchorage (4.110).
- 2 The roadstead normally affords safe anchorage in both monsoons in depths to 20 m, mud and sand. When a strong wind and tidal stream combine, a vessel may occasionally drag.
Vessels at anchor in the vicinity can be affected by the stream setting out of Kali Mas (4.113), and usually lie heading S.

Indonesian Chart 84 [NP34-No 18-Wk 33/19]

NP34

Indonesia – Jawa – Selat Surabaya – Tanjungperak — Anchorages; wreck; buoys

98

Paragraph 4.111 1-3 including existing Section IV Notice Week 33/19 *Replace by*:

- 1 Anchorage A (7°11'25S 112°43'22E), situated N of the Commercial Basin (4.112), has depths of about 4 to 21 m; however numerous wrecks and shoals are charted within this area.

A naval anchorage (7°11'30S 112°44'75E) lies N of the Naval Harbour; permission to anchor in this area must be obtained from the Harbour Master. Shoals, with depths of less than 1 m, marked by No 17 Light Buoy (starboard-hand), lie in the N part of this anchorage.

- 2 The roadstead normally affords safe anchorage in both monsoons in depths to 20 m, mud and sand. When a strong wind and tidal stream combine, a vessel may occasionally drag.

Vessels at anchor in the vicinity can be affected by the stream setting out of Kali Mas (4.113), and usually lie heading S.

ENC ID500084 (9.001)

[NP34-No 71-Wk 05/21]

Indonesia – Jawa – Selat Surabaya – Kamal — Wreck

99

Paragraph 4.117 2 lines 1-5 *Replace by*:

- 2 Several dangerous wrecks lie in the approaches to Kamal.

ENC ID500084 (9.001)

[NP34-No 72-Wk 05/21]

Indonesia – Jawa – Selat Madura – Probolinggo — Outer anchorages

102

Paragraph 4.147 1 line(s) 1-2 *Replace by*:

- 1 **Outer anchorages.** Designated anchorage areas as follows:
Laid up vessels (7°42'38S 113°09'80E); reported depths from about 4 to 8 m;
Reserved (7°42'28S 113°10'66E); reported depths from 9 to 11 m;
Container vessels (7°42'28S 113°11'37E); reported depth around 14 m;
2 General cargo (7°42'66S 113°11'37E); reported depths about 9 to 12 m;
Barge anchorage (7°42'66S 113°10'66E); reported depths about 7 to 10 m;
Emergency (7°40'25S 113°11'21E); reported depth around 24 m;
Quarantine (W) (7°40'25S 113°11'57E); reported depth around 25 m;
Dangerous cargo (W) (7°40'63S 113°11'57E); reported depth around 25 m;
3 Dangerous cargo (E) (7°43'10S 113°16'70E); reported depth around 25 m;
Quarantine (E) (7°43'10S 113°17'41E); reported depth around 25 m;

Transshipment (7°42'70S 113°17'04E); reported depth around 25 m;

Sea trial (7°42'20S 113°16'13E); reported depth around 25 m.

- 4 **Pilotage** is compulsory. See *ADMIRALTY List of Radio Signals Volume 6(4)*.

Indonesian Notice 34/444/21 [NP34-No 85-Wk 43/21]

Indonesia – Jawa – Selat Madura – Probolinggo — Directions; navigation marks

102

Paragraph 4.149 1 line(s) 10-11 *Replace by*:

Approaching from the E, vessels should pass clear of a light buoy (safe water) (7°41'23S 113°16'54E) and N of a light buoy (port, lateral) (7°42'04S 113°14'73E).

Paragraph 4.149 2 line(s) 5 *For* 7°43'85S 113°13'21E *Read* 7°44'05S 113°13'07E

Indonesian Notices 14/180; 181; 187/19

[NP34-No 3-Wk 17/19]

Indonesia – Madura – Kalianget — Arrival information

105

Paragraph 4.176 1 *Replace by*:

- 1 **Outer anchorages.** Designated areas as follows:
Passenger vessels (7°05'87S 113°55'75E);
Cargo vessels (7°06'46S 113°56'03E);
Laid up vessels (7°06'23S 113°56'72E);
Emergency (7°06'24S 113°55'12E).

Local authorities should be contacted for details on depths.

Caution. Marine farms lie in the vicinity of the anchorages.

- 2 **Pilotage** is not available.
See *ADMIRALTY List of Radio Signals Volume 6(4)*.
Local knowledge is required.

Indonesia Notice 36/463/2021 [NP34-No 86-Wk 43/21]

Indonesia – Jawa – Kalianget — Directions; buoyage

105

Paragraph 4.178 2 line(s) 5 *Replace by*:

...side of a reef and clear of a light buoy (safe water) (7°08'14S 113°56'34E).

Indonesian Notices 14/183/19 [NP34-No 4-Wk 17/19]

Indonesia – Jawa – Kalianget — Directions; buoyage

106

Paragraph 4.178 2 line(s) 8 *For* clear *Read* NE

Paragraph 4.178 2 line(s) 9 *Replace by*:

...113°56'40E), a coral reef marked by discoloration and clear of a light buoy (safe water) (7°08'14S 113°56'34E).

Indonesian Notices 14/183/19 [NP34-No 5-Wk 17/19]

**Indonesia - Madura - Kalianget —
Directions; wreck**

106

Paragraph 4.178 3 lines 6–12 *Replace by:*

The alignment (029°) of these lights leads NNE over the bar to a position close W of a light buoy (starboard hand) (7°04'00S 113°55'89E) moored off Talangu, a town at the W extremity of Pulau Puteran. A dangerous wreck (7°03'88S 113°55'83E) lies on this alignment close NW of the buoy.

Indonesian Chart 92 (2019)

[NP34-No 91-Wk 44/21]

**Indonesia - Bali Sea - Pulau Sapudi —
Directions; offshore marks**

107

Paragraph 4.188 1 lines 1–4 *Replace by:*

Offshore marks:

MBH Platform (lit) (7°18'76S 114°18'36E).

MDA Platform (lit) (7°19'50S 114°32'92E).

Major lights:

Tribung Light (white octagonal framework tower, 59 m in height) (7°05'53S 114°16'37E); obscured by Pulau Sapudi 230°–322°.

Indonesian Notice 28/377 & 378/19

[NP34-No 16-Wk 33/19]

**Indonesia - Selat Sapudi —
Directions; beacon; wreck**

107

Paragraph 4.189 1–4 *Replace by:*

- 1 From a position N of Tanjung Lapa (6°58'64S 114°07'53E) (4.174), the track initially leads SE to the entrance of Selat Sapudi, passing:

SW of a dangerous wreck (6°44'22S 114°17'00E) (4.34), marked by a buoy (port hand), thence:

Clear of an obstruction (6°53'26S 114°13'70E), keeping outside the 20 m depth contour off the E coast of Madura.

- 2 Thence, from a position ENE of Pulau Giliyang (6°59'15S 114°10'35E) (4.185), the track through Selat Sapudi, leads SSW, passing:

Clear of an obstruction (7°03'90S 114°15'17E), thence:

WNW of Pulau Sapudi (7°07'00S 114°20'00E), on which stands Tribung Light (4.188), and:

ESE of Yacoba Elisabett (7°04'72S 114°11'14E), coral and steep-to with a charted depth of 12 m, thence:

- 3 SE of a detached reef (7°06'63S 114°09'03E), marked by a light beacon (E cardinal). A stranded wreck lies close NE of the reef. Thence:

ESE of a dangerous reef (7°07'35S 114°08'37E), which lies 6 cables ESE of Karang Tembaga (7°07'00S 114°07'80E).

Thence to a position E of Pulau Gililawak (7°12'18S 114°02'75E) (4.172), at the S entrance of Selat Sapudi.

Useful mark:

Lapa (6°57'72S 114°05'57E), an isolated hill; there are numerous buildings SW and NW of the hill, which can readily be identified from N or S.
(Directions continue W for Selat Madura at 4.171 in reverse)

Indonesian Chart 92 (2019) [NP34-No 92-Wk 44/21]

**Indonesia - Bali Sea - Pulau Sapudi —
Directions; MBH platform**

107

Paragraph 4.190 1 line 7 *Replace by:*

...114°15'07E) and MBH platform (4.188), thence ENE of Gosong Karangmas...

Indonesian Notice 28/377/19 [NP34-No 17-Wk 33/19]

Indonesia - Jawa - Selat Bali — Directions

114

Paragraph 5.23 1–5 *Replace by:*

- 1 From a position between Tanjung Sembulungan (8°26'80S 114°23'38E) and Tanjung Pengambangan (5.14), the track leads N, through a two-way route system, passing:

E of a 9.3 m patch (8°17'93S 114°24'33E), thence: Clear of a 9.8 m patch (8°15'23S 114°25'22E), thence:

E of Terumbu Besar (8°13'07S 114°23'55E), a coral patch, thence:

- 2 E of Jangkat Omen (8°12'27S 114°23'86E), a coral patch, thence onto the alignment of Tanjung Bansering Leading Lights.

Tanjung Bansering Leading Lights:

Front light (white triangle, point up, on white metal framework tower, 13 m in height) (8°04'19S 114°25'54E); visible between 215°–033°.

- 3 Rear light (similar structure, point down, 20 m in height) (3 cables from front light); visible between 001°–011°.

On the alignment (005°) of these lights, the track continues in the two-way route system, through the narrows, to a position W of Tanjung Pasir (8°05'85S 114°26'14E), passing W of the fringing reef extending from the coast off Tanjung Batulicin (8°07'13S 114°25'93E).

Indonesian Notice 37/474/21 [NP34-No 87-Wk 44/21]

**Indonesia - Jawa - Selat Bali -
Tanjung Wangi — Anchorage**

114

Paragraph 5.26 1 lines 1–5 *Replace by:*

- 1 **Anchorage** may be obtained in an area (8°07'33S 114°24'22E) in Teluk Mengeng, NE of the main wharf (5.29), in depths from 13 to 52 m. The anchorage area lies outside the strength of the tidal streams, but eddies may still be encountered.

Indonesian Notice 37/474/21 [NP34-No 88-Wk 44/21]

NP34

Indonesia - Jawa - Selat Bali - Tanjung Wangi — Directions; depths

114

Paragraph 5.28 1 lines 1–8 *Replace by:*

- 1 **Approach from N.** From N, vessels approaching the pilot boarding area off the berths should give Tanjung Selogiri (8°06'66S 114°24'42E) a wide berth, on account of the fringing reef fronting the coast.

Approach from S. From the S, the track passes E of a dangerous wreck (8°09'02S 114°24'28E), thence E of the Aspal (Asphalt) Jetty (5.29) and Oil Terminal (5.29), both fringed by coral patches with a depth of 6.3 m.

Paragraph 5.29 1 lines 5–7 *Replace by:*

...tankers up to 80 m LOA. An 8 m patch (8°07'80S 114°24'34E) lies ESE of the main wharf. A light (5.28) is exhibited from the centre of the wharf.

ENC ID500195

[NP34-No 46-Wk 10/20]

Indonesia - Jawa - Selat Bali - Tanjung Wangi — Directions; port entry channel

114

Paragraph 5.28 1-2 including existing Section IV Notice Week 10/20 *Replace by:*

- 1 **Approach from N.** From N, vessels approaching the pilot boarding area off the berths should give Tanjung Selogiri (8°06'66S 114°24'42E) a wide berth, on account of the fringing reef fronting the coast.

Approach from S. From S, the track passes E of a dangerous wreck (8°09'02S 114°24'28E), thence E of the Aspal (Asphalt) Jetty (5.29) and Oil Terminal (5.29), both fringed by coral patches with a depth of 6.3 m.

- 2 **Port entry channel.** From a position in the vicinity of 8°07'60S 114°24'50E, the track follows a two-way route system W, through the port entry channel, to a position 2 cables NE of the main wharf, passing:
S of the anchorage area (5.26), and:
N of a shoal patch with a depth of 8 m (8°07'80S 114°24'34E).

- 3 **Useful marks:**
Light exhibited from the centre of the main wharf (8°07'74S 114°23'98E).
Green roofed mosque (8°08'61S 114°23'96E) close W of Ketapang Ferry Terminal.

Indonesian Notice 37/474/21

[NP34-No 89-Wk 44/21]

Indonesia - Jawa - Selat Bali - East coast of Jawa — Directions

116

Paragraph 5.40 1-5 *Replace by:*

- 1 From a position W of Tanjung Pasir (8°05'84S 114°26'11E) (5.18), a two-way route leads NE to a position 5 miles N of Pulau Menjangan (8°05'63S 114°31'06E), passing:
NW of Tanjung Pasir, thence:
SE of Tanjung Bansering (8°03'92S 114°25'78E) (5.18), thence:

- 2 SE of Pulau Tabuan (8°02'22S 114°27'60E), an island covered with scrub and fringed by a reef; a light (5.24) is exhibited from the E end of the island and a shoal patch, with a depth of 8.8 m, lies 6 cables SE of the light.

Thence, from a position about 5 miles N of Pulau Menjangan, the track leads N, passing:

- 3 E of Karang Buaya (7°56'69S 114°27'58E), a steep-to rock, marked by discoloration. A coral patch lies 1¼ miles SW of the rock, thence:

E of Tanjung Candiban (7°53'42S 114°27'69E) from which a light (5.39) is exhibited. A stranded wreck lies close S and an islet 1 mile S of the point. Thence:

- 4 E of Karang Lanon (7°52'26S 114°28'31E), a reef which lies 2 cables offshore, marked by discoloration and which breaks in any swell.

Thence to a position E of Tanjung Sedano (7°49'55S 114°27'97E).

Useful marks:

Tanjung Bansering Front Light (8°04'19S 114°25'54E) (5.23).

- 5 Tanjung Pasir Light (8°05'85S 114°26'14E) (5.24).

Gosong Karangmas Light (7°40'57S 114°26'24E) (4.143).

(Directions continue to Selat Sapudi, in reverse, at 4.190, and for the NE coast of Jawa, in reverse, at 4.142)

Indonesian Notice 37/474/21

[NP34-No 90-Wk 44/21]

Indonesia - Bali - North coast - Celukanbawang — Leading lights

117

Paragraph 5.44 2 line(s) 4–5 *Replace by:*

The alignment (196°) of these lights leads SSW into the bay, passing:

ENC ID5261R8 (1.000)

[NP34-No 70-Wk 48/20]

The following notice is to be implemented at 0000 UTC on 1st July 2020

Indonesia - Bali - Selat Lombok — Regulations; TSS

118

After Paragraph 5.52 2 *Insert:*

Regulations 5.52a

- 1 **Traffic separation scheme.** A traffic separation scheme is established in Selat Lombok, consisting of two precautionary areas joined by traffic lanes, and a single inshore traffic zone to the E. The scheme is IMO-adopted, and Rule 10 of *The International Regulations for Preventing Collisions at Sea (1972)* applies.

Vessels should be aware of crossing traffic in the vicinity of the precautionary areas.

IMO COLREG.2/Circ.74, IMO Circ. SN.1/3370

[NP34-No 60-Wk 28/20]

**Indonesia - Bali - Selat Lombok —
Regulations; TSS, VTS**

118

After Paragraph 5.52 *2* including existing Section IV Notice
Week 28/20 Insert:

Regulations

5.52a

- 1 **Traffic separation scheme.** A traffic separation scheme is established in Selat Lombok, consisting of two precautionary areas joined by traffic lanes, and a single inshore traffic zone to the E. The scheme is IMO-adopted, and Rule 10 of The International Regulations for Preventing Collisions at Sea (1972) applies. For further details, see ADMIRALTY List of Radio Signals Volume 6(4).

Vessels should be aware of crossing traffic in the vicinity of the precautionary areas.

- 2 **Vessel Traffic Service.** LOMBOKREP is in operation for the control of shipping and is mandatory for all Indonesian vessels and strongly recommended for all foreign vessels. For further details, see ADMIRALTY List of Radio Signals Volume 6.

Indonesian Notice 38/479/20

[NP34-No 66-Wk 45/20]

*The following notice is to be implemented at
0000 UTC on 1st July 2020*

Indonesia - Bali - Selat Lombok — Route; TSS

118

Paragraph 5.55 *1* line 4 *Replace by:*

...through Selat Lombok leads NNE through the TSS (5.52a) for 36 miles.

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337

[NP34-No 61-Wk 28/20]

**Indonesia - Bali - Selat Lombok -
Pulau Gilitepekong — Directions; light**

119

Paragraph 5.57 *1* lines 4-5 *Delete*

Indonesian Notice 21/292/19 [NP34-No 11-Wk 25/19]

*The following notice is to be implemented at
0000 UTC on 1st July 2020*

**Indonesia - Bali - Selat Lombok —
Directions; TSS**

119

Paragraph 5.58 *1* line 4 *Replace by:*

...NNE through the TSS (5.52a), to a position WNW of Pulau Trewangan...

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337

[NP34-No 62-Wk 28/20]

*The following notice is to be implemented at
0000 UTC on 1st July 2020*

**Indonesia - Bali - Selat Lombok —
Directions; TSS**

119

Paragraph 5.59 *1* line 2 *Replace by:*

...(8°21'·00S 116°02'·00E) (5.56) at the termination of Selat Lombok TSS (5.52a), to a position WNW of Gosong...

IMO COLREG.2/Circ.74, IMO Circ. SN.1/337

[NP34-No 63-Wk 28/20]

**Indonesia - Bali - Selat Lombok -
Pulau Gilitepekong — Directions; light**

121

Paragraph 5.66 *3* line 3 *Delete*

Paragraph 5.67 *3* lines 4-5 *Replace by:*

...rocks lie off its NE end. A light (white metal framework tower) (8°31'·92S 115°35'·13E) stands on the islet. Thence:

Indonesian Notice 21/292/19

[NP34-No 12-Wk 25/19]

**Indonesia - Bali - Selat Lombok -
Pulau Lembangan — Anchorage**

122

Paragraph 5.76 including heading *Replace by:*

**Spare
5.76**

GB Chart 3706/20

[NP34-No 55-Wk 24/20]

**Indonesia - Bali - Pelabuhan Benoa —
Anchorage; traffic regulations**

123

Paragraph 5.83 *1-2* *Replace by:*

	Benoa has the following designated anchorages:		
	<i>Anchorage</i>	<i>Position</i>	<i>Depths</i>
1	Passenger vessels	8°45'·76S 115°14'·39E	9 to 28 m
	Cruise vessels	8°45'·76S 115°14'·86E	9 to 23 m
	Quarantine anchorage	8°45'·76S 115°15'·24E	17 to 30 m
2	Cargo vessels	8°46'·23S 115°14'·63E	19 to 34 m
	Laid-up vessels	8°46'·13S 115°13'·98E	5 to 20 m
	Government vessels	8°46'·35S 115°13'·98E	3 to 20 m
3	Sea trial anchorage	8°45'·84S 115°15'·85E	38 to 46 m
	Emergency anchorage	8°45'·45S 115°14'·43E	7 to 21 m

NP34

Caution. In the NW monsoon a high swell sets over the banks lying NNE and NE of Nusadua (8°48'15S 115°14'42E) (5.67); in this case anchorage may be obtained off Pelabuhan Sanur (5.77), in similar depths, 7 miles farther N.

After Paragraph 5.84 1 line 3 *Insert:*

Traffic regulations 5.84a

- 1 The entrance channel is one way only for vessels over 70 m in length at the turn in the vicinity of No 5 Light Buoy (starboard hand) (8°45'28S 115°13'76E).

Indonesia Notice 33/447/19 [NP34-No 32-Wk 38/19]

Indonesia - Bali - Approaches to Benoa — Directions; shoal patch

123

After Paragraph 5.87 2 line 4 *Insert:*

Caution. A 9.9 m shoal patch (8°45'09S 115°14'53E) lies close WNW of the buoy.

Indonesian Notice 17/204/20 [NP34-No 53-Wk 21/20]

Indonesia - Lombok - Lembar — Anchorage; pilotage

125

Paragraph 5.95 1 lines 3-8 *Replace by:*

Outer anchorages. Lembar has several designated anchorages:

<i>Anchorage</i>	<i>Position</i>	<i>Depth</i>
Ferries	8°44'89S 116°02'97E	14 to 18 m
Passenger vessels	8°44'56S 116°02'95E	17 to 20 m
Cargo vessels	8°44'26S 116°02'90E	18 to 22 m
Tanker vessels	8°43'98S 116°02'91E	20 to 25 m
Emergency anchorage	8°43'80S 116°02'98E	20 to 25 m
Reserve anchorage	8°42'85S 116°03'28E	10 to 20 m
Trial anchorage	8°42'28S 116°03'30E	7 to 20 m

Paragraph 5.95 2 line(s) 1-3 *Replace by:*

- 2 **Pilotage.** Pilots board at 8°43'07S 116°02'88E; requests for a pilot should be made to the Port Authority 24 hours in advance of arrival.

Indonesian Notice 23/324/19; 23/325/19
[NP34-No 13-Wk 27/19]

Indonesia - Lombok - Lembar — Anchorages

125

After Paragraph 5.95 2 including existing Section IV Notice Week 27/19 *Insert:*

Prohibited anchorage. Anchoring is prohibited in the vicinity of 8°43'98S 116°04'24E.

Paragraph 5.99 1 lines 1-2 *Delete*

ENC ID5292R4; GB Chart 946/19
[NP34-No 42-Wk 46/19]

Indonesia - Flores - Labuan Bajo — Directions; names; alignments; positions

159

Paragraph 6.148 1 line(s) 4-5 *Replace by:*

...light (6.68) is exhibited, and W of Pulau Bidadari (6.149).

Paragraph 6.148 3 line(s) 4 *Replace by:*

...160° of Batuputih (8°32'21S 119°50'81E), a prominent...

Paragraph 6.149 4 line(s) 2-4 *Replace by:*

Pulau Bidadari (Pulau Tabolong) (8°28'91S 119°50'21E), reed-covered and with a plantation on the S side.

ENC ID50296A [NP34-No 39-Wk 45/19]

Indonesia - Flores - Labuan Bajo — Directions; alignments; light buoys; depths

160

Paragraph 6.149 5 line(s) 1-3 *Replace by:*

- 5 The alignment (102°) of the summit of Pulau Bidadari with the SE summit of Pulau Tenga leads ESE on the recommended track, passing:

Paragraph 6.150 1-6 *Replace by:*

- 1 From either the N or W track described above, the line of bearing 160° of Batuputih (8°32'21S 119°50'81E) (6.148), then leads SSE on the recommended track, passing:

ENE of the shoal patches described at 6.143, and: WSW of Pulau Bidadari (6.149).

- 2 When in position 8°29'49S 119°49'80E the track leads ESE, passing:

NNE of a reef (8°29'68S 119°49'65E), marked by a light buoy (isolated danger), thence:

- 3 NNE of two reefs (8°30'32S 119°49'91E and 8°30'47S 119°50'39E), and:

SSW of Pulau Mukamma Besar (8°29'31S 119°50'76E); a rock, about 1 cable S of the steep S extremity of the island, is the outer danger.

- 4 The recommended track then leads E on the line of bearing 091° of the N part of a steep wooded point (8°29'97S 119°52'76E), passing:

N of a shoal (8°30'11S 119°52'01E), with a depth of 7.1 m, thence:

S of Pulau Monyet (8°29'75S 119°52'10E), steep except at the N extremity, where it is covered by mangroves.

Caution. There is no navigable passage between Pulau Bidadari and Pulau Mukamma Besar.

5 From a position SSE of Pulau Monyet, the track leads NNE to the roadstead and berths, passing:

NNW of a shoal (8°30'·10S 119°52'·32E), depth of 3·6 m, thence:

Between Pulau Monyet and a light buoy (starboard hand) marking a rock (8°29'·91S 119°52'·41E), with depth of 1·6 m, coral, seldom marked by discolouration.

Indonesian Notices 39/521; 522/19; ENC ID50296A

[NP34-No 40-Wk 45/19]

**Indonesia - Flores - Selat Molo —
Directions; names**

163

Paragraph 6.171 4 line(s) 7-8 *Replace by:*

...lying between Pulau Bidadari and Pulau Mukamma Besar.

ENC ID50296A

[NP34-No 41-Wk 45/19]

**Indonesia - South coast of Flores Island -
Teluk Ipi — Directions; light**

177

After Paragraph 7.70 1 line 5 Insert:

Ipi Ende Light (white lighthouse, 20 m in height)
(8°51'·24S 121°39'·73E).

Indonesian Notice 5/44/20

[NP34-No 45-Wk 09/20]

**Indonesia - Kalimantan -
Pulau Keraman — Shoals**

216

Paragraph 9.11 1 line(s) 8-10 *Replace by:*

...seen at some distance from the island. Numerous shoal patches lie up to about 33 miles E and SE of the island.

Indonesian Chart 515/18

[NP34-No 27-Wk 36/19]

Indonesia - Java Sea — Directions; wreck

217

Paragraph 9.22 1 lines 6-10 *Replace by:*

NNE of Gosong Gia (9.16) and Karang Mian (9.16),
and:

Clear of a dangerous wreck (4°60'·00S
113°29'·02E), reported (1979), thence:

GB Chart 2796/19

[NP34-No 43-Wk 46/19]

**Indonesia - Kalimantan - Tanjung Puting
towards Pulau-pulau Lima —
Directions; wrecks; shoal**

217

After Paragraph 9.24 1 line 4 Insert:

Clear of a dangerous wreck (4°37'·72S
113°35'·56E), reported (2019), thence:

Clear of a dangerous wreck (4°33'·03S
113°46'·05E), position approximate, thence:

Clear of a production platform (4°42'·76S
114°06'·22E), thence:

Clear of a shoal patch (4°38'·92S 114°15'·00E) with a
least depth of 16 m, thence:

Paragraph 9.24 1 line(s) 10-12 *Replace by:*

...particularly prominent from E or W. And:

Clear of dangerous wreck (4°51'·00S 114°40'·01E),
position approximate, thence:

Indonesian Chart 515/18

[NP34-No 28-Wk 36/19]

**Indonesia - Java Sea - Kalimantan —
Directions; shoal**

217

*After Paragraph 9.24 1 line 4 including existing Section IV
Notice Week 36/19 Replace:*

Clear of a dangerous wreck (4°37'·72S
113°35'·56E), reported (2019), thence:

Clear of a dangerous wreck (4°33'·03S
113°46'·05E), position approximate, thence:

Clear of shoal patch (4°43'·53S 113°56'·37E),
reported (2003), with a least depth of 13 m,
thence:

Clear of a production platform (4°42'·76S
114°06'·22E), thence:

Clear of shoal patch (4°38'·92S 114°15'·00E) with a
least depth of 16 m, thence:

GB Chart 2796/19

[NP34-No 44-Wk 46/19]

**Indonesia - Kalimantan - South coast -
Sungai Sampit — Depths**

219

Paragraph 9.36 2 line(s) 6-10 *Replace by:*

Depths. Over the bar (3°03'·66S 113°03'·42E),
between the sea and river, there is a least depth of
about 1·5 m, with depths of less than 1 m close W of
the recommended route; an inner bar, 10 miles
upriver, has similar depths. The Sampit approach
channel has a reported least depth of 4·5 m.

Indonesian Notice 4/45/21

[NP34-No 74-Wk 13/21]

**Indonesia - Kalimantan - South coast -
Sungai Sampit — Light**

219

Paragraph 9.37 1 line(s) 2-4 *Replace by:*

Major lights: Ujungbandaran Light (white beacon,
40 m in height) (3°09'·63S 113°00'·35E).

Indonesian Chart 288

[NP34-No 75-Wk 13/21]

NP34

Indonesia - Kalimantan - South coast - Sungai Sampit — Directions; light; anchorages

220

Paragraph 9.37 2-5 line(s) *Replace by*

- 2 Entry should be made on a rising tide. The river is approached from SSE, passing:
ENE of a dangerous wreck (3°10'01S 113°05'19E).
situated just inside the 10 m depth contour, in the approaches to Teluk Sampit, thence:
ENE of Tanjung Bandaran Light (3°07'66S 113°03'28E) (9.36).
The track then leads NW, passing:
3 NE of a light buoy (port hand) (3°06'74S 113°04'99E), thence:
NE of Tanjung Bandaran Light, thence:
SW of a light buoy (starboard hand) (3°05'13S 113°03'47E).

Tanjung Serambut Leading Lights:

Front Light (beacon) (2°58'83S 113°02'90E).
Rear Light (white beacon, 13 m in height) (150 m from front light).

- 4 The recommended route leads N on the alignment (357°3') of these lights, over the bar.

An established two-way route system, which can best be seen from the chart, then follows Sungai Sampit for about 42 miles to the port of Sampit. The mariner should note that sections of the route are reduced to a one-way system where the width of the river is less than 100 m.

- 5 **Caution.** See 9.35.

Useful marks:

The S extremity of Pulau Damar (3°17'00S 113°23'00E) (9.40).

Gosong Schunyer Light (white beacon, 9 m in height) (3°19'33S 113°20'33E).

Anchorage. The following anchorages are located in Teluk Sampit and are centred as follows:

Transshipment anchorage (3°09'10S 113°06'05E), for ship to ship cargo transfers;

- 6 Waiting anchorage (3°06'18S 113°03'52E).

The following anchorages are located in Sungai Sampit and are centred as follows:

CPO and Cargo anchorage (2°44'35S 112°55'16E);

Cargo and BBM anchorage (2°32'17S 112°58'10E);

Repair anchorage (2°31'55S 112°58'11E).

Emergency anchorage (2°31'47S 112°58'19E).

Indonesian Notice 4/45/21 [NP34-No 76-Wk 13/21]

Indonesia - Java Sea - Kalimantan - South coast - Sungai Kahayan — Pilotage

221

Paragraph 9.43 1 line(s) 5 *Replace by:*

...114°28'42E) in the...

Indonesian Chart 289/20 [NP34-No 52-Wk 20/20]

Indonesia - Kalimantan - Banjarmasin — Directions; pilotage

222

Paragraph 9.54 2 line 9 *For* (3°40'00S 114°24'02E) *Read* (3°40'00S 114°28'42E)

Paragraph 9.54 4 line 7 *For* (3°40'00S 114°24'02E) *Read* (3°40'00S 114°28'42E)

Indonesian Notice 37/498/19 [NP34-No 34-Wk 42/19]

Indonesia - Kalimantan - Banjarmasin — Anchorage; pilotage

223

Paragraph 9.58 1-2 *Replace by:*

- 1 **Port operations.** The port operates 24 hours a day. Tankers enter during daylight hours only.

Outer anchorage. Designated anchorages lie in the vicinity of the fairway light buoy (safe water) (3°40'55S 114°28'54E). The holding ground is not good. Mariners should note that the buoyed channel passes between the anchorage areas. The Cargo vessel and Tugboat anchorages lie opposite the berths at Trisakti (3°19'67S 114°33'47E). The details are as follows:

	Anchorage	Position	Depths
2	Terminal 1	3°43'12S 114°25'85E	14 to 22 m
	Terminal 2	3°43'12S 114°29'32E	8 to 23 m
	Anchorage 1	3°39'29S 114°26'47E	2 to 13 m
	Anchorage 2	3°39'29S 114°29'90E	2 to 8 m
	Quarantine	3°40'03S 114°32'50E	2 to 8 m
	Laid up vessels	3°40'00S 114°24'00E	7 to 15 m
	Cargo vessels	3°19'66S 114°33'15E	1 to 10 m
	Tugboat	3°20'31S 114°32'70E	1 to 10 m

- 3 **Caution.** Dangerous wrecks lie within the Terminal 1, Cargo vessels and Tugboat anchorages.

Pilotage is compulsory for Sungai Barito and Sungai Martapura for all vessels over 150 gt. The pilot boards at 3°40'00S 114°28'42E. A pilot look-out station stands close NE of Tanjung Pedadatua, at the W entrance point to Sungai Barito.

- 4 **Quarantine.** Vessels which arrive in quarantine must anchor at the entrance to Sungai Martapura and await instructions.

Indonesian Notice 37/498;499/19 [NP34-No 35-Wk 42/19]

**Indonesia - Kalimantan -
Banjarmasin — Anchorage**

224

Paragraph 9.62 1 *Replace by:*

- 1 **Taboneo anchorage.** The Taboneo anchorage area contains two working anchorages; Terminal 1 and Terminal 2 (9.58).

Indonesian Notice 37/499/19 [NP34-No 36-Wk 42/19]

**Kalimantan - Selat Laut -
North entrance approach — Directions**

235

Paragraph 10.46 3-5 *Replace by:*

- 3 On the alignment (257°) of the leading lights and daymark, the track leads WSW to the buoyed and swept N entrance channel leading along the N coast of Pulau Laut and into Selat Laut, passing:
SSE of two dangerous wrecks (3°10'49S 116°20'82E and 3°11'76S 116°19'60E) ENE of Tanjung Pemancingan, thence:
Clear of the fairway light buoy (safe water) (3°12'39S 116°19'95E), thence:
SSE of a light buoy (starboard hand) (3°12'01S 116°18'45E).
- 4 The track then leads WNW, passing:
NNE of North Pulau Laut Coal Terminal (3°12'30S 116°17'20E) (10.53) which extends NE from Tanjung Pemancingan, thence:
NNE of a stranded wreck (3°12'30S 116°15'55E) on the edge of the coastal bank N of Tanjung Kemuning (3°12'60S 116°15'50E), which is marked by a light buoy (port hand).
- 5 Thence the track leads SW, through the channel giving access to Kotabaru (10.49), Stagen (10.61) and the Indocement Terminal at Tarjun (10.62), to a position between No 1 and 2 Light Buoys, moored N of Tanjung Ayun (3°18'50S 116°06'85E), passing:
NW of Kotabaru (3°14'50S 116°12'90E), and:
SE of Tanjung Langadei (3°15'05S 116°10'50E), a low point covered in mangroves.

Indonesian Notice 15/200(T)21; ENC ID400129 (4.001)
[NP34-No 80-Wk 25/21]

**Indonesia - Selat Makassar west part -
Kalimantan east coast — Directions; major light**

242

After Paragraph 10.104 2 line 5 Insert:

Ambarawang Light (white metal framework tower, 30 m in height) (1°06'16S 117°04'27E).

Indonesian Notice 15/184/20; LL4741.1/20
[NP34-No 47-Wk 19/20]

**Indonesia - Kalimantan east coast - Tanjung Aru
to Teluk Balikpapan — Directions; major light**

242

After Paragraph 10.108 1 line 8 Insert:

Ambarawang Light (1°06'16S 117°04'27E) (10.104).

Indonesian Notice 15/184/20; LL4741.1/20
[NP34-No 48-Wk 19/20]

**Indonesia - Kalimantan east coast -
Teluk Balikpapan — Directions; major light**

245

After Paragraph 10.132 3 line 3 Insert:

Ambarawang Light (1°06'16S 117°04'27E) (10.104).

Indonesian Notice 15/184/20; LL4741.1/20
[NP34-No 49-Wk 19/20]

**Indonesia - Kalimantan - Balikpapan
Inner anchorages**

247

Paragraph 10.141 3 line(s) 3-5 *Delete*

GB Chart 2639/19 [NP34-No 14-Wk 28/19]

**Indonesia - Kalimantan east coast -
Teluk Balikpapan to Tanjung Bayur —
Directions; major light**

248

After Paragraph 10.156 1 line 8 Insert:

Ambarawang Light (1°06'16S 117°04'27E) (10.104).

Indonesian Notice 15/184/20; LL4741.1/20
[NP34-No 50-Wk 19/20]

**Indonesia - Kalimantan - Samarinda —
Vertical clearances**

251

Paragraph 10.174 1 lines 1-6 *Replace by:*

See 10.165.

Vertical clearances. A bridge (0°31'99S 117°09'50E), vertical clearance unknown, spans the river S of the town. Mahakam bridge (0°31'19S 117°07'15E) with a vertical clearance of 15.0 m spans the river at a position about 2½ miles upriver from the main wharf. Only small craft are able to operate on the river beyond this point.

ENC ID400159 [NP34-No 22-Wk 35/19]

**Indonesia - Kalimantan - Selat Makassar —
Directions; platform**

257

After Paragraph 10.220 2 line 6 Insert:

Clear of Salamander production platform (0°36'20N 117°55'00E), thence:

ENC ID300037 [NP34-No 54-Wk 23/20]

NP34

Indonesia - Teluk Sangkulirang — Directions; major light

259

Paragraph 10.232 1 line(s) 1 *Replace by:*

- 1 **Major light:**
Maloy Light Beacon (white metal framework tower,
30 m in height) (0°55'·12N 117°59'·16E).
Track. From a position SE of a light (red metal
framework...

Indonesian Notice 15/179/20; LL4798.1/20
[NP34-No 51-Wk 19/20]

Indonesia - Kalimantan - Celebes Sea - Teluk Sibuko — Directions; anchorage

291

Paragraph 12.13 3 lines 1-3 *Replace by:*

- 3 ENE of Unarang (4°00'·70N 118°04'·92E) a...

GB Chart 1852/20 [NP34-No 56-Wk 24/20]

Indonesia - Kalimantan - Muara Pantai — Pilotage

295

Paragraph 12.45 1 line(s) 1-4 *Replace by:*

- 1 See 12.62b.
H102 MV *Achilleas* [NP34-No 67-Wk 46/20]

Indonesia - Kalimantan - Tanjung Mangkalihat to Tanjung Sepikat - Muara Pantai — Directions; wreck

296

Paragraph 12.54 2 line(s) 11-12 *Replace by:*

Clear of a stranded wreck (01°59'·58N 117°53'·82E),
reported 2019, which lies in mid channel.

Paragraph 12.54 3 line(s) 1-2 *Replace by:*

- 3 Thence, from a position N of Tanjung Buassin, the
track continues WNW and thence W, passing:
Indonesian Notice 27/370/19 [NP34-No 15-Wk 31/19]

Indonesia - Kalimantan - Muara Pantai — Berths

296

Paragraph 12.55 1 line(s) 1-12 including heading *Replace
by:*

**Spare
12.55**

H102 MV *Achilleas* [NP34-No 68-Wk 46/20]

Indonesia - Kalimantan - Muara Pantai — Transshipment area

297

After Paragraph 12.62 2 line 4 *Insert:*

Muara Pantai

General information

12.62a

- 1 Muara Pantai (2°00'·00N 117°54'·00E), the principal
entrance to the Sungai Berau delta, comprises a
facility for multiple offshore loading and discharge of
bulk cargo vessels.

Arrival information

12.62b

- 1 **Outer anchorage** berths:

A (1°59'·10N 118°08'·50E);
B (1°59'·20N 118°09'·00E);
C (1°58'·60N 118°09'·00E);
D (1°58'·35N 118°08'·55E);
E (1°58'·70N 118°08'·20E);
F (1°59'·20N 118°08'·10E);
2 G (1°59'·80N 118°09'·10E);
H (1°59'·50N 118°09'·30E);
I (1°58'·90N 118°09'·30E).

Panamax and Handymax vessels may anchor in all
of the above positions. Capesize vessels may anchor
in anchorages A, B and G.

- 3 **Pilotage** is compulsory. Pilots are available
24 hours and board in the vicinity of 1°56'·00N
118°14'·00E.

Directions

12.62c

- 1 See 12.54.

Basins and berths

12.62d

- 1 **Kertas Nusantara** bleached craft pulp mill
(2°01'·41N 117°45'·32E) is one of the largest pulp
mills in South East Asia. There is one 150 m long
jetty used to export the mill's products.

Berau Coal operates a port (2°02'·80N
117°41'·95E) where coal is loaded into barges, and
then transhipped to vessels anchored in the
approaches to Sungai Berau.

Port services

12.62e

- 1 Fresh water.

H102 MV *Achilleas* [NP34-No 69-Wk 46/20]

Indonesia - Kalimantan - Celebes Sea - Teluk Sibuko — Directions; anchorage

307

Paragraph 12.148 1 lines 11-13 *Delete*

GB Chart 1852/20 [NP34-No 57-Wk 24/20]

Indonesia - Kalimantan - Celebes Sea -
Sibuko Oil Terminal — Anchorage

308

Paragraph 12.156 *1 Replace by:*

- 1* **Pilotage** is compulsory; the pilot boards in the vicinity of 3°55'·24N 118°05'·76E. Mariners must not enter the restricted area centred on the storage tanker without a pilot onboard.

GB Chart 1852/20

[NP34-No 58-Wk 24/20]

Indonesia - Pulau Buton -
Baubau — Pilotage; anchorage

338

Paragraph 13.194 *1* lines 4-7 *Replace by:*

Pilotage is compulsory. Pilots board in the following positions:

S Channel (5°31'·54S 122°33'·20E);

W Channel (5°27'·60S 122°31'·90E).

Paragraph 13.195 *2* lines 1-3 *Delete*

Indonesian Notice 10/118/21

[NP34-No 77-Wk 19/21]

Indonesia - Pulau Buton -
Baubau — Anchorages

338

Paragraph 13.197 *1-2* including heading *Replace by:***Basins and berths****13.197**

- 1* **Anchorage** may be obtained, even in W winds, E of the entrance to Kali Baubau (13.195), as follows:
- General cargo (5°26'·92S 122°37'·85E), depths from 31 to 34 m;
 - Passenger vessels (5°27'·06S 122°37'·70E), depths from 35 to 37 m;
 - Emergency (5°27'·06S 122°37'·97E), depth 34 m;
 - Transshipment (5°26'·79S 122°38'·00E), depth 33 m;
- 2* Reserve (5°26'·92S 122°38'·12E), depth 32 m;
- Small vessels (5°27'·12S 122°35'·88E) and (5°27'·34S 122°37'·31E), depths from 6 to 13 m.
- Murhum.** There is a 180 m long pier connected to the shore by two causeways. Another pier extends 150 m N from the shore close W.
- Oil terminal.** The two T-head jetties are operated by Pertamina.
- 3* **Jetty 1** (5°30'·88S 122°33'·32E) has a least depth of 17 m alongside and can accommodate tankers from 15 to 35 000 dwt, LOA 200 m.
- Jetty 2** (5°31'·06S 122°33'·32E) has a least depth of 10 m alongside and can accommodate coastal tankers of up to 6 500 dwt, LOA 120 m.

Indonesian Notice 10/118/21

[NP34-No 78-Wk 19/21]

Indonesia - Pulau Muna -
Teluk Warra — Anchorage

339

Paragraph 13.204 *1* including heading *Replace by:***Spare****13.204**

Indonesian Notice 10/118/21

[NP34-No 79-Wk 19/21]

Indonesia - Sulawesi - South-east coast -
Kendari — Depths

352

Paragraph 14.32 *1* line 1 *Replace by:*

1 **Controlling depth.** The least depth in the approach channel is 9·0 m.

Tidal levels. Mean maximum range about 1·4 m;...

Indonesian Notice 18/247/19

[NP34-No 6-Wk 22/19]

Indonesia - Sulawesi - South-east coast -
Kendari — Limiting conditions; bridge

352

Paragraph 14.32 *1* lines 1-10 including existing Section IV Notice Week 22/19 *Replace by:*

- 1* **Controlling depth.** The least depth in the approach channel is 9·0 m.

Vertical clearance. A bridge (3°58'·59S 122°35'·20E) spans the channel S of Kendari; vertical clearance 19 m.

Tidal levels. Mean maximum range about 1·4 m; mean minimum range about 0·8 m. For further details see *ADMIRALTY Tide Tables Volume 5*.

- 2* **Local weather.** The port experiences a great deal of rain in both monsoon periods, the wettest month being June. Visibility in the rain may be restricted; mariners should not attempt to enter the narrow channel leading to Teluk Kendari unless the passage is clear. Mariners should seek the guidance of the pilot.

Indonesian Notice 29/342/20

[NP34-No 65-Wk 34/20]

Indonesia - Sulawesi - South-east coast -
Kendari — Anchorage

352

Paragraph 14.33 *1* lines 2-5 *Replace by:*

Outer anchorage. There are designated anchorage areas either side of the approach channel in depths of 20 to 50 m, soft mud. Vessels are liable to drag their anchor in bad weather.

An anchorage for ship repair and refuelling lies within Teluk Kendari centered on 3°58'·60S 122°34'·05E with depths of 8 to 12m, mud.

Indonesian Notice 18/248/19

[NP34-No 7-Wk 22/19]

NP34

Indonesia - Sulawesi - South-east coast - Kendari — Pilotage; traffic regulations

352

Paragraph 14.33 2 lines 1-4 *Replace by:*

- 2 **Pilotage** is compulsory. The pilot boards at 3°57'98S 122°40'68E.

After Paragraph 14.33 3 line 6 *Insert:*

- 4 **Traffic regulations.** Traffic in the approach channel is two way. From the beacon (starboard hand) (3°58'22S 122°36'79E) close E of the Oil Jetty, traffic through the narrow channel is allowed in one direction only. A vessel may have to wait for the channel to be clear before proceeding.

Indonesian Notice 18/247/19 [NP34-No 8-Wk 22/19]

Indonesia - Sulawesi - South-east coast - Kendari — Directions

352

Paragraph 14.35 1-2 *Replace by:*

- 1 **Approach.** The port is approached through either Alur Pelayaran Selatan or Alur Pelayaran Utara, thence entered through the swept channel leading into Teluk Kendari, guided in part by a series of leading lines.
- 2 From the pilot station the track to the entrance to Teluk Kendari leads generally W for about 4 miles following the recommended route through Alur Pelayaran Utara, passing:
S of the drying reef on which Pulau Bakori (3°56'50S 122°40'00E) (14.30) stands, thence:

Paragraph 14.35 4 lines 1-7 *Replace by:*

- 4 **Entry to Teluk Kendari** is by a series of leading...

Indonesian Notice 18/247/19 [NP34-No 9-Wk 22/19]

Indonesia - Sulawesi - South-east coast - Kendari — Berths; anchorages

353

Paragraph 14.37 1 lines 1-2 *Replace by:*

- 1 **Anchorages** See 14.33.

Indonesian Notice 18/248/19 [NP34-No 10-Wk 22/19]

Indonesia - Sulawesi - East coast - Teluk Talowa — Bintang Delapan Terminal

356

After Paragraph 14.60 5 line 10 *Insert:*

Bintang Delapan Terminal

General information

14.60a

- 1 **Position and function.** Bintang Delapan Terminal (2°48'56S 122°09'47E) services the adjacent Morowali Industrial Park. Exports include nickel and steel products. Imports consist mainly of coal and iron ore.

Arrival information

14.60b

- 1 **Pilotage.** Pilotage is available 24 hours. Pilots board in the vicinity of 2°47'57S 122°09'69E.

Harbour

14.60c

- 1 The harbour lies in a small bay SE of Tanjung Laroga (2°47'74S 122°08'92E). The bay is encumbered by an island which lies close E of the harbour. The harbour consists of a T-shaped jetty aligned NNW/SSE extending about 50 m from the W shore of the bay. To the S of the jetty several berths line the W shore of the bay.

Directions for entering harbour

14.60d

- 1 Bintang Delapan Terminal is approached from a position in the vicinity of 2°45'23S 122°12'02E. The track then leads 3¼ miles SW to the pilot station passing:

NW of a series of shoals, with a least depth of 1 m, extending NE from the bay, thence:

The track then leads 1 mile SSW to the berths.

Basins and berths

14.60e

- 1 The main jetty has three berths with a total length of 500 m; maximum draught 16.0 m. Berth 4 lies close S of the main jetty and can accept vessels with a maximum LOA of 200 m and a maximum draught of 9.8 m.

Berth 5 lies close SE of Berth 4 and is mainly used by barges. The berth can accept vessels with a maximum LOA of 80 m and draught of 8.0 m.

Cargo is also worked at anchor by barges in an area in the vicinity of 2°47'17S 122°09'60E.

Port services

14.60f

- 1 **Supplies:** fresh water.

H 102 MV *Achilleas*, GB Chart 2953, ENC ID300313

[NP34-No 37-Wk 44/19]

Indonesia - Sulawesi - East coast - Bahodopi — Port

356

After Paragraph 14.60 5 line 10 including the replacement of existing Section IV Notice Week 44/19 *Insert:*

Bahodopi

General information

14.60a

- 1 **Position and function.** Bahodopi port (2°48'56S 122°09'47E) services the adjacent Morowali Industrial Park. Exports include nickel and steel products. Imports consist mainly of coal and various types of ore.

Arrival information

14.60b

- 1 **Pilotage** is available 24 hours. Pilots board in the vicinity of 2°46'29S 122°10'50E.

Harbour**14.60c**

- 1 **General layout.** The harbour lies in a small bay SE of Tanjung Laroga (2°47'74S 122°08'92E). The harbour consists of a T-shaped jetty aligned NNW/SSE extending about 50 m from the W shore of the bay. To the S of the jetty several berths line the W shore and head of the bay. Further berths lie on the E side of the bay.

- 2 **Development.** Reclamation works are in progress (2019) centred on 2°48'68S 122°10'15E.

Directions for entering harbour**14.60d**

- 1 Bahodopi port is approached from a position in the vicinity of 2°45'23S 122°12'02E. The track then leads about 1¾ miles SW to the pilot station, passing:

NW of a series of shoals, with a least depth of 1 m, extending NE from the bay, marked by a light beacon.

The track then leads SSW as required for berth.

Basins and berths**14.60e**

- 1 The IMIP Terminal has a total length of 720 m including dolphins; depths alongside from about 13 to 20 m, maximum draught 16.0 m. Nickle Main Wharf lies close S and has a total length of 160 m; depths of about 8.5 to 10 m alongside.

Berth 1 lies close SE of Nickle Main Wharf and has a length of 100 m; depths of about 5 to 8.5 m alongside and is mainly used by barges. There are three other berths situated S of Berth 1 suitable for small vessels.

- 2 Cargo is also worked at anchor by barges in an area in the vicinity of 2°47'17S 122°09'60E.

Port services**14.60f**

- 1 **Supplies:** fresh water.

Indonesian Chart ID 524/20 [NP34-No 64-Wk 33/20]

**Indonesia - Sulawesi - Pulau-Pulau Togian -
Pulau Waleabahi to Pasir Tengah — Directions**

373

Paragraph 15.16 1 line(s) 2-5 *Replace by:*

N of a drying shoal (0°11'06S 122°11'00E), 1½ miles N of the N extremity of Pulau Waleakodi (15.19), an island close W of Pulau Waleabahi (15.19).

The track then leads WSW through the recommended channel, passing:

Indonesian Notice 31/421/19 [NP34-No 23-Wk 36/19]

**Indonesia - Sulawesi - Pulau-Pulau Togian -
Batudaka — Anchorage**

374

After Paragraph 15.21 1 line 13 Insert:

An anchorage area (0°22'86S 121°49'59E), with depths from about 10 to 30 m, sand, lies SW of the recommended approach track.

Indonesian Notice 31/421/19 [NP34-No 24-Wk 36/19]

**Indonesia - Sulawesi -
Pulau-Pulau Togian — Anchorages**

374

After Paragraph 15.22 3 line 4 Insert:

Anchorage may also be obtained in an area (0°14'30S 122°06'37E) ENE of Pulau Malingi.

Paragraph 15.22 4 line(s) 4-5 *Replace by:*

...are usually marked by discoloration. The anchorages are therefore best approached from either NE or...

Indonesian Notice 31/421/19 [NP34-No 25-Wk 36/19]

**Indonesia - Sulawesi - Selat Walea to
Tanjung Api — Directions; channel**

376

Paragraph 15.29 3 line(s) 2 *For WSW Read SW*

After Paragraph 15.29 3 line 13 Insert:

The track then leads WSW through the recommended channel, passing:

Indonesian Notice 31/421/19 [NP34-No 26-Wk 36/19]

**Indonesia - Bitung - Selat Lembah -
Pulau Serena Besar — Vertical clearance**

391

After Paragraph 15.150 2 line 4 Insert:

Vertical clearance**15.150a**

- 1 An overhead cable, with a maximum vertical clearance of 45 m, spans Selat Lembah WNW and E of Pulau Serena Besar (1°27'64N 125°13'97E) (15.156).

Indonesian Notice 40/537/19 [NP34-No 38-Wk 45/19]

Indonesia - Sulawesi - Tolitoli — Anchorages

400

Paragraph 16.23 1 *Replace by:*

- 1 **Outer anchorages.** Designated areas as follows:
Sea trial (1°05'01N 120°44'82E); reported depth range between 51 and 58 m.
Emergency (1°04'34N 120°45'25E); reported depths range between 51 and 58 m.
Dead vessels (1°03'81N 120°45'59E); reported depths range between 51 and 58 m.

Pilotage is not available.

Paragraph 16.27 1 lines 1-3 *Replace by:*

- 1 **Anchorage.** The designated general anchorage is centred on 1°02'45N 120°47'69E, reported depths range between 11 and 30 m, mud, good holding ground.

Indonesian Notice 42/540/21

[NP34-No 93-Wk 45/21]

NP34

Indonesia - Sulawesi - Anggrek - Teluk Kwandang — Directions; wreck

405

After Paragraph 16.69 4 line 4 *Insert*:

E of a dangerous wreck (0°55'28N 122°48'43E),
reported (2018), thence:

Indonesian Notice 01/12/19 [NP34-No 2-Wk 10/19]

Indonesia - North coast of Sulawesi - Tanjung Pasir Putih to Tanjung Pisok — Directions; recommended route

411

Paragraph 16.107 2 line(s) 10-11 *Replace by*:

- 3 The track then continues through the two-way recommended route leading between Tanjung Pisok and Pulau Bunaken (1°37'50N 124°45'80E) a generally low island with a hill near its W end.

Indonesian Notice 32/436/19 [NP34-No 29-Wk 37/19]

Indonesia - North coast of Sulawesi - Manado — Directions; berths

411

Paragraph 16.114 1 line(s) 1-3 *Replace by*:

- 1 Teluk Manado is deep and clear of known dangers until close to the shore and can be approached without difficulty by day or night through the two-way recommended routes.

Paragraph 16.115 1 line(s) 8-9 *Replace by*:

A designated anchorage (1°30'25N 124°50'28E) lies about 3½ cables N of the entrance.

A lay-up anchorage (1°30'59N 124°50'44E) and a cruise vessel anchorage (1°30'51N 124°50'40E) lie about 6 cables N of the entrance.

Indonesian Notice 32/436/19 [NP34-No 30-Wk 37/19]

Indonesia - North coast of Sulawesi - Tanjung Pisok to Tanjung Torowitan — Directions; recommended route

412

Paragraph 16.122 1 line(s) 1-2 *Replace by*:

- 1 From a position NW of Tanjung Pisok (1°34'36N 124°48'01E) the track leads generally NE in the two-way recommended route, passing:

Paragraph 16.122 2 line(s) 9 *Replace by*:

- 3 The track then leads to a position NW of Tanjung Torowitan (16.121), at the end of the two-way recommended route.

Indonesian Notice 32/436/19 [NP34-No 31-Wk 37/19]

Indonesia - Makassar — Appendix I; danger areas

419

Paragraph (24) North Channel to Makassar 2 lines 1-14
Replace by:

2. (a) 5°06'03"S 119°26'01"E
 - (b) 5°05'36"S 119°26'27"E
 - (c) 5°03'49"S 119°24'35"E
 - (d) 5°03'49"S 119°24'16"E
 - (e) 5°04'52"S 119°24'07"E
 - (f) 5°04'52"S 119°23'31"E
 - (g) 5°05'58"S 119°23'19"E
 - (h) 5°06'50"S 119°22'26"E
 - (i) 5°03'42"S 119°20'49"E
 - (j) 4°57'52"S 119°21'11"E
 - (k) 4°52'46"S 119°23'38"E
 - (l) 4°52'00"S 119°25'02"E
 - (m) 4°52'00"S 119°26'51"E
- thence S to the coast.

A swept channel leads S between area 1 and area 2.

Indonesian Notice 21/283/21 [NP34-No 81-Wk 30/21]

Indonesia - Teluk Kendari — Appendix I; danger areas

420

Paragraph (30) Teluk Kendari 1-3 *Replace by*:

1. The N danger area is bounded by the coast and by lines joining the following positions:
 - (a) The E coast of Sulawesi at 3°54'56"S
 - (b) 3°54'56"S 122°40'59"E
 - (c) 3°57'47"S 122°40'58"E
 - (d) 3°58'06"S 122°37'41"E
 - (e) 3°58'18"S 122°37'40"E
 - (f) the E coast of Sulawesi at 3°58'04"S.
2. The S danger area is bounded by the coast and by lines joining the following positions:
 - (a) The N coast of Pulau Bungkutoko at 3°58'34"S
 - (b) 3°58'33"S 122°36'55"E
 - (c) 3°59'17"S 122°37'24"E
 - (d) 3°59'38"S 122°37'04"E
 - (e) 3°59'58"S 122°38'30"E
 - (f) 3°59'07"S 122°38'53"E
 - (g) 3°58'50"S 122°39'39"E
 - (h) 3°58'28"S 122°40'08"E
 - (i) 3°58'20"S 122°41'10"E
 - (j) 3°58'20"S 122°43'52"E
 - (k) 4°02'58"S 122°43'53"E
 - (l) the E coast of Sulawesi at 4°02'57"S.

Indonesian Notice 21/282/21 [NP34-No 82-Wk 30/21]

NP35 Indonesia Pilot Volume 3 (2021 Edition)

Indonesia - Selat Rote — Light

86

Paragraph 3.56 1 line(s) 5 *Replace by*:

...approaching from W or N.
Tanjung Sulamu Light (white 8-sided tower)
(10°02'72S 123°36'46E).

Indonesian Notice 38/494/21 [NP35-No 2-Wk 43/21]

Indonesia - Selat Rote — Light**88***After Paragraph 3.77 1 line 10 Insert:*

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

Indonesian Notice 38/494/21 [NP35-No 3-Wk 43/21]

Indonesia - Selat Rote — Light**90***After Paragraph 3.91 1 line 9 Insert:*

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

After Paragraph 3.100 1 line 7 Insert:

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

Indonesian Notice 38/494/21 [NP35-No 4-Wk 43/21]

Indonesia - Selat Rote — Light**91***After Paragraph 3.105 3 line 6 Insert:*

Tanjung Sulamu Light (10°02'·72S 123°36'·46E)
(3.56).

Indonesian Notice 38/494/21 [NP35-No 5-Wk 43/21]

**Timor-Leste - North coast - Dili —
Anchorage; wreck****99***Paragraph 3.165 3 lines 3–7 Replace by:*

General Cargo Vessels Anchorage (8°32'·25S
125°33'·70E), depths 12 to 56 m. A foul patch lies
in the NE part of the anchorage.

Australian Notice 10/433/21 [NP35-No 1-Wk 34/21]

**Indonesia - Pulau-Pulau Aru - Pulau Wamar -
Dobo — Anchorages****156***Paragraph 5.147 1 Replace by:*

- 1 **Anchorages.** Designated anchorage areas as follows:

Anchorage (5°45'·60S 134°14'·80E), depths from 7
to 24 m, mud;

Emergency anchorage (5°46'·05S 134°15'·25E),
depths from 6 to 24 m, sand and coral;

Dead vessel area (5°45'·75S 134°16'·07E), depths
less than 5 m, sand.

Anchorage may also be obtained in the roadstead
in depths from 15 to 34 m.

Indonesian Notice 41/530/21 [NP35-No 6-Wk 51/21]

**Indonesia - Selat Haruku —
Directions; wreck; rock****173***Paragraph 6.106 1–3 Replace by:*

- 1 **Track.** From S, the track initially leads N through the strait, which is entered between Tanjung Meriam (3°37'·90S 128°21'·30E), on Pulau Ambon, and Tanjung Batukapal, on Pulau Haruku, both prominent points, passing:

W of Pulau Batukapal (3°38'·07S 128°24'·04E), an islet lying close off Tanjung Batukapal, particularly prominent when entering the strait from S, thence:

- 2 E of Pulau Batulompa (3°35'·80S 128°21'·34E), an above-water rock, 2 miles N of Tanjung Meriam, thence:

E of a rock awash (3°35'·57S 128°21'·33E), reported (2018), close N of Pulau Batulompa. A dangerous wreck lies 2½ cables WNW of the rock. Thence:

- 3 E of Pulau Batudua (3°32'·41S 128°20'·92E), a group of above-water rocks, 2 miles WSW of Pulau Pombo (6.105), thence:

W of Pulau Pombo (6.105), marked by a light beacon (W cardinal) on its W side.

- 4 **Note.** The strait is easy to navigate in good visibility, even at night, as there are good aids to navigation. Although Pulau Pombo may be passed on either side, the preferred track, particularly at night, lies between Pulau Ambon and Pulau Pombo.

Useful marks:

- 5 Tulehu Light (white metal framework tower, 6 m in height) (3°35'·41S 128°20'·58E).

Pelauw Light (3°30'·23S 128°26'·34E) (6.76).

White minaret surmounting the mosque at Kailolo (3°32'·07S 128°24'·87E).

Indonesian Notices 40/520; 523(T)/21

[NP35-No 7-Wk 51/21]

NP36 Indonesia Pilot Volume 1 (2021 Edition)**Indonesia - Sumatera -
Teluk Semangka — Pilotage****61***After Paragraph 3.86 3 line 9 Insert:***Pilotage
3.86a**

- 1 A compulsory pilotage area has been established in the NW part of the bay, N of Karangberak (3.94). Pilots board in position 5°39'·17S 104°42'·50E or 5°39'·79S 104°38'·08E. Contact the local authorities for further details.

Indonesian Notice 26/354/21 [NP36-No 9-Wk 36/21]

**Indonesia - Sumatera -
Teluk Semangka — Pilotage****61***Paragraph 3.89 2 line(s) 1–3 Replace by:*

- 2 **Pilotage.** See 3.86a; a mooring master boards at the anchorage (5°33'·79S 104°38'·08E).

Indonesian Notice 26/354/21 [NP36-No 10-Wk 36/21]

NP36

Indonesia – Sumatera – Teluk Semangka – Wainipah — Pilotage; anchorage

62

After Paragraph 3.95 1 line 7 *Insert*:

Caution. The approaches to the anchorage lie within a compulsory pilotage area (3.86a).

Indonesian Notice 26/354/21 [NP36-No 11-Wk 36/21]

Indonesia – Sumatera – Teluk Semangka – Tanjungan — Pilotage; anchorage

62

After Paragraph 3.96 1 line 4 *Insert*:

Caution. The approaches to the anchorage lie within a compulsory pilotage area (3.86a).

Indonesian Notice 26/354/21 [NP36-No 12-Wk 36/21]

Indonesia – Sumatera – Teluk Semangka – Pelabuhan Kotaagung — Pilotage

62

After Paragraph 3.97 1 line 5 *Insert*:

Pilotage. See 3.86a.

Indonesian Notice 26/354/21 [NP36-No 13-Wk 36/21]

Indonesia – Jakarta – Pelabuhan Tanjung Priok — Arrival Information; anchorage

85

Paragraph 4.105 2 line 5 *Replace by*:

...anchorage; depths from about 10 to 14 m.

Indonesian Notice 13/161/21 [NP36-No 8-Wk 22/21]

Indonesia – Jawa – East of Tanjung Karawang – Patimban — Port

96

After Paragraph 5.38 5 line 9 *Insert*:

Patimban

General information

5.38a

- 1 **Position and function.** The port of Patimban (6°13'77S 107°54'40E) lies about 62 miles E of the Port of Tanjungpriok (4.99) and is reported to be a deep sea port developed with the intention of reducing congestion at Tanjungpriok. Patimban is still under development, but open for limited operations (2020). It is expected to be fully completed by 2027.

Limiting conditions

5.38b

- 1 **Controlling depths.** The approach channel is dredged to 10 m (2020). The channel extends the length of the harbour, from 1½ miles NNE of the breakwater to the wharf. Charted depths outside the channel and in the turning basin are 5 to 10 m.

Arrival information

5.38c

- 1 **Outer anchorages.** Designated anchorages are situated on both sides of the approach channel as follows:

Zone A (6°09'51S 107°56'08E); laid up vessels; depths about 17 to 20 m; mud.

Zone B (6°10'29S 107°55'70E); emergency anchorage; depths about 8 to 15 m; mud.

- 2 Zone C (6°10'30S 107°57'51E); post panamax container vessels; depths about 17 to 19 m; mud.

Zone D (6°10'89S 107°57'22E); panamax container vessels; depths about 14 to 17 m; mud.

Zone E (6°11'49S 107°56'94E); container vessels; depths about 11 to 14 m; mud.

- 3 Zone F (6°11'93S 107°56'24E); tugboat anchorage; depths about 8 to 10 m; mud.

Zone G (6°12'01S 107°56'71E); quarantine anchorage; depths about 10 m; mud and sand.

Zone H (6°10'73S 107°58'39E); post panamax quarantine anchorage; depths about 17 m; mud.

Zone I (6°11'61S 107°57'96E); long term development anchorage; depths about 11 to 16 m; mud and sand.

- 4 **Regulations concerning entry.** Vessels should follow the 26 mile long, two-way route entry system established for traffic navigating through the restricted area and offshore platforms of Ardjuna Oilfield. See 5.10 for more information.

Harbour

5.38d

- 1 **General layout.** The harbour of Patimban is sheltered by two breakwaters at its NNE end and comprises a narrow dredged channel leading towards a turning circle and wharf. The wharf, joined to the shore by narrow causeways, has two berths extending NNE and ESE respectively.

Development. Major land reclamation is in progress (2020) within the breakwaters on both sides of the dredged channel and wharf.

Directions for entering harbour

5.38e

- 1 Approaches for Patimban should be made from the N using the port entry channel, a two-way route system entered in the vicinity of 5°49'65S 108°00'66E. The route leads S, SSW and SW, between the oil platforms of Ardjuna Oilfield, towards Patimban's outer anchorages. The route then leads SSW, between the anchorages, for about 2¾ miles before entering the dredged approach channel (5.38b), marked by light buoys (special and lateral).

Berths

5.38f

- 1 A wharf stands at the SW end of the harbour. Two berths extend from it in an L-shape, both with a depth alongside of 10 m. The E berth has a length of about 440 m and the S berth has a length of about 300 m.

Indonesian Notice 49/605/20; Indonesian Charts 528/20 and 539/20; [NP36-No 2-Wk 05/21]

Indonesia - Jawa - Patimban — Directions

96

Paragraph 5.38e 1 existing Section IV Notice Week 05/21
Replace by:

- 1 Approaches for Patimban should be made from the N using the port entry channel, a two-way route system entered in the vicinity of the fairway buoy (safe water) (5°49'·71S 108°00'·66E). The route, marked by light buoys (lateral and special), initially leads S, SSW and SW, between the oil platforms of Ardjuna Oilfield, towards Patimban's outer anchorages.
- 2 The route then leads SSW, between the anchorages, for about 2¾ miles before entering the dredged approach channel (5.38b), marked by light buoys (special and lateral).

(Directions are given for
PT Jawa Satu Power Terminal at 5.42a)

Paragraph 5.41 including heading *Delete*

Indonesian Notice 40/514/21 [NP36-No 16-Wk 51/21]

Indonesia - Jawa - PT Jawa Satu
Power Terminal — Port

97

After Paragraph 5.42 1 line 6 including Heading *Insert*:

PT Jawa Satu Power Terminal
5.42a

- 1 **General information.** PT Jawa Satu Power Terminal (6°08'·48S 107°44'·56E), an LNG terminal, lies 10½ miles WNW of the port of Patimban (5.38a) and 6 miles NE of Teluk Ciasem (5.42).

Arrival information. The terminal is approached by a recommended track, leading from the approach to Patimban.

- 2 **Directions.** From the vicinity of 6°07'·20S 107°58'·85E, within the Patimban port entry channel (5.38c), the recommended track leads W, passing:
N of a light buoy (starboard hand) (6°07'·44S 107°58'·11E), thence:

S of the production platforms, associated with Ardjuna Oil Terminal (5.38) and the offshore safety zone (5.10), and:

- 3 N of Tanjung Bobos (6°11'·20S 107°49'·11E).
Thence, from a position N of Tanjung Pamanukan (6°12'·00S 107°47'·60E) the track continues W to the platform.

Anchorage may be obtained in Patimban anchorage area Zone B (emergency anchorage). See 5.38c.

Berths. SBMs.

Indonesian Notice 40/514/21; GB Chart 3729/21;
Indonesian Chart 79/18 [NP36-No 17-Wk 51/21]

Indonesia - Selat Bangka - Approaches to
Pelabuhan Muntok — Directions; shoal

112

After Paragraph 6.33 2 line 8 *Insert*:

Clear of a shoal (2°16'·24S 105°17'·48E) with a depth of 8·6 m, reported (2020), thence:

Corr. UKHO [NP36-No 7-Wk 22/21]

Indonesia - Selat Bangka - Tanjung Selokan to
Tanjung Ular — Directions; wreck

112

Paragraph 6.33 2 lines 9–10 including Existing Section IV
Notice Week 22/21 *Replace by*:

Clear of a dangerous wreck (2°16'·25S 105°17'·44E), thence:

Indonesian Notice 34/448 & 449/21

[NP36-No 15-Wk 43/21]

Indonesia - Kalimantan West Coast -
Kijing — Port

156

After Paragraph 9.70 4 line 7 *Insert*:

Kijing
9.70a

1 **General information.** Kijing Terminal (0°30'·75N 108°54'·70E), E of Pulau Temaju (9.65), is under ongoing development (2021). On completion the port will consist of liquid and dry bulk facilities, container and multi-purpose terminals.

Controlling depth. Contact the local authorities for the latest information on depths and authorised draughts.

2 **Pilotage.** Pilots board in the following positions:

- A (0°32'·99N 108°50'·18E);
- B (0°27'·14N 108°51'·43E).

Local knowledge is advisable.

Restricted area. Anchoring is prohibited in a circular area fronting the jetty.

Directions. The approach channels are marked by light buoys.

Anchorage. Designated areas are as follows:

Sea Trial Area (0°29'·89N 108°46'·42E); depth about 22 m.

3 Container Vessels Anchorage (0°30'·70N 108°47'·71E); depths from about 20 to 22 m. Vessels greater than 200 m LOA anchor in the W part of the anchorage.

Transhipment Anchorage (0°31'·06N 108°49'·43E); depths from about 20 to 22 m.

Dry Bulk Anchorage (0°29'·51N 108°47'·63E); depths from about 21 to 27 m. Vessels greater than 150 m LOA anchor in the W part of the anchorage.

4 Liquid Bulk Anchorage (0°28'·92N 108°47'·30E); vessels greater than 200 m LOA; depth about 24 m.

Multipurpose Anchorage (0°28'·42N 108°47'·30E); depth about 24 m.

Liquid Bulk Anchorage (0°28'·68N 108°48'·25E); vessels less than 200 m LOA; depth about 19 to 22 m.

5 Quarantine Anchorage (0°28'·76N 108°49'·39E); depths from about 10 to 22 m.

Maintenance Anchorage (0°28'·42N 108°50'·52E); depths from about 10 to 20 m.

Emergency Anchorage (0°26'·62N 108°52'·25E); depth around 10 m.

Dead Vessels Anchorage (0°27'·09N 108°52'·25E); depth around 10 m.

6 Government Vessels Anchorage (0°31'·17N 108°52'·85E); depths from about 5 to 10 m.
B3 Vessels Anchorage (0°27'·00N 108°48'·00E); depth about 25 m.

NP36

Berth. A T-shaped jetty (0°30'·02N 108°52'·62E), with about 1000 m of berthing space at its head, extends about 1¾ miles W from the shore. Contact local authorities for details on depths alongside.

Indonesian Notices 32/429/21; 38/488-489-490/21; ENC ID400531 [NP36-No 14-Wk 43/21]

Indonesia - Selat Riau - Northern part — Directions; light beacon

171

Paragraph 10.78 2 lines 5-9 *Replace by:*

E of Pulau Ngenang (1°00'·50N 104°10'·00E), a hilly island. A rock awash (0°59'·60N 104°11'·16E) lies 7 cables ESE of the island. Thence:

Indonesian Notice 1/3/21 [NP36-No 4-Wk 11/21]

Indonesia - Pulau Batam - Kabil — Directions; leading lights

173

Paragraph 10.102 1-2 *Replace by:*

- 1 From a position E of Karang Galang (1°09'·51N 104°11'·09E) (10.79), the track leads SW through a channel, marked by light buoys (lateral), passing:
SE of Karang Galang (10.79), thence:
- 2 NW of two dangerous wrecks (1°08'·83N 104°11'·72E and 1°08'·77N 104°11'·93E), thence:
NW of a designated anchorage area (1°06'·30N 104°10'·80E) (10.84).

Indonesian Notice 48/592;593/20 [NP36-No 1-Wk 04/21]

Indonesia - Selat Riau - Northern part — Directions; beacon

175

Paragraph 10.127 1 lines 1-5 *Replace by:*

- 1 From a position in the vicinity of Tanjungpinang pilot boarding position (10.130) and WSW of an obstruction (10.126), the track initially leads WNW approximately 10 miles, passing:
SSW of a 1.9 m shoal patch (0°54'·57N 104°23'·82E), thence:

Indonesian Notice 1/6/21 [NP36-No 5-Wk 11/21]

Indonesia - Selat Riau - Northern part — Directions; beacon; buoy

175

Paragraph 10.127 3 lines 1-13 *Replace by:*

- 3 Clear of an obstruction (0°55'·74N 104°19'·43E), which lies 1½ miles SSW of Pulau Terkulai (0°57'·23N 104°20'·29E), a flat and sandy island covered with coconut palms and surrounded by a reef. A light (white metal framework tower, 20 m in height), visible between 290°-109.5° (179.5°), is exhibited from its W end. A 3 m patch lies about 1½ miles SE of the island. Thence:

Indonesian Notice 1/4, 5/21 [NP36-No 6-Wk 11/21]

Indonesia - Pulau Bintan - East coast - Selat Kijang — Vertical clearance

177

Paragraph 10.143 2 line(s) 1-6 *Delete*

Indonesian Notice 20/613/20 [NP36-No 3-Wk 06/21]

NP37 West Coasts of England and Wales Pilot (2017 Edition)

United Kingdom — Distress and rescue; coastguard stations

8

Paragraph 1.66 2 lines 1-10 *Replace by:*

- 2 The United Kingdom maritime radio infrastructure is a single network of operations centres, all data and communications being available to every officer on duty. The National Maritime Operations Centre (NMOC) and the 10 Coastguard Operations Centres (CGOCs) carry out a range of coast guard duties. All centres carry out the function of an MRCC. For further details see *Admiralty List of Radio Signals Volume 5*.

Maritime and Coastguard Agency [NP37-No 5-Wk 29/17]

Wales - Swansea Bay — Directions; buoy

94

Paragraph 3.95 1 lines 4-5 *Replace by:*

...(51°28'·75N 3°47'·90W). There is a...

Trinity House Notice 13/17 [NP37-No 1-Wk 27/17]

Wales - Swansea — Depth

94

Paragraph 3.102 1 line 1 *Replace by:*

- 1 The entrance channel has a maintained depth of 0.5 m. For...

BA Chart 1161/19 [NP37-No 28-Wk 08/19]

*The following notice is to be implemented at
0000 UTC on 1st April 2019*

Wales - Port of Swansea — Pilotage

95

Paragraph 3.106 *Replace by:*

- 1 **Pilotage district.** The Swansea pilotage district corresponds to the port limits.
Associated British Ports (ABP), provides pilotage for Swansea. Pilotage is compulsory as follows:
All vessels or tows over 85 m LOA.
All vessels or tows over 20 m LOA carrying dangerous or noxious liquids, 12 or more passengers, or explosives.
- 2 All vessels engaging the assistance of tugs.
All vessels or tows of more than 60 m but less than 85 m LOA where a bona fide deck officer has not navigated the port on that vessel or a vessel of a similar class in the past 12 months.
Vessels not subject to compulsory pilotage are advised not to enter the harbour without a pilot or local knowledge.
- 3 **Pilot boarding position** is about 1 mile SE of Mumbles Lighthouse (51°34'·01N 3°58'·27W).
Pilot vessel is *Beaufort*; dark blue hull with orange superstructure.
For further pilotage details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

ABP South Wales Notice 16/19

[NP37-No 31-Wk 14/19]

Wales - Swansea Bay - Mumbles Head — Approaches

96

Paragraph 3.113 1 lines 1-8 *Replace by:*

- 1 From the pilot boarding position (3.106), the track to the seaward limits of the entrance channel leads 1 mile N through Outer Roadstead (3.97) and between Mumbles Head (51°34'·01N 3°58'·27W) and Outer Green Grounds, an area containing a large number of shoal patches 2 miles E.
- 2 A current buoy, SW Inner Green Grounds Light Buoy (E cardinal) (51°34'·21N 3°57'·12W), is moored close W of the entrance.

Paragraph 3.114 1 lines 1-8 *Replace by:*

- 1 From the vicinity of 51°34'·15N 3°56'·95W, the entrance channel, dredged over a width of 122 m, leads NNE for a distance of 2½ miles across Green Grounds, foul ground which encumbers the greater part of the W side of Swansea Bay with detached patches of rock and stones over which there are frequently changing depths. Light buoys (lateral) mark the edges of the channel.

Trinity House Notice 24/18

[NP37-No 27-Wk 05/19]

Wales - Port of Neath — Depths

97

Paragraph 3.125 1 lines 1-2 *Replace by:*

- 1 The entrance channel is dredged to 2·0 m above chart datum (1998). Depths shoaler than charted have been found at the entrance to the channel during a survey (2018). Berthing is determined...

H102 MV *Titan Discovery*

[NP37-No 17-Wk 24/18]

Wales - Port of Neath — Vertical clearances

97

Paragraph 3.126 1 line 3 *For 29 m Read 28 m*

Paragraph 3.126 1 line 8 *For 27 m Read 26 m*

Paragraph 3.126 2 line 5 *For 42 m and 28 m Read 41 m and 27 m*

BA Chart 1161/19

[NP37-No 29-Wk 08/19]

Wales - Port of Neath — Training wall

98

Paragraph 3.136 1 line 5 *Replace by:*

...NE and lies between two rock training walls 76 m apart, that dry from 2 to 5 m.

UKHO

[NP37-No 25-Wk 51/18]

Wales - Porthcawl - Tusker Rock — Directions; obstruction

103

After Paragraph 3.173 2 line 8 *Insert:*

Clear of an obstruction (51°26'·51N 3°40'·25W)

H102, Gardline Surveys

[NP37-No 18-Wk 24/18]

*The following notice is to be implemented at
0000 UTC on 1st April 2019*

Wales - South coast - Approaches to Porthcawl — Directions; caution

104

After Paragraph 3.173 3 line 8 *Insert:*

- 4 **Caution.** A dangerous wreck (51°23'·26N 3°32'·45W) lies about 1 mile SE of Nash Passage. A second dangerous wreck (51°23'·76N 3°34'·51W) lies about 4 cables SW of East Nash Light Buoy (E cardinal).

GB Chart 1152/19

[NP37-No 35-Wk 24/19]

Wales - Port of Barry — Pilotage

110

Paragraph 4.28 1 lines 1-8 *Replace by:*

- 1 Associated British Ports (ABP) provides the pilotage service for Barry, Cardiff and Newport, including the River Usk. Pilotage is compulsory as follows:

NP37

- All vessels or tows over 85 m LOA.
- All vessels or tows over 20 m LOA carrying dangerous or noxious liquids, 12 or more passengers, or explosives.
- All vessels engaging the assistance of tugs.
- All vessels or tows of more than 60 m but less than 85 m LOA where a bona fide deck officer has not navigated the port on that vessel or a vessel of a similar class in the past 12 months.

ABP South Wales Notice 16/19

[NP37-No 32-Wk 14/19]

*The following notice is to be implemented at
0000 UTC on 1st April 2019*

Wales - Port of Cardiff — Pilotage

115

Paragraph 4.62 1 *Replace by:*

- 1 Associated British Ports (ABP) pilotage service is based at Pierhead, Barry Docks. For details of pilotage, pilot boarding position and pilot vessel, see 4.28. See also *ADMIRALTY List of Radio Signals Volume 6(1)*.

ABP South Wales Notice 16/19

[NP37-No 33-Wk 14/19]

Wales - Cardiff - Lavernock Point — Directions; obstructions

116

Paragraph 4.69 2 lines 1-4 *Replace by:*

- 2 **Caution.** An outfall, marked by a light buoy (special), extends 6 cables SE from Lavernock Point (4.41). An obstruction lies close E of the buoy and a second obstruction lies E of Ranny Point at (51°24'·65N 3°09'·33W). Strong currents can be experienced in this area, particularly on spring tides.

H102

[NP37-No 19-Wk 24/18]

*The following notice is to be implemented at
0000 UTC on 1st April 2019*

Wales - Port of Newport — Pilotage

120

Paragraph 4.98 1 *Replace by:*

- 1 **Pilotage.** Associated British Ports (ABP) based at Cardiff, provides pilotage for Newport. For details of pilotage, pilot boarding position and pilot vessel see 4.28.

ABP South Wales 1Notice 6/19

[NP37-No 34-Wk 14/19]

Wales - Bristol Channel - Newport — Directions; light sector

120

Paragraph 4.101 1 line 3 *For 018° Read 016°*

Correspondence Associated British Ports

[NP37-No 30-Wk 10/19]

England - Bristol Channel - Bridgwater Bay - Hinkley Point — Pilotage

124

Paragraph 4.135 3 lines 1-7 *Replace by:*

- 3 **Hinkley Point Development.** A jetty (51°12'·75N 3°09'·45W), with an alongside depth of 2·5 m, has been established as part of the development of Hinkley Point C nuclear power station.

Pilotage is compulsory for vessels greater than 85 m LOA and is provided by Bristol Port Company. An UKC of 1·0 m must be maintained within the harbour limits and approaches.

Hinkley Point Notice 6/19

[NP37-No 38-Wk 35/19]

England - Bristol Channel - Bridgwater Bay — Marine coordination centre

124

Paragraph 4.135 3 including existing Section IV Notice Week 35/19 *Replace by:*

- 3 **Hinkley Point Development.** A jetty (51°12'·75N 3°09'·45W), with an alongside depth of 2·5 m, has been established as part of the development of Hinkley Point C nuclear power station.

A Marine Coordination Centre (MCC) has been established to manage the safe and efficient coordination of all vessels operating or passing in and around the Hinkley Point C Marine Offshore/Construction area. For further details on procedures see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Pilotage is compulsory for vessels greater than 85 m LOA and is provided by Bristol Port Company. A minimum UKC of 1·0 m must be maintained within the harbour limits and approaches.

- 4 Light buoys (lateral) mark the route between the future Hinkley Point C cooling water intake and outfall structures. Mariners are advised to navigate with caution near the two construction areas (51°14'·00N 3°10'·25W and 51°13'·30N 3°09'·55W), where works are in progress (2020).

HPC Notice 14/21

[NP37-No 48-Wk 27/21]

England - Bristol Channel - Bridgwater Bay — Light buoy

126

Paragraph 4.141 2 line 5 *Replace by:*

...from the vicinity of 51°14'·00N 3°09'·80W to...

Paragraph 4.141 3 lines 1-4 *Replace by:*

- 3 **Regulations concerning entry.** Vessels bound for berths within the River Parrett should pass the vicinity of 51°14'·00N 3°09'·80W no earlier than 2¼ hours and no later than 2 hours before HW.

Trinity House Notice 11/2018

[NP37-No 23-Wk 29/18]

**England - Bristol Channel - Bridgwater Bay —
Directions; light buoy; shoal**

126

Paragraph 4.143 2 line 2 *Replace by:*

...(51°11'·02N 3°19'·72W), the...

Paragraph 4.143 3 lines 4–8 *Replace by:*

N of a shoal area (51°13'·76N 3°09'·96W), least depth 1·9 m, lying on Cobbler Patch.

Trinity House Notice 11/2018 [NP37-No 24-Wk 29/18]

**England - Bridgwater Bay -
Burnham-on-Sea — Leading lights**

126

Paragraph 4.143 4 lines 10–13 *Replace by:*

Burnham Seafront Leading Lights:

Front light (red light on pole, 6 m in height) (51°14'·39N 2°59'·95W). Daymark (red stripe on white square daymark on sea wall).

Rear light (red light on church tower) (75 m from front light).

Alignment 117°.

Port of Bridgwater Notice 10/17

[NP37-No 10-Wk 48/17]

**England - Bristol - City Docks -
Cumberland Basin — Depth**

136

Paragraph 4.207 2 lines 7–8 *Replace by:*

The basin has 457 m of quay and a dredged depth of 4·6 m (2020).

GB Chart 1859 (2021)

[NP37-No 56-Wk 44/21]

**England - River Severn - Chepstow —
Vessels handled**

140

Paragraph 4.226 1 lines 3–4 *Delete*

Gloucester Harbour Trustees

[NP37-No 2-Wk 28/17]

**England - River Severn -
Sharpness Dock — Pilotage**

142

Paragraph 4.247 2 lines 1–10 *Replace by:*

2 All vessels of 30 m LOA and over.

Paragraph 4.247 4 lines 1–5 *Replace by:*

Dock pilots, if required, board in the lock for berthing in Sharpness.

Gloucester Harbour Trustees

[NP37-No 3-Wk 28/17]

**United Kingdom - River Severn above
Sharpness — Restricted area; vertical clearance**

144

After Paragraph 4.258 1 line 11 *Insert:*

Restricted area. On the River Severn above Sharpness Point, the use of Personal Water Craft is prohibited at all times; for other vessels a speed limit of 12 kn applies.

Paragraph 4.258 2 line(s) 1–5 *Replace by:*

2 **Vertical clearance.** Overhead power cables span the river approximately 5 and 11 miles above Sharpness with a minimum vertical clearance of 19 m. A further cable crossing at Minsterworth (uncharted) has a minimum vertical clearance of about 7 m.

GB Chart 1166 Ed.10 (2020) [NP37-No 45-Wk 53/20]

Wales - Milford Haven — Depths

154

Paragraph 5.53 *Replace by:*

1 Channel	Depth
West Channel	15·7 m (2017)
East Channel	9·9 m (2017)
Main Channel	16·1 m (2017)
South Channel	9·6 m (2017)
Milford Shelf swinging ground (Vessels > 275 m LOA)	9·3 m (2018)
2 Milford Shelf swinging ground (Vessels < 275 m LOA)	11·0 m (2018)

Milford Haven Port Authority

[NP37-No 22-Wk 28/18]

Wales - Milford Haven — Controlling depths

154

Paragraph 5.53 including existing Section IV Notice Week 28/18 *Replace by:*

1 Channel	Depth
West Channel	15·6 m (2021)
East Channel	9·8 m (2021)
Main Channel to Valero Terminal (5.92)	15·6 m (2021)
Main Channel from Valero Terminal to VPOT (5.93)	11·8 m (2021)
South Channel	9·4 m (2018)
Milford Shelf swinging ground (Vessels > 275 m LOA)	9·3 m (2021)
2 Milford Shelf swinging ground (Vessels < 275 m LOA)	11·0 m (2021)
Pembroke Reach (N and E of Dockyard Bank)	7·1 m (2021)

Milford Haven Entry and Departure Guide (2021)

[NP37-No 49-Wk 29/21]

NP37

Wales - Milford Haven — Regulations; speed restrictions

155

After Paragraph 5.63 10 line 8 *Insert*:

- 11 **Speed restrictions.** The maximum speeds permitted within the harbour are as follows:
West Blockhouse (5.71) to South Hook Buoy (5.75) – 16 kn.
South Hook Buoy to Newton Noyes Jetty (5.98) – 12 kn.
Newton Noyes Jetty to Cleddau Bridge (5.107) – 10 kn.

Milford Haven Entry and Departure Guide (2021)
[NP37-No 50-Wk 29/21]

Wales - Milford Haven — Terminal name; landmark

156

Paragraph 5.66 2 line 8 *For SemLogistics Read* Valero Pembrokeshire Oil

Paragraph 5.67 2 line(s) 2–3 *Delete*

Milford Haven Entry and Departure Guide (2021)
[NP37-No 51-Wk 29/21]

Wales - Milford Haven — Terminal name

160–161

Paragraph 5.79 1 lines 1–3 including heading *Replace by*:

Approach to Dragon and Valero Pembrokeshire LNG Terminals (continued from 5.77) 5.79

- 1 From a position N of the E end of the Valero Terminal the track continues E, thence ESE, to the Dragon and Valero Pembrokeshire LNG Terminals (5.93).

Paragraph 5.79 3 line 2 *For SemLogistics Read* Valero Pembrokeshire Oil

Paragraph 5.79 3 line 5 *For SemLogistics Read* Valero Pembrokeshire

Milford Haven Entry and Departure Guide (2021)
[NP37-No 52-Wk 29/21]

Wales - Pembrokeshire - Milford Haven — Directions; leading lights

161

Paragraph 5.79 2 lines 9–10 and 3 line 1 *Replace by*:

Rear light. Gate 4 Light (8½ cables from front mark).
No daymark.

- 3 The alignment (101.3°) of these marks leads in the...

Correction Milford Haven Port Authority (23/02/21)
[NP37-No 47-Wk 17/21]

Wales - Milford Haven — Alongside berths; names

162

Paragraph 5.89 line(s) 22–25 *Replace by*:

VPOT 2 15.1 m (2020)
VPOT 3 10.4 m (2020)
VPOT swinging area 11.9 m (2020)

Milford Haven Entry and Departure Guide (2021)
[NP37-No 53-Wk 29/21]

Wales - Milford Haven — Alongside berths; names

164

Paragraph 5.93 1 line 1 *Replace by*:

- 1 **Dragon LNG Terminal and Valero Pembrokeshire Oil Terminal (VPOT)...**

Paragraph 5.93 2 line(s) 1 *Replace by*:

- 2 VPOT 2; length of face 121 m;...

Paragraph 5.93 2 line(s) 4 *Replace by*:

VPOT 3; length of face 63 m;...

Milford Haven Entry and Departure Guide (2021)
[NP37-No 54-Wk 29/21]

Wales - Milford Haven - Milford Docks — Depth

164

Paragraph 5.94 2 lines 1–3 *Replace by*:

- 2 The sea lock has a length of 167.6 m and a least depth over the sill of 3.2 m. The maximum allowable beam is 18.9 m.

Correspondence Milford Haven Port Authority
[NP37-No 14-Wk 22/18]

Wales - Milford Haven — Landing place; terminal name

166

Paragraph 5.106 2 line 3 *For SemLogistics Read* Valero Pembrokeshire

Milford Haven Entry and Departure Guide (2021)
[NP37-No 55-Wk 29/21]

Wales - West coast - Cardigan Bay - Tremadog Bay — Depths

192

After Paragraph 6.84 2 line 7 *Insert*:

Depths 6.84a

- 1 Depths less than charted have been reported (2020) in the approaches to Tremadog Bay, particularly E of The Devil's Tail (6.115).

Corr NAVTEX WZ 655/20 [NP37-No 42-Wk 30/20]

**Wales - Tremadog Bay -
Saint Tudwal's Roads — Wrecks**

195

Paragraph 6.105 2 lines 6-7 *Replace by:*

Caution. Two dangerous wrecks (52°49'·20N 4°29'·26W) and (52°48'·64N 4°28'·98W) lie in the W part of Inner Road.

GB Chart 1971/21

[NP37-No 46-Wk 14/21]

**Wales - West coast - Cardigan Bay -
Tremadog Bay — Depths**

197

After Paragraph 6.111 2 line 3 *Insert:*

Depths

6.111a

1 See 6.84a.

Corr NAVTEX WZ 655/20

[NP37-No 43-Wk 30/20]

**Wales - Menai Strait to South Stack —
General information; traffic regulations**

206

After Paragraph 7.49 1 line 5 *Insert:*

Traffic regulations

7.49a

1 **Restricted area.** Entry is prohibited within an area, radius 500 m, around a Micro Grid System (MGS) light buoy (special) (53°17'·80N 4°47'·76W), marking a seabed structure.

AWJ Marine correspondence

[NP37-No 20-Wk 25/18]

**Wales - Menai Strait to South Stack —
Directions**

207

After Paragraph 7.53 4 line 9 *Insert:*

Clear of a restricted area (7.49a), thence:

AWJ Marine correspondence

[NP37-No 21-Wk 25/18]

England - Liverpool Bay — Wind farm

231

Paragraph 8.3 1 line 5 *Replace by:*

Wind Farm. The Burbo Bank Wind Farm and the Burbo Bank Wind Farm Extension lie S of...

Dong Energy

[NP37-No 6-Wk 30/17]

**England - River Dee -
Hilbre Island — Directions; wreck**

236

After Paragraph 8.39 2 line 7 *Insert:*

W of a stranded wreck (53°23'·26N 3°13'·47W), thence:

BA Chart 1953

[NP37-No 15-Wk 23/18]

Wales - River Dee - Mostyn Deep — Anchorages

237

Paragraph 8.41 3 line 3 *For* 53°21'·16N 3°16'·63W *Read* 53°21'·35N 3°17'·00W

Dee Conservancy Harbour Master

[NP37-No 40-Wk 04/20]

**River Dee - Mostyn Channel —
Directions; light; channels**

237

Paragraph 8.43 2 lines 9-11 *Replace by:*

The track then leads S through Mostyn Channel or continues to lead SE to Mostyn Fairway Light Buoy (safe water) (53°20'·98N 3°15'·64W), from where Salisbury Channel can be followed into the harbour.

Mostyn Channel, marked by light buoys (lateral) leads S, then SE into the turning basin.

Paragraph 8.43 3 line 7 *Replace by:*

...Salisbury Channels and alongside berths. The buoys are moved and Inner...

Port of Mostyn Notice 10/18

[NP37-No 13-Wk 19/18]

**Wales - Mostyn Docks —
Directions; directional light**

237

Paragraph 8.43 3 lines 1-2 *Replace by:*

3 Inner Directional Light (yellow framework tower) (53°19'·55N 3°15'·69W), located on the breakwater head,...

Correspondence Port of Mostyn 04/18

[NP37-No 12-Wk 19/18]

**Wales - Mostyn Docks —
Directions; buoys; light sector**

237

Paragraph 8.43 including existing Section IV Notice Week 19/18. *Replace by:*

1 **Approaches.** From Dee Light Buoy (53°21'·90N 3°18'·20W) to the entrance to Mostyn Docks, the track leads SE through Wild Road (8.48) and Mostyn Deep, passing:

NE of North East Mostyn Light Buoy (starboard hand) (53°21'·50N 3°17'·80W), moored at the NE edge of Mostyn Bank, thence:

NE of an obstruction (53°21'·21N 3°17'·12W), with a depth of 3-3 m, thence:

2 SW of Salisbury Middle Light Buoy (port hand) (53°21'·37N 3°16'·53W), moored at the WSW extremity of Salisbury Middle, a bank which dries 5-5 m, thence:

NE of M1 Light Buoy (starboard hand) (53°20'·93N 3°16'·55W).

The track then leads S through Mostyn Channel or continues to lead SE to Mostyn Fairway Light Buoy (safe water) (53°20'·98N 3°15'·64W), from where Salisbury Channel can be followed into the harbour.

NP37

- 3 **Mostyn Channel**, marked by light buoys (lateral), leads S, then SE, into the turning basin.

Salisbury Channel leads S from Mostyn Fairway Light Buoy (safe water) (53°20'·98N 3°15'·64W) and is marked by light buoys (lateral).

Inner Directional Light (yellow framework tower) (53°19'·55N 3°15'·69W), located on the breakwater head, indicates the centre line of the initial S leg of Salisbury Channel and leads close E of S1 Light Buoy.

- 4 **Caution.** The Harbour Master should be consulted for the latest depth information in Mostyn and Salisbury Channels and alongside berths. The buoys are moved and Inner Directional Light sectors adjusted to best mark the channel.

(Directions continue at 8.50)

Port of Mostyn Notice 11/18 [NP37-No 16-Wk 23/18]

Wales - River Dee - Mostyn — Anchorages

238

Paragraph 8.48 1-2 including heading *Replace by:*

Arrival information 8.48

- 1 **Outer anchorages** are available as follows:
Short-term anchorage can be obtained in Wild Road (53°21'·80N 3°18'·70W), in about 17 m. There is little protection from weather and tidal stream. Vessels should use this anchorage only in slight to moderate weather conditions and be prepared to move at very short notice.
Anchorage can be obtained in Mostyn Deep (53°21'·35N 3°17'·00W), which has depths of about 12 m. Whilst more sheltered in SW winds than Wild Road, similar precautions should be observed.
- 2 Small craft can find temporary anchorage in the channel off Lime Wharf in about 6 to 8 m (53°21'·85N 3°13'·70W).

Local knowledge. Because of the changing nature of the sandbanks and channels, local knowledge is essential as the channel marker buoys frequently ground during LW periods.

Dee Conservancy Harbour Master
[NP37-No 41-Wk 04/20]

England - Liverpool Bay — Wind farm extension

239

Paragraph 8.54 4 line 1 *Replace by:*

- 4 Burbo Wind Farm Extension (32 turbines) stands on Three and Four Fathom Tongue, between South outer anchorage (8.68) and Burbo Wind Farm. Burbo Wind Farm (25 turbines) stands on...

Dong Energy [NP37-No 7-Wk 30/17]

England - West coast - Liverpool Bay — Anchorages; historic wreck

240

After Paragraph 8.68 1 line 9 *Insert:*

Caution. An historic wreck (53°29'·25N 3°23'·04W) lies in the NE part of the south anchorage area. For information on historic wrecks see 1.57.

UKHO [NP37-No 44-Wk 40/20]

United Kingdom - England - Liverpool - Birkenhead — Directions; light buoy

244

Paragraph 8.83 2 lines 6-7 *Replace by:*

NE of Rock Ferry Jetty (disused) (53°22'·48N 2°59'·69W) (8.92), marked by a light buoy (E cardinal), thence:

Port of Liverpool Notice 33/19 [NP37-No 36-Wk 30/19]

England - Liverpool — Berths

244

Paragraph 8.87 1 line 4 *For* 39·6 m *Read* 57·0 m

Port of Liverpool Notice 28/17 [NP37-No 4-Wk 28/17]

United Kingdom - Liverpool - Birkenhead — Light buoy

247

Paragraph 8.92 1 line 3 *Replace by:*

...for 305 m thence ESE for 200 m. The jetty is marked by a light buoy (E cardinal).

Port of Liverpool Notice 33/19 [NP37-No 37-Wk 30/19]

England - Liverpool Bay — Directions; wind farm extension

248

Paragraph 8.98 3 line 1 *Replace by:*

- 3 S of Burbo Wind Farm Extension (32 turbines) (53°29'·18N 3°16'·51W) and S of a dangerous wreck (53°27'·47N 3°11'·58W), thence:
N of a light buoy (special) (53°27'·00N...

Dong Energy [NP37-No 8-Wk 30/17]

England - River Mersey - Runcorn Sands — Vertical clearance

251

After Paragraph 8.109 1 line 7 *Insert:*

- 2 The Mersey Gateway Bridge (53°21'·21N 2°42'·87W) spans the river at Runcorn Sands, with a vertical clearance above HAT of 12·02 m through the N span and 18·09 m through the S span.

Photoplot PG3412 11/18 [NP37-No 26-Wk 02/19]

**England – Port of Lancaster –
Glasson Dock — Times**

272-273

Paragraph 9.58 2 lines 3–9 *Replace by:*

The dock gate is manned on one tide per day throughout the year, this being the tide with HW nearest to noon using local time. A vessel wishing to enter or leave the dock on another tide must give at least 48 hours notice to the Harbour Master

LPC Notice 6/18

[NP37-No 11-Wk 16/18]

**Scotland – Kirkcudbright Bay —
Outer anchorages**

300

Paragraph 10.87 1 and 2 *Replace by:*

1 **Outer anchorages.** Anchorage with good holding ground can be found between the 5 and 10 m depth contours in the entrance to Kirkcudbright Bay (10.82), inward of the firing range limit (10.3). South winds cause an uneasy swell during which time it would be unwise to anchor.

2 A gas pipeline passes close N and E of Little Ross (10.80). An outfall extends 1½ cables SSW from the shore from a position 1 cable SE of Torrs Point (10.78).

H.102 Kirkcudbright Harbour for Dumfries and Galloway Council 28/08/2017 [NP37-No 9-Wk 40/17]

**Isle of Man – West coast – West-north-west of
Bradda Head — Directions; wreck**

319

After Paragraph 10.178 2 line 3 *Insert:*

Clear of a dangerous wreck (54°07'·26N 4°51'·61W), thence:

Isle of Man Notice 16/19

[NP37-No 39-Wk 02/20]

NP38 West Coast of India Pilot (2019 Edition)

Maldives – Male' Atoll – Male' — Anchorages

93

Paragraph 2.176 1 line(s) 5–10 *Replace by:*

Outer harbour. Except for coasters and most RoRo vessels, cargo is worked at the anchorages situated NW of Male' as follows:

- 2 Ship to Ship Anchorage (4°12'·88N 73°26'·39E), depths from 45 to 68 m.
Quarantine Anchorage (4°12'·75N 73°27'·65E), depths about 46 m, except for a shoal patch in the N part.
Thilafushi Working Anchorage (4°11'·74N 73°25'·87E), depths from 43 to 56 m.
- 3 Laid-up Vessel Anchorage (4°13'·25N 73°28'·40E), depths from about 50 to 60 m.

General Purpose Anchorage (4°12'·76N 73°28'·40E), depths from about 50 to 60 m.

Local Tanker Anchorage (4°12'·29N 73°28'·41E), depths about 43 m.

Tanker Anchorage (4°12'·30N 73°29'·27E), depths from 42 to 54 m.

4 Waiting Anchorage (4°11'·70N 73°29'·24E), depths from 38 to 48 m.

Local Navy Anchorage (4°13'·16N 73°29'·70E), depths from 44 to 50 m.

Naval Anchorage (4°11'·91N 73°30'·05E), depths from 42 to 45 m.

5 Lighterage Anchorage (4°11'·38N 73°30'·07E), depths from 43 to 52 m.

Small Craft Anchorage (4°12'·55N 73°31'·03E), depth 49 m.

Anchorage (4°11'·54N 73°30'·84E), depths from 23 to 46 m.

Indian Chart 227/20; ENC GB403323 (6.002)

[NP38-No 18-Wk 17/20]

**India – West coast – Lakshadweep Sea –
Nine Degree Channel — TSS**

108

Paragraph 2.263 1 *Replace by:*

1 Nine Degree Channel (9°00'·00N 73°00'·00E) separates Minicoy Island (8°16'·55N 73°03'·10E) and Cannanore Islands (2.252); the channel is 100 miles wide, very deep and navigated by a TSS (not IMO-adopted). It is free from known dangers.

For passage through this channel the chart is sufficient guide. The Indian Government advise that the principles for the use of the routing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea (1972)* apply.

Investigator Bank (8°32'·00N 73°16'·00E), with a depth of 157 m, lies 17 miles NE of Minicoy Island.

Indian Chart 22/19

[NP38-No 32-Wk 45/20]

**India – South-east coast – Palk Bay –
Pāmban Pass — Directions; buoyage**

134

Paragraph 3.144 2 *Replace by:*

2 The N part of Pāmban Pass, lies between Kanthe Thuki Reef (close off the NW shore of Pāmban Island) and a shoal ground to the W. A dangerous wreck lies in position 9°17'·83N 79°12'·12E.

ENC IN53016M

[NP38-No 10-Wk 10/20]

**Sri Lanka – Galle Harbour —
Traffic regulations; prohibited area**

138

After Paragraph 4.22 1 line 2 *Insert:*

**Traffic regulations
4.22a**

1 **Prohibited area.** Mariners should keep at least 500 m from an area, centred on 6°01'·22N 80°12'·67E, into which entry is prohibited.

Sri Lankan Notice 2/20

[NP38-No 19-Wk 22/20]

NP38

Sri Lanka - Galle to Hikkaduwa Point — Directions; prohibited area

141

After Paragraph 4.39 1 line 3 *Insert*:

SW of a prohibited area (6°01'22N 80°12'67E)
(4.22a), thence:

Sri Lankan Notice 2/20 [NP38-No 20-Wk 22/20]

India - South-east coast - Palk Bay - Pāmban Pass — Directions; depths

151

Paragraph 4.114 1 lines 1-3 *Replace by*:

- 1 **Controlling depths.** Depths are changeable; local authorities should be consulted for the latest information.

Vertical clearance. Pāmban Viaduct (4.113) has a least vertical clearance of 16 m.

Paragraph 4.116 1 lines 1-2 *Delete*

Paragraph 4.118 *Replace by*:

- 1 **Kundugāl Channel** (9°15'00N 79°15'00E) is the better and more direct approach to Pāmban Pass from S. Having passed the outlying dangers (4.111), steer to pass E of Kallaru Reef for a position ESE of Kundugāl Point, from where the channel leads W into Kundugāl Gut, passing:

N of Kallaru Reef (9°14'73N 79°14'07E), upon which the sea breaks heavily along its S edge. Shingle Tīvu, a low island covered with scrub is situated on the reef.

- 2 Thence keep to the deep-water channel, passing:
N of Kursadi Tivu (9°14'92N 79°12'88E), a long narrow island with a fishery research station situated at its E end, and:

Close S of Kundugāl Point (9°15'14N 79°13'06E), a low and sandy point, and N of Pulli Reef.

- 3 The track then leads generally WNW across Horseshoe Bank (9°15'55N 79°11'94E).

Once clear of a drying bank extending SW from Mundel Point (9°16'38N 79°12'35E), the route leads NE through The Basin, a narrow unmarked channel, towards the S entrance of Pāmban Pass.

ENC IN53016M [NP38-No 11-Wk 10/20]

India - South-east coast - Palk Bay - Pāmban Pass — Directions; depths

152

Paragraph 4.120 4 *Replace by*:

- 4 When NE of Cano Paru Reef (9°14'21N 79°09'40E), which covers and uncovers, alter course NE to pass through Puma East Channel which lies NW of Pulli Reef and is unmarked.

When clear of Puma East Channel, steer to pass along the N edge of Pulli Reef into the channel lying between this reef and Horseshoe Bank (4.118), which leads to Sand Bank Channel (9°15'55N 79°12'50E), or NE through The Basin, a narrow unmarked channel, towards the S entrance of Pāmban Pass.

ENC IN53016M [NP38-No 12-Wk 10/20]

India - South coast - Gulf of Mannār - Kuthenkuli — Directions; light

153

After Paragraph 4.130 3 line 4 *Insert*:

Kuthenkuli Light (red and yellow chequered round tower) (8°13'39N 77°46'98E).

Indian Notice 1/32/21 [NP38-No 40-Wk 10/21]

India - Gulf of Mannār - Tuticorin — Anchorage; pilotage

155

Paragraph 4.144 1 *Replace by*:

- 1 The following anchorages are available and centred as follows:

Alpha Anchorage (8°44'20N 78°16'60E); for draughts less than 12 m; least depth about 14 m; mud and sand.

Bravo Anchorage (8°41'06N 78°20'78E); for draughts from 12 to 14.5 m; least depth about 18 m; sand and shells.

Charlie Anchorage (8°46'55N 78°16'62E); for tankers with a draught of less than 14.5 m; least depth about 15 m; sand.

Paragraph 4.145 1 lines 4-6 *Replace by*:

The pilot boarding positions are as follows:

For vessels with a draught of less than 12 m;
8°43'70N 78°15'00E;

For vessels with a draught of more than 12 m;
8°40'80N 78°18'50E.

Indian Notice 23/SD23/20 [NP38-No 39-Wk 05/21]

India - Tuticorin — Directions; leading lights

156

Paragraph 4.151 1 lines 1-3 *Replace by*:

- 1 From the vicinity of the outer pilot station (4.145), the track leads NW to a position close NE of the Fairway Light Buoy (safe water) (8°43'52N 78°15'06E).

Paragraph 4.151 3 *Replace by*:

- 3 The track then continues as required for the allocated berth.

ENC IN52075R [NP38-No 53-Wk 50/21]

India - Tuticorin — Berths

156

Paragraph 4.153 1-4 including heading *Replace by*:

Basins and berths

Zone A

4.153

- 1 **Berth Nos 1 to 9** (8°44'95N 78°13'07E) are situated in the S area of the port. Berth Nos 7 and 8 are for container vessels. Berth No 7 is the longest with a quay length of 370 m. Berth Nos 8 and 9 are the deepest with dredged depths alongside of 14.4 m (2019).

North Cargo Berths I and II (8°45'·35N 78°12'·83E), both 306 m in length, can accommodate vessels of up to 80 000 dwt with a maximum draught of 14 m.

- 2 **Coal Jetty I** (8°45'·32N 78°13'·09E), 301 m in length, can accommodate vessels of up to 60 000 dwt with a maximum draught of 13 m.

Coal Jetty II (8°45'·22N 78°13'·41E), 318 m in length, can accommodate vessels of up to 65 000 dwt with a maximum draught of 13 m.

Oil Jetty (8°45'·28N 78°13'·26E), 150 m in length, can accommodate tankers of up to 40 000 dwt with a maximum draught of 13 m.

ENC IN42075A

[NP38-No 55-Wk 50/21]

India - West coast - Kollam to Kochi — TSS

165

After Paragraph 5.57 1 line 2 *Insert*:

Traffic regulations

5.57a

- 1 **Traffic separation scheme.** A TSS is established W of Kollam (8°52'·61N 76°34'·64E) (5.36).

This TSS is not IMO adopted. The Indian Government advise that the principles for the use of the routing system defined in Rule 10 of the *International Regulations for Preventing Collisions at Sea* (1972) apply.

Indian Notice 15/168/20

[NP38-No 26-Wk 37/20]

India - West coast - Kollam to Kochi — Directions

166

Paragraph 5.60 1-3 *Replace by*:

- 1 From a position SW of Tangasseri Point (8°52'·80N 76°33'·95E) the route leads about 60 miles NNW, passing through a TSS (5.57a), then about 35 miles N to a position W of Kochi (9°58'·18N 76°14'·15E) (5.75).

Indian Notice 15/168/20

[NP38-No 27-Wk 37/20]

India - West coast - Badagara — Wrecks

176

Paragraph 5.134 6 line(s) 1-3 *Delete*

Indian Notice 15/185/19

[NP38-No 1-Wk 49/19]

India - West coast - Badagara — Anchorage

177

Paragraph 5.138 3 lines 1-5 *Replace by*:

- 3 **Anchorage** may be obtained abreast the town about 2¼ miles WSW of the above flagstaff in a depth of about 9 m, mud.

Indian Notice 15/185/19

[NP38-No 2-Wk 49/19]

India - West coast - Badagara to Mount Dilli — Directions; wrecks

177

Paragraph 5.144 1 line 4 *Delete*

Paragraph 5.144 2 line(s) 6-7 *Replace by*:

Clear of a dangerous wreck (11°39'·34N 75°24'·56E), thence:

Indian Notices 15/185/19 & 2/44/20

[NP38-No 7-Wk 08/20]

India - West coast - New Mangalore — Wreck

184

Paragraph 6.38 1 lines 3-5 *Replace by*:

...between 16 and 18 m. A dangerous wreck (12°56'·35N 74°46'·20E), position approximate, lies E of the anchorage area.

Indian Notice 19/221/19

[NP38-No 6-Wk 49/19]

India - West coast - North-north-east of New Mangalore - Mülki Rocks — Directions; caution

186

Paragraph 6.57 1 line(s) 5-6 *Replace by*:

Due to underlying dangers, vessels should not navigate in depths of less than 25 m in the vicinity of Mülki Rocks (6.58).

ENC IN2272CD

[NP38-No 21-Wk 23/20]

India - West coast - New Mangalore to Malpe — Directions; wreck

186

Paragraph 6.58 1 line 6 *For* (13°08'·81N 74°41'·94E) *Read* (13°09'·51N 74°42'·25E)

Indian Notice 2/43/20

[NP38-No 8-Wk 08/20]

India - Mormugao — Outer anchorages; depth; wreck

198

Paragraph 6.162 1 lines 1-3 *Replace by*:

- 1 **Caution.** A spoil ground, with a least depth of 8.8 m, lies about 2½ miles WNW of Mormugao Point (15°24'·71N 73°46'·99E).

Paragraph 6.162 2 lines 1-2 *Replace by*:

- 2 **Deep draught vessel Anchorage C** lies about 5 miles WNW of Mormugao Point. A wreck (15°25'·33N 73°41'·60E) lies in the S part of the anchorage.

Indian Charts 2078/20; 2022/19 [NP38-No 9-Wk 09/20]

NP38

India - Mormugao Harbour and Bay — Pilotage

198

Paragraph 6.164 1 line(s) 1-6 *Replace by:*

- 1 Pilotage is compulsory. The pilots board in the following positions:
15°24'·52N 73°43'·05E (fair weather);
15°25'·23N 73°47'·75E (monsoon season).

Indian Notice 5/72/21

[NP38-No 44-Wk 18/21]

India - Terekhol River to Mālvan Bay - West-south-west of Vengurla Rocks — Directions; wreck

205

After Paragraph 7.22 2 line 9 *Insert:*

Clear of a dangerous wreck (15°49'·00N
73°20'·00E), position approximate, and:

Indian Notice 2/44/21

[NP38-No 41-Wk 12/21]

India - West coast - JSW Jaigarh Port — Outer anchorages

213

Paragraph 7.99 1 lines 1-8 *Replace by:*

- 1 **Outer anchorages.** Designated anchorage areas are as follows:
LNG vessels (17°18'·05N 73°02'·40E).
LPG vessels (17°16'·52N 73°05'·47E).
All vessels other than LPG and LNG (17°17'·05N 73°04'·45E).
Emergency anchorage (17°18'·35N 73°09'·34E).

Indian Notice 21/207/20

[NP38-No 37-Wk 01/21]

India - Mirya Head to Port Dābhol - JSW Jaigarh Port — Pilotage

213

Paragraph 7.99 2 lines 3-4 *Replace by:*

Draught more than 14·5 m: 17°20'·04N 73°04'·97E;
Draught less than 14·5 m: 17°19'·00N 73°08'·00E.

Indian Chart IN2011/20; ENC IN3212AA

[NP38-No 25-Wk 36/20]

India - West coast - South of Tolakeshwar Point - KLPL Terminal — Controlling depth

214

Paragraph 7.110 1 line(s) 2 *For* 14·3 m (2015) *Read* 12·6 m (2019)

Indian Notice 10/133/20

[NP38-No 22-Wk 25/20]

India - Port Dābhol to Kumbaru Point — Directions; wreck

216

After Paragraph 7.136 3 line 8 *Insert:*

Clear of a dangerous wreck (17°58'·05N
72°51'·01E), position approximate, and:

UKHO

[NP38-No 23-Wk 33/20]

India - Kumbara Point to Mumbai approaches — Directions; light sector

218

Paragraph 7.155 2 line 6 *For* (336°-001°) *Read* (181°-018°)

Indian Notice 17/170/21

[NP38-No 54-Wk 50/21]

India - West coast - Mumbai — Anchorage

225

Paragraph 7.224 1 lines 1-2 including heading *Replace by:*

Tanker anchorage 7.224

- 1 An anchorage for tankers is located about 1¼ miles WSW of Butcher Light Beacon (7.217).

Indian Notice 14/157/20

[NP38-No 24-Wk 35/20]

India - Mumbai - Jawaharlal Nehru Port — Regulations

227

Paragraph 7.244 *Replace by:*

- 1 Vessels with a draught of 15 m or less will be permitted in the channel and at the GTI, JNPCT, NSICT-DP World and NSIGT Berths (7.249), subject to the height of tide being 2·2 m or greater in all weather conditions.
Vessels with a draught of 14 m or less will be permitted to use BMCL Berth (7.249), subject to the height of tide being 2·7 m or greater in all weather conditions.
2 Berthing may be restricted when wind speeds exceed 20 kn, and suspended when it exceeds 25 kn.
It is mandatory for vessels over 270 m LOA to have two sets of working laser range finders onboard for safe turning during day and night.
During the monsoon season, which is considered to be from 1st June to 30th September, extra mooring lines shall be used for mooring.
3 Vessel/berth specific regulations are promulgated by the port from time to time and the latest copy should be obtained from the authorities.

MV *Oriental Lotus*

[NP38-No 17-Wk 14/20]

**India - Mumbai Approaches to Tārāpur Point —
Directions; wreck****232**Paragraph 8.19 2 line(s) 1-5 *Replace by:*

- 2 Clear of a dangerous wreck (19°00'·78N 72°31'·05E), thence:
W of a dangerous wreck (19°06'·97N 72°42'·77E); a light buoy (starboard hand) is moored close W. Thence:
E of a dangerous wreck (19°06'·00N 72°25'·00E), position approximate, thence:

Indian Notice 12/134/21 [NP38-No 48-Wk 35/21]

India - North-west coast - Mumbai Approaches to Tārāpur Point — Directions; wreck**232**Paragraph 8.19 3 line(s) 5-6 *Replace by:*

E of a dangerous wreck (19°13'·52N 72°24'·95E), thence:

Indian Notice 9/108/21 [NP38-No 47-Wk 27/21]

India - West coast - Approaches to Gulf of Khambhāt - Southerland Channel — Light**234**After Paragraph 8.38 3 line 4 *Insert:*

Valsād Khadi Light (white tower, red bands, 48 m in height) (20°37'·79N 81°28'·22E)

Indian Notice 15/184/19 [NP38-No 3-Wk 49/19]

India - West coast - Approaches to Gulf of Khambhāt - Southerland Channel — Light**236**Paragraph 8.42 3 line(s) 3-5 *Delete*

Indian Notice 15/184/19 [NP38-No 4-Wk 49/19]

India - West coast - Approaches to Gulf of Khambhāt - Valsād Bay — Light**239**Paragraph 8.62 2 line(s) 2-3 *Replace by:*

...patches lie 4½ miles SW and 3½ miles W Valsād Khadi Light (8.38)

Indian Notice 15/184/19 [NP38-No 5-Wk 49/19]

India - Port Pipavav - West Channel — Pilotage**245**

Paragraph 8.103 3 line(s) 2-3 *For* 20°52'·60N 71°30'·11E *Read* 20°51'·84N 71°30'·37E

Indian Notice 15/166/20 [NP38-No 28-Wk 37/20]

India - West coast - Mūl Dwārka — Directions**254**Paragraph 8.179 1-2 *Replace by:*

- 1 From the vicinity of the pilot boarding position the port is approached on a recommended route with a heading of 025°, passing WNW of a 9·6 m shoal (20°44'·83N 70°40'·23E).

Leading lights:

Front light (triangle on lattice structure) (20°45'·82N 70°39'·82E).

Rear light (similar structure) (1¼ cables from front light).

- 2 The alignment (341°) of these lights leads NNW to the berth through a turning circle radius 90 m.

Lights in line:

Front light (triangle on lattice structure, red light) (20°45'·85N 70°39'·89E).

Rear light (similar structure) (1½ cables from front light).

The alignment (341°) of these lights marks the E limit of the channel.

- 3 **Useful marks:**

Stranded wreck (20°45'·19N 70°40'·73E), E of the breakwater head.

Breakwater head (20°45'·18N 70°39'·96E), from where a light is exhibited.

Indian Notice 8/98/21 [NP38-No 46-Wk 26/21]

India - West coast - Gulf of Kachchh - Mundra — Directions; major light**263**Paragraph 9.15 4 line(s) 2-3 *Replace by:*

Navinal VTS Tower Light (22°46'·08N 69°40'·36E) (9.67).

Indian Notice 4/67/20 [NP38-No 13-Wk 13/20]

India - West coast - Gulf of Kachchh - North of Kālubhār Tāpu — Directions; wreck**264**After Paragraph 9.16 6 line 4 *Insert:*

Clear of a dangerous wreck (22°33'·92N 69°35'·39E), position approximate, thence:

Indian Notice 20/199/20 [NP38-No 36-Wk 51/20]

India - West coast - Gulf of Kachchh — Directions; wreck**264**

Paragraph 9.16 6 including existing Section IV Notice Week 51/20 *Replace by:*

- 6 N of Chānk Tāpu Light (9.20), marking the NE edge of the reef, thence:

S of Investigator Reef (22°35'·76N 69°33'·20E), thence:

To a position N of Kālubhār Reef (22°28'·77N 69°37'·53E) (9.47) and in the vicinity of the E end of the DW route.

NP38

Useful marks:

BSNL Tower (80 m high) (22°28'60N 69°04'52E), standing on the point.

Indian Notice 16/164/21 [NP38-No 51-Wk 47/21]

India - West coast - Gulf of Kachchh - North of Humani Point — Directions; wreck

264

Paragraph 9.17 2 line(s) 7 *Replace by:*

...(9.16). A dangerous wreck (22°37'74N 69°05'93E), position approximate, lies 1½ miles WNW of Chandri Light Buoy (N cardinal) (22°37'15N 69°07'50E).

Indian Notice 22/218/20 [NP38-No 38-Wk 03/21]

India - West coast - West part of Gulf of Kachachh — Directions; wrecks

264

Paragraph 9.18 2 lines 1-2 *Replace by:*

2 Clear of two dangerous wrecks (22°23'05N 68°42'10E and 22°23'96N 68°42'31E), positions approximate, thence:

Indian Notice 2/42/21 [NP38-No 42-Wk 12/21]

India - Gulf of Kachchh - Salāya Harbour — Pilotage

269

Paragraph 9.47 5 lines 4-5 *Replace by:*

Pilotage. The pilot boards in the following positions:
22°30'33N 69°31'44E;
22°31'30N 69°31'20E (capesize vessels).

Indian Notice 5/71/21 [NP38-No 43-Wk 18/21]

India - West Coast - Gulf of Katchh - Mundra — Directions; major light

270

Paragraph 9.54 4 line(s) 1-4 *Replace by:*

4 Navinal VTS Tower Light (22°46'08N 69°40'36E) (9.67).

Indian Notice 4/67/20 [NP38-No 14-Wk 13/20]

India - West coast - Mundra Port — Development; tanker berth

271

Paragraph 9.66 1 lines 1-10 *Replace by:*

1 **General layout.** The port comprises two berthing areas, West Basin and Navināl Island, approximately 6 miles apart. West Basin is a bulk terminal with four berths, approached through a 2 mile long dredged channel. Navināl Island (22°44'56N 69°40'65E) consists of two container terminals, three multi-purpose terminals and an LNG terminal. Two SPMs lie about 3½ miles SW of Navināl Island.

Development. A crude oil tanker berth is under construction (2021) S of the W breakwater, in the vicinity of 22°43'61N 69°40'80E.

Tidal streams are reported to be 3 kn at neaps, and 4 to 5 kn at spring tides with a flow direction of 070/250°.

Indian Notice 7/95(P)/21 [NP38-No 45-Wk 24/21]

India - West Coast - Gulf of Katchh - Mundra — Directions; major light

272

Paragraph 9.67 1 line(s) 2-3 *Replace by:*

Navinal VTS Tower Light (white structure, black bands, 60 m in height) (22°46'08N 69°40'36E).

Indian Notice 4/67/20 [NP38-No 15-Wk 13/20]

India - West Coast - Gulf of Katchh - Mundra — Directions; major light

273

Paragraph 9.79 2 line(s) 6-7 *Replace by:*

4 Navinal VTS Tower Light (22°46'08N 69°40'36E) (9.67).

Indian Notice 4/67/20 [NP38-No 16-Wk 13/20]

India - West coast - Gulf of Kachchh - Vādinār Offshore Oil Terminal — Directions; wreck

274

Paragraph 9.85 2 lines 7-9 *Delete*

Indian Notice 16/164/21 [NP38-No 52-Wk 47/21]

India - Gulf of Kachchh - Approaches to Sikka - Reliance Jāmnagar Marine Terminal — Pilotage

277

Paragraph 9.104 2 lines 1-9 *Replace by:*

2 **Prohibited area and anchorage.** Anchoring and fishing are prohibited in an area enclosing the SPMs and the associated oil and gas pipelines laid either side of Goos Reef.

Pilotage is compulsory, and reportedly available only during daylight. Pilots board in the following positions:

SPMs: 22°36'00N 69°47'00E;

Indian Notice 15/Radio Correction P 64 Sika Ports/20 [NP38-No 29-Wk 37/20]

India - Gulf of Kachchh - Sikka Creek — Directions; leading lights

277

Paragraph 9.106 4 *Replace by:*

4 **Sikka Creek Leading Lights:**

Front light (22°29'33N 69°51'12E).

Rear light (2¾ cables from front light).

The alignment (129.9°) of these lights leads SE through the entrance to a turning circle, of radius 240 m, and the berthing jetty. The shoals surrounding the turning circle are marked by light buoys (cardinal).

Caution. The outer buoys are liable to drag in rough weather.

Indian Notice 13/141/21 [NP38-No 49-Wk 38/21]

**India - Kandla approaches and harbour —
Outer anchorage; pilotage**

279

Paragraph 9.129 1 line(s) 1-8 *Replace by:*

- 1 Vessels awaiting a pilot may anchor WSW of the outer pilot boarding station (9.130) in depths of 10 to 20 m, mud and sand; the holding ground is reported to be good but a large swell can be experienced during the SW monsoon.

A Waiting Area (22°52'·30N 70°07'·87E) lies NE of Outer Tuna Light Buoy (OTB) (22°51'·35N 70°06'·91E) (9.138).

Indian Chart 2080 Ed.1(2019)

[NP38-No 31-Wk 41/20]

Pakistan - Sonmiani Bay — Terminals

298

Paragraph 10.110 1 including heading *Replace by:*

**Spare
10.110**

Paragraph 10.114 1-2 including heading *Replace by:*

**Byco Terminal
10.114**

- 1 **General information.** A SPM buoy (lit) (24°56'·90N 66°34'·89E), is moored NNW of Churna Island (10.111). The SPM is connected to the shore by a submarine pipeline which lands about 8 cables S of Khalifa Point (10.112). Mariners are cautioned to remain more than 5 cables from the pipeline.

Pilotage. Pilot boards in position 24°57'·00N 66°31'·00E.

- 2 **Anchorage.** Designated anchorage areas lie W of Churna Island and Beauchamp Reef (10.112), as follows:

Tanker (24°55'·00N 66°31'·75E);
LNG (24°53'·00N 66°31'·75E);
General Cargo (24°51'·00N 66°31'·75E).

Hubco Power Station

10.114a

- 1 **General information.** Hubco Power Station (24°54'·30N 66°41'·86E) is situated E of Churna Island (10.111). A jetty serving the power station, equipped with a conveyor system and protected on the SW by a detached breakwater, lies about 1½ miles S of Khalifa Point (10.112).

Pilotage. Pilot boards in position 24°53'·30N 66°38'·00E.

Anchorage. See 10.114.

A cargo shipment area (24°52'·56N 66°34'·75E) is situated SW of Churna Island (10.111).

Miāni Hōr

10.114b

- 1 Miāni Hōr (25°24'·06N 66°31'·93E), about 2½ miles across, lies at the head of Sonmiani Bay; the hōr extends some 24 miles generally WNW and is about 5 miles wide.

The village of Sonmiani, 5 miles ENE of the entrance to Miāni Hōr, is the seaport of Bela, 65 miles N, to which it is connected by road. The village is of drab appearance and hardly identifiable from seaward.

- 2 **Anchorage.** The harbour of Sonmiani is used only by local craft. Vessels may anchor off the bar, in a depth not less than 9 m, with Churna Island (10.111) bearing about 173°.

Pakistani Chart 6 Ed.1 (2021) [NP38-No 50-Wk 39/21]

**Pakistan - Rās Kachari to Astola Island -
Ormāra — Directions; dangerous wreck**

299

After Paragraph 10.122 3 line 5 *Insert:*

SSE of a dangerous wreck (25°07'·31N 64°41'·71E), thence:

Pakistani Notice 40/141/20 [NP38-No 34-Wk 47/20]

**Pakistan - Ormāra - East Bay —
Directions; dangerous wreck**

300

Paragraph 10.126 2 *Replace by:*

- 2 **Tidal streams** in the bay are weak, they set NE and SW following the curve of the land.

Tidal levels. Mean maximum range about 1·7 m; mean minimum range about 0·9 m. For further information, see *ADMIRALTY Tide Tables Volume 3*.

Directions. Chandra Kūp (25°22'·05N 64°39'·98E) (10.123) bearing 345° leads between East Point (25°11'·26N 64°41'·74E) and Rodrigues Shoal (10.125) to a position close E of the anchorage described below.

Caution. A dangerous wreck (25°07'·31N 64°41'·71E) (10.122) lies 4 miles S of East Point.

Pakistani Notice 40/141/20 [NP38-No 35-Wk 47/20]

**Pakistan - Gwādar - East Bay —
Directions; shoal**

303

After Paragraph 10.149 1 line 6 *Insert:*

An isolated 8·2 m shoal (25°05'·42N 62°32'·65E) lies about 9 miles E of Rās Nūh (10.139). Other shoals, least depth about 11 m, lie farther E.

Pakistani Notice 30/108/20 [NP38-No 30-Wk 40/20]

Pakistan - Gwādar — Directions; shoal depth

303

After Paragraph 10.149 1 line(s) 6 existing Section IV Notice Week 40/20 *Replace by:*

An isolated 8·2 m shoal (25°05'·80N 62°32'·01E) lies about 9 miles E of Rās Nūh (10.139). Other shoals, least depth about 11 m, lie farther E.

Pakistani Notice 36/126/20 [NP38-No 33-Wk 46/20]

NP39

NP39 South Indian Ocean Pilot (2020 Edition)

France - Indian Ocean - Mayotte - Banc de la Prudente — Anchorage

84

Paragraph 3.92 1 line(s) 1–6 including heading *Replace by:*

Spare 3.92

UKHO

[NP39-No 1-Wk 40/20]

Madagascar - North-west coast - Baie de Bombetoka — Traffic regulations

125

After Paragraph 5.47 2 line 4 *Insert:*

Traffic regulations 5.47a

- 1 Anchoring is prohibited on the alignment (132.5°) of Nosy Beza Leading Lights (5.54).

French Notice 8/L9 2012 4.8.6.3/21

[NP39-No 6-Wk 17/21]

Madagascar - Port d'Ehoala — Pilotage; restricted area

165

Paragraph 7.22 1 line 7 *Replace by:*

...hours. Pilot boards in position 25°05'11S 47°01'16E.

Restricted area. Anchoring and underwater activity are prohibited within an area surrounding a submarine cable laid SW, then SSE, from Pointe Libanona (25°02'30S 46°59'82E) (7.31).

French Notice 5/180/21; ENC FR460540 (2.003)

[NP39-No 5-Wk 14/21]

France - Indian Ocean - Île de La Réunion - Port Réunion — Anchorages; traffic regulations

250

Paragraph 11.33 3 line(s) 1–3 *Delete*

After Paragraph 11.35 1 *Insert:*

Traffic regulations 11.35a

- 1 **Prohibited anchorage.** For the protection of submarine cables anchoring is prohibited within two areas centred on 20°55'51S 55°17'92E and 20°55'12S 55°20'08E, lying E and W of Port Est respectively. Anchoring is also prohibited within an area (11.57) lying in Baie de la Possession, E of Port Est.
- 2 See also 11.25 (Baie de Saint-Paul) and 11.16 (Cap la Houssaye (11.21) S-wards). For regulations, see 11.10.

French Notice 33/P10/20

[NP39-No 2-Wk 40/20]

France - Indian Ocean - Île de La Réunion - North coast — Prohibited anchorages

253

After Paragraph 11.57 1 line 5 *Insert:*

- 2 **Prohibited anchorages.** For the protection of submarine cables anchoring is prohibited, as follows:
Baie de la Possession (11.26), centred on 20°55'12S 55°20'08E.
Port Sainte-Marie (11.62) centred on 20°53'03S 55°32'77E.
For further information, local authorities should be consulted.

French Notice 33/P10/20

[NP39-No 3-Wk 40/20]

France - Indian Ocean - Île de La Réunion - Port Sainte-Marie — Anchorage

254

Paragraph 11.62 2 line(s) 5–8 *Replace by:*

Prohibited anchorage see 11.57

French Notice 33/P10/20

[NP39-No 4-Wk 40/20]

Republic of Mauritius - Rodriguez Island - Port Mathurin — Directions

272

Paragraph 11.216 2 line(s) 1–13 *Replace by:*

- 2 ENE of Western Patch (19°39'16S 63°24'67E), which can always be seen in daylight, thence:
Over a patch (19°39'21S 63°24'90E), with a depth of 6.6 m. Deeper water is charted W of the patch.
Thence:
WSW of underwater rocks (19°39'38S 63°25'15E) at the W end of Middle Ground (11.197).
When Booby Island (19°39'97S 63°23'37E) bears 252°, the track leads SE to the anchorage (11.218).
Paragraph 11.217 1 line(s) 1–8 *Replace by:*
- 1 From the anchorage, the track leads generally S, with the observatory on Pointe Venus bearing 167°, to a position at the entrance to the harbour channel marked by light beacons (lateral), standing on drying reefs on each side.

Thence the track leads generally SW and S through the harbour channel between the reefs, marked by light beacons (lateral), to a position within the turning basin.

Indian Chart 2531 (2020)

[NP39-No 7-Wk 31/21]

NP40 Irish Coast Pilot (2019 Edition)

Ireland - South-east coast - Waterford — Pilotage

120

Paragraph 4.42 1 line(s) 6–11 *Replace by:*

Pilots normally board in position 52°08'98N 6°58'55W, 5 cables E of East Pier from a white cutter marked "PILOTS" in black letters. In bad weather a vessel may be directed to a boarding position (52°13'50N 6°56'42W), NW of Duncannon (4.51), where the pilot can embark in calmer water.

GB Chart 2046 Ed8 (2021)

[NP40-No 13-Wk 17/21]

**Ireland - South-east coast - Waterford Harbour
- River Barrow — Depths**

128

Paragraph 4.89 1 lines 1-2 *Replace by:*

- 1 The minimum charted depth over the bar (4.97) is about 2.0 m.

Depths over the bar and within the River Barrow are subject to change and in some cases can be shoaler than charted. Contact local authorities for the latest information.

New Ross Port Information Updates

[NP40-No 9-Wk 48/20]

**Ireland - South-east coast - River Barrow to
New Ross — Vertical clearances**

128

Paragraph 4.93 1 line(s) 2 *For 7.1 Read 5.6*

GB 2046 Ed. 8 (2021) [NP40-No 14a-Wk 17/21]

**Ireland - South-east coast - Waterford Harbour
- River Barrow — Bridge; vertical clearance**

128

After Paragraph 4.93 1 line 7 Insert:

- 2 Rose Fitzgerald Kennedy Bridge (52°21'39N 6°59'63W), spans the river from Pink Point (4.99) and has a vertical clearance of 36 m.

New Ross Port Information Updates

[NP40-No 10-Wk 48/20]

**Ireland - South-east coast - River Barrow to
New Ross — Vertical clearances**

128

Paragraph 4.93 2 existing Section IV Notice Week 48/20
Replace by:

- 2 Rose Fitzgerald Kennedy Bridge (52°21'39N 6°59'63W), spans the river from Pink Point (4.99) and has a vertical clearance of 35 m.

GB 2046 Ed. 8 (2021) [NP40-No 14b-Wk 17/21]

**Ireland - South-east coast - Waterford Harbour
- River Barrow — Directions; depths**

129

Paragraph 4.97 1 lines 1-12 *Replace by:*

- 1 There is a bar across the entire width of the River Barrow which extends nearly 7½ cables upstream from Barrow Bridge between the bridge and Garraunbaun Rock (52°17'40N 7°00'95W), a point on the W shore.
A channel marked by light buoys (lateral) leads NNW across the bar. The depths across the bar are subject to change. See 4.89.

New Ross Port Information Updates

[NP40-No 11-Wk 48/20]

**Ireland - East coast - Dublin Bay —
Restricted area**

153

After Paragraph 5.160 1 line 9 Insert:

- 2 **Restricted area.** Entry is prohibited within 150 m of light buoys (special) in the following positions:

53°17'60N 6°04'20W;
53°19'13N 6°02'48W;
53°19'63N 6°02'46W;
53°20'10N 6°02'40W.

Dublin Port Company Notice 45/19

[NP40-No 1-Wk 41/19]

Ireland - Dublin Bay — Restricted area

153

Paragraph 5.160 1 including existing Section IV Notice Week 41/19 *Replace by:*

- 1 **TSS** are established N and S of Burford Bank (53°19'29N 6°01'38W) for vessels entering Dublin Bay. Although these schemes are not IMO-adopted, Rule 10 of *International Regulations for Preventing Collisions at Sea (1972)* applies to them.

Area to be avoided. Burford Bank; see chart.

Inshore traffic zones are established between the North Burford TSS and Bailly and between the South Burford TSS and Dalkey Island.

ENC GB40808A

[NP40-No 27-Wk 48/21]

Ireland - East coast - Dublin — Anchorage

157

Paragraph 5.192 1 lines 1-11 *Replace by:*

- 1 Dublin Bay Anchorage (53°18'81N 6°04'98W), with a radius of 5 cables, is divided into 4 quadrants, numbered 1 to 4; with depths from 12 to 18 m. The bottom is sand over stiff marl. The anchorage is very exposed and untenable during strong gale force winds, particularly from the E. During these conditions shelter must be found elsewhere.

Caution. A submarine cable passes close N of this anchorage.

- 2 Anchorage quadrants will be assigned by VTS Dublin, and where the draft of the vessel allows the westerly quadrants will be used first. The maximum number of vessels that can be accommodated in the anchorage is four; one per quadrant.

The anchorage is within the pilotage district and pilotage may be compulsory.

- 3 Vessels departing Dublin Port, intending to use the anchorage, must request permission in advance; the use of the anchorage for departing vessels is limited to 24 hours but may be extended with permission from the Harbour Office.

Correction Dublin port 24/02/21

[NP40-No 15-Wk 18/21]

NP40

Ireland - East coast - Port of Dublin — Pilotage

157

Paragraph 5.194 1 lines 1-5 *Replace by:*

- 1 **Pilot station.** The pilot station (53°20'·77N 6°12'·19W) is situated on Eastern Breakwater.
Pilot boarding. For vessels using the NE approach, pilots board in the following positions:
53°21'·40N 6°00'·40W.
53°20'·40N 6°03'·00W for vessels less than 160 m LOA or as directed by VTS;
For vessels using the SE approach, pilots board in the following positions:
53°17'·30N 6°00'·70W.
53°18'·70N 6°03'·00W for vessels less than 160 m LOA or as directed by VTS;

Dublin Port Company [NP40-No 6-Wk 30/20]

Ireland - East coast - Port of Dublin — Regulations

158

Paragraph 5.195 1-2 *Replace by:*

Traffic regulations 5.195

- 1 **North and South Burford TSS**, with lanes N and S of Burford Bank (5.164), give access to Dublin Bay. A traffic separation roundabout has been established centred on Dublin Bay Light Buoy (5.204). All vessels entering or leaving are required to do so by way of this buoy.
- 2 Vessels arriving and departing will be directed by VTS to follow either North Burford or South Burford TSS, regardless of origin or destination. All vessels should have appropriate passage plans for either route.

Regulations concerning entry 5.195a

- 1 **Speed limits.** A 9 kn speed limit applies between Poolbeg Lighthouse (5.202) and Port Operations Centre, Eastern Breakwater (53°20'·69N 6°12'·19W). A 4 kn speed limit applies in all basins throughout the port and in the river W of Port Operations Centre, Eastern Breakwater.
East Link Toll Bridge. For regulations governing this bridge see 5.199.
- 2 **Small craft regulations.** *Dublin Port Company's Small Craft (Leisure) Regulations* require that between Dublin Bay fairway buoy and Poolbeg Lighthouse, small craft shall not navigate inside the fairway and should remain outside the line of the buoys.
W of Poolbeg Light House small craft should keep to the S of the fairway.
- 3 If it is necessary to cross the fairway, they shall do so at right angles.
Small craft are prohibited from entering the berths and basins within the port.

Dublin Port Company [NP40-No 7-Wk 30/20]

Ireland - East coast - Port of Dublin — Regulations

158

Paragraph 5.195 1-2 existing Section IV Week 30/20
Replace by:

- 1 **North and South Burford TSS**, with lanes N and S of Burford Bank (5.164), give access to Dublin Bay. A traffic separation roundabout has been established centred on Dublin Bay Light Buoy (5.204). All vessels entering or leaving are required to do so by way of this buoy.
- 2 Vessels arriving and departing will be directed by VTS to follow either North Burford or South Burford TSS, regardless of origin or destination. All vessels should have appropriate passage plans for either route.
Vessels are prohibited from meeting or overtaking within the constrained section of the channel between Buoys No 7/8 and No 9/10.

Dublin Port Company Notice 2/21
[NP40-No 12-Wk 10/21]

Ireland - East coast - Dublin — Port services

161

Paragraph 5.207 1 including heading *Replace by:*

Spare 5.207

Correction Dublin port 24/02/21
[NP40-No 16-Wk 18/21]

Ireland – Howth Harbour to Lambay Island and Rogerstown Inlet — Anchorages; submarine cables

169

Paragraph 6.34 1 line(s) 1-3 *Replace by:*

- 1 **Anchorages.** In fine weather, a vessel may anchor temporarily, anywhere clear of submarine cables and a wreck (53°26'·70N 6°01'·04W), between Howth (53°23'·59N 6°04'·07W) and Lambay Island, 6 miles N.

Paragraph 6.35 3 line 6 *Replace by:*

...depth 3 m, clear of a submarine cable.

IMA Notice 20/2019 [NP40-No 2-Wk 41/19]

Northern Ireland - Strangford Narrows — Underwater turbine

186

Paragraph 6.161 1-2 including heading *Replace by:*

Spare 6.161

SIMEC Atlantis Energy [NP40-No 3-Wk 45/19]

**Northern Ireland – Strangford Narrows —
Underwater turbine**

188

Paragraph 6.168 3 lines 9–11 *Delete*

SIMEC Atlantis Energy

[NP40–No 4–Wk 45/19]

- 6 Thence, from a position 5½ cables S of the harbour entrance, the white sector (181°–183°), astern, of Dingle Fishery Harbour Centre Sector Light (pole) (52°07′.43N 10°16′.59W) and the white sector (001°–003°) of Dingle Harbour Directional Light (mast) (52°08′.34N 10°16′.53W) lead N into the harbour.

GB Chart 2790 Ed.5 (2020)

[NP40–No 8–Wk 37/20]

**Northern Ireland – North Channel –
North of Burr Point – Skullmartin —
Directions; light buoy**

198

Paragraph 7.33 2 line(s) 2 *For* 54°31′.84N *Read* 54°32′.39N

GB Chart 1411 Ed.8 (2021)

[NP40–No 17–Wk 25/21]

Northern Ireland – Londonderry Port — Name

359

Paragraph 13.1 2 line 2 *Replace by:*

...Foyle Port (55°02′.51N 7°15′.81W) (13.68), situated...

Paragraph 13.1 3 line 5 *For* Londonderry Port *Read* Foyle Port

Corr. UKHO 16/04/21

[NP40–No 19–Wk 26/21]

**Northern Ireland – North Channel – Ballywater –
Skullmartin Rock — Directions; light buoy**

199

Paragraph 7.35 1 line(s) 1–8 *Replace by:*

- 1 From the position E of Burial Island (54°29′.34N 5°25′.63W) (7.17) the route leads NNW to the entrance to Belfast Lough, passing:
ENE of Skullmartin Rock (54°32′.32N 5°27′.15W), which dries and is marked by a prominent beacon (port hand); Skullmartin Light Buoy (port hand) is moored 1¼ miles E. Thence:

GB Chart 1411 Ed.8 (2021)

[NP40–No 18–Wk 25/21]

Northern Ireland – Londonderry Port — Name

368

Paragraph 13.61 1 line 11 *For* Londonderry Port *Read* Foyle PortParagraph 13.64 section heading *For* Londonderry Port *Read* Foyle PortParagraph 13.64 1 line 2 *For* Londonderry Port *Read* Foyle PortParagraph 13.64 3 line 2 *For* Londonderry Port *Read* Foyle PortParagraph 13.68 heading *For* Londonderry Port *Read* Foyle PortParagraph 13.68 1–4 *Replace by:*

- 1 Foyle (Londonderry) Port (55°02′.51N 7°15′.81W) is situated at Lisahally on the E bank of the river Foyle where it enters Lough Foyle, 14 miles from the sea. The lough is accessible at all states of the tide and the main channel through it is well marked and lighted. Off Moville (55°11′.17N 7°02′.53W), 2½ miles within the entrance, there is a secure anchorage (13.78) for vessels awaiting passage to Foyle Port.
- 2 The port is a medium sized commercial port well suited to cater for the industrial development in the area and is the only one of importance on the N coast of Ireland.

Londonderry (55°00′.00N 7°19′.00W). The city was originally situated on a hill, 36 m high, on the W bank of the river Foyle 23 miles from the open sea, but has since extended considerably to both banks.

- 3 Principal industries: agriculture is one of the main factors in the economy of the hinterland; there is a wide range of manufacturing industries.

Trade. Principal exports are coal and scrap metal. Imports include: fertilisers, feeding stuffs, grain, chemicals, coal, diesel and fuel oils, petroleum and timber.

Corr. UKHO 16/04/21

[NP40–No 20–Wk 26/21]

Northern Ireland – Larne — Pilotage

212

Paragraph 7.136 1 line 7 *Replace by:*

...54°52′.67N 5°47′.68W, 1 mile N of Larne No 1 Light Buoy.

Port of Larne Harbour Master

[NP40–No 5–Wk 03/20]

**Ireland – South-west coast – Dingle Bay –
Dingle Harbour — Directions**

235

Paragraph 8.120 5–6 *Replace by:*

- 5 SW of Black Point (52°07′.44N 10°15′.73W) on which stands Lough Tower, and clear of a drying reef, marked by a light buoy (starboard hand), extending ¾ cable from the point, thence:
NE of Flaherty Point (52°07′.41N 10°16′.03W), thence:
To a position 1¼ cables N of Flaherty Point. The track then leads 3¼ cables WNW through a dredged channel marked by light buoys (lateral), passing NNE of Foheragh Point (52°07′.43N 10°16′.33W).

NP40

Northern Ireland - North coast - Foyle Port and approaches — Pilotage

369-370

Paragraph 13.81 1-5 including existing Section IV Notice Week 26/21 *Replace by:*

- 1 **Pilotage** in the approaches to Lough Foyle, Lough Foyle and the river Foyle is compulsory. The pilot station is located at Greencastle (55°12'·10N 6°59'·14W) on the NW shore about 5 cables inside the entrance to the lough.

Outer Pilotage Area extends to seaward of the Foyle Port Limit and is enclosed by the Donegal coast to the W and a line joining the following points:

- 2 55°11'·67N 6°57'·97W (Magilligan Point);
55°13'·60N 6°51'·00W;
55°15'·50N 6°51'·00W;
55°15'·50N 6°55'·30W;
55°14'·23N 6°55'·35W (Inishowen Head).

Pilotage in the Outer Pilotage Area is compulsory for vessels of more than 120 m LOA.

Inner Pilotage Area extends from the outer Foyle Port Limit to Craigavon Bridge (13.83).

- 3 Pilotage is compulsory for the following vessels:

All vessels greater than 50 m LOA.
All passenger vessels greater than 35 m LOA.
All vessels carrying marine pollutants in bulk.
All vessels carrying dangerous goods.
All vessels in ballast which are not gas free.
All vessels engaged in towing or pushing, where the composite length of the tug and tow or tug and vessel being pushed is greater than 50 m.

- 4 Any vessel greater than 20 m LOA which is suffering a defect or deficiency that affects its normal ability to navigate and/or manoeuvre, or its ability to comply with all the requirements of COLREGS and/or STCW.

Any vessel manoeuvring with the assistance of tugs.

The following vessels are exempt from pilotage:
British and Foreign Warships.

- 5 Lifeboats of the RNLI and other ships used by the emergency services when on active service.

Any vessel which is moving from berth to berth, provided a mooring line is kept ashore throughout the entirety of the move and which is not suffering a defect or deficiency that affects its ability to manoeuvre, provided the visibility is at least 5 cables.

General Lighthouse Authority Tenders.

- 6 Vessels less than 70 m LOA engaged in dredging.

All vessels under the command and control of a Master or Deck Officer holding a Pilotage Exemption Certificate.

Pilot boarding. In the Outer Pilotage Area pilots embark vessels greater than 120 m LOA in the vicinity of Foyle Light Buoy (55°15'·32N 6°52'·62W).

- 7 In the Inner Pilotage Area they embark vessels less than 120 m LOA off Greencastle (55°12'·10N 6°59'·14W).

Outward bound vessels, or vessels shifting berth, should notify the Harbour Master during office hours giving the ship's name, draught, time of departure and destination.

For further details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Corr. UKHO 16/4/21; LFO Notice 2/21

[NP40-No 24-Wk 29/21]

Northern Ireland - Londonderry Port — Name

370

Paragraph 13.81 1 line 8 *For Londonderry Port Read Foyle Port*

Paragraph 13.81 3 line(s) 1-3 *Replace by:*

- 3 **Inner Pilotage Area** extends from the outer Foyle Port Limit to Craigavon Bridge (13.83).

Paragraph 13.83 1 line(s) 4-5 *Replace by:*

...jetty at Pennyburn (13.101). Queen's Quay (13.102) is sometimes used by small cruise ships.

Corr. UKHO 16/04/21

[NP40-No 21-Wk 26/21]

Northern Ireland - North coast - Foyle Port and approaches — Regulations

370

Paragraph 13.82 1 line(s) 1-2 *Replace by:*

- 1 When visibility is less than 3 cables, the port will be closed to all ships over 100 m LOA and all ships carrying dangerous goods or marine pollutants in bulk.

When visibility is less than 5 cables, ships must not pass each other in the channel.

When visibility is less than 1 mile, ships proceeding in the same direction in the channel must remain 1 mile apart.

- 2 A ship carrying dangerous goods or marine pollutants in bulk is prohibited from passing another ship carrying dangerous goods in the channel, and must maintain 1 mile separation from another ship carrying dangerous goods.

- 3 A ship carrying dangerous goods or marine pollutants in bulk is prohibited from passing a ship in the channel, unless the Harbour Master has granted his permission.

Copies of port bye-laws may be obtained through ships' agents, or from the harbour office.

LFO Notice 2/21

[NP40-No 25-Wk 29/21]

Northern Ireland - Londonderry Port — Name

371

Paragraph 13.87 1 line 3 *For Londonderry Port Read Foyle Port*

Paragraph 13.87 2 line 7 *For Londonderry Port Read Foyle Port*

Corr. UKHO 16/04/21

[NP40-No 22-Wk 26/21]

Northern Ireland - Londonderry Port — Name

373

Paragraph 13.93 heading *For Londonderry Port Read Foyle Port*

Corr. UKHO 16/04/21 [NP40-No 23-Wk 26/21]

Northern Ireland - North coast - River Bann and Coleraine — Arrival information

376

Paragraph 13.114 2 lines 7-10 *Replace by:*

Pilotage is compulsory for the following vessels:
Vessels greater than 30 m in length;
Vessels carrying marine pollutants or dangerous goods;
Vessels in ballast which are not gas free;
Vessels engaged in towing or pushing;
Any vessel greater than 20 m in length restricted in its ability to manoeuvre;
Any vessel manoeuvring with the assistance of tugs.

Pilotage is available for smaller craft and should be requested through ships' agents, the Harbour Office, Coleraine, or by telephoning the pilot direct.

Coleraine Harbour Notice 1/21 [NP40-No 26-Wk 30/21]

NP41 Japan Pilot Volume 1 (2021 Edition)

West coast of Honshu - Sakata Ko to Akita Funagawa Ko — Directions; superbuoy

148

After Paragraph 5.209 2 line 3 *Insert:*

Offshore marks:

Superbuoy (special) (38°58'48N 139°36'03E).

After Paragraph 5.210 1 line 3 *Insert:*

Clear of a superbuoy (5.209), thence:

Japanese Notice 37/644/21 [NP41-No 2-Wk 51/21]

Honshu - East coast - Kashima Ko to Onahama Ko - Hitachi Ko — Foul ground

178

Paragraph 7.52 1 line(s) 1-10 *Replace by:*

1 **Outer anchorages.** The quarantine anchorage area (36°29'19N 140°38'20E) lies NNE of the S extremity of East Breakwater, close N of the detached offing breakwater. Foul ground exists within the anchorage.

Pilotage is not compulsory. Pilots are available during daylight hours, and board in position 36°28'22N 140°39'18E.

Anchoring is prohibited within an area (36°29'52N 140°37'73E) which extends to approximately 1 cable W of East Breakwater.

Japanese Notice 24/371/21 [NP41-No 1-Wk 36/21]

NP42A Japan Pilot Volume 2 (2020 Edition)

Japan - South coast of Shikoku - South-east of Tosa Wan — Directions; offshore marks

65

After Paragraph 2.30 2 line 10 *Insert:*

No 17 Superbuoy (special) (32°52'37N 133°56'85E).

Japanese Notice 2/25/21 [NP42A-No 8-Wk 11/21]

Honshu - South coast - Suruga Wan - Oigawa Ko — Depths

134

After Paragraph 6.46 1 line 7 *Insert:*

Depths shoaler than charted have been reported (2019). Contact the local authorities for the latest information.

Japanese Notice 49/5575(T)/19

[NP42A-No 1-Wk 13/20]

Honshu - O Shima - Habu Ko — Leading lights

141

Paragraph 7.12 3 line(s) 1-7 *Replace by:*

3 **Local knowledge** is required.

Directions. The chart is sufficient guide.

Japanese Notice 48/979/19 [NP42A-No 2-Wk 13/20]

Japan - Honshu - Tokyo Wan - Kawasaki Ku - Daishi Unga — Vertical clearance

164

Paragraph 8.69 1 line 6 *Delete*

Japanese Notice 5/74/21 [NP42A-No 9-Wk 14/21]

Honshu - Tokyo Wan - Yokohama — Prohibited area

165

After Paragraph 8.76 5 line 13 *Insert:*

6 **Prohibited area** is centred on 35°25'74N 139°41'76E, SW of Yokohama Passage, marked by light buoys (special).

Japanese Notice 27/499/20 [NP42A-No 4-Wk 34/20]

Honshu - Tokyo Wan - Yokohama — Prohibited area

165

After paragraph 8.76 5 line 13 existing Section IV Notice Week 34/20 *Replace by:*

6 **Entry is prohibited** as follows:

Within an area (35°25'74N 139°41'76E), marked by light buoys (special), SW of Yokohama Passage.

Within an area (35°29'11N 139°46'26E), marked by light buoys (special), extending SE from Higashi-Ogishima Breakwater.

Japanese Notice 20/288/21 [NP42A-No 11-Wk 30/21]

NP42A

Honshu - Tokyo Wan - Yokohama — Prohibited area

170

Paragraph 8.92 1 lines 3–4 *Replace by:*

...Honmoku Fairway, passing S of a prohibited area (8.76) marked by light buoys (special).

Paragraph 8.92 1 line(s) 12–13 *Replace by:*

...Leading Lights lead through Honmoku Fairway, to the berths.

Japanese Notice 27/499/20 [NP42A-No 5-Wk 34/20]

Tokyo Wan - Tokyo-Ku — Traffic regulations; prohibited area

177

Paragraph 8.145 3 line(s) 6–8 *Replace by:*

Prohibited areas. Entry is prohibited to an area, marked by light buoys (special), centred on 35°35'·10N 139°50'·05E.

Japanese Notices 48/5563(P)/19; 3/44/20
[NP42A-No 3-Wk 13/20]

Japan - Tokyo Wan - Chiba Ko — Obstruction

181

After Paragraph 8.170 1 line 5 *Insert:*

Another obstruction, position approximate, lies close S of anchor berth 1–8.

Japanese Notice 15/214/21 [NP42A-No 10-Wk 24/21]

Kazan Retto - Ito To — Depths

191

After Paragraph 9.18 2 line 8 *Insert:*

- 3 **Caution.** Less water, reported (2019), may exist off the W side of the island. Depths may be from 8 to 23 m shoaler than charted.

Japanese Notice 1/2/21; ENC JP44BP6K (3.001)
[NP42A-No 6-Wk 09/21]

Izu Shoto - Hachijo Shima - Kaminato Ko — Anchorage

201

Paragraph 9.88 4 lines 4–7 *Replace by:*

Anchorage may be obtained in the roadstead in 35 m, sand, clear of the submarine cables. This anchorage is only safe during winds between SSE and WSW up to force 6.

Japanese Notice 1/11/21; ENC JP44M57E (5.002)
[NP42A-No 7-Wk 09/21]

NP42B Japan Pilot Volume 3 (2019 Edition)

Kiushu - North coast- Nakatsu Ko — Limiting conditions; controlling depth

103

Paragraph 4.166 1 *Replace by:*

- 1 **Controlling depths.** The port and its approaches are subject to silting and the local authorities should be contacted for the latest information on depths and authorised draughts.

Japanese Notice 41/5571(T)/21
[NP42B-No 22-Wk 51/21]

Seto Naikai - Hiroshima Wan - Kanokawa Ko and approaches — Directions

169

Paragraph 7.73 5 line(s) 3 *For SE Read generally SE*

Paragraph 7.73 6 line(s) 1 *For Clear Read NE*

Paragraph 7.73 6 line(s) 5 *Replace by:*
...cable NE. Extensive marine farms lie S and SW of the shoal. Thence:

Paragraph 7.73 7 line(s) 5 *Replace by:*
SW of Oya Hana (34°10'·41N 132°25'·74E); a marine farm lies close S of the point.

After Paragraph 7.73 7 line 8 *Insert:*

Caution. The waters N and NE of O-Gurokami Shima are encumbered with marine farms, and marine farms lie on both sides of the channel, therefore approaching from NW is not recommended.

ENC JP54NC8H (10.005) [NP42B-No 15-Wk 08/21]

Seto Naikai - Kamo Se to Ko-Oge Shima — Directions; wreck

185

Paragraph 7.212 3 line 6 *Replace by:*

...(7.191), and:
Clear of dangerous wreck (34°09'·43N 132°54'·40E).

Japanese Notice 23/5305(T)/21
[NP42B-No 18-Wk 32/21]

Seto Naikai - Shira Ishi to Kajitori-no-Hana — Directions; wreck

186

Paragraph 7.219 4 lines 9 *Replace by:*

...132°55'·14E); a dangerous wreck (34°09'·43N 132°54'·40E) lies 6½ cables WNW of the buoy.

Japanese Notice 23/5305(T)/21
[NP42B-No 19-Wk 32/21]

**Seto Naikai - Kurushima Kaikyo —
Navigation; tidal streams**

191

Paragraph 8.5 1 line(s) 4 *For out-going (N) Read N-going*

Paragraph 8.5 1 line(s) 6 *For in-going (S) Read S-going*

Paragraph 8.5 3 line(s) 2 *For in-going (S) Read S-going*

Paragraph 8.5 6 line(s) 3 *For in-going (S) Read S-going*

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[NP42B-No 7-Wk 09/20]

**Seto Naikai - Kurushima Kaikyo —
Tidal stream signals**

192

Paragraph 8.6 1-4 *Replace by:*

- 1 Tidal stream signals are displayed at tidal signal stations throughout Kurushima Kaikyo; signals refer to the stream in Naka Suido (central channel) (8.17) and Nishi Suido (W channel) (8.18). The signals displayed consist of letters, numbers and arrows flashed in succession, for a period of two seconds, continuously, as follows:

The letter N or S to indicate the direction of the tidal stream.

- 2 A number between 0 and 13 to indicate the rate of the tidal stream in knots; if the rate cannot be measured the number is omitted.

An arrow, point up, indicating that the tidal stream is expected to increase, point down, to decrease.

An underlined arrow, point down, indicating that there is about one hour before the start of the turn of the tide in Naka Suido.

- 3 An X, indicating the tide turning period; a period about 20 minutes before and after the turn of the tide in Naka Suido.

Osumi Hana Signal Station. The signals are displayed from an electronic display board on a signal station (34°08'42N 132°56'46E) 1 cable SSW of Osumi Hana (8.16).

For the S-going tidal stream, information for Naka Suido is shown.

For the N-going tidal stream, information for Nishi Suido is shown.

- 4 For the tide turning period, information for Naka Suido is shown.

Tsu Shima Signal Station. The signals are displayed from an electronic display board on a signal station (34°09'11N 132°59'51E) at the W end of Tsu Shima. The display board has a W-facing panel and a S-facing panel.

For the S-going tidal stream, the W panel shows information for Naka Shido; the S panel shows information for Nishi Suido.

- 5 For the N-going tidal stream, the W panel shows tidal information for Nishi Suido; the S panel shows information for Naka Suido.

For the tide turning period, information for Naka Suido is shown.

Ohama Signal Station. The signals are displayed from an electronic display board located on the VTS tower (34°05'42N 132°59'27E). The display board has a N-facing panel and an E-facing panel.

- 6 For the S-going tidal stream, the N panel shows information for Naka Shido; the E panel shows information for Nishi Shido.

For the N-going tidal stream, the N panel shows information for Nishi Suido; the E panel shows information for Naka Suido.

For the tide turning period, information for Naka Suido is shown.

- 7 **Nagase-no-Hana Signal Station.** The signals are displayed from an electronic display board on a signal station (34°06'58N 133°02'01E).

For the S-going tidal stream, information for Nishi Suido is shown.

For the N-going tidal stream, information for Naka Suido is shown.

For the tide turning period, information for Naka Suido is shown.

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[NP42B-No 8-Wk 09/20]

**Seto Naikai - Hakata Seto -
Hakata Shima — Vertical clearance**

218

Paragraph 8.81 1 line 6 *For 42 m Read about 46 m*

Japanese Notice 50/1032/19 [NP42B-No 5-Wk 04/20]

**Honshu - Approaches to Mihara Wan —
Directions; marine farm**

221

Paragraph 8.100 2 lines 7-9 *Replace by:*

...the point. And:

Paragraph 8.100 3 lines 1-2 *Replace by:*

- 3 ESE of a marine farm (34°21'99N 133°05'33E).

Oki-no-Ishi (34°22'06N 133°05'67E), a detached rocky shoal, lies on track in this vicinity. Thence:

ESE of Kanko-no-Ishi (34°22'56N 133°05'75E), a detached rocky shoal.

ENC JP54NM14 (8.002)

[NP42B-No 13-Wk 04/21]

**Japan - Seto Naikai - Bingo Nada - Nagae Seto
— Bridge; vertical clearance**

222

After Paragraph 8.111 2 line 4 Insert:

A bridge (34°15'69N 133°10'10E), under construction (2020), spans the S end of Nagae Seto, with a vertical clearance of about 39 m.

Japanese Notice 48/892/20 [NP42B-No 14-Wk 07/21]

NP42B

Shikoku - Seto Naikai - Saijo Ko — Vertical clearances

234

Paragraph 9.25 3 line 2 *Replace by:*

...clearances about 45 and 34 m, span the basin about...

Japanese Notice 23/428/20 [NP42B-No 11-Wk 28/20]

Shikoku - Niihama - Niihama Ku — Development

235

Paragraph 9.38 1 line(s) 1-2 *Replace by:*

- 1 There are plans (2021) for the construction of new container berths in the E part of Niihama Ku.

Japanese Notice 35/606/21 [NP42B-No 20-Wk 49/21]

Shikoku - Niihama - Niihama Ku — Berths

236

Paragraph 9.43 1-3 *Replace by:*

- 1 **Niihama Quay** (33°58'29N 133°15'57E) in Section 1 forms the W side of the main basin; the quay, with an overall length of nearly 1½ km, has 14 numbered berths consisting of various quays and dolphin berths.

Besshi Quay (33°58'00N 133°15'84E), opposite the inner end of Niihama Quay, has four numbered berths.

Oe Quay (33°58'33N 133°16'40E), an area of quays attached to the mainland by a small neck of land, has seven numbered berths.

- 2 **Kikumoto Inner Quay** (33°58'60N 133°16'49E) has five berths.

Kikumoto Outer Quays (33°59'00N 133°16'32E) in Section 2 have three numbered berths with direct access from Hiuchi Nada; Kikumoto No 6 Berth, 200 m in length with alongside depths of 14.1 m, can handle vessels up to 44 000 dwt.

LNG Terminal (33°58'73N 133°14'78E), consists of a T-shaped jetty with dolphins; charted depths alongside about 14 m.

- 3 **Besshi Isoura Quay** (33°57'38N 133°14'36E) in the S part of Section 4, has 12 m alongside.

The berth is approached through a channel, marked by light beacons (lateral), passing W of Funagami Iwa.

Two beacons in line (front beacon in position 33°57'11N 133°14'15E) provide a leading line (173.4°) to the berth.

Japanese Notice 35/606/21 [NP42B-No 21-Wk 49/21]

Seto Naikai - Harima Nada - West side - Okado Hana to Inge Shima — Directions; obstruction

294

Paragraph 11.28 2 line 27 *Replace by:*

...134°21'99E). An obstruction (34°39'10N 134°22'00E), position approximate, lies 2¾ cables N of the wreck.

Japanese Notice 43/871/19 [NP42B-No 1-Wk 49/19]

Seto Naikai - Harima Nada - North side - Ishima Suido to Himeji Ko — Directions; obstruction

298

Paragraph 11.58 4 line 2 *Replace by:*

...134°21'99E), lying close to track. An obstruction (34°39'10N 134°22'00E), position approximate, lies 2¾ cables N of the wreck. Thence:

Japanese Notice 43/871/19 [NP42B-No 2-Wk 49/19]

Japan - Seto Naikai - Himeji Ko — Traffic regulations; signal station

304

Paragraph 11.110 1-2 *Replace by:*

- 1 **Restricted area.** Vessels are prohibited from approaching within 30 m of any tanker within the port limits carrying inflammable cargo; no vessel, without the permission of the Harbour Master, shall enter the area.

Japanese Notice 18/351/20 [NP42B-No 10-Wk 23/20]

Shikoku - Tokushima - Komatsushima Ko — Limiting conditions; vertical clearance

320

Paragraph 12.31 1 lines 1-9 *Replace by:*

- 1 **Tokushima Ku:**
A bridge, under construction (2020) with vertical clearance unknown, spans Shinmachi Kawa in the vicinity of 34°03'22N 134°35'23E.

An overhead cable (34°03'50N 134°34'48E), with a safe vertical clearance of 50 m, spans Shinmachi Kawa; Suehiro Bridge, with a vertical clearance of about 21 m, spans the river close WNW.

Komatsushima Ku:

A bridge (34°00'53N 134°35'28E), vertical clearance unknown, spans Kandase Kawa.

Japanese Notice 37/5465(T)/20

[NP42B-No 12-Wk 47/20]

Kii Suido - Tokushima - Komatsushima Ko — Limiting conditions; vertical clearances

320

Paragraph 12.31 1 lines 1-9 including existing Section IV Notice Week 47/20 *Replace by:*

- 1 **Tokushima Ku:**
A bridge (34°03'21N 134°35'24E), vertical clearance of about 28 m, spans Shinmachi Kawa. An overhead cable (34°03'50N 134°34'48E), with a safe vertical clearance of 50 m, spans Shinmachi Kawa; Suehiro Bridge, with a vertical clearance of about 21 m, spans the river close WNW.

Komatsushima Ku:

A bridge (34°00'53N 134°35'28E), vertical clearance unknown, spans Kandase Kawa.

Japanese Notice 7/101/21 [NP42B-No 17-Wk 16/21]

**Seto Naikai - Kii Suido -
Tokushima — Restricted area**

320

After Paragraph 12.35 2 line 5 *Insert*:

**Restricted area
12.35a**

- 1 Entry into an area within 30 m from any tanker carrying a flammable, dangerous cargo berthed alongside or at anchor is restricted to vessels authorised by the Harbour Master. Tankers carrying such cargo exhibit a banner marked LOADED FLAMMABLE DANGEROUS SUBSTANCE, visible by day and night.

Japanese SD 303 1/2019 [NP42B-No 9-Wk 15/20]

**Kii Suido - Wakayama-Shimotsu Ko -
Kainan Ku — Vertical clearance**

339

Paragraph 12.125 2 lines 4-8 *Replace by*:

A structure with a vertical clearance of 14 m spans a lock (34°09'37N 135°11'20E) in the N part of the harbour. Overhead cables (34°09'38N 135°11'23E), with vertical clearances of 24 and 17 m, span the channel close E of the lock.

Japanese Notice 50/1028/19 [NP42B-No 6-Wk 04/20]

**Seto Naikai - Osaka Wan - Kobe Ku —
Outer anchorages**

347-348

Paragraph 13.23 1-3 *Replace by*:

- 1 Anchor berths lie throughout the outer port area; berths are allocated by the Harbour Master and should only be used with his permission; the letter designation of the berth indicates the suitable size, or type, of vessel that may use the berth:

M - (medium) vessels under 200 m in length;
L - (large) vessels under 300 m in length;
F - (ferry) car ferries.

- 2 Dangerous cargo anchorages are available in Section 4 and Section 6; contact harbour authorities for instructions.

Kobe Ku Quarantine Anchorage (34°38'53N 135°10'52E) lies in Section 4 of the port, depths from about 13.0 to 15.6 m, mud.

Caution. Numerous fouls, obstructions and wrecks lie within the anchorage areas.

Japanese Notice 46/938/19 [NP42B-No 3-Wk 52/19]

**Japan - Osaka Wan - Kobe -
Kobe-Chuo Passage — Directional light**

350

Paragraph 13.35 2-3 *Replace by*:

- 2 The track then leads NNW, through the passage, into the outer part of Section 2; for aircraft approach areas see 13.20.

- 3 The track then leads N, within the white sector (356°-000°) of Nadahama-Higashi Directional Light (white post, 16 m in height) (34°42'02N 135°14'63E), through a passage, marked by light buoys (lateral), to the head of Section 2. This passage is sometimes referred to as Nadahama Fairway (34°41'20N 135°14'66E).

Japanese Notice 47/5556(P)/19

[NP42B-No 4-Wk 02/20]

**Seto Naikai - Osaka Wan - Osaka Ku —
Berths; obstructions**

358

Paragraph 13.92 3 lines 3-6 *Replace by*:

B Quay (34°36'93N 135°25'58E) has four berths; maximum alongside depth of about 7.5 m. An obstruction exists between berths No 3 and No 4.

A Quay (34°37'04N 135°25'46E) has eight berths; maximum alongside depth of about 7.5 m. Obstructions exist close to berths No 5 and No 7.

Japanese Notice 6/89/21 [NP42B-No 16-Wk 14/21]

NP42C Japan Pilot Volume 4 (2020 Edition)

**Miyako Shima - Hirara Ko —
Directions; landmarks**

72

Paragraph 2.68 3 lines 1-9 *Replace by*:

- 3 **Approach via Miyako Hakuchi from the west.** Vessels should pass about 1 mile N and NE from Irabu Shima. The track then leads ESE and then gradually alters course for the entrance to the fairway between Hirara Ko Nos 1 and 2 Light Buoys.

Caution. A dangerous wreck (24°51'75N 125°14'92E) and Iibashinotsushigama (24°51'55N 125°14'86E), a 9.5 m rock, lie in the fairway entrance.

Paragraph 2.68 5 line(s) 4-8 *Replace by*:

Three wind turbines (24°54'38N 125°15'64E).

Nakano Banare (24°51'21N 125°17'03E) is the largest islet of Oura Wan.

Japanese Notice 35/663/20

[NP42C-No 5-Wk 45/20]

**Japan - Sakishima Gunto - Miyako Retto -
Hirara Ko — Basins and berths; cruise berth**

72

After Paragraph 2.70 3 line 3 *Insert*:

Cruise Berth (24°48'85N 125°16'32E) is situated on the N face of the N breakwater. The berth has a total length of around 280 m (including dolphins) and a charted depth alongside of about 10 m.

Japanese Notice 34/637/20 [NP42C-No 2-Wk 44/20]

NP42C

Okinawa Shima - Naha Ko — Prohibited entry

90

Paragraph 3.89 4 lines 1-4 *Replace by:*

- 4 **Entry is prohibited** into an area centred on 26°14'·64N 127°40'·05E.

Japanese Notice 11/173/21 [NP42C-No 7-Wk 20/21]

Nasei Shoto - Anami Gunto - Oki-no-Erabu Shima - China Gyoko — Obstruction

106

Paragraph 4.18 2 line 9 *Replace by:*

...the reefs. It is reported (2020) that the berth is partially destroyed and an obstruction (27°19'·72N 128°33'·97E), position approximate, lies close W.

Japanese Notice 45/835/20 [NP42C-No 6-Wk 04/21]

Kyushu South-east coast - Shibushi Ko — Limiting conditions; depths

138

Paragraph 6.22 1 lines 1-2 *Replace by:*

- 1 **Controlling depths.** The entrance channel is dredged to 14 m. The port is subject to silting. Depths shoaler than charted have been reported (2020) and the local authorities should be contacted for the latest information.

Japanese Notice 32/5408(T)/20
[NP42C-No 1-Wk 41/20]

Japan - Kyushu - South-east coast - Shibushi Ko — Outer anchorages; submarine cables

138

After Paragraph 6.23 1 line 16 *Insert:*

Caution. Submarine cables and wave meters lie in the vicinity of the anchorages.

Japanese Notice 34/5426(P)/20
[NP42C-No 3-Wk 44/20]

Koshikijima Retto - Imuta Seto — Vertical clearance

169

Paragraph 6.215 1 line(s) 3-5 *Replace by:*

Vertical clearance. A road bridge (31°47'·30N 129°48'·45E), marked by lights, spans the channel with a vertical clearance of 23 m.

Japanese Notice 11/169/21 [NP42C-No 8-Wk 20/21]

Japan - Goto Retto - Uku Shima - Ko-no-Ura — Anchorages; cable

251-252

Paragraph 11.62 1-5 including heading *Replace by:*

Ko-no-Ura 11.62

- 1 **General information.** Ko-no-Ura (33°15'·00N 129°05'·01E) lies between Tera Shima (33°15'·00N 129°04'·03E) and the SW shore of Uku Shima (33°16'·03N 129°06'·54E). A long narrow bank lies near the middle of the bay. Konoura Ko (33°15'·19N 129°05'·57E), a small fishing port, is located in the SE part of the bay. Furusato Gyoko (33°15'·75N 129°05'·08E) a small fishing harbour is located in the N part of the bay.

Local knowledge is recommended.

- 2 **Directions.** The bay has open access from S through Ojika Seto. From N it is entered through Terashima Seto, a narrow S-shaped channel between Tera Shima and Uku Shima. The narrowest part of the channel is about 200 m wide. Ikazuchi Se, two drying rocks, lie in the N entrance to the channel 1½ cables N of the N extremity of Tera Shima. A light buoy (port hand) marks the rocks.

- 3 **Useful marks:**

Konoura Ko S Breakwater Light (red tower, 8 m in height) (33°15'·14N 129°05'·52E).

Tidal streams. See 11.50.

Anchorage. There is good anchorage sheltered from all winds except from S, in a position S of the narrow bank (33°15'·32N 129°04'·98E), in about 22 m.

- 4 **Caution.** A submarine cable and a pipeline are laid across the narrow channel between Yakugami Hana and Tera Shima. Another cable is laid across the bay close NW of the narrow bank.

Japanese Notice 34/5425(P)/20
[NP42C-No 4-Wk 44/20]

Kiushu - North-west coast - Hakata Ko — Limiting conditions; controlling depth

289

Paragraph 13.92 1 *Replace by:*

1 The outer channel and East Passage are dredged to 14 m (2007). The Central Passage has depths of about 12 m, but lesser depths exist at its SE end.

The port is subject to silting and local authorities should be contacted for the latest information on depths and authorised draughts.

Japanese Notice 40/683/21 [NP42C-No 9-Wk 51/21]

NP43 South and East Coasts of Korea, East Coast of Siberia and Sea of Okhotsk Pilot (2020 Edition)

South Korea - Jejudo - South-west coast - Marado to Chagwido — Directions; major light

84

Paragraph 2.12 1 line(s) 8-10 *Delete*

Korean Notice 35/640/20; LL2661/20
[NP43-No 33a-Wk 42/20]

**South Korea - Jeju-do - South-west coast -
Marado — Directions; major light**

84

Paragraph 2.12 *1* including existing Section IV Notice Week 42/20 *Replace by:*

1 Landmarks:

Sanbangsan (33°14'50N 126°18'80E), a dome-shaped mountain which rises steeply from the coast; it is the most prominent feature of the SW portion of Jeju-do.

Gosanak (33°18'41N 126°09'88E), a rocky peak standing at the W end of Jeju-do.

Major lights:

Marado Light (white metal pipe, 11 m in height) (33°07'05N 126°16'16E).

Korean Notice 45/934/20; LL 2661

[NP43-No 39-Wk 02/21]

**South Korea - Jeju-do - South-west coast -
Marado to Chagwido — Directions; major light**

84

Paragraph 2.13 *1* *Replace by:*

1 From a position SSW of Marado (33°07'09N 126°16'06E) the track leads NNW, passing:

WSW of Marado from where a light (white metal column, 11 m in height) (33°07'05N 126°16'16E) is exhibited. The island has a vertical rocky face 33 m high on its E side; there are dwellings on the W side of the island. Marado is steep-to except for reefs extending a short distance from its N and S extremities. An ODAS light float (special) lies 12 miles W of Marado, in position 33°05'00N 126°02'00E. Thence:

Korean Notice 35/640/20; LL2661/20

[NP43-No 33b-Wk 42/20]

**South Korea - Jeju-do - North-west coast -
Aewol Hang — Directions; light**

86

After Paragraph 2.25 *1* line 5 *Insert:*

Directions. Aewol Hang is approached within the white sector (230.5°-235.5°) of Aewol Hang E Breakwater Light (white round concrete tower, 15 m in height) (33°28'18N 126°19'67E), passing between the breakwaters, and thence to the required berth.

Korean Notice 47/1108/19

[NP43-No 1a-Wk 10/20]

**South Korea - Jeju-do - North-west coast -
Aewol Hang — Directions; wreck**

86

After Paragraph 2.25 *1* line(s) 5 including existing Section IV Notice Week 10/20 *Insert:*

Directions. Aewol Hang is approached within the white sector (230.5°-235.5°) of Aewol Hang E Breakwater Light (white round concrete tower, 15 m in height) (33°28'18N 126°19'67E), passing between the breakwaters, and thence to the required berth.

Caution. A dangerous wreck (33°29'26N 126°21'25E), position approximate, lies within the white sector (230.5°-235.5°) of Aewol Hang E Breakwater Light.

Korean Notice 12/172/20

[NP43-No 24-Wk 17/20]

**South Korea - Jeju-do - North-west coast -
Aewol Hang — Directions; light**

86

Paragraph 2.25 *2* lines 5-7 *Delete*

Korean Notice 47/1108/19

[NP43-No 1b-Wk 10/20]

**South Korea - Jeju-do - East coast -
Udo Sudo — Directions; wreck**

90

After Paragraph 2.59 *4* line 4 *Insert:*

Clear of a dangerous wreck (33°30'70N 126°55'70E), position approximate, thence:

Korean Notice 51/1189/19

[NP43-No 2-Wk 10/20]

**South Korea - Jeju-do - South coast -
Gaeminpogot to Marado —
Directions; major light**

91

Paragraph 2.67 *2* line(s) 5 *Delete*

Korean Notice 35/640/20; LL2661/20

[NP43-No 34a-Wk 42/20]

**South Korea - Jeju-do - South-west coast -
Marado — Directions; major light**

91

Paragraph 2.67 *2* including existing Section IV Notice Week 42/20 *Replace by:*

2 Major lights:

Seogwipoohang Breakwater Light (red round concrete floodlit tower, 15 m in height) (33°13'97N 126°34'04E)

Marado Light (33°07'05N 126°16'16E) (2.12).

Korean Notice 45/934/20; LL 2661

[NP43-No 40a-Wk 02/21]

**South Korea - Jeju-do - South coast -
Gaeminpogot to Marado —
Directions; major light**

91

Paragraph 2.68 *4* line(s) 10-12 *Replace by:*

The track then leads to a position SSW of Marado (33°07'09N 126°16'06E) from where a light (2.13) is exhibited. The islets and rocks N of Marado are described at 2.15.

Korean Notice 35/640/20; LL2661/20

[NP43-No 34b-Wk 42/20]

NP43

South Korea - Jeju-do - South-west coast - Marado — Directions; major light

91

Paragraph 2.68 4 including existing Section IV Notice
Week 42/20 *Replace by:*

- 4 SSE of Hodo (Beomseom) (33°13'·08N
126°30'·99E); steep-to with precipitous rocky
sides and a flat summit. Thence:
SSE of Sebyeolgot (33°13'·62N 126°28'·29E), a low
rocky point. A light beacon (E cardinal) marks a
drying rock close SE of the point. Thence:
Clear of a dangerous wreck (33°07'·90N
126°26'·03E), position approximate.

The track then leads to a position SSW of Marado
(33°07'·09N 126°16'·06E) from where a light (2.12) is
exhibited. The islets and rocks N of Marado are
described at 2.15.

Korean Notice 45/934/20; LL 2661

[NP43-No 40b-Wk 02/21]

South Korea - Geomangchigak to Hwangjedo — Directions; wreck

100

After Paragraph 2.129 2 line 6 *Insert:*

Clear of a dangerous wreck (34°05'·59N
126°57'·45E), position approximate, thence:

GB Chart 3365/21

[NP43-No 57-Wk 48/21]

South Korea - South approach to Deungnyang Man - Main route west-north-west of Daechilgido — Marine farms

108

Paragraph 2.174 4 line 4 *Replace by:*

...from the point.
WNW of two marine farms (34°29'·53N
127°03'·95E), thence:

Korean Notice 38/276/21

[NP43-No 61-Wk 50/21]

South Korea - South coast - Pyeongildo to Seopdo — Directions; marine farms

109

After Paragraph 2.181 2 line 10 *Insert:*

Caution. Numerous marine farms (2.3) lie close to
the track.

Korean Notice 36/266/21

[NP43-No 58-Wk 49/21]

South Korea - Pyeongildo - Sadong Hang — Marine farms

110

After Paragraph 2.184 1 line 5 *Insert:*

Caution. Marine farms exist in the vicinity.

Korean Notice 17/119/21

[NP43-No 49-Wk 26/21]

South Korea - South-south-east approach to Deungnyang Man — Directions; marine farms

111

Paragraph 2.194 1 line 6 *Replace by:*

...with a village on its W side. A number of marine
farms lie NE of Budo. Thence:

Korean Notice 36/266/21

[NP43-No 59-Wk 49/21]

South Korea - South-south-east approach to Deungnyang Man - Dongamdo to Deungnyang Man — Marine farms

111

Paragraph 2.194 8 lines 1-3 *Replace by:*

- 8 The track then leads N into Deungnyang Man,
passing clear of two marine farms (34°29'·53N
127°03'·95E), to a position 2 miles W of the W point
of Sorokdo (34°30'·62N 127°05'·89E).

Korean Notice 38/276/21

[NP43-No 62-Wk 50/21]

South Korea - South coast - Geogum Sudo — Vertical clearance

111

Paragraph 2.199 1 lines 1-4 *Replace by:*

- 1 Geogum Bridge (34°30'·03N 127°07'·70E),
spanning the W entrance to Geogum Sudo between
Sorokdo and Geogumdo, 1 mile S, has a vertical
clearance of 21 m.

ENC KR647A93

[NP43-No 26-Wk 22/20]

South Korea - South coast - Geogum Sudo — Directions; marine farm

112

Paragraph 2.203 5 *Replace by:*

- 5 S of an isolated 8·4 m shoal (34°30'·45N
127°04'·85E).

The track then leads NW for a short distance to a
position about 1½ miles W of the W point (34°30'·60N
127°05'·89E) of Sorokdo.

UKHO

[NP43-No 36-Wk 49/20]

South Korea - South coast - Deungnyang Man — Directions; marine farm

113

Paragraph 2.210 1 *Replace by:*

- 1 From a position about 1½ miles W of the W point
of Sorokdo (34°30'·60N 127°05'·89E) the track leads
NNE, passing:

WNW of the marine farm (34°30'·95N 127°05'·15E),
lying W of Sorokdo (2.203), thence:

UKHO

[NP43-No 37-Wk 49/20]

South Korea - South coast - Jimaseom to Yeondo — Directions; offshore platform

114

Paragraph 2.217 2 lines 7-8 *Replace by:*

N of an offshore platform (lit) (34°19'15N 127°36'43E) and across the S approaches to Yeoja Man and Gamang Man.

Korean Notice 3/75/20

[NP43-No 3-Wk 10/20]

South Korea - South coast - Jimaseom to Yeondo — Offshore platforms

114

Paragraph 2.217 2 including existing Section IV Notice Week 10/20 *Replace by:*

- 2 S of Tanggeonyeo (34°21'98N 127°30'62E), from where a light (white 8-sided concrete tower, 10 m in height) is exhibited. Tanggeonyeo is a conical rock; a smaller rock, 4 m high, lies close off the S side of Tanggeonyeo. Thence:
N of an offshore platform (lit) (34°19'15N 127°36'43E) and across the S approaches to Yeoja Man and Gamang Man, thence:
S of an offshore platform (lit) (34°21'85N 127°42'63E).

Korean Notices 3/75/20; 24/485/21

[NP43-No 51-Wk 34/21]

South Korea - South coast - South-west of Yeondo — Offshore platform

114

After Paragraph 2.221 1 line 3 Insert:

Clear of an offshore platform (lit) (34°21'85N 127°42'63E), thence:

Korean Notice 24/485/21

[NP43-No 52-Wk 34/21]

South Korea - South coast - Geumodo - Geumo Sudo — Prohibited area

116

Paragraph 2.229 1-2 *Replace by:*

- 1 **Description.** Geumo Sudo (34°33'50N 127°44'69E), the channel separating Guemodo from the islands at the S entrance to Gamang Man (2.242), is deep and free from dangers in the fairway. It has a least width of 3 cables and depths from 12 to 15 m in its E and W approaches.
- 2 **Prohibited area.** During the period of heavy fog, from 1st April to 31st July every year, navigation by tankers of 50 gt or more and vessels carrying chemical products or sand is prohibited within an area covering the approaches to Geumo Sudo. The limits are as follows:
34°33'93N 127°45'13E; 34°33'13N 127°45'43E;
34°32'98N 127°43'46E; 34°33'63N 127°43'46E.

Korean Chart 2412/19

[NP43-No 4-Wk 10/20]

South Korea - South coast - Ando Hang — Vertical clearance; bridge

116

Paragraph 2.230 1 line(s) 5-7 *Replace by:*

Vertical clearance. A bridge, with a vertical clearance of 19 m, spans the S entrance to the harbour. A power cable, with a safe vertical clearance of 36 m, also spans the entrance close NE of the bridge.

Korean Notice 35/636/20

[NP43-No 35-Wk 42/20]

South Korea - Yeosu Haeman — General information; VTS

125

Paragraph 3.16 1-3 *Replace by:*

1 A VTS is in operation for Yeosu Haeman and its approaches. The service also covers Yeosu Hang and Gwangyang Hang.

For full details and a list of reporting points see *ADMIRALTY List of Radio Signals Volume 6(6)*.

UKHO

[NP43-No 5-Wk 10/20]

South Korea - South coast - Outer approaches to Gwangyang Hang — Directions; wreck

125

After Paragraph 3.22 1 line 5 Insert:

Clear of a dangerous wreck (34°31'60N 128°16'40E), position approximate, thence:

Korean Notice 23/462/21

[NP43-No 50-Wk 32/21]

South Korea - South coast - Jwsarido — Directions; offshore platform

126

After Paragraph 3.22 1 line 9 Insert:

From a position about 2½ miles S of Goam (34°29'87N 128°28'57E) (3.13) the track leads WNW, passing:

SSW of Gukdo (34°32'62N 128°26'63E) (3.13), thence:

SSW of Jwsarido (34°33'62N 128°20'68E) (3.26).

A light (white 8-sided concrete tower, 13 m in height) is exhibited from an islet close off the SW point of Jwsarido. Thence:

Clear of a dangerous wreck (34°31'60N 128°16'40E), position approximate, thence:

SSW of an offshore platform (lit) (34°33'29N 128°15'69E), thence:

Korean Notice 33/694/21

[NP43-No 54-Wk 46/21]

South Korea - South coast - Approaches to Gwangyang Hang — Directions; wreck

126

Paragraph 3.22 3 lines 1-3 *Replace by:*

- 3 SSW of Gudalseo (34°37'31N 128°07'07E), from where a light (white round concrete tower, 14 m in height) is exhibited, thence:
Clear of a dangerous wreck (34°33'44N 128°04'37E), position approximate.

Korean Notice 6/137/21

[NP43-No 48-Wk 14/21]

NP43

South Korea – South coast – Yeosu Haeman — Anchorages

128

Paragraph 3.39 1 lines 3–9 *Replace by:*

- D–1, designated for VLCCs, centred on 34°37′.71N 127°58′.66E. No 2 quarantine anchorage lies within the N part of D1 anchorage area in position 34°39′.13N 127°57′.87E.
D–2, with a radius of 4 cables centred on 34°40′.18N 127°53′.85E, and depths from 19 to 21 m. Unrestricted.

ENC KR4F4H20

[NP43–No 6–Wk 10/20]

South Korea – Yeosu Hang — Tugs

129

After Paragraph 3.51 1 line 7 *Insert:*

Tugs. Vessels over 1500 gt and vessels over 1000 gt carrying dangerous cargo require the use of a tug. For further details, including exclusions, contact the port authority.

UKHO

[NP43–No 7–Wk 10/20]

South Korea – South coast – Gwangyang Hang — Depths

131

Paragraph 3.67 1–3 *Replace by:*

- 1 The least charted depths within the fairways and channels of Gwangyang Hang are as follows:
Fairway 1 (34°51′.40N 127°47′.40E); 21.0 m on NE edge of fairway.
Fairway 2 (34°52′.00N 127°45′.50E); 13.1 m on SW edge of fairway.
Myodo Sudo (34°51′.98N 127°42′.59E); 8.1 m SW of Sodangdo.
- 2 Fairway 3 (34°52′.65N 127°45′.50E); 21.0 m in the centre of the fairway.
Fairway 4 (34°52′.70N 127°46′.15E); 14.9 m on the NE edge of fairway.
Container terminal approach (34°54′.69N 127°41′.68E); 15.1 m.
- 3 Channel leading to the HYSCO Berth (34°55′.00N 127°35′.68E) (3.92) at Yulchon; 9.6 m.
Channel leading to the berths at Taeindo (34°56′.25N 127°46′.11E) (3.94); 5.5 m.
Channel leading to Hadong Power Station (34°56′.75N 127°49′.50E) (3.95); 16.5 m.

ENC KR647B26; KR647B25; KR647B14; KR64713B

[NP43–No 55–Wk 47/21]

South Korea – Yeosu Hang — Tugs

131

After Paragraph 3.72 1 line 2 *Insert:*

Tugs 3.72a

- 1 For details see 3.51.

UKHO

[NP43–No 8–Wk 10/20]

South Korea – South coast – Gwangyang Hang — Anchorage; obstruction

133

Paragraph 3.85 3 line(s) 4–8 *Replace by:*

...127°41′.85E) is the deepest, with depths from 10 to 13 m. Two obstructions lie in the E part of K–13 anchorage.

Hadong Power Station Anchorage (34°56′.64N 127°49′.68E). Close off the berths, with charted depths from 16 to 35 m. A foul area and an obstruction (34°56′.60N 127°49′.62E) lie within the anchorage.

ENC KR64724B; KR647B17 [NP43–No 56–Wk 47/21]

South Korea – South coast – Approaches to Samcheonpo Hang — Directions

136

Paragraph 3.110 2 lines 1–2 *Replace by:*

WSW of a large fish haven (34°47′.41N 128°09′.60E).

Thence the track continues NNW, following the recommended route, passing:

Paragraph 3.110 3 lines 6–7 *Replace by:*

...shoal; the island is rugged.

Thence the recommended route leads N, passing: E of Janggot (34°49′.76N 128°05′.21E), the...

Paragraph 3.110 4 lines 1–8 *Replace by:*

- 4 E of Moseom (34°50′.64N 128°04′.95E), an above-water rock.

The track then leads to the vicinity of the pilot boarding area for Samcheonpo Hang, 2½ miles WSW of Yulpomal (34°53′.30N 128°08′.00E). Yulpomal is a high precipitous point from where a light (white round concrete tower, 5 m in height) is exhibited. Bonghwasan (34°53′.78N 128°07′.80E) is prominent from a distance.

Korean Notice 50/1108/20 [NP43–No 45–Wk 07/21]

South Korea – South coast – Sobyongdaedo — Obstructions; fish havens

149

Paragraph 3.177 1 line 4 *Replace by:*

...SE. Numerous fish havens lie within the channel.

Korean Notice 36/754/21 [NP43–No 60–Wk 49/21]

South Korea – South coast – Geojedo – Okpo Hang — Directions; lights

151

Paragraph 3.195 2 lines 1–6 *Delete*

Korean Notice 2/47/20 [NP43–No 9–Wk 10/20]

South Korea – South coast – Geojedo – Okpo Hang — Directions; lights

152

Paragraph 3.203 *Replace by:*

1 Landmarks:

Ongnyeobong (34°51′.15N 128°41′.60E).
Gangmangsan (34°55′.32N 128°42′.42E).

Major lights:

Yangjamchwi Light (34°53'·70N 128°45'·09E) (3.195).

- 2 **Track.** There are no specific directions for entering Okpo Hang, the chart being sufficient guide.

Useful marks:

Okpo Hang N Breakwater Light (red round concrete tower, 11 m in height) (34°53'·82N 128°43'·05E).

Okpo Hang S Breakwater Light (white round concrete tower, 11 m in height) (34°53'·69N 128°43'·17E).

Korean Notice 2/47/20

[NP43-No 10-Wk 10/20]

South Korea - Busan New Port — Directions

155

After Paragraph 3.223 4 line 7 *Insert:*

(Directions for Busan New Port are given at 3.228)

Paragraph 3.223 5-6 *Replace by:*

- 5 Vessels bound for Masan Hang and other ports W and NW round Busan New Port No C Light Buoy (safe water) (35°01'·44N 128°47'·31E) and continue NW to No 1 pilot boarding position. The vicinity of this buoy is a Precautionary Area.

(Directions continue at 3.238)

UKHO

[NP43-No 28-Wk 28/20]

South Korea - Busan New Port — Prohibited area

156

Paragraph 3.226 2 lines 5-7 *Delete*

GB Chart 1163 (2020)

[NP43-No 31-Wk 38/20]

South Korea - South coast - Busan New Port — Directions; directional light

156

Paragraph 3.228 2 lines 5-6 *Replace by:*

Useful mark:

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'·46N 128°46'·10E) marking the fairway on the N side of the harbour.

Korean Notice 45/1052/19

[NP43-No 11-Wk 10/20]

South Korea - Busan New Port — Directions

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 10/20 *Replace by:*

- 1 From a position WSW of Cheonsudaemal (35°01'·44N 128°48'·34E), vessels bound for Busan New Port continue NNW, thence N, to enter No 5 Fairway, marked by light beacons (lateral), passing:

W of a detached breakwater (35°02'·88N 128°47'·44E), from each end of which a light is exhibited, thence:

- 2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'·52N 128°46'·69E) (3.238), from where a light is exhibited.

Busan New Port (Sinhang) Inner Leading Lights:

Front light (square metal tower, 101 m in height) (35°04'·97N 128°49'·68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

- 3 From a position in No 5 Fairway E of Yeondo, the alignment (061·1°) of these lights leads ENE into Busan New Port, passing between the islet of Horando (3.224) and a prohibited area (3.226).

Useful marks:

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'·46N 128°46'·10E) marking the fairway on the N side of the harbour.

- 4 Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'·88N 128°47'·25E).

Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'·88N 128°47'·63E).

UKHO

[NP43-No 29-Wk 28/20]

South Korea - South coast - Busan New Port — Directions; wreck; useful marks

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 28/20 *Replace by:*

- 1 From a position WSW of Cheonsudaemal (35°01'·44N 128°48'·34E), vessels bound for Busan New Port continue NNW, thence N, to enter No 5 Fairway, marked by light beacons (lateral), passing:

W of a detached breakwater (35°02'·88N 128°47'·44E), from each end of which a light is exhibited, thence:

- 2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'·52N 128°46'·69E) (3.238), from where a light is exhibited.

Busan New Port (Sinhang) Inner Leading Lights:

Front light (square metal tower, 101 m in height) (35°04'·97N 128°49'·68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

- 3 From a position in No 5 Fairway E of Yeondo, the alignment (061·1°) of these lights leads ENE into Busan New Port, passing between the islet of Horando (3.224) and a prohibited area (3.226).

Caution. A dangerous wreck (35°04'·47N 128°47'·86E), position approximate, marked by V-AIS, lies in the approach to Hanjin Newport Container Terminal (3.229), within the white sector (269°-271°) of Busan New Port Directional Light.

Useful marks:

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'·46N 128°46'·10E) marking the fairway on the N side of the harbour.

- 4 Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'·88N 128°47'·25E).

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- 6 Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'·88N 128°47'·63E).

UKHO; South Korean Notices 21/312/20; 26/435/20; ENC KR65886D; [NP43-No 30-Wk 31/20]

South Korea - Busan New Port — Directions; prohibited area; light

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 31/20 *Replace by:*

- 1 From a position WSW of Cheonsudaemal (35°01'·44N 128°48'·34E), vessels bound for Busan New Port continue NNW, thence N, within the white sector (000·9°-002·9°) of a light (white 8-sided tower, 27 m in height) (35°04'·66N 128°47'·11E), through No 5 Fairway, marked by light beacons (lateral), passing:

W of a detached breakwater (35°02'·88N 128°47'·44E), from each end of which a light is exhibited, thence:

- 2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'·52N 128°46'·69E) (3.238), from where a light is exhibited.

Busan New Port (Sinhang) Inner Leading Lights:

Front light (square metal tower, 101 m in height) (35°04'·97N 128°49'·68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

- 3 From a position in No 5 Fairway E of Yeondo, the alignment (061·1°) of these lights leads ENE into Busan New Port, passing NNW of Horando (3.224).

- 4 **Caution.** A dangerous wreck (35°04'·47N 128°47'·86E), position approximate, marked by V-AIS, lies in the approach to Hanjin Newport Container Terminal (3.229), within the white sector (269°-271°) of Busan New Port Directional Light.

- 5 **Useful marks:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'·46N 128°46'·10E) marking the fairway on the N side of the harbour. Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'·88N 128°47'·25E).

- 6 Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'·88N 128°47'·63E).

GB Chart 1163 (2020)

[NP43-No 32-Wk 38/20]

South Korea - South coast - Busan New Port — Directions; caution

156

Paragraph 3.228 1-2 including existing Section IV Notice Week 38/20 *Replace by:*

- 1 From a position WSW of Cheonsudaemal (35°01'·44N 128°48'·34E), vessels bound for Busan New Port continue NNW, thence N, within the white sector (000·9°-002·9°) of a light (white 8-sided tower, 27 m in height) (35°04'·66N 128°47'·11E), through No 5 Fairway, marked by light beacons (lateral), passing:

W of a detached breakwater (35°02'·88N 128°47'·44E), from each end of which a light is exhibited, thence:

- 2 E of the head of the breakwater extending 4 cables SE from Yeondo (35°03'·52N 128°46'·69E) (3.238), from where a light is exhibited.

Busan New Port (Sinhang) Inner Leading Lights:

Front light (square metal tower, 101 m in height) (35°04'·97N 128°49'·68E).

Rear light (similar structure, 101 m in height) (3 cables from front light).

- 3 From a position in No 5 Fairway E of Yeondo, the alignment (061·1°) of these lights leads ENE into Busan New Port, passing NNW of Horando (3.224).

- 4 **Useful marks:**

Busan New Port Directional Light (white round metal tower, 36 m in height) (35°04'·46N 128°46'·10E) marking the fairway on the N side of the harbour.

Detached breakwater W end light (red 4-sided concrete tower, 27 m in height) (35°02'·88N 128°47'·25E).

- 5 Detached breakwater E end light (yellow 8-sided concrete tower, 21 m in height) (35°02'·88N 128°47'·63E).

Korean Notice 47/1012/20

[NP43-No 44-Wk 03/21]

South Korea - Approaches to Busan New Port and Masan - Jinhae Hang — Pilotage

158

Paragraph 3.242 2 lines 2-4 *Replace by:*

...No 1 pilot boarding area (35°02'·75N 128°44'·57E) in Gadeok Sudo, or at No 3 pilot boarding area (35°04'·18N 128°42'·12E) in the quarantine and waiting...

UKHO

[NP43-No 23-Wk 13/20]

South Korea - South coast - Jinhae Man — Goheyon Fairway

161

Paragraph 3.271 2 lines 1-3 *Replace by:*

- 2 **Goheyon Fairway to Gajodo Sudo.** From a position about 8½ cables N of Hwangdeokdo the route leads SW for 6¾ miles through Goheyon Fairway to...

Korean Chart 2165 (2019)

[NP43-No 12-Wk 10/20]

South Korea - South coast - Jinhae Man — Goheyon Fairway

162

Paragraph 3.279 5 line 5 *For Tongyeong Fairway Read Goheyon Fairway*

Paragraph 3.281 1 lines 1–4 including heading *Replace by:*

Goheyon Fairway to Gajodo Sudo

(continued from 3.279 and 3.280)

3.284

- 1 From a position about 8½ cables N of Hwangdeokdo (35°00'·55N 128°37'·28E) the track leads SW through Goheyon Fairway, marked by light buoys (safe water), passing:

Korean Chart 2165 (2019) [NP43-No 13-Wk 10/20]

South Korea - South coast - Gajodo Sudo — Directions; fish havens

162

Paragraph 3.282 1 lines 8–9 *Replace by:*

Caution. Numerous fish havens lie within, and in the approaches to, Gajodo Sudo.

Korean Chart 2284/20 [NP43-No 46-Wk 12/21]

South Korea - South coast - Jinhae Man — Goheyon Fairway

163

Paragraph 3.285 1 line 8 *For Tongyeong Fairway Read*
Goheyon Fairway

Korean Chart 2165 (2019) [NP43-No 14-Wk 10/20]

South Korea - South coast - Gohyeon Hang — Basins; berths; anchorages

164

Paragraph 3.289 including heading *Replace by:*

Basins and berths 3.289

- 1 **Basins.** The shipyard is arranged into three basins as follows:
- First basin, close W of Jukdo (34°54'·29N 128°36'·36E) (3.287), is divided in two by a pier 7½ cables long which passes over Gyuldo (34°54'·35N 128°36'·01E), an islet 10 m high. A rocky shoal, with a least depth of 7·3 m, extends up to 2 cables NNW of Gyuldo. The berths in the basin have charted depths from about 2 to 14 m alongside;
- 2 Second basin, 6 cables WNW of Jukdo, is separated from the first basin by a long pier. It has quays with charted depths from about 6 to 15 m alongside;
- Third basin, 1¼ miles NW of Jukdo, comprises several floating drydocks.
- 3 **Berths.** There are multiple docks and minor jetties S and E of Jukdo with charted depths from about 6 to 10 m alongside. There is also a dolphin pier extending N from a point 3 cables ESE of Jukdo, with depths alongside from 5 to 10 m.
- Several berths have been constructed on reclaimed land (34°56'·00N 128°35'·70E), with depths alongside of 11 m or less.

4 Anchorages and moorings.

The harbour is divided into three unrestricted anchorage areas as follows:

- Anchorage Area 1 (34°54'·19N 128°36'·82E);
- Anchorage Area 2 (34°54'·82N 128°36'·19E);
- Anchorage Area 3 (34°55'·53N 128°35'·15E).

- 5 Three lighted tanker mooring buoys are established off the port as follows:

- A Buoy (34°56'·12N 128°34'·07E);
- B Buoy (34°55'·83N 128°34'·65E);
- C Buoy (34°55'·90N 128°33'·40E).

Korean Chart 2284/20 [NP43-No 47-Wk 12/21]

South Korea - South coast - Busan Hang — Directions; directional light

171

Paragraph 3.330 2 line 6–8 *Replace by:*

The alignment (304·8°) of these lights and the white sector (303·8°–305·8°) of No 1 Fairway Directional Light (white 4-sided metal tower, 23 m in height) (35°06'·78N 129°03'·11E) leads through No 1 Fairway in North Outer Harbour, marked by light beacons (lateral), passing:

Korean Notice 45/1049/19 [NP43-No 15-Wk 10/20]

South Korea - South-east coast - Ulsan Hang — Wreck

180

Paragraph 4.30 2 lines 7–8 *Replace by:*

E2 (35°26'·33N 129°25'·70E) for vessels between 10 000 and 30 000 tonnes. A wreck (35°26'·29N 129°26'·46E) lies in the centre of the anchorage.

GB Chart 898/20 [NP43-No 16-Wk 10/20]

South Korea - Ulsan Hang — Restricted Area

180

Paragraph 4.32 2 line 2 *Replace by:*

...are restricted within 400 m of the four SBMs...

Korean Chart 1756 [NP43-No 17-Wk 10/20]

South Korea - East coast - Donghae Hang — Anchorages

199

Paragraph 4.157 1 lines 7–9 *Replace by:*

Outer anchorages. Seven designated anchorages lie N of the detached breakwater

Paragraph 4.157 2 lines 1–9 *Replace by:*

- 2 **Pilotage** is compulsory but available only during daylight hours. The pilot boards approximately 2 miles E of the N breakwater in the vicinity of 37°29'·70N 129°11'·50E. See *ADMIRALTY List of Radio Signals Volume 6(6)*.

Korean Notice 4/82/20 [NP43-No 18a-Wk 10/20]

NP43

South Korea - East coast - Donghae Hang — Anchorages

199

Paragraph 4.158 1 lines 7-11 *Replace by:*

Development. A new detached breakwater is under construction (2019), extending E from a position 2 cables NE of the centre of the N breakwater.

Korean Notice 4/82/20 [NP43-No 18b-Wk 10/20]

South Korea - East coast - Donghae Hang — Development

199

Paragraph 4.158 1 including existing Section IV Notice Week 10/20 *Replace by:*

- 1 **General layout.** The harbour is formed behind a long N breakwater, extending 6 cables SE, and a S breakwater extending 1½ cables N from the mouth of the river Jeoncheon. Inside the breakwaters the harbour consists of a small N basin and a large S basin. The S basin is for the use of cargo vessels.

A detached breakwater (37°30'·25N 129°09'·40E) lies N of the entrance.

- 2 **Development.** A breakwater is under construction (2020) to the S of the existing port. This will extend from the shore almost at the S limit of the port for 7 cables in a NE direction before turning NW and extending a farther 7 cables across the current fairway to a point 4 cables ENE of the existing harbour entrance. The construction area is marked by light buoys (special).

Local weather. Prevailing winds from NW, mostly during winter.

Korean Notice 45/913/2020 [NP43-No 41-Wk 02/21]

South Korea - East coast - Donghae Hang — Directions

199

Paragraph 4.159 1-3 *Replace by:*

- 1 **Landmarks:**
Geunsan (37°24'·48N 129°08'·16E) (4.139).
Dutasan (37°25'·53N 129°00'·09E) (4.139).
Choroksan (37°31'·32N 129°04'·22E) (4.139).

Major lights:

Mukho Hang E Breakwater Light (37°32'·37N 129°07'·22E) (4.153).

Mukho Light (37°33'·27N 129°07'·11E) (4.153).

- 2 **Entry.** From a position about 2¼ miles E of the head (37°29'·92N 129°08'·76E) of the N breakwater, the track leads W, then WNW, through a fairway, passing:

SSW of the E head of the detached breakwater (4.158).

- 3 Thence the fairway continues to lead WNW to a position 5½ cables ENE of the head of the N breakwater. The track then leads SW, passing:

SE of the head of the N breakwater (37°29'·92N 129°08'·76E).

Thence the track leads W, into the harbour, passing N of the head of the S breakwater (37°29'·77N 129°08'·66E), from where a light (white round concrete tower, 11 m in height) is exhibited.

4 Useful marks:

Light (red round concrete tower, 27 m in height) (37°30'·14N 129°09'·85E), exhibited from the E end of the detached breakwater.

Light (yellow round concrete tower, 10 m in height) (37°30'·18N 129°08'·74E), exhibited from the W end of the detached breakwater.

5 Light (yellow GRP pillar, 4 m in height), exhibited from the N end of Yukong Sea-Berth (37°29'·76N 129°08'·63E).

Light (white GRP pillar, 6 m in height), exhibited from the end of a pier (37°30'·02N 129°08'·25E) in the N basin.

Korean Notice 45/913/2020 [NP43-No 42-Wk 02/21]

South Korea - East coast - Gisamundan — Directions; light

203

After Paragraph 4.188 1 line 3 *Insert:*

Gisamundan Light (white round tower, 10 m in height) (38°01'·32N 128°44'·14E).

Paragraph 4.189 4 line(s) 1-4 *Replace by:*

- 4 ENE of Gisamundan (38°01'·32N 128°44'·16E), a low-lying inconspicuous point, which projects slightly NE; a light (4.188) is exhibited from the point.

Korean Notice 25/506/21 [NP43-No 53-Wk 35/21]

South Korea - Biseonjang to Suwondan - Gonghyeonjin Hang to Suwondan — Obstructions

206

Paragraph 4.204 3 line 14 *Replace by:*

...of Jeodo. Thence:

ENE of two obstructions (38°34'·56N 128°27'·38E and 38°34'·46N 128°27'·08E), both of unknown depth, thence:

Korean Notice 38/779/21 [NP43-No 63-Wk 50/21]

Russia - Zaliv Petra Velikogo - Zaliv Amurskiy — Directions; marine farms

243

After Paragraph 6.55 2 line 9 *Insert:*

Caution. Extensive marine farms lie at the head of the bay.

Russian Notices 50/5860 & 5861/19

[NP43-No 19-Wk 10/20]

Russia - Vladivostok - Zaliv Ussuriyskiy — Regulations; prohibited area

248

After Paragraph 6.94 1 line 2 *Insert:*

Traffic regulations

6.94a

- 1 A prohibited area (43°04'·46N 132°16'·90E) has been established about 8 cables SW of Mys Sedlovodnyy (6.97).

ENC RU4M9V50

[NP43-No 20-Wk 10/20]

**Russia - Vladivostok - Zaliv Ussuriyskiy -
Bukhta Bol'shogo Kamnya — Prohibited area**

249

After Paragraph 6.99 6 line 5 *Insert*:

Prohibited area. Entry into Bukhta Bol'shogo Kamnya is prohibited to unauthorised vessels. Contact local authorities for further information.

ENC RU4M9V50 [NP43-No 21-Wk 10/20]

**Russia - Vladivostok - Zaliv Ussuriyskiy -
Bukhta Bol'shogo Kamnya — Directions**

249

Paragraph 6.99 7 line 1 *For NE Read NW*

Paragraph 6.99 7 line 4 *For NE Read NW*

Paragraph 6.99 7 line 7 *For NE Read NW*

UKHO [NP43-No 22-Wk 10/20]

**Russia - Vladivostok - Zaliv Strelok —
Marine farms**

258

After Paragraph 7.11 2 line 5 *Insert*:

Marine farms

7.11a

- 1 Numerous marine farms exist within Zaliv Strelok (See 1.24).

Russian Notice 15/1835/20 [NP43-No 25-Wk 20/20]

**Russia - Sea of Japan -
Bukhta Preobrazheniya — Directions**

274

Paragraph 7.117 1-3 *Replace by*:

- 1 **Description.** Bukhta Preobrazheniya (42°53'65N 133°54'30E) is a narrow inlet affording protection from winds from all directions and is entered N of Ostrov Orekhova (7.116). About half way within the entrance are narrows which divide the inlet into two basins. The navigable width of the entrance, between the 10 m contours, is about ¼ cable. A quay and two floating docks lie on the N side of the outer basin.
- 2 Sokolovka, a settlement at which there is a large fishing station, stands on the shore of a cove NE of Mys Matveyeva, the N entrance point of the inlet.
- Directions.** Vessels entering Bukhta Preobrazheniya should pass W of Ostrov Orekhova.

Preobrazheniya Bay Approach Leading lights:

Front light (8-sided tower, 6 m in height) (42°53'64N 133°53'62E).

- 3 Rear light (similar structure) (1 cable from front light).

From a position NW of Ostrov Orekhova, the alignment (119.7°) of these lights leads ESE into the harbour.

Preobrazheniya Bay Entrance Leading lights:

Front light (8-sided tower, 7 m in height) (42°53'78N 133°54'36E).

- 4 Rear light (similar structure) (165 m from front light).

The alignment (087°) of these lights leads E towards the quay.

Useful mark:

Ostrov Orekhova Light (42°53'59N 133°52'95E) (7.116).

Anchorage may be obtained in the vicinity of 42°53'69N 133°53'97E; depth 9 m, mud.

ENC RU5M8VB0 (1.003) [NP43-No 38-Wk 50/20]

**Russia - Sea of Japan - East of Nakhodka -
Bukhta Preobrazheniya — Directions; lights**

274

Paragraph 7.117 1-3 including existing Section IV Notice Week 50/20 *Replace by*:

- 1 **Description.** Bukhta Preobrazheniya (42°53'65N 133°54'30E) is a narrow inlet affording protection from winds from all directions and is entered N of Ostrov Orekhova (7.116). About half way within the entrance are narrows which divide the inlet into two basins. The navigable width of the entrance, between the 10 m contours, is about ¼ cable. A quay and two floating docks lie on the N side of the outer basin.
- 2 Sokolovka, a settlement at which there is a large fishing station, stands on the shore of a cove NE of Mys Matveyeva, the N entrance point of the inlet.
- Directions.** Vessels entering Bukhta Preobrazheniya should pass W of Ostrov Orekhova.

Bukhta Preobrazheniya Approach Leading lights:

Front light (8-sided tower, 6 m in height) (42°53'64N 133°53'62E).

- 3 Rear light (similar structure) (1 cable from front light).

From a position NW of Ostrov Orekhova, the alignment (119.7°) of these lights leads ESE to the harbour entrance.

Useful mark:

Ostrov Orekhova Light (42°53'59N 133°52'95E) (7.116).

Anchorage may be obtained in the vicinity of 42°53'69N 133°53'97E; depth 9 m, mud.

Russian Notice 46/4391/20 [NP43-No 43-Wk 02/21]

**Russia - Sea of Okhotsk - Sakhalinskiy Zaliv -
Proliv Tatarskiy — Pilotage**

321

Paragraph 10.5 2 line(s) 5-6 *Replace by*:

...(10.39). Pilots board in position 53°21'39N 141°41'46E.

Russian Chart RU62177 Ed 2 (2019)
[NP43-No 27-Wk 27/20]

NP44

NP44 Malacca Strait and West Coast of Sumatera Pilot (2019 Edition)

Indonesia - Sumatera - North coast - Benggala — Directions; light

67

After Paragraph 2.29 1 line 5 *Insert*:

Pulau Benggala Light (5°47'·59N 94°58'·47E) (3.15).

Indonesian Chart IN471 [NP44-No 27-Wk 36/20]

Indonesia - Malacca Strait - North-north-east of Palau Jemur — Directions; wreck

68

After Paragraph 2.39 1 line 4 *Insert*:

NE of a dangerous wreck (3°00'·05N 100°36'·43E),
reported (2020), thence:

Indonesian Notice 29/341/20 [NP44-No 25-Wk 34/20]

Malaysia - Selangor - Malacca Strait - One Fathom Bank — Directions; wreck

70

Paragraph 2.49 1 lines 1-5 *Replace by*:

1 **Caution.** A dangerous wreck (3°00'·00N
100°46'·00E) lies in the approaches to the TSS.

Outer Deep-Draught route. From the vicinity of
3°02'·00N 100°40'·00E, the track initially leads SSE,
for about 6½ miles. It then leads ESE for 14 miles
through the deepest water found along the outer SW
edge of the traffic lane, passing:

Malaysian Notice 7/99/20 [NP44-No 30-Wk 39/20]

Indonesia - Sumatera - North coast - Benggala — Directions; light

80

After Paragraph 3.15 2 line 6 *Insert*:

Pulau Benggala Light (white beacon, 15 m in height)
(5°47'·59N 94°58'·47E).

Indonesian Chart IN471 [NP44-No 28-Wk 36/20]

Indonesia - Sumatera - North coast - Benggala — Directions; light

82

After Paragraph 3.32 3 line 2 *Insert*:

Pulau Benggala Light (5°47'·59N 94°58'·47E) (3.15.)

Indonesian Chart IN471 [NP44-No 29-Wk 36/20]

Indonesia - Sumatera - North-east coast - Belawan — Pilotage

99

Paragraph 4.62 1 lines 1-6 *Replace by*:

1 Pilotage is compulsory for all vessels over 500 gt
and available 24 hours. Pilots board in position
3°54'·22N 98°45'·00E.

Indonesian Notice 29/392/19 [NP44-No 3-Wk 40/19]

Indonesia - Sumatera - North-east coast - Belawan — Anchorages

99

Paragraph 4.65 1 *Replace by*:

1 There are 15 designated anchorage areas in the
approaches to Belawan as follows:

- Zone 1. Cargo vessels (3°54'·57N 98°47'·11E);
Zone 2. Container vessels (3°55'·97N 98°47'·36E);
Zone 3. Chemical carriers (3°55'·40N 98°44'·79E);
Zone 4. Oil and gas vessels (3°56'·12N 98°44'·79E);
Zone 5. Dry bulk carriers (3°54'·57N 98°46'·37E);
2 Zone 6. Liquid bulk carriers (3°55'·75N
98°44'·78E);
Zone 7. Car carriers (3°55'·20N 98°46'·61E);
Zone 8. Passenger ships (3°55'·58N 98°46'·99E);
Zone 9. Vessels bound for Pertamina SBM (4.75)
(3°51'·38N 98°50'·67E);
Zone 10. Quarantine anchorage (3°54'·09N
98°48'·15E);
Zone 11. Trial vessel anchorage (3°54'·54N
98°48'·38E);
3 Zone 12. Transfer anchorage (3°54'·15N
98°47'·03E);
Zone 13. Emergency anchorage (3°54'·09N
98°49'·05E);
Zone 14. Dead ship anchorage (3°54'·07N
98°48'·56E);
Zone 15. Naval anchorage (3°54'·89N 98°46'·73E).

Indonesian Notice 29/392/19 [NP44-No 4-Wk 40/19]

Indonesia - Sumatera - East coast - Belawan — Directions; buoyage

99

Paragraph 4.69 1-2 including heading *Replace by*:

Approaches to Belawan Channel 4.69

1 From a position NNE of Nipahlarangan Light
(3°54'·17N 98°40'·77E) (4.55), the track leads S to the
vicinity of a light buoy (safe water) (3°58'·53N
98°47'·63E). Thence the approaches lead SW on a
recommended track to a position close W of No 2
Light Buoy (port hand) (3°54'·11N 98°44'·93E) and the
pilot boarding station (4.62).

GB Chart 3584; 3921 [NP44-No 11-Wk 43/19]

Indonesia - Sumatera - East coast - Belawan — Directions

99-100

Paragraph 4.70 1-2 including heading *Replace by*:

Spare

4.70

Paragraph 4.71 1-2 *Replace by:*

- 1 From a position in the vicinity of the light buoy (safe water) (3°58'53N 98°47'63E), the track leads S, passing E of the outer anchorages (4.65), to the terminal.

Paragraph 4.72 1 line 1 *Replace by:*

- 1 From a position close W of No 2 Light Buoy (port hand)...

Paragraph 4.72 2 lines 6-9 *Replace by:*

W of four dangerous wrecks, marked by light buoys (emergency wreck), which lie ESE of No 2 Light Buoy, thence:

Paragraph 4.72 4 lines 1-6 *Replace by:*

- 4 W of a dangerous wreck (3°51'26N 98°44'89E), reported (2002).
Thence the track leads to a position close W of No 6 Light Buoy (port hand) (3°50'55N 98°44'46E).

GB Chart 3584; 3921 [NP44-No 12-Wk 43/19]

**Indonesia - Malacca Strait -
Selat Bengkalis — Pilotage**

107

Paragraph 4.137 1 lines 5-6 *For* 1°56'44N 101°50'46E
Read 1°54'20N 101°51'10E

Indonesian Notice 26/304/20 [NP44-No 20-Wk 30/20]

**Indonesia - Malacca Strait - Selat Rupert -
Dumai — Controlling depths**

108

Paragraph 4.146 1 lines 6 *Replace by:*

...and 14.0 m in the approaches to the berths at Dumai.

Maximum draught for Dumai Port Channel is 12.4 m.

Indonesian Notice 26/302/20 [NP44-No 21-Wk 30/20]

**Indonesia - Sumatera - Selat Rupert -
Dumai — Anchorages**

109

Paragraph 4.157 1 lines 4-7 *Replace by:*

...the holding ground is clay.

On the S side of the channel, adjacent to the alongside berths, there are two cargo transshipment areas (the E one for tankers), a working anchorage, a sea trial area and a turning basin. An additional working anchorage lies about 10 miles ESE, S of the channel.

GB Chart 3933/20 [NP44-No 32-Wk 45/20]

**Indonesia - Malacca Strait -
Lalang Marine Terminal — Pilotage**

110

Paragraph 4.167 1 lines 6-8 *Delete*

Indonesian Notice 26/304/20 [NP44-No 22-Wk 30/20]

**Malaysia - West coast - South-west of
Sungai Kedah — Wrecks**

132

After Paragraph 5.145 1 line 9 *Insert:*

WSW of two dangerous wrecks (6°01'00N 100°12'00E and 6°02'11N 100°13'39E), reported (2021), thence:

Malaysian Notice 5/107/21 [NP44-No 52-Wk 34/21]

**Malaysia - North channel leading to
Pinang Harbour — Directions**

134

Paragraph 5.161 including heading *Replace by:*

**Spare
5.161**

ENC MY4C5536 [NP44-No 7-Wk 41/19]

**Malaysia - South Channel leading to
Pinang Harbour — Vertical clearance**

135

Paragraph 5.169 3 line(s) 3-6 *Replace by:*

Sultan Abdul Halim Muadzam Shah Bridge (5°17'14N 100°18'29E) is 24 km in length, with the longest span over the South Channel being 250 m. It is a cable stayed box girder bridge with a vertical clearance of 33 m.

ENC MY4C5536 [NP44-No 8-Wk 41/19]

**Malaysia - South Channel - Inner Part —
Directions; alignment**

136

Paragraph 5.172 2 line(s) 7 *For* (044.6°) *Read* (044°)

ENC MY4C5536 [NP44-No 9-Wk 41/19]

**Malaysia - Pinang Harbour —
Limiting conditions; bridge**

137

Paragraph 5.182 1 line(s) 2 *For* **Pinang Second Bridge**
Read **Sultan Abdul Halim Muadzam Shah Bridge**

ENC MY4C5536 [NP44-No 10-Wk 41/19]

NP44

Malaysia - Pulau Kendi — Directions; artificial reef

141

Paragraph 5.206 1 line(s) 8–9 *Delete*

Paragraph 5.206 2 line(s) 1–2 *Replace by:*

- 2 Clear of two dangerous wrecks (5°13'36N 100°07'01E and 5°13'75N 100°03'34E), thence:
WSW of Pulau Kendi (5°13'96N 100°10'74E), (5.170). Artificial reefs (5°13'50N 100°09'75E), with depths of 17 m, lay approximately 1 mile WSW of the island.

Malaysian Notice 270(T)/20 [NP44-No 37-Wk 03/21]

Malaysia – Malacca Strait - Approaches to Lumut — Depths

147

Paragraph 6.36 2 lines 4–5 *Replace by:*

There is a minimum depth of 11.6 m (4°08'38N 100°34'76E) in the approaches to Lekir Bulk Terminal.

Malaysian Notice 6/147/19 [NP44-No 1-Wk 40/19]

Malaysia – Malacca Strait - Approaches to Lekir Bulk Terminal — Directions; depths

150

Paragraph 6.43 2 lines 1–2 *Replace by:*

- 2 Clear of a patch (4°08'38N 100°34'76E) with a depth of 11.6 m, thence:

Paragraph 6.43 2 line 8 *Replace by:*

Thence the terminal can be approached directly, keeping clear of an isolated shoal patch (4°08'24N 100°36'91E) with a depth of 13.3 m.

Malaysian Notice 6/147/19 [NP44-No 2-Wk 40/19]

Malaysia - Selangor - S Sungai Besar — Directions; wreck

154

Paragraph 6.80 1 lines 1–10 *Replace by:*

- 1 From a position E of Pulau Agas (4°04'43N 100°35'02E) (6.72), the coastal route leads SSE outside the 20 m depth contour, passing:
ENE of a dangerous wreck (3°38'23N 100°34'00E), reported (1986), thence:
ENE of a dangerous wreck (3°33'08N 100°43'22E), thence:
WSW of a dangerous wreck (3°32'69N 100°56'67E), position approximate, thence:
To a position NW of Angsa Bank Light Beacon (3°20'00N 100°59'96E), at the N extremity of Permatang Angsa. An obstruction lies 1 mile W of the light beacon.

Malaysian Notice 1/28/20 [NP44-No 16-Wk 12/20]

Malaysia - Malacca Strait - Pelabuhan Klang — Depths

155

Paragraph 6.91 1 line(s) 6 *For* 13.5 m (2011) *Read* 12.5 m

Paragraph 6.91 2 line(s) 1–5 *Replace by:*

- 2 At Pelabuhan Selatan (South Port), 7.5 m in the channel immediately W of the port, over a width of 210 m.
The S approach channel (2°52'83N 101°15'61E) has a maintained depth of 18.0 m.
The depths for the dredged channels are maintained by the port operators and are closely monitored by Port Klang Authority. For latest information, consult Port Klang Authority.

ENC MY5C5307 (4.000) [NP44-No 23-Wk 31/20]

Malaysia - Malacca Strait - Pelabuhan Klang — Anchorage; prohibited anchorage

155

Paragraph 6.96 1 lines 6–8 *Replace by:*

Vessels awaiting berthing instructions may anchor E and SE of South Fairway Light Buoy (6.112). Vessels are prohibited from anchoring within 1 mile radius of the buoy.

Port Klang Malaysia Marine Information Handbook/19 [NP44-No 26-Wk 34/20]

Malaysia - Pelabuhan Klang - Pelabuhan Selatan — Anchorage

160

Paragraph 6.116 1 *Replace by:*

- 1 **North Shore Anchorage** (2°59'80N 101°22'70E) for coastal vessels, but not tankers; maximum LOA 90 m; maximum draught 4 m. Numerous mooring buoys are moored in the N part of the anchorage. A stranded wreck (2°59'81N 101°22'85E), marked by a light buoy (S cardinal), lies in the SE of the anchorage.

Malaysian Notice 179/21 [NP44-No 56-Wk 51/21]

Malaysia - Malacca Strait - Approaches to Port Dickson — Directions; shoal

162

Paragraph 6.131 2 lines 8–10 *Replace by:*

...to 6 miles W of Beting Sepang. Tide-rips and eddies are charted in the vicinity. Thence:

Paragraph 6.131 3 lines 1–4 *Replace by:*

- 3 SW of Beting Sepang (Bambek Shoal) (2°32'71N 101°40'09E), marked at its SE end by Bambek Light Beacon (white platform on pile) (2°32'60N 101°40'70E).

Malaysian Chart 5239/20 [NP44-No 39-Wk 22/21]

**Malaysia - Malacca Strait - Port Dickson —
Controlling depths**

162

Paragraph 6.135 *1 Replace by:*

- 1* Depths greater than 20 m may be found in the main approach fairway and inner channel.
Least charted depth on the recommended track across the sand ridge (6.148) is 6.6 m.

Malaysian Chart 5239/20 [NP44-No 40-Wk 22/21]

**Malaysia - Port Dickson —
Arrival information; anchorage; shoal**

163

After Paragraph 6.138 *1 line 6 Insert:*

Caution. A 1.5 m shoal (2°31'46N 101°45'53E) lies in the SE part of the LPG and Tanker anchorage.

ENC MY4C5239 (4.000) [NP44-No 15-Wk 11/20]

**Malaysia - Malacca Strait - Approaches to
Port Dickson — Directions; shoal**

164

Paragraph 6.145 *1-2 Replace by:*

- 1* From Fairway Light Buoy (safe water) (2°30'00N 101°42'77E), the track leads generally N, passing:
E of a shoal bank (2°31'64N 101°42'72E) that extends E from Beting Sepang (6.131); marked by Bambek Light Buoy (port hand), thence:
2 W of Channel Port Dickson Light Buoy (starboard hand) (2°32'90N 101°43'37E), marking the NW extremity of the sand ridge.
The track then leads ESE, passing SSW of Jimah Light Beacon (2°34'13N 101°43'91E) (6.149), into the inner channel.

Useful mark:

Bambek Light Beacon (2°32'60N 101°40'70E) (6.131).

Malaysian Chart 5239/20 [NP44-No 41-Wk 22/21]

**Malaysia - Malacca Strait - Approaches to
Port Dickson — Directions; wreck**

164

Paragraph 6.146 *1 line(s) 4-10 Replace by:*

- NNE of Kuala Sepang Besar Outer Light (green triangle point up, on white metal framework tower) (2°32'86N 101°43'96E), thence:
2 NNE of a dangerous wreck (2°32'53N 101°44'99E), thence:
NNE of No 2 Light Buoy (starboard hand) (2°32'15N 101°45'53E).
Thereafter, the track is as required for berthing.

Paragraph 6.147 *1 line 2 For SE Read ESE*

Malaysian Chart 5239/20 [NP44-No 42-Wk 22/21]

**Malaysia - Malacca Strait - Approaches to
Port Dickson — Directions; obstruction**

164

Paragraph 6.148 *1-4 Replace by:*

- 1* **Leading bearing.** From a position 2½ miles WSW of Port Dickson, the line of bearing 070° of the head of KTMB Railway Jetty (2°31'20N 101°47'77E) leads ENE across the sand ridge, passing:
SSE of a dangerous wreck (2°30'96N 101°46'18E), position approximate, thence:
SSE of No 3 Light Buoy (starboard hand) (2°31'00N 101°46'65E), thence:
2 NNW of a dangerous obstruction (2°30'78N 101°47'05E), thence:
NNW of a rock awash, marked by Arang Light Beacon (isolated danger) (2°30'80N 101°47'30E).
Thence the track leads to a position NW of Pulau Arang Arang (2°30'93N 101°47'66E).

Malaysian Chart 5239/20 [NP44-No 43-Wk 22/21]

**Malaysia - Port Dickson -
Kuala Sepang Besar — Berths**

165

Paragraph 6.150 *3 line(s) 4-5 Replace by:*

...consists of two L-shaped jetties (2°34'70N 101°42'92E and 2°34'61N 101°43'45E), extending SSW from the shore. Both jetties are about 310 m in length, extended by dolphins.

Malaysian Notice 1/29/20 [NP44-No 17-Wk 12/20]

**Malaysia - Malacca Strait - Pulau Pisang —
Directions; light buoy**

173

Paragraph 6.225 *3 lines 1-2 Replace by:*

- 3* SW of an obstruction (1°26'22N 103°16'42E).

Malaysian Notice 107/19 [NP44-No 5-Wk 40/19]

**Malaysia - Singapore Strait -
Tanjung Pelapas — Pilotage**

183

Paragraph 7.32 *1 line 5 For 1°14'69N 103°32'11E Read 1°13'93N 103°31'87E*

GB Chart 3833 (2019) [NP44-No 14-Wk 02/20]

**Indonesia - Singapore Strait -
Selat Durian — Anchorage**

184

Paragraph 7.35 *3 lines 1-4 Delete*

Indonesian Notice 20/228/20 [NP44-No 18-Wk 24/20]

NP44

Indonesia - Singapore Strait - Batu Berhanti to Tanjung Babi — Directions

186

Paragraph 7.48 1 line(s) 7-9 *Delete*

UKHO [NP44-No 51-Wk 31/21]

Indonesia - Singapore Strait - Pulau Batam - Batuampar — Wreck

187

After Paragraph 7.54 9 line 7 *Insert:*

Dangerous wreck (1°10'·96N 103°56'·97E), reported (2020).

Indonesian Notice 27/311/20 [NP44-No 24-Wk 31/20]

Indonesia - Singapore Strait - Pulau Batam - Batuampar — Anchorage; wreck

187

Paragraph 7.54 9 including Section IV Notice Week 31/20 *Replace by:*

- 9 **Caution.** The following dangers lie within the anchorage areas W of Batuampar:
- A dangerous wreck (1°10'·96N 103°56'·97E), reported (2020), lies within the general cargo anchorage.
 - A dangerous wreck (1°11'·01N 103°57'·41E), reported (1977), lies within the general cargo anchorage.
 - A stranded wreck (1°09'·23N 103°55'·63E), marked by a light buoy (special), lies in the SW corner of the sea trial anchorage.
 - A dangerous wreck (1°09'·50N 103°56'·79E), reported (2020), lies within the waiting area anchorage.

Indonesian Chart 44 Ed.10 (2020) [NP44-No 38-Wk 12/21]

Indonesia - Pulau Batam - Sekupang — Directions; buoyage

188

Paragraph 7.55 8 *Replace by:*

- 8 Between a light beacon (port hand, 8 m in height) (1°08'·10N 103°55'·20E) standing on the coastal reef and a shoal patch (1°08'·00N 103°55'·00E), with depths less than 3 m. A light buoy (starboard hand) marks the NW extremity of of the shoal. Thence:

GB Chart 3937 (2019) [NP44-No 13-Wk 02/20]

Indonesia - Singapore Strait - Pulau Batam - Pulau Batubesar — Anchorage

191

Paragraph 7.67 1-2 *Replace by:*

- 1 Pulau Batubesar (1°09'·69N 104°09'·00E) comprises two islets on the edge of the fringing reef along the E coast of Pulau Batam. A narrow channel, marked by buoys (lateral) at its outer end and by a light (white beacon) (1°09'·74N 104°08'·62E) at its inner end, lies close N of the islets. A second channel lies 7 cables farther S.

GB Chart 4042/21 [NP44-No 47-Wk 28/21]

Malaysia - Singapore Strait - Middle Channel — TSS; depths

192

Paragraph 7.73 1 line 9 *For* 21·6 m *Read* 20·3 m

GB Chart 4042/21 [NP44-No 48-Wk 28/21]

Malaysia - Singapore Strait - Middle Channel — TSS; depths

193

Paragraph 7.81 5 line 4 *For* 21·6 m *Read* 20·3 m

GB Chart 4042/21 [NP44-No 49-Wk 28/21]

Malaysia - Singapore Strait - Tanjung Setapa - Pengerang Terminal — Development

195

Paragraph 7.91 6-7 *Replace by:*

- 7 A T-shaped jetty (1°19'·80N 104°07'·55E) extends around 9 cables SW from Tanjung Setapa; length 700 m; maximum charted depth 13·5 m.
- 8 **Port services.** There are no facilities available. Bunkers, fresh water, stores, oily waste, garbage and sewage disposal can be arranged at the anchorage.
- Harbour regulations.** Main engines are to be ready for immediate use while vessels are berthed alongside.

Paragraph 7.92 1-2 *Replace by:*

- 1 See 9.110.
- GB Chart 4043 Ed.13 (2021) [NP44-No 45-Wk 27/21]

Singapore - Johor Shoal to Raffles Lighthouse — Traffic regulations; restricted area

195

Paragraph 7.97 1-3 including Heading *Replace by:*

Traffic regulations 7.97

- 1 **Precautionary areas** have been established in this part of the Singapore Strait as follows:
- Off St John's Island/Pulau Sambu. This precautionary area, the E of the two, has an ATBA centred on 1°12'·60N 103°53'·10E, radius 1 cable, in the centre. All vessels are required to keep this ATBA on their port side. The precautionary area is situated at the SE end of the East Keppel Fairway, and at the E end of Southern Fairway. Eastern Pilot Boarding Ground lies close N of the NE corner of the precautionary area.

- 2 Off Pulau Sebarok/Pulau Belakang Padang. The W of the two precautionary areas, it lies at the SE end of the Jong Fairway, and at the W end of Southern Fairway. The Southern Pilot Boarding Ground lies close N.

Caution. Heavy traffic may be encountered within the precautionary areas, crossing the W-bound traffic flow, as vessels manoeuvre to approach the pilot boarding places and to enter the fairways approaching the Port of Singapore.

- 3 **Naval waters.** A prohibited entry area, marked by light buoys (special), encompasses Changi Naval Base (1°18'·94N 104°01'·61E).

Singaporean Notice 9/87P/21 [NP44-No 55-Wk 50/21]

Singapore - Cruise Bay — Vertical clearance

204

Paragraph 8.9 1 *Replace by:*

- 1 A height restriction area exists in Cruise Bay (1°15'·70N 103°48'·60E). The safe vertical clearance of the aerial cableway (1°15'·70N 103°49'·10E) is 50 m. The bay is prohibited to vessels having a height of over 50 m. Vessels in excess of 48 m but not higher than 50 m must obtain permission from the Port Master to enter, remain in, or move from the area.

Singapore Notice 29/20 [NP44-No 19-Wk 30/20]

Singapore - Tuas Bay — Directions; wreck

217

After Paragraph 8.69 3 line 7 Insert:

Caution. Numerous wrecks and obstructions lie within Tuas Bay.

Singaporean Notice 9/43/21 [NP44-No 53-Wk 46/21]

Singapore - Tuas Bay — Wreck

238

Paragraph 8.198 4 line 4-6 *Replace by:*

...Neptune Dock is 155 m long with a width of 23 m; a dangerous wreck (1°18'·17N 103°38'·86E) lies close S of the dock. The largest slipway is 140 m long and can accept vessels of 15 000 dwt.

Singaporean Notice 9/43/21 [NP44-No 54-Wk 46/21]

Malaysia - Malacca Strait - Tanjung Pelepas — Depth

245

Paragraph 9.16 1 lines 1-2 *Replace by:*

- 1 The entrance channel is dredged to 18 m (2018).

Malaysian Chart MAL5123 Ed.3 (2019)
[NP44-No 31-Wk 40/20]

Malaysia - Approaches to Pelabuhan Johor (Johor Port) — Pilotage

250

After Paragraph 9.73 2 line 2 Insert:

Johor Port 1°18'·90N 104°07'·10E

GB Chart 4043 Ed.13 (2021) [NP44-No 44-Wk 27/21]

Malaysia - Approaches to Pelabuhan Johor (Johor Port) — Pilotage

250

Paragraph 9.73 1-2 including existing Section IV Notice Week 27/21 *Replace by:*

- 1 The pilotage boarding places for Pelabuhan Johor and other points within the Malaysian side of East Johor Strait are as follows:
West Pilot (1°17'·35N 104°07'·46E);
East Pilot (1°18'·97N 104°16'·90E);
East Pilot A (1°18'·16N 104°12'·20E);
Johor Port (1°18'·90N 104°07'·10E).
- 2 Pilotage is available 24 hours and compulsory for all vessels over 45 m LOA or 30 m in height entering or leaving the port water limits.

GB Chart 4042/21 [NP44-No 50-Wk 28/21]

Malaysia - East Johor Strait - Pelabuhan Johor (Johor Port) — Outer anchorages

258

Paragraph 9.110 1-2 *Replace by:*

- 1 The following anchorages have been established within Pelabuhan Johor limits:
Unrestricted anchorage area (1°18'·80N 104°07'·80E), depths from 19 to 36 m.
Dangerous goods anchorage (1°20'·04N 104°06'·56E), depths from 5 to 23 m.
Petroleum anchorage (1°20'·57N 104°05'·80E), depths from 1 to 16 m.
- 2 Quarantine anchorage (1°21'·25N 104°05'·12E), depths from 5 to 16 m. A wreck lies in the N part of the area.
For outer anchorages within Singapore Port limits, see 9.101.

GB Chart 4043 Ed.13 (2021) [NP44-No 46-Wk 27/21]

Malaysia - Johor - Pelabuhan Calder — Directions; wreck

264

Paragraph 9.168 4 line 3 *Replace by:*

...(1°24'·00N 104°03'·00E), passing W of a dangerous wreck (1°23'·82N 104°05'·65E), until a position SW of Karang...

Malaysian Notice 7/174/19 [NP44-No 6-Wk 40/19]

NP44

Indonesia - Sumatera - Teluk Tapanuli - Sibolga — Directions

315

Paragraph 11.181 including heading *Replace by*:

Approach from west 11.181

- 1 From the vicinity of 1°40'·00N 98°38'·00E, the track into Teluk Tapanuli leads initially E and thence, when S of Ujung Karang Light (11.165), NNE, passing:
WNW of Karang Sibongan (1°40'·66N 98°46'·32E), a rock surrounded by shoal ground, lying 3¾ cables SE of the light, with Karang Sibongsu, another rock, close ESE, thence:
- 2 ESE of Ujung Karang Light, thence:
WNW of Pulau Poncan Gadang (1°42'·66N 98°45'·73E), a wooded islet, lying 2¼ miles E of the light; the sea breaks at times on detached reefs on the E side of the island.
Thence to a position in the fairway 6 cables SW of Pulau Poncan Ketek Light (11.187).

*(Directions continue for Sibolga at 11.187
and for Labuhan Angin Port at 11.189a)*

Indonesian Notice 38/467/20

[NP44-No 33-Wk 45/20]

Indonesia - Sumatera - Sibolga — Arrival information; anchorages; restricted areas; regulations

316

Paragraph 11.186 1 *Replace by*:

- 1 **Outer anchorages.** There are two designated anchorage areas lying about 4 cables W of Poncan Gadang:
Zone G, centred on 1°42'·65N 98°45'·02E, for vessels engaged in sea trials.
Zone F, centred on 1°42'·88N 98°45'·12E, for quarantine vessels.
Pilotage is not available.
- 2 **Restricted areas.** Anchoring is prohibited in the vicinity of 1°40'·90N 98°41'·98E, about 2 miles SW of Ujung Karang, due to dumped ammunition.
Anchoring is prohibited in the vicinity of 1°43'·33N 98°46'·40E, outside the entrance to the small bay (11.187) in which the main berth lies.
- 3 **Regulations concerning entry.** A two way route has been established for the approach to Labuhan Angin (11.189a). It has a width of 150 m and depths from 6 to 20 m and is therefore recommended for vessels with a maximum draft of 5 m at the lowest tide.

Indonesian Notice 38/467/20; ENC ID5179R6 (1.002)

[NP44-No 34-Wk 45/20]

Indonesia - Sumatera - Teluk Tapanuli - Sibolga — Directions

316

Paragraph 11.187 including heading *Replace by*:

Directions

(continued from 11.181)

11.187

- 1 From a position in the fairway, 6 cables SW of Pulau Poncan Ketek Light, the track leads E, exiting the fairway and passing:
S of Pulau Poncan Ketek (1°43'·82N 98°45'·21E), a wooded islet. A light (E cardinal) (1°43'·71N 98°45'·28E) stands on the SE side of the islet.
Thence:
- 2 N of Pulau Bangke Light (green, beacon) (1°43'·15N 98°45'·76E), exhibited from the N extremity of the reef extending from Pulau Poncan Gadang (11.181), thence:
Between the channel light beacons (lateral) standing at the entrance to the small bay (1°43'·49N 98°47'·35E) in which the main berth lies.
For vessels bound for the oil berth, marked by a red beacon, the track leads NE, between Pulau Bangke and Pulau Poncan Ketek Lights.

Indonesian Notice 38/467/20

[NP44-No 35-Wk 45/20]

Indonesia - Sumatera - Teluk Tapanuli - Labuhan Angin Port — Harbour

316

After Paragraph 11.189 1 line 3 *Insert*:

Labuhan Angin Port

11.189a

- 1 **General information.** Labuhan Angin Port (1°43'·89N 98°44'·13E) is a terminal under development (2020) on the W side of Teluk Tapanuli (11.176).
Traffic regulations. See 11.186.
Directions *(continued from 11.181)*. From a position in the fairway 6 cables SW of Pulau Poncan Ketek Light (11.187), the track leads NNW, then W, in the fairway, passing WSW of Pulau Poncan Ketek Light.
Anchorage. See 11.186.
Berth. A single, solid quay about 140 m in length.

Indonesian Notice 38/467/20

[NP44-No 36-Wk 45/20]

NP45 Mediterranean Pilot Volume 1 (2021 Edition)

Spain - South coast - Golfo de Almería — Limiting conditions

93

Paragraph 2.74 1 *Replace by*:

- 1 Least charted depth in the outer port is about 13 m. Depths in the inner port range between 9 and 12 m. Local authorities should be contacted for the latest information on depths and authorised draughts.

UKHO

[NP45-No 45-Wk 50/21]

**Spain - East coast - Cabo de Palos to
Cabo de San Antonio —
Sierra Gelada Natural Park**

106

After Paragraph 2.159 4 line 5 *Insert:*

Sierra Gelada Natural Park encompasses the coastal waters between Ensenada de Benidorm (38°31'50N 0°08'00W) and Cabo Toix (38°37'57N 0°01'80E), 10 miles farther NE. Areas of integral reserve have been established within the limits of the park. Navigation, anchoring, fishing and many other activities are restricted. Speed limits are in force. Local authorities should be contacted for details.

Spanish Notice 34/269/21 [NP45-No 41-Wk 48/21]

**Spain - East coast - Ensenada de Benidorm —
Sierra Gelada Natural Park**

111

After Paragraph 2.187 1 line 8 *Insert:*

Sierra Gelada Natural Park. See 2.159.

Spanish Notice 34/269/21 [NP45-No 42-Wk 48/21]

**Spain - East coast - Ensenada de Altea —
Sierra Gelada Natural Park**

111

After Paragraph 2.188 1 line 7 *Insert:*

Sierra Gelada Natural Park. See 2.159.

Spanish Notice 34/269/21 [NP45-No 43-Wk 48/21]

Spain - Golfo de Valencia - Valencia — Depths

120

Paragraph 3.31 1 *Replace by:*

- 1 Depths in the entrance channels are as follows:
Canal Sur (South Channel) has a least charted depth of 17 m in the fairway;
Canal Norte (North Channel) has a least charted depth of 14 m in the fairway; shoaler depths lie in the NW part, close to the edge of the channel.

Spanish Chart 4811 (2021) [NP45-No 39-Wk 47/21]

**Spain - Golfo de Valencia -
Valencia — Berths; depths**

121

Paragraph 3.43 1 *Replace by:*

- 1 Dársena Sur (39°26'10N 0°19'29W) is a container terminal. The basin is quayed for a total of about 3200 m of berthing space, with depths alongside from 13 to 18 m.

Paragraph 3.44 1 *Replace by:*

- 1 Dársena Este (39°26'47N 0°18'42W) handles RoRo and dry cargo. Muelle Dique del Este has alongside depths of around 15 m. Muelle Transversal Dique del Este has alongside depths of around 14 m.

Paragraph 3.45 1 *Replace by:*

- 1 Dársena Xitá (39°26'86N 0°18'71W), length about 3200 m, has three berths with depths alongside ranging from 6 to 15 m. Handles containers, chemicals, and RoRo cargoes.

Paragraph 3.46 1 line 2 *For 8 to 12 m Read 6 to 13 m*

Paragraph 3.47 1 line 2 *For 7 Read 6*

Spanish Chart 4811 (2021) [NP45-No 40-Wk 47/21]

**Spain - East coast -
Puerto de Palamós — Pilotage**

146

Paragraph 3.208 2 line(s) 1-5 *Replace by:*

- 2 The pilot boards 1.2 miles from Dique de Abrigo, from a pilot vessel which is painted white with a black letter **P** on both sides.
For further information see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Corr. Francesc Oliveras Nolis, Practic de Palamos (26/03/21) [NP45-No 15-Wk 22/21]

**Spain - East coast - Golfo de Roses —
Directions; marine farm**

149

After Paragraph 3.231 3 line 6 *Insert:*

Clear of a marine farm (42°13'33N 3°10'27E), marked by light buoys (special), thence:

Spanish Notice 30/245/21 [NP45-No 31-Wk 40/21]

**Spain - Isla de Formentera -
Puerto de La Savina — Speed limit**

159

After Paragraph 4.25 2 line 7 *Insert:*

Speed limit of 15 kn has been established in the approaches to the port S of parallel 38°44'40N, further reduced to 6 kn from a position abreast of the light (4.27) at the head of Dique de Abrigo and within the port. At all times wake must be minimized.

Spanish Notice ES 23 21; Derrotero 8 (2021) [NP45-No 23-Wk 30/21]

**Spain - Islas Baleares - Puerto de Ibiza —
Anchorages; submarine cable**

167

Paragraph 4.70 1 *Replace by:*

- 1 **Outer anchorages.** Designated anchorages are as follows:

Anchorage A (38°53'76N 1°26'04E), WSW of Isla Grossa. Depths from 10 to 20 m, sand, stone and weed.

NP45

Anchorage B1 (38°53'·10N 1°27'·85E), for dangerous cargoes, depths from about 42 to 47 m, stone, sand and weed.

Anchorage B2 (38°51'·95N 1°27'·85E), for dangerous cargoes, depths from about 45 to 48 m, sand and weed.

After Paragraph 4.70 2 line 4 *Insert*:

A submarine cable is laid E/W between Anchorage B1 and B2.

ENC ES400479 (5.000) [NP45-No 30-Wk 38/21]

Spain - Islas Baleares - Ibiza — Prohibited anchorage

167

Paragraph 4.70 3 line 2 *Replace by*:

Anchoring is prohibited within the harbour.

Spanish Chart 4791/21 [NP45-No 32-Wk 42/21]

Spain - Mallorca - Palma — Outer anchorages

176

Paragraph 4.124 1 lines 2–3 *Replace by*:

Non-dangerous cargo (39°32'·67N 2°39'·89E); depths of around 14 to 25 m, sand, shells and stone. Outfall pipes extend into the N part of the anchorage.

ENC ES504211 5.000 [NP45-No 26-Wk 30/21]

Spain - Mallorca - West coast - North-north-west of Morro de Forat — Directions; ODAS buoy

178

After Paragraph 4.142 4 line 3 *Insert*:

Clear of an ODAS light buoy (special) (39°53'·79N 2°43'·45E), thence:

Spanish Notice 25/186/21 [NP45-No 24-Wk 30/21]

Algeria - Golfe d'Oran - Cap Falcon — Prohibited anchorage

220

Paragraph 6.42 including heading *Replace by*:

**Spare
6.42**

Algerian Chart 301/17 [NP45-No 16-Wk 22/21]

Algeria - Port D'Oran — Controlling depths

222

Paragraph 6.56 1 lines 1–4 *Replace by*:

- 1 A charted depth of 13.2 m is located close NW of the head of Jettée de Tessala (Traversée du Large) (35°43'·01N 0°37'·65W).

Algerian Chart DZ153 Ed.2 (2017)
[NP45-No 14-Wk 22/21]

Algeria - Golfe d'Oran - Port d'Oran — Prohibited anchorage area

222

Paragraph 6.59 1 *Replace by*:

- 1 **Anchorage** can be obtained in the area N of Jetée Filauocène, in depths from about 25 to 78 m, sand.

Algerian Chart 153/17 [NP45-No 17-Wk 22/21]

Algeria - Golfe d'Arzew — Prohibited anchorage; restricted areas

224

Paragraph 6.81 1 *Replace by*:

- 1 **Restricted areas.** Circular limits of restricted areas, radius 480 m, are centred on the two SPM moorings. A restricted area surrounds Arzew-el-Djédid (35°49'·15N 0°15'·18W), within which numerous restrictions apply; contact the local authorities for the latest information.

An area where tankers are prohibited from anchoring is situated in the W part of the bay.

A restricted area (35°51'·59N 0°17'·02W) where anchoring and fishing are prohibited extends E and ENE from Jetée Abri.

Algerian Chart 151/20 [NP45-No 18-Wk 22/21]

France - Golfe d'Arzew — Restricted areas

224

Paragraph 6.81 1 including Existing Section IV Notice Week 22/21 *Replace by*:

- 1 **Restricted areas.** Circular limits of restricted areas, radius 480 m, are centred on the two SPM moorings. A restricted area surrounds Arzew-el-Djédid (35°49'·15N 0°15'·18W); the area is only accessible to tankers bound for the port. Further restrictions may apply and local authorities should be contacted for the latest information.

An area where tankers are prohibited from anchoring is situated in the W part of the bay.

A restricted area (35°51'·59N 0°17'·02W) where anchoring and fishing are prohibited extends E and ENE from Jetée Abri.

French Notice 29/02(P)/21 [NP45-No 37-Wk 43/21]

Algeria - Port de Djen-Djen — Harbour; development; directions; berths

245

Paragraph 6.215 *Replace by*:

- 1 **General layout.** The harbour is protected to N and W by breakwaters, Digue Ouest and Digue Nord respectively, which extend NE and ENE from the shore on the W side of the port. A light (6.201) is exhibited from the head of the N breakwater. The E breakwater, Digue Est, extends NNW from the shore on the E side of the port.
- 2 Quai Ouest lines the E side of the W breakwater and Quai Général Cargo lines the majority of the W side of the E breakwater.

A broad wharf (36°49'35N 5°53'46E) is situated in the centre of the port. The wharf comprises an E quay parallel to Quai Général Cargo, a W quay parallel to Quai Ouest, and a N quay.

Development. Works are in progress (2020) to complete the construction of a container terminal situated on the central wharf.

Work is in progress (2020) to extend Quai Ouest; the extension will partially lie along the S side of the N breakwater.

Work is in progress (2020) E of the E breakwater.

Directions for entering harbour

6.215a

1 From a position in the vicinity of the pilot boarding area (6.214), the track initially leads SSW about 7½ cables, thence along the line of bearing (215°) of the approach directional light (orange tower) (36°49'21N 5°54'01E), to a position about 5 cables E of the N breakwater head (36°50'14N 5°54'25E). The track then leads WSW along the line of bearing (250°) of the port entry directional light (orange tower) (36°49'68N 5°53'05E), passing:

2 SSE of the head of the N breakwater upon which stands a light (6.201), thence:
SSE of a short spur (36°49'96N 5°53'84E) extending S from the N breakwater, from which a light (green column) is exhibited, and:
NNW of the head of the E breakwater from which a light (red column) (36°49'82N 5°53'87E) is exhibited.

Thence as required for designated berth.

3 Useful mark:

Three power station chimneys (36°48'86N 5°52'53E), situated near the root of the W breakwater.

Paragraph 6.216 *Replace by:*

1 **Quai Ouest:** length 1060 m; alongside depths of 10 to 17 m.

Quai Général Cargo: length 770 m; depth about 9.5 to 11 m.

Quai Mixte: length 250 m; depths of 10 to 11 m.

Three RoRo berths lie in the basin between Quai Général Cargo and Quai Mixte with depths of around 10 m; lesser depths exist close to the ramps.

Algerian Chart 110/19

[NP45-No 22-Wk 23/21]

Algeria - Port de Bejaïa — Restricted areas

247

Paragraph 6.230 1-2 *Replace by:*

1 **Outer anchorage**, sheltered from all winds except those between N and NE, can be obtained as convenient off the breakwaters at Bejaïa and clear of the pipeline leading to the SPM (6.233). The bottom consists of mud and sand, and the holding ground is good where the mud is hard, but bad where it is soft. However, it is reported that in all weather conditions the pilot will advise a suitable berth. Numerous wrecks lie off the harbour, see 6.231.

2 **Pilotage** is compulsory within Golfe de Bejaïa and is available 24 hours.

The pilot boarding area (36°45'87N 5°07'00E) lies 8 cables SE of Cap Carbon. In a heavy swell the pilot will board in the harbour entrance. For the SPM, the pilot boards 2 miles NE or NW of the mooring. See also 1.41.

3 Restricted areas:

Entry is restricted into an area (36°44'09N 5°05'46E) surrounding a stranded wreck;

Anchoring and fishing are prohibited within 7 cables of the SPM.

Regulations concerning entry. It is reported that no night movements for tankers with LPG or refined products are allowed. No night berthing for tankers over 80 000 dwt; night departure is allowed.

Algerian Chart 107/19

[NP45-No 19-Wk 22/21]

Algeria - Approaches to Port de Bejaïa — Wrecks

247

After Paragraph 6.231 1 line 7 *Insert:*

Hazards. Several wrecks lie in the approaches to the harbour.

A wreck (36°44'84N 5°05'23E), that covers and uncovers, lies close NW of the elbow of Petite Jettée du Large.

Algerian Chart 107/19

[NP45-No 20-Wk 22/21]

Algeria - Approaches to Port de Bejaïa — Directions; wrecks

247

Paragraph 6.232 1 lines 2-8 *Delete*

Algerian Chart 107/19

[NP45-No 21-Wk 22/21]

Algeria - Golfe de Stora - Port Méthanier — Directions

251

Paragraph 6.265 1-2 *Replace by:*

1 From the pilot boarding position (6.259), the track leads SSE for about 1 mile, passing:

WSW of a SBM (superbuoy, lit) (36°54'53N 6°57'75E), marking a submarine pipeline. A second SBM (superbuoy, lit) is moored 1¼ miles NE. Thence:

2 ENE of a light (white tripod tower, 13 m in height) (36°53'56N 6°56'82E), exhibited from the head of Jetée Principale.

Thence the track leads WSW, through a channel marked by light buoys (lateral), passing SSE of the Jetée Principale (6.261) and then to the required berth.

3 Useful marks:

Light (white pyramid tower, 6 m in height) (36°53'21N 6°56'57E), exhibited from the head of Jetée Secondaire.

French Notice 7/145/21

[NP45-No 7-Wk 16/21]

NP45

Tunisia - Mediterranean Sea - Gulf of Gabes — Directions; wreck

290

Paragraph 7.208 2 *Replace by:*

- 2 SE of Ra's Burmada (34°31'·71N 10°34'·02E); a dangerous wreck lies 5¼ miles SSE. Thence: SE of Ra's Yonga (34°25'·22N 10°22'·12E), at the end of a low marshy length of coastline, thence:

French Notice 12/144/21 [NP45-No 11-Wk 18/21]

Tunisia - Gulf of Gabès - Approaches to Zarzis — Directions; wreck

294

After Paragraph 7.239 4 line 12 *Insert:*

NE of a dangerous wreck (33°35'·99N 11°12'·00E), position approximate, thence:

French Notice 5/144/21 [NP45-No 1-Wk 15/21]

Malta - Valletta Harbours — Historic wrecks; exclusion zones

313

Paragraph 8.90 2-3 *Replace by:*

- 2 In the vicinity of submarine cables and pipelines. See also 1.48.

Exclusion zones have been established around the following historic wrecks:

500 m radius:

35°55'·54N 14°33'·92E;
35°54'·29N 14°32'·86E;
35°54'·39N 14°33'·37E;
35°54'·20N 14°36'·47E;
35°53'·29N 14°38'·48E;
35°52'·39N 14°35'·85E;
35°51'·46N 14°36'·34E;
35°53'·59N 14°42'·59E;
35°47'·46N 14°35'·46E.

200 m radius:

35°47'·99N 14°32'·98E.

150 m radius:

35°53'·12N 14°37'·97E;
35°51'·29N 14°36'·84E;
35°47'·91N 14°32'·06E.

Maltese Notice 19/21 [NP45-No 29-Wk 35/21]

Italy - Isole Egadi - Marettimo — Draught

326

Paragraph 9.23 5 *Replace by:*

- 5 **Berth.** The inner side of the breakwater of Scalo Nuovo is quayed. Maximum authorised draught is 4 m. Contact the local authorities for the latest information.

Italian Notice 11/11.26/21 [NP45-No 28-Wk 31/21]

Italy - Capo Granitola to Capo Rossello — Regulations; prohibited areas

335

Paragraph 9.72 1 *Replace by:*

- 1 **Anchoring, fishing and any underwater activity are prohibited** as follows:

In the vicinity of any submarine cables and pipelines.

See also 1.48 and 1.64;

Within 1000 m of a historic wreck (37°33'·45N 12°46'·42E) containing unexploded ordnance.

Trawling is prohibited within 3 miles of a wreck centred on 37°32'·38N 12°41'·70E.

Italian Notices 10/10.12; 10.27/21

[NP45-No 25-Wk 30/21]

Italy - Sicilia - North coast - Capo Milazzo — Marine reserve; prohibited area

359

Paragraph 10.93 4 line(s) 7-8 *Replace by:*

- 5 **Transit of merchant vessels.** A prohibited area, radius 2 miles, has been established outside the marine nature reserve, where navigation, anchoring and the passage of cargo and passenger vessels of more than 500 gt is prohibited. See also 1.29 and 1.64 for further information.

Italian Notices 3/3.17; 3.35/21 [NP45-No 3-Wk 16/21]

Italy - Sicilia - Milazzo — Anchorages; obstructions

362

After Paragraph 10.115 1 line 6 *Insert:*

- 2 **Caution.** Due to obstructions, vessels using anchor berths Nos 7 and 9 should remain 5 cables clear of position 38°13'·68N 15°19'·25E. Vessels using anchor berth No 4 should notice foul ground in position 38°13'·04N 15°17'·08E.

Italian Notice 4/4.34/21 [NP45-No 8-Wk 18/21]

Italy - Sicilia - Milazzo — Arrival information; prohibited anchorage

363

Paragraph 10.118 1 lines 1-9 including heading *Replace by:*

Prohibited and restricted areas 10.118

- 1 **Anchoring and fishing are prohibited:**

Within a large area extending E and N from Punta La Croce di Mare (38°13'·98N 15°15'·00E).

Within 200 m of any submarine pipeline.

Anchoring is prohibited ESE of the harbour entrance.

Italian Notice 4/4.7/21 [NP45-No 9-Wk 18/21]

**Italy - Sicilia - North coast - Capo Milazzo —
Marine reserve; prohibited area**

363

After Paragraph 10.118 3 line 7 *Insert*:

Marine nature reserve

10.118a

- 1 **Capo Milazzo Marine Reserve** (10.93). Passengers vessels over 500 gt in service to/from the port of Milazzo may transit within the prohibited area, remaining at a minimum distance of 6 cables from the outer limit (Zone C) of the marine reserve.

Merchant vessels over 500 gt to/from the port of Milazzo may transit within the prohibited area, remaining at a minimum distance of 1½ miles from the outer limit (Zone C) of the marine reserve.

Contact the local authorities for further details.

Italian Notices 3/3.17; 3.35/21 [NP45-No 4-Wk 16/21]

**Italy - Sicilia - Capo Sbarcatore dei Turchi —
Prohibited area**

402

Paragraph 13.8 3 lines 1-3 *Replace by*:

- 3 **Entry is prohibited** as follows:
Within 200 m of the coast near Capo Molini (37°34'·57N 15°10'·62E), due to unexploded ordnance. See 1.19.
Within an area (37°15'·21N 15°15'·03E) encompassing Capo Sbarcatore dei Turchi.

Italian Notice 4/4.11/21 [NP45-No 10-Wk 18/21]

**Italy - Sicilia - East coast - Capo Santa Croce to
Penisola Magnisi — Prohibited areas**

402

Paragraph 13.8 3 including existing Section IV Notice Week 18/21 *Replace by*:

- 3 **Entry is prohibited** as follows:
Within 200 m of the coast near Capo Molini (37°34'·57N 15°10'·62E), due to unexploded ordnance. See 1.19.
Within an area (37°15'·21N 15°15'·03E) encompassing Capo Sbarcatore dei Turchi.
Within 300 m of Capo Santa Croce (37°14'·60N 15°15'·38E) (13.10).
Within 300 m of Punta Sant'Elia (37°14'·02N 15°15'·23E).
- 4 **Entry is also prohibited**, except for vessels from/to Augusta or *force majeure*, within the coastal area bounded by the following positions:
Capo Santa Croce Light (37°14'·60N 15°15'·38E) (13.10);
37°09'·50N 15°16'·80E;
Penisola Magnisi Light (37°09'·50N 15°14'·05E) (13.51).

Italian Notice 7/7.17;7.18/21 [NP45-No 12-Wk 19/21]

**Italy - Sicilia - East coast - Capo Santa Croce to
Penisola Magnisi — Restricted areas**

402

Paragraph 13.8 3 including existing Section IV Notice Week 19/21 *Replace by*:

- 3 **Entry is prohibited** as follows:
Within 200 m of the coast near Capo Molini (37°34'·57N 15°10'·62E), due to unexploded ordnance. See 1.19.
Within an area (37°15'·21N 15°15'·03E) encompassing Capo Sbarcatore dei Turchi.
Within 300 m of Capo Santa Croce (37°14'·60N 15°15'·38E) (13.10).
Within 300 m of Punta Sant'Elia (37°14'·02N 15°15'·23E).
- 4 **Entry is also prohibited**, except for vessels from/to Augusta or *force majeure*, within the coastal area bounded by the following positions:
Capo Santa Croce Light (37°14'·60N 15°15'·38E) (13.10);
37°09'·50N 15°16'·80E;
Penisola Magnisi Light (37°09'·50N 15°14'·05E) (13.51).
- 5 **Bathing season**. Within the Maritime Department of Catania, which extends between Fiume Alcantara (37°48'·42N 15°15'·44E) and Fiume Simeto (37°24'·11N 15°05'·54E) (13.14), seasonal restrictions are in force as follows:
Entry is prohibited within 300 m from the shore (reduced to 150 m if coast is sheer);
- 6 Vessels should navigate in displacement at a speed not greater than 10 kn within 1000 m from the shore (reduced to 500 m if coast is sheer).
- The duration of the bathing season is established by the regional government of Sicily. Contact the local authorities for details.

Italian Notice 13/19/21 [NP45-No 33-Wk 43/21]

**Italy - Sicilia - East Coast-
Catania — Directions; wreck**

405

Paragraph 13.19 2 lines 8-9 *Delete*

Italian ENC IT500272 (4.000) [NP45-No 27-Wk 31/21]

**Italy - Sicilia - East coast - Rada di Taormina —
Prohibited area**

406

Paragraph 13.23 4 lines 6-7 *Replace by*:

Entry is prohibited into an area (37°50'·40N 15°17'·30E), 100 m in radius, due to the presence of archaeological remains.

Current. There is usually a current running SW along the coast.

Italian Notice 13/18/21 [NP45-No 34-Wk 43/21]

NP45

Italy - Sicilia - East coast - Riposto — Restricted area

406

Paragraph 13.24 4 line(s) 3 *Replace by:*

...Catania (13.15). See also 1.41.

Anchoring and stopping are prohibited within 100 m of the lights exhibited from the head of the breakwaters.

Italian Notice 14/34/21

[NP45-No 35-Wk 43/21]

Italy - Sicilia - East coast - Porto Xifonio — Anchorages

408

After Paragraph 13.30 5 line 11 Insert:

See also 13.39.

Italian Notice 3/3.28/21

[NP45-No 5-Wk 16/21]

Italy - Sicilia - South east coast - Augusta — Controlling depths

408

Paragraph 13.35 1 lines 1-3 *Replace by:*

1 Imboccatura di Levante and the turning basin have depths ranging from 20 to 40 m.

Imboccatura di Scirocco has a least depth in mid-channel of about 15 m. Lesser depths exist on its margins.

ENC IT500271 (3.000)

[NP45-No 38-Wk 45/21]

Italy - Sicilia - South-east coast - Augusta — Outer anchorages

408

Paragraph 13.39 1 lines 1-2 *Replace by:*

1 **Porto Xifonio.** Designated anchor berths (not on Italian charts) have been established outside Porto Megarese, as follows:

- No 1 (37°11'08N 15°14'42E), up to 350 m LOA;
- No 2 (37°10'75N 15°14'07E), up to 350 m LOA;
- No 3 (37°10'47N 15°13'67E), up to 300 m LOA;
- No 4 (37°10'17N 15°13'23E), up to 200 m LOA;
- No 5 (37°10'10N 15°13'73E), up to 250 m LOA;
- No 6 (37°10'33N 15°14'20E), up to 350 m LOA;
- No 10 (37°09'83N 15°13'37E), up to 120 m LOA.

2 **Seno del Priolo.** Designated anchor berths (not on Italian charts) have been established outside Porto Megarese, as follows:

- No 7 (37°12'53N 15°14'60E), up to 350 m LOA;
- No 8 (37°12'93N 15°14'78E), up to 350 m LOA;
- No 9 (37°13'42N 15°14'81E), up to 350 m LOA;
- No 11 (37°13'35N 15°14'45E), up to 150 m LOA;
- No 12 (37°13'62N 15°14'47E), up to 150 m LOA.

Italian Notice 3/3.28/21

[NP45-No 6-Wk 16/21]

Italy - Sicilia - East coast - Augusta — Prohibited area

409

After Paragraph 13.43 3 line 2 Insert:

300 m of Torre Avolos (37°12'71N 15°13'46E) (13.49);

Italian Notice 7/7.18/21

[NP45-No 13-Wk 19/21]

Italy - Sicilia - East coast - Augusta — Traffic regulations; regulations concerning entry

409

Paragraph 13.43 1-3 including existing Section IV Notice Week 19/21 *Replace by:*

1 **Anchoring, fishing and any underwater activity are prohibited** in the vicinity of a historic wreck SE of Punta Izzo; see 13.30.

Anchoring is prohibited within 500 m of Imboccatura di Levante leading line; vessels anchoring within Porto Megarese must not anchor or obstruct the use of the leading line.

Stopping, anchoring and fishing are prohibited as follows:

Within an area extending between Imboccatura di Levante and the pilot boarding position, 5 cables on either side of the leading line, except for vessels awaiting the pilot;

Within an area, 400 m wide, extending SE for 400 m from Imboccatura di Scirocco;

Within Porto Megarese, 2½ cables radius from the entrances;

Within 200 m of any berth handling dangerous cargo.

2 **Anchoring and fishing are prohibited** as follows:

Within an area (37°09'73N 15°14'32E) surrounding the pipeline laid ENE from the N end of Penisola Magnisi (13.32);

Within an area centred on 37°09'60N 15°16'40E, due to unexploded ordnance.

3 **Entry is prohibited:**

The approaches to the naval berths;

Within 300 m of Torre Avolos (37°12'71N 15°13'46E) (13.49);

Within 200 m of naval vessels;

Within 100 m of commercial vessels;

The degaussing range (13.47) W of Porticciolo di Terravecchia;

An area (37°14'46N 15°12'39E) in the N sector of Porto Commerciale.

After Paragraph 13.44 2 line 6 *Insert*:

Transit through Imboccatura di Scirocco is allowed only for vessels in commercial operations between Seno del Priolo and Porto Megarese.

Italian Notice 18/18.18/21 [NP45-No 44-Wk 50/21]

Italy - Sicilia - Augusta — Anchorages

411

Paragraph 13.55 2 lines 7-10 *Replace by*:

X1 (37°12'·20N 15°12'·32E);

X2 (37°12'·19N 15°12'·39E);

X3 (37°11'·51N 15°12'·22E);

X4 (37°11'·65N 15°13'·00E).

GB Chart 966/21 [NP45-No 2-Wk 16/21]

Italy - Sicilia - East coast - Capo Ognina — Restricted area; wreck

412

Paragraph 13.68 1 line 6 *Replace by*:

36°58'·36N 15°17'·61E, 200 m;

36°57'·35N 15°15'·53E, 100 m;

Italian Notice 14/16/21; 14/35/21

[NP45-No 36-Wk 43/21]

NP46 Mediterranean Pilot Volume 2 (2021 Edition)

France - Mediterranean — Regulations

7

Paragraph 1.57 1 line 4 *For* over 1600 gt *Read* 300 gt or more

Paragraph 1.57 3 line 1 *For* exceeding 1600 gt *Read* of 300 gt or more

French Notice 26/21 SD Corr. D22 1.6.2.3 (25)
[NP46-No 15-Wk 40/21]

France - Regulations — ZIEM

7

After Paragraph 1.57 9 line 7 *Insert*:

ZIEM (Zones Interdite aux Embarcations Motorisées) are regulated areas, generally marked by buoys, that have been established in French coastal waters. Navigation, anchoring, diving and other activities are restricted for power driven vessels within these areas, which can extend up to 600 m from the shore. Temporary ZIEM not shown on the chart may exist. Contact the local authorities for details.

French Notice 33/88/21 [NP46-No 38-Wk 45/21]

France - South coast - Golfe du Lion — Marine protected areas

51

After Paragraph 2.5 1 line 6 *Insert*:

Marine protected areas

2.5a

- 1 The seabed along the French coast is partially covered with protected biocenosis. In order to preserve these areas, mariners must anchor in the designated anchorages or on sand after visual examination of the seabed.

UKHO [NP46-No 40-Wk 47/21]

France - South coast - Golfe du Lion — Restricted areas

52

After Paragraph 2.13 2 line 5 *Insert*:

Anchoring and stopping by dynamic positioning of vessels 24 m and over are restricted in extensive areas along the coast between Cap Cerbère and Port de Canet-en-Roussillon (42°42'·20N 3°02'·30E), a small fishing harbour and marina. Some of the areas may not be charted.

Additional restrictions may apply and local authorities should be contacted for details.

French Notice 41/85/21 [NP46-No 41-Wk 47/21]

France - South coast - Cap Cerbère to Cap Leucate — Directions; ODAS light buoy

53

After Paragraph 2.17 2 line 11 *Insert*:

Clear of an ODAS light buoy (special) (42°46'·00N 3°25'·00E), thence:

French Notice 41/85/21 [NP46-No 42-Wk 47/21]

France - South coast - Banyuls-sur-Mer — Anchorage

56

Paragraph 2.26 2 *Replace by*:

- 2 **Outer anchorage.** Restricted anchorage (1.57) maybe obtained within an area centred on 42°29'·41N 3°08'·53E. A light buoy (special) lies within the anchorage.

Anchoring and dredging are prohibited within an area (42°28'·98N 3°08'·57E) that encloses the outfall pipeline extending ENE from the coast close E of the harbour.

Anchoring and stopping are restricted within an area centred on 42°28'·95N 3°08'·17E. See 2.13.

French Notice 41/85/21 [NP46-No 43-Wk 47/21]

NP46

France - South coast - Port de Collioure — Prohibited area

Paragraph 2.28 2-3 *Replace by:*

- 2 **Anchoring is prohibited** within the swimming area and an area that encloses the sewer outfall that extends 2 cables NNE from the coast close W of Presqu'île Saint-Vincent (42°31'·70N 3°05'·26E).

Anchoring and stopping are restricted within an area centred on 42°31'·56N 3°05'·74E. See 2.13.

- 3 **Directions.** The alignment (230°) of Tour de la Massane with the S extremity of the citadel, at the head of the bay, leads into the anchorage S of Presqu'île Saint-Vincent.

Anchorage. The following anchorages are available:

East of Port de Collioure, in position 42°31'·57N 3°06'·16E, in depths from 10 to 20 m.

A regulated anchorage area is centred on 42°31'·80N 3°05'·70E.

French Notice 41/85/21 [NP46-No 44-Wk 47/21]

France- South coast - Port-la-Nouvelle — Arrival information

59

Paragraph 2.41 1-2 *Replace by:*

- 1 **Outer anchorages.** Two regulated anchorages lie NE of the Approach Channel, centred on 43°01'·28N 3°08'·22E.

Caution. An area of obstructions (43°02'·78N 3°06'·65E) partly encroaches on the N section of the waiting anchorage.

- 2 **Pilotage** will be available when a vessel is expected and is compulsory for vessels carrying dangerous cargo and all other vessels 45 m LOA and over.

Pilot boards in the following positions:

43°00'·45N 3°06'·22E (vessels less than 145m LOA);

- 3 43°00'·00N 3°08'·10E (vessels greater than 145m LOA).

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

French Notice 14/84/21 [NP46-No 1-Wk 30/21]

France - South coast - Port-la-Nouvelle — Directions

59

Paragraph 2.43 1-5 *Replace by:*

- 1 **Port-la-Nouvelle Leading Lights:**

Front light (white tower red top, 18 m in height) (43°00'·74N 3°04'·19E) exhibited from Jetée Sud.

Rear light (2.37) (2 miles from front light).

From a position about 8 miles ENE of Cap Leucate (42°55'·04N 3°03'·62E) the alignment (292.4°) of these lights leads WNW through the entrance channel, passing:

Clear of light buoy (safe water) (42°59'·60N 3°07'·96E), thence:

- 2 SSW of the S extremity of the east outer breakwater (under construction), marked by a light buoy (S cardinal), and:
Close NNE of an area (43°00'·51N 3°04'·66E) of obstructions.

From this position alter course to pass between the head of the outer breakwaters and then as required for the navigable channel.

Caution. Mariners should note that the navigable part of the entrance channel is only 60 m wide at the surface, reducing to 40 m wide at the seabed. Shoals of mud and sand extend from the banks of the channel.

- 3 **Useful marks:**

Fort Saint Charles (43°00'·97N 3°03'·59E), also the pilot station.

- 4 Sanatorium (43°01'·18N 3°03'·69E).

Chimney (122 m in height) (43°01'·49N 3°01'·81E).

A factory stands close SE.

Grain silo (25 m in height) (43°01'·44N 3°02'·85E).

Grain silo (70 m in height) (43°01'·27N 3°03'·36E).

- 5 Storage tanks (43°01'·41N 3°03'·67E), NW of the harbour entrance.

French Notice 41/85/21; ENC FR57434B

[NP46-No 45-Wk 47/21]

France - South coast - Port de Sanary-sur-Mer — Anchorage

90

Paragraph 2.254 1-3 *Replace by:*

- 1 **Description.** Port de Sanary-sur-Mer (43°07'·00N 5°48'·10E) is sheltered by two moles; the head of the W mole is marked by a light (white tower, red top, 9 m in height). There is a speed limit of 3 kn within the harbour.

Restricted area. Anchoring for vessels over 24 m and underwater activities are prohibited within an area, with a radius of 300 m, centred on a mooring buoy (43°06'·48N 5°47'·88E).

- 2 **Directions.** The church tower (34 m high), N of the harbour is a useful mark when approaching the entrance. A buoy (starboard hand), moored approximately 40 m ESE of the head of the SW mole, marks the outer edge of a bank of sand and weed. The bank extends generally SW from the shore at the root of the NE breakwater and mariners should avoid the area. In the vicinity of the buoy, the channel, which generally has depths of 3.0 to 3.5 m, narrows to 25 m. Entry at night is not recommended.

- 3 **Anchorage.** Baie de Sanary, between Point du Bau-Rouge (43°06'·35N 5°47'·45E) and Pointe Nègre, 9 cables SE, provides good anchorage but is exposed to W and SW. Anchorage may be obtained SSW of the harbour entrance in a depth of about 7 m, sand and weed using the alignment of Pointe de la Cride Beacon (W cardinal) (43°06'·87N 5°45'·80E) and Tour de Port Issol (8 m high), the tower standing on Pointe du Bau-Rouge, 5 cables WSW of the harbour. Anchoring within the harbour is prohibited.

Berths. The harbour provides depths of 0.6 m to 3.0 m.

French Notice 28/92/21

[NP46-No 16-Wk 42/21]

**France - South coast - Presqu'île de Giens
to the Franco-Italian border —
Marine protected areas**

97

After Paragraph 3.5 1 line 7 *Insert*:

**Marine protected areas
3.5a**

- 1 The seabed along the French coast is partially covered with protected biocenosis. In order to preserve these areas, mariners must anchor in the designated anchorages or on sand after visual examination of the seabed.

UKHO

[NP46-No 46-Wk 47/21]

**France - South coast - Passage north of
Îles d'Hyères — Traffic regulations**

98-99

Paragraph 3.15 1-5 *Replace by*:

- 1 **A ZIEM** has been established around the Île du Porquerolles. See 1.57 for further information.

Anchoring, dredging and trawling are prohibited as follows:

Within an area, centred on 43°05'·60N 6°31'·30E, which extends generally NNE from Ile du Levant (3.8).

Within Petite Passe (43°00'·75N 6°09'·20E), between Cap Bénat (43°05'·41N 6°22'·07E) and the E group of Îles d'Hyères and NE of Île du Levant.

- 2 **Entry is prohibited** as follows:

Within an area extending 200 m offshore along the N coast of Île du Levant (3.8). The area is part of a more extensive trials and exercise complex (3.4).

Within an area, radius 500 m, centred on a mooring buoy in position 43°05'·10N 6°16'·78E.

Within 1¼ cables of Cap de Brégançon (43°05'·54N 6°19'·31E).

- 3 **Air draught restrictions** apply within the areas lying SE of the airport (43°05'·80N 6°08'·75E) at Hyères as follows:

Navigation and anchoring are prohibited for vessels with air draught greater than 7 m within Restricted Area 1, which extends about up to 2½ cables from the coast.

Anchoring is prohibited for vessels with air draught greater than 15 m within Restricted Area 2, which extends about up to 2½ cables off Area 1. NW, NE and SE corners of the area are marked by buoys (special).

- 4 Anchoring is prohibited for vessels with air draught greater than 22 m within Restricted Area 3, which extends about up to 1½ miles off Area 2.

**France - South coast - Golfe de Saint-Tropez -
Anse des Canibiers — Anchorage**

106

Paragraph 3.67 2 *Replace by*:

- 2 **Restricted area.** Anchoring is prohibited within an area, with a radius of 200 m, centred on a mooring buoy (43°16'·76N 6°39'·91E).

Anchorage can be obtained in depths of 12 to 15 m, mud, in position 43°16'·20N 6°39'·70E.

French Notice 28/95/21

[NP46-No 17-Wk 42/21]

**France - South coast - Cap Roux to
Cap d'Antibes - Baie de Beaulieu — Anchoring**

109

Paragraph 3.79 1 line 7 *Delete*

UKHO

[NP46-No 2-Wk 30/21]

**France - Cap Roux to Cap d'Antibes —
Traffic regulations; restrictions**

109

Paragraph 3.79 3 lines 1-4 *Replace by*:

- 3 **Anchoring and stopping** of vessels 24 m and over are restricted in extensive areas along the coast of Golfe de la Napoule and Golfe Juan, including but not limited to:

Between the old port of Saint-Raphaël (43°25'·37N 6°45'·81E) to La Rague (3.89);

Areas between Rade de Cannes (3.93) and Cap d'Antibes, including portions of Basses de la Fourmigue (3.97);

Îles de Lérins (3.84).

Additional anchoring and entry restrictions, and prohibitions, exist in these areas. Contact the local authority for more information.

GB Chart 2247 (2021)

[NP46-No 28-Wk 45/21]

**France - Golfe de la Napoule —
Prohibited anchorage**

110

Paragraph 3.84 3 lines 1-5 *Replace by*:

- 3 **Prohibited anchorages.** Anchoring is prohibited in an area extending about 4 cables from the coastline between Cannes-Mandelieu Airport and Rade de Cannes.

An area in which anchoring and stopping are prohibited for vessels of 24 m LOA or greater lies close SW of this area, centred on 43°32'·00N 6°57'·26E.

GB Chart 2247 (2021)

[NP46-No 29-Wk 45/21]

**France - Golfe de la Napoule -
Île Sainte-Marguerite —
Restricted area; speed limit**

111

Paragraph 3.86 2 *Replace by*:

- 2 **Restricted areas.** Anchoring and stopping are prohibited for vessels of 24 m LOA or greater in the passage and surrounding Île Sainte-Marguerite.

NP46

Prohibited anchorages. Anchoring is prohibited in the vicinity of submarine cables and a water pipeline laid between the mainland and Île Sainte-Marguerite.

Anchoring is prohibited in an area centred on 43°31'·50N 7°02'·21E.

Speed limit. Between the mainland and Île Sainte-Marguerite, speed is restricted to 10 kn and water-skiing and jet-skis are prohibited. Speed restriction is 5 kn within 300 m of the shore.

GB Chart 2247 (2021)

[NP46-No 30-Wk 45/21]

France - Golfe de la Napoule - Île Sainte-Marguerite — Restricted areas; prohibited areas; speed limit

111-112

Paragraph 3.87 2-3 *Replace by:*

- 2 **Least charted depth** of 1·5 m over Plateau du Milieu, 1½ cables N of Île Saint-Honorat.

Restricted area. Anchoring and stopping are prohibited for vessels of 24 m LOA or greater in the passage and surrounding Île Saint-Honorat. See 3.79.

For smaller vessels, anchorage can be obtained in depths from 5 to 10 m, mud, sand and weed, good holding ground, either side of Plateau du Milieu, outside the prohibited areas. The anchorage is untenable in E or W winds.

Speed in the charted fairway between the islands is restricted to 5 kn; outside the fairway, the speed is 3 kn.

Prohibited areas. Anchoring and diving are prohibited within 150 m of submarine cables laid across the channel.

Anchorage is also prohibited:

In a small area about 1 cable off the NW side of Île Saint-Honorat (3.84);

In a small area about 2 cables off the NE side of Île Saint-Honorat;

In a small area S of Île Saint-Féréol E of Île Saint-Honorat.

Anchoring is prohibited in an area on the S side of Île Saint-Honorat, close S of the charted abbey and W of the château (3.80), between 1st May and 30th September.

- 3 At the E end of the passage, anchoring is prohibited in areas ½ cable SW of Pointe Carbonel (43°30'·91N 7°04'·01E) and 1 cable NNE of Île Saint-Féréol.

GB Chart 2247 (2021)

[NP46-No 31-Wk 45/21]

France - Golfe de la Napoule - Théoule-sur-Mer — Restrictions

112

Paragraph 3.88 2 line 8 *Replace by:*

...jetty head (43°30'·86N 6°56'·36E), but fields of biocenosis should be avoided and other restrictions apply; contact the local authority for more information.

French SD D22

[NP46-No 32-Wk 45/21]

France - Golfe de la Napoule - Rade de Cannes — Restricted areas 112-113

Paragraph 3.93 2-5 *Replace by:*

- 2 Generally deep water, free from dangers, lies SW of a line between La Bocca water tower (43°32'·83N 6°58'·65E) and Batéguier Beacon (43°31'·54N 7°01'·84E), 2½ miles SE. To the NE of this line good anchorage can be obtained, however mariners should beware of La Fouillée (43°32'·56N 7°00'·26E), a series of rocks within the prohibited anchorage area (3.84), which lie up to 1¼ miles ESE of La Bocca water tower, with a least depth of 4·1 m.
- 3 A sewer outfall extends S from the coast W of Port de Cannes, passing W of the small vessel anchorage, to the vicinity of La Traille. Le Four à Chaux (43°32'·38N 7°01'·55E), a bank with a least depth of 11·8 m lies close E of the anchorages.

Restricted areas. From SE through WSW of the heliport at the head of the SW mole (3.94), the following restrictions apply:

Entry is prohibited into an area within about 1 cable S of the heliport;

Entry is restricted and anchoring is prohibited in an area from 1 to 2 cables S of the heliport;

Activities such as parasailing are prohibited within about 4¼ cables S of the heliport.

Anchoring is also prohibited N of a line joining the heads of the inner breakwaters of Port de Cannes and Port Pierre Canto, between 1st June and 30th September.

- 4 **Restricted anchorage** (43°32'·00N 7°01'·00E) for vessels 80 m LOA and greater, in depths from 10 to 100 m, mainly mud, lies from about 2 cables to 1¼ miles S of Port de Cannes Breakwater Head Light (3.94). Two wrecks lie in the SE part of the anchorage. La Traille (43°32'·37N 7°00'·61E), Le Pigeonnier (43°32'·32N 7°00'·47E) and La Lière (43°32'·42N 7°00'·92E) are rocks near the N and NNW margins of the anchorage area with depths of 15·8, 15·7 and 10 m, respectively.

- 5 A restricted anchorage (3.100) lies to the NNE of Île Sainte-Marguerite and is the preferred anchorage for vessels 80 m LOA or greater, and for vessels awaiting a pilot.

Anchorage and stopping are also restricted to vessels less than 24 m LOA in the area surrounding Pointe de la Croisette and Îles de Lérins (3.84), except where otherwise prohibited to all vessels or in the proximity of pipelines and cables. See 3.86 and 3.87.

When the mistral is active, vessels subject to pilotage (3.94) that normally call at Cannes should anchor in the SW part of Gulf Juan in Île Sainte-Marguerite Anchorage (3.100).

GB Chart 2247 (2021)

[NP46-No 33-Wk 45/21]

France - Golfe de la Napoule - Port de Cannes — Heliport 113

Paragraph 3.94 2 lines 2-3 *Replace by:*

...extending 3 cables SE. The head of the mole exhibits a light; a heliport (43°32'·71N 7°01'·03E) and a disused lighthouse (3.85) stand close...

GB Chart 2247 (2021)

[NP46-No 34-Wk 45/21]

**France - Golfe Juan —
Restricted areas; speed restrictions**

113-114

Paragraph 3.97 5-6 *Replace by:*

- 5 Anchoring is prohibited in an area surrounding a submarine pipeline extending SSE from Golfe Juan breakwater, centred on 43°33'31N 7°04'87E.

Restricted areas, in which anchoring and stopping are prohibited for vessels of LOA 24 m or more, extend from the coast from Pointe de la Croisette and Îles de Lérins (3.84) to Port Gallice (3.102).

Restricted areas, in which anchoring and stopping are prohibited for vessels of LOA greater than 20 m, extend from the coast in the vicinity of Cap d'Antibes between Port Gallice (3.102) and Port Vauban (3.123).

Speed restrictions of 10 kn apply in the area extending 2 to 5 cables from shore between the vicinity of Tour Graillon (3.98), about 5 cables NNW of Cap d'Antibes, to Cap Gros (3.121); the restriction is 5 kn within about 2 cables of the shore in the same area.

Mariners should contact the local authorities for full details of restrictions.

Pilotage. Golfe Juan lies within Cannes compulsory pilotage area (3.94).

- 6 **Seaplane area.** Seaplanes collecting seawater to fight forest fires may be encountered in Golfe Juan.

Current. In the approaches to Golfe Juan the currents are weak, variable and generally follow wind direction.

GB Chart 2246 (2021) [NP46-No 19-Wk 44/21]

France - Golfe Juan — Anchorages

114

Paragraph 3.100 1-4 *Replace by:*

- 1 Golfe Juan provides one of the best roadsteads on this part of the coast, however, the quality of the holding ground has been reported to vary considerably.

Île Sainte-Marguerite Anchorage (43°31'87N 7°03'67E), for vessels 80 m LOA and greater, lies NNE of Île Sainte-Marguerite in charted depths from 26 to 77 m. Two wrecks (43°31'95N 7°03'83E, position doubtful, and 43°32'18N 7°03'50E) lie within the anchorage.

- 2 This anchorage is used by vessels subject to the Cannes compulsory pilotage limit (3.94) when the mistral is active.

- 3 **Deep water anchorage** may be found, in depths of 13 to 15 m on the alignment (202°) of La Fourmigue Light Beacon with the E end of Île Sainte-Marguerite with La Garoupe Lighthouse bearing between 065° and 071°.

- 4 **Passe de l'Est** is a restricted anchorage (1.57), centred on 43°33'00N 7°06'55E, situated W of Le Lampadour (3.98) and NE of Le Sécanion (3.97). The anchorage is exposed to S winds.

GB Chart 2247 (2021) [NP46-No 35-Wk 45/21]

**France - Ligurian Sea -
Cap d'Antibes — Restricted area**

115

Paragraph 3.109 1 lines 1-4 including heading *Replace by:*

Restricted areas

3.109

- 1 Restricted areas, in which anchoring and stopping are prohibited for vessels of LOA 20 m or more, extend from the coast in the vicinity of Cap d'Antibes between Port Gallice (3.102) and Port Vauban (3.123). Mariners should contact the local authorities for full details of restrictions.

Navigation is restricted in an area which surrounds the Nice-Côte d'Azur Airport (43°39'92N 7°12'90E) in the Baie de Anges. The restricted area is divided into zones:

GB Chart 2246 (2021) [NP46-No 20-Wk 44/21]

**France - Ligurian Sea - Cap Ferrat —
Seaplane operating areas**

116

Paragraph 3.110 1 *Replace by:*

- 1 Seaplanes collecting seawater to fight forest fires may be encountered in the W part of Baie de Anges and in the S part of Rade de Villefranche, NW of Cap Ferrat (43°40'51N 7°19'61E).

GB Chart 2246 (2021) [NP46-No 21-Wk 44/21]

France - Port de Nice — Restricted areas

117

Paragraph 3.116 1-2 *Replace by:*

- 1 **Anchorage.** A prohibited anchorage area extends 1 mile SSW of the entrance. Rade de Villefranche (3.126) provides good anchorage for vessels either waiting to enter Port de Nice or too large for the port. See *ADMIRALTY List of Radio Signals Volume 6(3)* for details and procedures.

Pilotage and tugs. Baie des Anges lies within the Nice, Villefranche-sur-Mer and Saint Hospice compulsory pilotage area. Pilotage is mandatory for vessels greater than 50 or 80 m in length, dependent on the area. There are no tugs.

See *ADMIRALTY List of Radio Signals Volume 6(3)* for details and procedures.

Restricted areas, in which anchoring and stopping are prohibited for vessels of LOA greater than 20 m, extend from the coast between Nice-Côte d'Azur Airport and Rade de Villefranche. Mariners should contact the local authorities for full details of restrictions.

- 2 **Regulated area.** Entry to an area which extends 1 mile to seaward of the harbour entrance, is limited to vessels entering or leaving the port or its anchorages. Within the area warships and vessels greater than 50 m in length have right of way. Anchoring, swimming, diving and small boats are prohibited.

Speed limits. Vessels should not exceed 15 kn in the approach, thence 5 kn within 300 m of the coast, thence 3 kn in the harbour.

GB Chart 2246 (2021); French SD D22 [NP46-No 22-Wk 44/21]

NP46

France - Ligurian Sea - Anse de la Garoupe — Regulations; restricted anchorage

118

Paragraph 3.121 2 lines 1–7 *Replace by:*

- 2 **Anchorage** can be obtained in depths of about 19 m, sand and weed, good holding ground, 5 cables SE of La Garoupe Lighthouse. Care is required to avoid areas of biocenosis.

Anchoring is prohibited for vessels of LOA 20 m or more.

Seaplane landing area. See 3.110.

GB Chart 2246 (2021) [NP46-No 23-Wk 44/21]

France - Ligurian Sea - Anse de la Salis — Restricted areas

118

After Paragraph 3.122 2 line 3 Insert:

Restricted areas, in which anchoring and stopping are prohibited for vessels of LOA 20 m or more, extend from the coast of Anse de la Salis to Port Vauban (3.123). Mariners should contact the local authorities for full details of restrictions.

Paragraph 3.122 4 lines 1–4 *Replace by:*

- 4 **Port de la Salis** (43°34'·20N 7°07'·88E), protected by two breakwaters, lies in the S corner of Anse de la Salis. Anchoring in the white sector of the NE breakwater light is prohibited and the approach to the haven is encumbered by several dangers; see above.

GB Chart 2246 (2021); French SD D22
[NP46-No 24-Wk 44/21]

France - Ligurian Sea - Marina Baie des Anges — Seaplane operating area

119

Paragraph 3.124 3 lines 1–2 *Replace by:*

- 3 **Seaplane operating area.** See 3.110.

GB Chart 2246 (2021) [NP46-No 25-Wk 44/21]

France - Ligurian Sea - Port de Saint-Laurent-du-Var — Seaplane operating area

119

Paragraph 3.126 1 lines 10–11 *Replace by:*

Seaplane operating area. See 3.110.

GB Chart 2246 (2021) [NP46-No 26-Wk 44/21]

France - Ligurian Sea - Rade de Villefranche — Prohibited anchorages

120

After Paragraph 3.127 5 line 7 Insert:

Within an area centred on 43°41'·29N 7°18'·64E, off
Pointe de la Rascasse;
Within 1 cable of Pointe des Sans Culottes.

GB Chart 2246; French SD D22
[NP46-No 27-Wk 44/21]

France - South coast - Cap Ferrat to the Franco-Italian border — Restricted areas

120

After Paragraph 3.131 1 line 9 Insert:

Restricted areas, into which anchoring and stopping are prohibited for vessels of more than 20 m LOA, extend from the coast between Cap Ferrat and Port de Cap l'Ail (3.142) and also between Baie de Roquebrune (3.143) and the mouth of the Rivière Saint-Louis (3.134). Mariners should contact the local authorities for full details on restrictions.

UKHO [NP46-No 3-Wk 30/21]

France - South coast - Rade de Saint-Hospice — Restricted areas; obstructions

122

Paragraph 3.138 3 lines 1–4 *Replace by:*

- 3 Anchorage may be obtained along the N coast of Presqu'île de Saint-Hospice, clear of obstructions and restricted areas (see 3.131).

UKHO [NP46-No 4-Wk 30/21]

France - South coast - Baie de Beaulieu — Restricted areas

122

Paragraph 3.140 1 lines 1–6 *Replace by:*

1 **Description.** Baie de Beaulieu is entered between Pointe de Saint-Hospice (43°41'·21N 7°20'·98E) and Cap Roux, 1¼ miles N. The bay affords good shelter from W winds and anchorage may be obtained clear of restricted areas (see 3.131). See also 3.138.

UKHO [NP46-No 5-Wk 30/21]

France - South coast - Baie de Roquebrune — Restricted area; anchorage

123

Paragraph 3.143 1 lines 6–12 *Replace by:*

Anchorage may be obtained in depths of 40 m, sand and weed, in the middle of the bay. A prohibited anchorage area extends 4 cables offshore between Pointe de la Veille and Bon Voyage (43°45'·37N 7°26'·91E). Restricted anchorage lies at the head of the bay (see 3.131).

UKHO [NP46-No 6-Wk 30/21]

**France - South coast -
Port de Menton — Restricted areas**

123

After Paragraph 3.144 2 line 14 *Insert*:

Caution. All the above anchorages lie within or in proximity of an area into which anchoring and stopping are prohibited. See 3.131.

UKHO [NP46-No 7-Wk 30/21]

**France - South coast -
Port de Menton — Anchorage**

123

Paragraph 3.144 3 lines 1-6 *Replace by*:

- 3 **Regulated anchorage.** An anchorage for vessels 80 m or more in length, is centred on 43°46'37N 7°31'43E. Depths range from around 24 to 37 m.

Caution. The anchorage lies within a seaplane landing area, used to draw water for fighting forest fires.

French Chart FR7442 [NP46-No 8-Wk 30/21]

**Italy - West coast -
La Spezia — Prohibited areas**

149

After Paragraph 4.141 3 line 3 *Insert*:

Within an area (44°05'67N 9°51'61E) encompassing the CSSN naval berth and its approaches;

Italian Notice 15/15.1/21 [NP46-No 36-Wk 45/21]

**Italy - West coast - Marina di Carrara —
Controlling depth**

161

Paragraph 5.31 1 lines 1-8 *Replace by*:

- 1 **Controlling depth.** The entrance channel is dredged to 11 m (2020).

Masters of vessels with draughts exceeding 10 m must notify the Port Authority via VHF. See *ADMIRALTY List of Radio Signals Volume 6(3)*.

Italian Notice 15/15.22/21 [NP46-No 37-Wk 45/21]

**France - Corse - Pointe d'Agnello to
Punta Mortella — Restricted area**

172

After Paragraph 6.13 2 line 6 including Heading *Insert*:

**Traffic regulations
6.13a**

- 1 **Anchoring and stopping are prohibited** for vessels greater than 24 m LOA within restricted areas extending from the coast between Pointe d'Agnello and Punta Mortella. Contact the local authorities for details.

French Notice 39/95/21 [NP46-No 48-Wk 51/21]

**France - Corse - Pointe d'Agnello —
Restricted area**

173

Paragraph 6.17 3 line 1 *Replace by*:

- 3 **Prohibited and restricted areas.** See 6.10 and 6.13a.

French Notice 39/95/21 [NP46-No 49-Wk 51/21]

France - Corse - La Mortella — Restricted area

174

Paragraph 6.19 2 line 3 *Replace by*:

...Mortella Light (6.16). See also 6.13a.

French Notice 39/95/21 [NP46-No 50-Wk 51/21]

**France - Corse - Port de Saint-Florent —
Restricted area**

174

Paragraph 6.20 1 lines 7-8 *Replace by*:

Local knowledge is recommended.

Restricted area. See 6.13a.

Marine nature reserve. See 6.17.

Paragraph 6.20 3 lines 7-11 *Replace by*:

In depths of about 11 m, 3 cables SE of Pointe de Fornali Light. See also 6.13a.

In depths of about 6 m, mud, 1 cable S of the Écueil de la Tignoso Light Beacon, by small vessels only. See also 6.13a.

French Notice 39/95/21 [NP46-No 51-Wk 51/21]

**France - Corse - Marine de Barcaggio —
Restricted area**

174

After Paragraph 6.21 1 line 4 *Insert*:

Restricted area. See 6.13a.

French Notice 39/95/21 [NP46-No 52-Wk 51/21]

**France - Corse - Marine de Tollare —
Restricted area**

174

After Paragraph 6.22 1 line 3 *Insert*:

Restricted area. See 6.13a.

French Notice 39/95/21 [NP46-No 53-Wk 51/21]

**France - Corse - Baie de Centuri —
Restricted area**

174

After Paragraph 6.23 1 line 6 *Insert*:

Restricted area. See 6.13a.

Marine reserve. Île de Capense is encompassed by a marine reserve. See 6.11.

French Notice 39/95/21 [NP46-No 54-Wk 51/21]

NP46

France - Corse - Port d'Ajaccio — Tugs

185

After Paragraph 6.99 4 line 8 *Insert*:

Tugs are mandatory for gas carriers and oil tankers in winds greater than 15 kn. Contact the local authorities for further details.

French Notice 39/21 D23 [NP46-No 55-Wk 51/21]

France - Bonifacio Strait - South-west coast of Corse - Bouches de Bonifacio Nature Reserve — Restricted areas

190-191

Paragraph 6.138 1 lines 9-10 *Replace by*:

...September.

Restricted areas, into which anchoring and stopping are prohibited for vessels of more than 24 m LOA, extend from the coast within the marine reserve. Mariners should contact the local authorities for full details on restrictions.

UKHO [NP46-No 9-Wk 30/21]

France - Bonifacio Strait - South-west coast of Corse - Baie de Figari — Restricted area

192

Paragraph 6.146 3 lines 1-6 *Replace by*:

³ **Anchorage.** A designated area, within which anchoring is restricted (1.57), exists centred on 41°26'57N 9°03'33E.

Caution. Mariners should exercise caution, as this anchorage is within a seaplane operating area. See 6.115.

French Notice 19/95/21 [NP46-No 10-Wk 30/21]

Italy - Bonifacio Strait - Isola Razzoli — Traffic regulations

192

Paragraph 6.153 3 lines 4-6 *Replace by*:

Anchoring, fishing and any underwater activity are prohibited as follows:

Within an area, 370 m in radius, centred on 41°21'83N 9°20'82E.

Within 200 m of a wreck centred on 41°19'56N 9°19'96E.

UKHO [NP46-No 11-Wk 30/21]

France - Corse - Pointe d'Agnello — Restricted area

198

After Paragraph 7.12 1 line 6 *Insert*:

² **Anchoring and stopping are prohibited** for vessels greater than 24 m LOA within restricted areas extending from the coast between Pointe d'Agnello (43°00'61N 9°25'62E) and Bastia (7.16). Contact the local authorities for details.

French Notice 39/95/21 [NP46-No 56-Wk 51/21]

France- Corse - Baie de Tamarone — Restricted area

201

After Paragraph 7.27 1 line 4 *Insert*:

Restricted area. See 7.12.

French Notice 39/95/21 [NP46-No 57-Wk 51/21]

France- Corse - Marine de Meria — Restricted area

201

After Paragraph 7.28 1 line 1 *Insert*:

Restricted area. See 7.12.

French Notice 39/95/21 [NP46-No 58-Wk 51/21]

France- Corse - Marine de Porticciolo — Restricted area

201

After Paragraph 7.29 1 line 8 *Insert*:

Restricted area. See 7.12.

French Notice 39/95/21 [NP46-No 59-Wk 51/21]

France- Corse - Port d'Erbalunga — Restricted area

201

After Paragraph 7.30 1 line 8 *Insert*:

Restricted area. See 7.12.

French Notice 39/95/21 [NP46-No 60-Wk 51/21]

France - Bonifacio Strait - South-west coast of Corse - Bouches de Bonifacio Nature Reserve — Restricted areas

204-205

Paragraph 7.53 2 line(s) 7-8 *Replace by*:

...between April and August.

Restricted areas, into which anchoring and stopping are prohibited for vessels of more than 24 m LOA, extend from the coast within the marine reserve. Mariners should contact the local authorities for full details on restrictions.

UKHO [NP46-No 12-Wk 30/21]

**Italy – Capo Di Pula to Capo Carbonara –
Golfo di Cagliari — Biological Protection Area**

253

Paragraph 9.155 1 lines 1–4 *Delete*

Italian Notice 9/9.18/21 [NP46-No 13-Wk 30/21]

**Italy – Sardegna – East Coast –
Arbatax — Prohibited area**

279

Paragraph 10.126 4 lines 5–7 *Delete*

Italian Notice 18/18.4/21 [NP46-No 47-Wk 50/21]

**Italy – Sardegna – East Coast –
Arbatax — Prohibited area**

279

Paragraph 10.126 4 line 8 *Delete*

Italian Notice 13/3/21 [NP46-No 18-Wk 43/21]

**Italy – Isole Pontine – Isola di Ponza —
Prohibited areas; wrecks**

302

Paragraph 12.36 6 line(s) 7–8 *Replace by:*

In the vicinity of a historic wreck (40°55'30N
12°56'67E).

Paragraph 12.36 7 line(s) 1–5 *Replace by:*

- 7 **Stopping, anchoring, fishing and any underwater activity are prohibited** within two areas (40°54'87N 12°56'17E and 40°54'43N 12°55'27E), each 500 m in radius, in order to protect archaeological remains.

Entry is prohibited within 50 m of an historic wreck (40°54'54N 12°55'99E).

Restricted areas. The following areas are reserved for the use of tankers supplying water to the island:

Area A (40°53'80N 12°58'00E), radius 80 m.

Area B (40°55'20N 12°58'20E), radius 150 m. Two wrecks lie within this area.

Area C (40°55'51N 12°58'04E), radius 80 m.

Italian Notices 9/9.6; 9.20/21 [NP46-No 14-Wk 30/21]

**NP47 Mediterranean Pilot Volume 3
(2020 Edition)**

Italy — Restricted areas; regulations

8

After Paragraph 1.85 1 line 4 *Insert:*

National parks and marine protected areas. By Italian decree dated 2nd March 2012, transit of cargo or passenger vessels over 500 gt is prohibited within 2 miles of Italian national parks and marine protected areas. Generally entry and anchoring within protection zones and in the 2 mile area beyond are also prohibited. Additional restrictions may apply in specific areas. For general information on marine protected areas, see 1.29.

UKHO [NP47-No 24-Wk 22/21]

**Greece – West coast – Patraikós Kólpos –
Pátrai — Pilotage**

114

Paragraph 4.44 1 line(s) 1–4 *Replace by:*

1 Pilotage is compulsory for foreign merchant vessels and Greek vessels over 1300 gt. Pilot boarding places are charted in positions 38°15'31N 21°42'98E and 38°13'57N 21°42'13E. For further information see *ADMIRALTY List of Radio Signals Volume 6(3)*.

ENC GR4APP14 (2.024) [NP47-No 26-Wk 22/21]

**NP47 Mediterranean Pilot Volume 3
(2020 Edition)**

**Albania – Gjiri i Vlorës —
Traffic regulations; prohibited area**

154

Paragraph 5.160 1-2 including heading *Replace by:*

Traffic regulations

5.160

- 1 **Anchoring is prohibited** in the vicinity of any submarine cable.

Entry is prohibited within an area centred on 40°19'50N 19°25'80E.

Marine nature reserve. See 5.149.

ENC AL400002 [NP47-No 42-Wk 49/21]

Albania – Gjiri i Durrësit – Durrës — Directions

162

Paragraph 6.27 1-3 including heading *Replace by:*

Approach and entry

6.27

- 1 **Caution.** Gjiri i Durrësit is best approached in daylight, and when Kepi i Lagjit (6.13) and Shkëmbi i Kavajës (6.26) can be seen. Numerous wrecks and obstructions exist throughout Gjiri i Durrësit.

2 Navigational marks may be poorly maintained and may not be reliable. Navigation can be dangerous due to ships at anchor in the fairway and fishing nets being laid out between the turning basin and the entrance. For further information the Port Authority should be consulted.

Track. From a position NW of Kepi i Lagjit (41°08'75N 19°26'23E) (6.13), the track leads NNE, keeping offshore of the 10 m contour, passing:

WNW of Kepi i Bishtit të Barbaut (41°10'64N 19°28'45E), thence:

- 3 WNW of Selada Shoals (41°12'05N 19°25'74E), which have a least charted depth of 2.3 m, marked by light buoys (cardinal).

Thence the line of bearing 017° of Durrës Direction Light (41°18'84N 19°27'97E), or at night the white sector, leads through a channel, about 2 miles long and marked by light buoys (lateral), to the harbour entrance, passing:

ESE of the ATBA (41°15'50N 19°23'45E) (6.23), thence:

NP47

- 4 Close WNW of the fairway buoy (safe water) (41°15'·92N 19°26'·78E), thence:
ESE of a dangerous wreck (41°16'·85N 19°26'·95E);
additional dangerous wrecks lie close SW.
Thence:
Close ESE of a dangerous wreck (41°17'·11N 19°27'·18E), thence:
- 5 WNW of the white cliffs Shkëmbi i Kavajës (41°16'·84N 19°31'·01E) (6.26), and:
ESE of the entrance to a marina, marked by lights situated on the SW side of the SW harbour mole.
Thence the track leads WNW, through the harbour entrance, to the allocated berth.

ENC AL400001 [NP47-No 47-Wk 49/21]

Albania - Gjiri i Durrësit - Durrës — Directions; wreck

163

Paragraph 6.28 1 lines 8–10 *Replace by:*

Close ESE of the fairway buoy (safe water) (41°16'·10N 19°26'·81E), thence:
ESE of a wreck (41°16'·85N 19°26'·95E), with a depth of 4·3 m; additional wrecks lie about 1¼ cables SW. Thence:

Albanian Hydrographic Service correspondence 25/06/21
[NP47-No 35-Wk 38/21]

Albania - Gjiri i Durrësit - Durrës — Directions; wreck

162–163

Paragraph 6.28 1–2 including heading and existing Section IV Notice Week 38/21 *Replace by:*

Spare 6.28

ENC AL400001 [NP47-No 48-Wk 49/21]

Albania - Gjiri i Durrësit - Durrës — Directions; caution

163

Paragraph 6.30 1 including heading *Replace by:*

Spare 6.30

ENC AL400001 [NP47-No 49-Wk 49/21]

Albania - Shëngjin — Directions

167

Paragraph 6.54 1–2 *Replace by:*

- 1 From a position SW of Kepi i Shëngjinit (6.47) the approach channel leads NE towards the entrance. Course is then altered as required to pass between the breakwaters and enter harbour.

Useful marks:

Light beacon (special) (41°48'·20N 19°34'·47E).
Kepi i Shëngjinit Light (41°48'·44N 19°35'·21E) (6.49).
Mali Renzit Light (41°48'·63N 19°34'·98E) (6.49).

ENC AL400001 [NP47-No 50-Wk 49/21]

Montenegro – Barsko Sidriste – Bar — Controlling depth

170

Paragraph 6.80 1 line 1 *Replace by:*

- 1 Depths in the harbour are generally greater than 11 m, except for a small area in the NE part.
Caution. Numerous obstructions lie within the harbour.

ENC ME5BAR01 (1.000) [NP47-No 16-Wk 11/21]

Montenegro - Boka Kotorska — Traffic regulations

175

Paragraph 6.123 1 line(s) 1–7 *Replace by:*

- 1 **Speed.** Restrictions of speed are reported to be strictly enforced. Vessels over 24 m in length must not exceed a speed of 10 kn throughout Boka Kotorska and are further restricted to not more than 6 kn in the following areas:

Kumborski Tjesnac (42°25'·77N 18°35'·97E) (6.137), beginning about 1¼ miles WNW of the light at Pristan (6.142).

Prolaz Verige (6.151), from its entrance at Rt Sveta Nedelja (42°27'·60N 18°40'·58E) (6.160) until clear of its exit at Turski Rt (42°28'·71N 18°41'·22E) (6.160).

Vessels up to 24 m in length may exceed the prescribed speeds by up to 4 knots.

Montenegro Hydrographic Office
[NP47-No 38-Wk 39/21]

Montenegro - Approaches to Boka Kotorska — Anchorage

175

Paragraph 6.130 1 including heading *Replace by:*

Spare 6.130

ENC ME4BOK01 (3.000) [NP47-No 7-Wk 52/20]

Montenegro - Approaches to Boka Kotorska — Anchorage

176

After Paragraph 6.136 1 line 4 *Insert:*

Anchorage may be obtained in the bight between Rt Oštra (6.127) and Rt Kobila (6.127), but the holding ground is bad.

ENC ME4BOK01 (3.000) [NP47-No 8-Wk 52/20]

**Montenegro - Herceg-Novski Zaliv -
Herceg-Novski — Anchorages**

177

Paragraph 6.144 1-2 *Replace by:*

- 1 An anchorage (42°26'·67N 18°31'·45E) lies 4½ cables SW of the head of the mole at Herceg-Novski (6.145) in depths of about 19 m, mud.
- 2 A further anchorage (42°26'·48N 18°33'·15E) lies 8 cables N of Rose (6.142) in depths of about 40 m, clear of charted cable areas. The berth is considered safe during SE, NW and W winds.

Corr. Montenegro HO 12/2020

[NP47-No 13-Wk 07/21]

Montenegro - Tivat — Anchorage; wreck

180

Paragraph 6.166 1 line(s) 1-3 *Replace by:*

- 1 **Anchorage** may be obtained in position 42°26'·84N 18°40'·71E in depths of about 32 m, and in the vicinity of 42°25'·03N 18°42'·04E, in depths from 11 to 19 m, clear of a dangerous wreck (42°25'·02N 18°41'·80E).

ENC ME4BOK01 (3.000)

[NP47-No 9-Wk 52/20]

**Croatia - Eastern part of Pelješki Kanal and
approaches — Restricted area**

207

Paragraph 7.155 2 lines 10-12 *Delete*

Croatian Notice 8/14/21

[NP47-No 51-Wk 50/21]

Croatia - Kanal Mali Ston - Rt Meded — Bridge

233

After Paragraph 7.368 1 line 3 *Insert:*

Pelješac Bridge (42°55'·89N 17°32'·16E) is under construction (2021), for completion in 2022. The bridge will span the entrance to Kanal Mali Ston (7.365), from Rt Meded (7.377) to Poluotok Pelješac (7.2). The bridge is planned to have a vertical clearance of 55 m and a navigable width of 200 m.

Croatian Notice 2/14/21

[NP47-No 20-Wk 18/21]

**Croatia - Kanal Mali Ston - Rt Meded —
Directions; bridge**

234

After Paragraph 7.371 1 line 9 *Insert:*

Under Pelješac Bridge (7.368); the fairway is marked by light buoys (lateral). Thence:

Croatian Notice 2/14/21

[NP47-No 21-Wk 18/21]

Croatia - Zaljev Klek-Neum — Directions; bridge

235

Paragraph 7.377 1 *Replace by:*

- 1 **Track.** From a position about 6½ cables NE of Rt Blaca (42°55'·46N 17°31'·11E), in the fairway through Malo More (7.371), the track leads SE under Pelješac Bridge (7.368), thence NE, passing:
NW of Rt Rep Kleka (42°56'·03N 17°33'·16E), fringed by a narrow shallow bank, and from which a light (7.371) is exhibited, thence:
SE of Rt Meded (42°56'·41N 17°32'·66E), steep-to. The track then leads E passing:

Croatian Notice 2/14/21

[NP47-No 22-Wk 18/21]

Croatia - Luka Grebaštica — Anchorages

272

Paragraph 8.41 3 *Replace by:*

- 3 **Anchorage.** A designated anchorage area (43°38'·27N 15°54'·32E) lies in the entrance to Luka Grebaštica, in depths of about 21 to 60 m, sand, stone, coral. Appropriate size vessels may also obtain anchorage 1¼ miles ESE of Rt Oštrica Vela in about 30 to 40 m, with, if necessary, a hawser to the shore, or in the coves on the N side of the inlet.

Caution. A submarine cable (43°37'·96N 15°57'·60E) crosses the harbour near its head.

Croatian Notice 6/11/21

[NP47-No 36-Wk 39/21]

Croatia - Šibenski Kanal — Restricted area

278

After Paragraph 8.92 2 line 6 *Insert:*

Anchoring is prohibited in the SE part of Šibenski Kanal (8.87), in the vicinity of 43°40'·62N 15°53'·15E.

ENC HR400533 (3.000)

[NP47-No 39-Wk 43/21]

Croatia - Šibenski Kanal — Anchorages

279

Paragraph 8.97 1 *Replace by:*

- 1 **Anchorage.** A designated anchorage area (43°41'·89N 15°51'·63E) lies close SW of Luka Zublacé (43°42'·39N 15°52'·03E). Submarine cables span the width of Šibenski Kanal close NNW and SSE of the anchorage area.

See also 8.92.

Croatian Notice 6/10/21

[NP47-No 37-Wk 39/21]

Croatia - Šibenik — Anchorage; permissions

284

Paragraph 8.147 1 *Replace by:*

- 1 Anchorage can be obtained in the reserved anchorage area (43°43'·98N 15°52'·87E). Permission to anchor must be obtained from the Šibenik Port Authority.

ENC HR500533 (2.001)

[NP47-No 27-Wk 24/21]

NP47

Croatia - Otočić Blitvenica to Otočić Sestrica Veliki — Directions; shoal

287

After Paragraph 8.172 2 line 7 *Insert*:

SW of an area of shoal water (43°42'77N
15°24'57E), thence:

Croatian Notice 7/15/21 [NP47-No 40-Wk 45/21]

Croatia - Iški Kanal - Luka Osiljinac — Directions; anchorage

307

Paragraph 8.325 1-3 including heading *Replace by*:

**Spare
8.325**

Croatian Notice 9/6/20 [NP47-No 5-Wk 49/20]

Croatia - Kornatski Archipelago - Tunski Kanal — Marine farms

308

Paragraph 8.333 1 lines 1-7 *Replace by*:

- 1 Tunski Kanal, the channel between Otok Tun Veli (44°11'00N 14°55'00E) to the NE and Otok Zverinac to the SW, leads into the S side of Sedmovrač. The channel, 6 cables wide at its narrowest point, is deep; two marine farms, marked by light buoys (special), lie on the SW side.

Croatian Notice 12/8/20 [NP47-No 14-Wk 11/21]

Croatia - Kornatski Archipelago - Tunski Kanal — Directions; marine farms

310

After Paragraph 8.352 2 line 6 *Insert*:

Clear of two marine farms (8.333), thence;

Croatian Notice 12/8/20 [NP47-No 15-Wk 11/21]

Slovenia - Koper — Anchorage; wreck

435

Paragraph 10.123 2 line(s) 5 *Replace by*:

Caution. A wreck lies in the NW part of Area B; a wreck lies in the SE part of Area C.

ENC SL500001 [NP47-No 41-Wk 48/21]

Italy - Trieste and approaches including Baia di Muggia — Restricted area

439

After Paragraph 10.152 3 line 6 *Insert*:

Miramare Marine Nature Reserve has been established in the waters surrounding Castello di Miramare (10.159) for the purpose of environmental protection. Activities that could alter the environment are not permitted within this area. Contact the local authorities for further details.

- 4 **Transit of merchant vessels.** A prohibited area extending about 1 mile offshore has been established outside the Marine Nature Reserve, where navigation, anchoring and the passage of cargo and passenger vessels of more than 500 gt is prohibited. See also 1.29 and 1.85 for further information.

UKHO [NP47-No 25-Wk 22/21]

Italy - Adriatic Sea - Bari — Development

463

Paragraph 11.120 1 *Replace by*:

- 1 Works are in progress (2021) in Bacino Grande, within an area encompassing the entrance to Darsena Interna and Molo Pizzoli (41°07'91N 16°51'69E). A prohibited area surrounds the works and is marked by light buoys (special).

Italian Notice 11/11.14/ 21 [NP47-No 31-Wk 31/21]

Italy - Adriatic Sea - Molfetta — Controlling depth

465

After Paragraph 11.135 4 line 6 *Insert*:

Limiting conditions 11.135a

- 1 **Controlling depth.** Depths less than charted have been reported (2020). Local authorities should be contacted for the latest information.

Italian Notice 25/25.7/20 [NP47-No 10-Wk 05/21]

Italy - Adriatic Sea - Molfetta — Controlling depth; draught

465

Paragraph 11.135a 1 existing Section IV Notice Week 05/21 *Replace by*:

- 1 **Controlling depth.** Maximum authorised draught is 5-7 m. Depths less than charted have been reported (2020). Local authorities should be contacted for the latest information.

Italian Notice 10/10.32/21 [NP47-No 29-Wk 30/21]

**Italy - South-east coast - Molfetta —
Arrival information**

465-466

Paragraph 11.136 1-5 *Replace by:*

- 1 **Port operations.** Vessels over 1500 gt are not permitted to enter or leave harbour between sunset and sunrise.

Outer anchorages. Designated anchorages are as follows:

- 2 F1 (41°14'23N 16°35'89E).
F2 (41°13'75N 16°35'39E).
F3 (41°14'03N 16°34'98E).
F4 (41°13'75N 16°34'64E).
F5 (41°13'97N 16°34'29E).
F6 (41°13'35N 16°35'22E).

- 3 **Pilotage** is compulsory for vessels over 500 gt, and is available from 0800 to 2000. Pilots board 1 mile ENE of the head of Molo Foraneo.

Traffic regulations. Anchoring is prohibited within 1 mile from the entrance, except in the designated anchorages.

Fishing and other marine activities are prohibited within the area containing the anchorages.

- 4 Entry is prohibited into an area encompassing the breakwater Diga Antemurale Achille Salvucci and the area under development (11.137) lying at its root.

Anchoring and fishing are prohibited in the vicinity of a submarine power cable laid across the harbour.

A historic wreck area (41°16'60N 16°35'40E) is situated about 4 miles N of Molfetta; see 11.132 for details on restrictions.

- 5 **Unexploded ordnance** is reported to exist in the basin and within an area, encompassing the approaches to the port, bounded by the following coordinates:

41°12'92N 16°36'71E.
41°12'61N 16°36'71E.
41°12'57N 16°35'16E.
41°12'92N 16°35'14E.

Mariners are advised to consult the Port Authority for restrictions.

- 6 **Regulations concerning entry** include the following:

Speed is restricted to 3 kn within the harbour entrance.

Special regulations are in force for vessels of 1600 gt or over carrying petroleum, gas, and other flammable cargoes within the port. For further details see *ADMIRALTY List of Radio Signals Volume 6(3)* and 1.86.

UKHO; Italian Notice 18/20; Portolano P7 Ed. 2015; Premessa agli Avvisi ai Naviganti 2020

[NP47-No 3-Wk 45/20]

**Italy - South-east coast - Molfetta —
Arrival information**

465

Paragraph 11.136 1 existing Section IV Notice Week 45/20 *Replace by:*

- 1 **Port operations.** Vessels greater than 1500 gt are not permitted to enter or leave harbour between sunset and sunrise. Maximum size of vessel handled is currently (2021) reduced to 120 m LOA, due to construction works.

Outer anchorages. Designated anchorages are as follows:

Italian Notice 10/10.32/21 [NP47-No 30-Wk 30/21]

**Italy - South-east coast -
Molfetta — Arrival information**

465

Paragraph 11.136 1 existing Section IV Notice Week 45/20 and 30/21 *Replace by:*

- 1 **Port operations.** Vessels greater than 1600 gt are not permitted to enter or leave harbour between sunset and sunrise. Maximum size of vessel handled is currently (2021) reduced to 120 m LOA, due to construction works.

Outer anchorages. Designated anchorages are as follows:

Paragraph 11.136 3 existing Section IV Notice Week 45/20 and 30/21 *Replace by:*

- 3 **Pilotage** is compulsory for vessels over 500 gt. Pilots board 1 mile ENE of the head of Molo Foraneo. For further details see *ADMIRALTY List of Radio Signals Volume 6(3)*.

Traffic regulations. Anchoring is prohibited within a 1 mile radius from the entrance, except in the designated anchorages.

Fishing and other marine activities are prohibited within the area containing the anchorages.

Italian Notices 17/17.24/21; 17/17.34/21; 17/17.35/21
[NP47-No 43-Wk 49/21]

Italy - South-east coast - Molfetta — Directions

466

Paragraph 11.138 1-4 *Replace by:*

- 1 **Track.** From a position 5 cables ENE of the head of the E mole the track leads generally WSW, passing between the head of Diga Antemurale Achille Salvucci, surrounded by a prohibited area (11.136), and the head of Molo Foraneo.

Caution. A clearance of at least 30 m should be maintained from the head of the breakwaters.

The track then continues as required for the allocated berth.

- 2 **Useful marks:**

Light (green column on pedestal, 6 m in height) (41°12'87N 16°35'45E) exhibited from a position about 1 cable W of the head of Diga Antemurale Achille Salvucci, which is reported to be difficult to distinguish against the shore lights.

- 3 Light (red mast on round tower, 10 m in height) (41°12'72N 16°35'48E) exhibited from the head of Molo Foraneo.

Light (white column on green round hut, 3 m in height) (41°12'49N 16°35'46E) exhibited from the head of Molo Pennello.

Molfetta Light (41°12'48N 16°35'65E) (11.133).

Old Cathedral of San Corrado with two matching square towers, 2 cables SE of the light.

UKHO; Italian Notice 18/18.7; 18.22(T)/20
[NP47-No 4-Wk 45/20]

NP47

Italy - South-east coast - Molfetta — Directions

466

Paragraph 11.138 1-4 including existing Section IV Notice Week 45/20 *Replace by:*

- 1 **Track.** The port is approached from E, passing between the head of Diga Antemurale Achille Salvucci, surrounded by a prohibited area (11.136), and the head of Molo Foraneo.

Caution. A clearance of at least 30 m should be maintained from the head of the breakwaters.

The track then continues as required for the allocated berth.

- 2 **Useful marks:**

Light (red mast on round tower, 10 m in height) (41°12'72N 16°35'48E) exhibited from the head of Molo Foraneo.

Light (white column on green round hut, 3 m in height) (41°12'49N 16°35'46E) exhibited from the head of Molo Pennello.

- 3 Molfetta Light (41°12'48N 16°35'65E) (11.133).
Old Cathedral of San Corrado (41°12'37N 16°35'89E) with two matching square towers, 2 cables SE of the light.
Madonna dei Martiri Church (square tower) (41°12'51N 16°34'86E), W of the port.

Italian Notices 17/17.10/21; 17/17.22/21

[NP47-No 44-Wk 49/21]

Italy - Adriatic Sea - Porto di Vasto — Arrival information; pilotage

480

Paragraph 11.253 1 lines 7-8 *Delete*

Paragraph 11.253 2 lines 1-4 *Replace by:*

- 2 **Pilotage** is compulsory for vessels over 500 gt. Pilot boards 1 mile NE of Punta Penna Lighthouse in position 42°11'00N 14°43'80E.

Italian Notice 25/25.37/20

[NP47-No 11-Wk 05/21]

Italy - Adriatic Sea - Ortona — Obstruction

482

Paragraph 11.272 1 lines 1-8 *Replace by:*

- 1 **Controlling depths.** The entrance channel to the harbour and to the principal berths is dredged to a maximum authorised draught of 6.8 m, whilst the W part of the harbour is dredged to a maximum authorised draught of 5.7 m. Mariners should note an obstruction (42°21'06N 14°24'94E), with a least depth of 3.8 m, which lies in the centre of the basin.

The harbour is subject to constant silting and the Port Authority should be contacted for information on the latest depths prior to entry.

Italian Notice 8/17/21

[NP47-No 28-Wk 26/21]

Italy - East coast - Giulianova — Prohibited area

489

Paragraph 12.21 1 *Replace by:*

- 1 **Outer anchorage.** An anchorage area has been established 4 miles E of the harbour.

Entry is prohibited into an area (42°45'42N 13°58'56E) encompassing a curved breakwater extending generally ENE from the elbow of Molo Nord.

Italian Notice 17/17.13/21

[NP47-No 45-Wk 49/21]

Italy - East coast - Approaches to Ravenna — Prohibited area

503

After Paragraph 12.122 1 line 3 *Insert:*

A prohibited area, marked by a light buoy (special), exists with a radius of 5 cables centred on 44°22'62N 12°26'95E.

Portolano P8 (2020)

[NP47-No 6-Wk 51/20]

Italy - East coast - Ravenna — Berths

511-512

Paragraph 12.182 1-10 including heading *Replace by:*

Avamporto (outer harbour) 12.182

- 1 **Molo Crociere** (44°29'73N 12°17'21E). The N face can accommodate vessels of 255 m LOA, 33 m beam and 8.5 m in draught. The S face can accommodate vessels of 280 m LOA and 40 m beam; maximum authorised draughts range between 8.5 and 8.8 m, depending on tide and berthing time.

Canale Baiona 12.182a

- 1 **Pontile PIR Esterno** (44°29'44N 12°16'24E). Vessels of 190 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 9.2 m, depending on tide and berthing time.

- 2 **Pontile PIR Interno** (44°29'41N 12°16'00E). Vessels of 190 m LOA and 33 m beam, reduced to 165 m LOA and 29 m beam at night. Maximum authorised draughts range between 8.5 and 9 m, depending on tide and berthing time.

Canale Candiano to Bacino Trattaroli 12.182b

- 1 **PIR Magazzini Generali** (44°29'21N 12°16'19E). Vessels of 150 m LOA and 33 m beam. Authorised draughts range between 7.2 and 7.5 m, depending on tide and berthing time.

Banchina ENEL (44°28'94N 12°15'91E). Vessels of 200 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 2 **Banchina Bunge** (44°28'81N 12°15'79E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Alma (44°28'69N 12°15'66E). Vessels of 200 m LOA and 33 m beam, reduced to 190 m LOA and 33 m beam at night. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 3 **Banchina Lloyd** (44°28'58N 12°15'55E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Cementi Romagna (44°28'47N 12°15'37E). Vessels of 200 m LOA and 33 m beam, reduced to 190 m LOA and 33 m beam at night. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 4 **Banchina Terminal Nord** (44°28'35N 12°15'13E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Traghetti e Crociere (44°28'19N 12°15'11E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 5 **Banchina Eurodocks** (44°28'06N 12°15'37E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Canale Candiano above Bacino Trattaroli 12.182c

- 1 **Banchina IFA** (44°28'03N 12°15'15E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Marcegaglia (44°27'87N 12°15'07E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 9 m, depending on tide and berthing time.

- 2 **Banchina Marcegaglia Nuova** (44°27'73N 12°15'00E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

Banchina Fosfitalia (44°27'63N 12°14'95E). Vessel of 150 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 3 **Banchina Docks Cereali** (44°27'60N 12°15'07E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 4 **Banchina Docks Cereali** (ex CAP) (44°27'45N 12°14'99E). Vessels of 260 m LOA and 37 m beam. Maximum authorised draughts range between 8.3 and 8.6 m, depending on tide and berthing time.

Banchina Setramar (44°27'27N 12°14'92E). Vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.7 and 10.2 m, depending on tide and berthing time.

- 5 **Banchina TCR** (44°26'97N 12°14'77E). Container vessels of 230 m LOA and 33 m beam. Maximum authorised draughts range between 8.70 and 9.45 m, depending on tide and berthing time.

Banchina Yara (44°26'71N 12°14'54E). Vessels of 260 m LOA and 37 m beam. Maximum authorised draughts range between 8.5 and 8.8 m, depending on tide and berthing time.

Bacino Piombone 12.182d

- 1 Numerous berths lie on the NE, the W and the SW sides of the basin. Vessels of 185 m LOA and 28 m beam can be accommodated. Maximum authorised draught range between 5.5 and 8.0 m.

Italian Notice 18/18.30/21 [NP47-No 52-Wk 50/21]

Italy - Gulf of Venice - Approaches to Porto di Lido and Venezia — Restricted areas

517

Paragraph 12.232 3 lines 1-6 *Delete*

Italian Notice 18/18.9/20 [NP47-No 1-Wk 45/20]

Italy - Gulf of Venice - Approaches to Porto di Lido and Venezia — Directions; prohibited areas

517

Paragraph 12.235 4 line 6 *Replace by:*

...12°30'80E) (12.293).

Paragraph 12.235 5 lines 1-6 *Delete*

Italian Notice 18/18.9/20 [NP47-No 2-Wk 45/20]

Italy - Gulf of Venice - Approaches to Porto di Lido and Venezia — Directions; obstructions

517

Paragraph 12.235 4 including existing Section IV Notice Week 45/20 *Replace by:*

- 4 Thence when a position is reached, about 9¼ miles ESE of Forte Rocchetta Lighthouse (45°20'36N 12°18'67E), on the N side of a TSS roundabout, the track leads N, passing:

E of an oceanographic platform (45°18'82N 12°30'80E) (12.293), thence:

W of an obstruction (45°19'58N 12°32'25E), thence:

W of an obstruction (45°20'99N 12°32'41E).

Italian Notice 27/27.11/20 [NP47-No 12-Wk 05/21]

Italy - East coast - Gulf of Venice - Porto Levante — Gas terminal

517

Paragraph 12.237 1 *Replace by:*

- 1 **Description.** Porto Levante Gas Terminal (45°04'61N 12°23'35E) is situated ENE of Porto Levante, a village of a few scattered houses standing on low marshy ground on the S bank of the Fiume Po di Levante.

NP47

The river enters the sea at the SE end of Isola Albarella (45°04'·00N 12°21'·00E), from where a light (12.234) is exhibited. The terminal is marked by a light beacon (special) and is under the control of the Harbour Master at Chioggia (12.247).

- 2 **Outer anchorage.** Vessels waiting for the terminal must use the CST anchorage (45°09'·78N 12°25'·57E) (12.253).

Entry is prohibited as follows:

Within 500 m of the terminal, except for authorised vessels;

Within 300 m of a dangerous wreck (45°05'·46N 12°22'·64E).

Local knowledge is recommended.

Caution. Numerous marine farms lie in the vicinity of the terminal.

- 3 **Useful marks:**

Porto Levante Light Tower (45°04'·15N 12°20'·68E) (12.234).

Berth. Reportedly, vessels of up to 24 000 gt, with a maximum draught not exceeding 7·8 m, can moor in the buoyed area, provided the wind speed does not exceed 25 kn and the wave height does not exceed 1·2 m. Contact the local authorities for further details.

UKHO

[NP47-No 17-Wk 16/21]

Italy - East coast - Gulf of Venice - Porto Levante — Prohibited area; wreck

517

Paragraph 12.237 *1* including Section IV Notice Week 16/21 *Replace by:*

- 1 **Description.** Porto Levante Gas Terminal (45°04'·61N 12°23'·35E) is situated ENE of Porto Levante, a village of a few scattered houses standing on low marshy ground on the S bank of the Fiume Po di Levante.

The river enters the sea at the SE end of Isola Albarella (45°04'·00N 12°21'·00E), from where a light (12.234) is exhibited. The terminal is marked by a light beacon (special) and is under the control of the Harbour Master at Chioggia (12.247).

- 2 **Outer anchorage.** Vessels waiting for the terminal must use the CST anchorage (45°09'·78N 12°25'·57E) (12.253).

Entry is prohibited within 500 m of the terminal, except for authorised vessels.

Local knowledge is recommended.

Caution. Numerous marine farms lie in the vicinity of the terminal.

- 3 **Useful marks:**

Porto Levante Light Tower (45°04'·15N 12°20'·68E) (12.234).

Berth. Reportedly, vessels of up to 24 000 gt, with a maximum draught not exceeding 7·8 m, can moor in the buoyed area, provided the wind speed does not exceed 25 kn and the wave height does not exceed 1·2 m. Contact the local authorities for further details.

Italian Notice 7/7.11/21

[NP47-No 23-Wk 19/21]

Italy - East coast - Gulf of Venice — LNG terminal

517-518

Paragraph 12.238 *1-2 Replace by:*

- 1 **Description.** Adriatic LNG Terminal (45°05'·48N 12°35'·09E) is located about 10 miles E of Porto Levante (12.237). The terminal is under the control of the Harbour Master at Chioggia (12.247).

Outer anchorage. Vessels waiting for the terminal must use the CST anchorage (45°09'·78N 12°25'·57E) (12.253).

- 2 **ATBA.** The terminal lies within a mandatory area to be avoided (2.20), within which entry is prohibited for unauthorised vessels greater than 200 gt. Anchoring is also prohibited.

Local knowledge is recommended.

Berth. The terminal can accommodate vessels up to 320 m LOA, 145 000 gt, 148 000 dwt and 13 m in draught.

UKHO

[NP47-No 18-Wk 16/21]

Italy - East coast - Gulf of Venice - Chioggia — Anchorages

520

Paragraph 12.253 *1-2 Replace by:*

- 1 Designated anchorages are as follows:

CSC (Chioggia Small Cargo) (45°14'·58N 12°22'·72E), for small cargo vessels;

CST (Chioggia Small Tanker) (45°09'·78N 12°25'·57E), for small tankers and gas carriers;

Transshipment (45°14'·60N 12°20'·00E) for vessels lightering; to be used only in favourable weather conditions.

- 2 **Caution.** Numerous marine farms (12.232) and marine reserves (12.232), some of which are marked by light buoys (special), lie in the vicinity of the anchorages.

Larger vessels should use Malamocco anchorages (12.280).

UKHO

[NP47-No 19-Wk 16/21]

Italy - East coast - Venezia — Prohibited area

524-525

Paragraph 12.284 *5-8 Replace by:*

- 5 Anchoring is prohibited in the vicinity of a submarine power cable extending ESE from the head of Porto di Malamocco N breakwater. A light beacon (special) marks the extremity of the submarine power cable.

- 6 Anchoring is prohibited within the lagoon waters in Porto di Lido, except in emergencies. If it should become necessary to anchor in the areas of San Nicolò di Lido and Sant' Andrea, between Punta Sant' Elena and Santa Maria Elisabetta, San Pietro di Castello and Certosa, in the Canale della Giudecca abeam of the Chiesa dei Gesuiti and wherever submarine cables (specially marked by poles surmounted by black and white spherical marks) are present, the Harbour Master and the Pilot's Office should be immediately informed.

- 7 Anchoring is prohibited within Porto di Malamocco and within 50 m of any submarine cable or pipeline (specially marked by poles surmounted by black and white spherical marks).

Entry is prohibited within 100 m of the marine farms and area of obstructions located from 1¼ to 2½ miles S of Porto di Piave Vecchia Light (45°28'72N 12°34'99E).

Italian Notice 17/17.31/21 [NP47-No 46-Wk 49/21]

**Italy - Golfo di Venezia - Porto Nogaro —
Controlling depths; vertical clearance**

536

Paragraph 12.336 *1 Replace by:*

- 1 **Controlling depth.** Maximum authorised draught is 5.5 m (2021). Local authorities should be contacted for the latest information.

Vertical clearance. Power cables, vertical clearance 43.8 and 41.5 m, span Fiume Corno. The maximum authorised air draught, however, is 36.5 m.

Italian Notice 12/12.46/21 [NP47-No 32-Wk 36/21]

**Italy - Golfo di Venezia - Porto Nogaro —
Port operations; regulations;
speed limits; anchorages**

536

Paragraph 12.337 *1-6 Replace by:*

- 1 **Port operations.** The Port Authority must be advised of intended movements at least 72 hours before ETA, so that traffic can be coordinated to avoid the meeting of two vessels in a narrow part of the channel. Entry for vessels greater than 500 gt is in daylight only.

- 2 **Outer anchorages.** An anchorage area (45°38'80N 13°18'00E) lies SE of the moleheads at Porto Buso, in depths of around 13 m, mud.

Caution. A submarine pipeline extends 3¼ miles S from the coast W of the approach channel at Porto Buso. Its S extremity is marked by a light buoy (special). Fishing and anchoring are prohibited in the vicinity of the pipeline.

- 3 **Pilotage** is compulsory for vessels exceeding 500 gt because of the local currents and changing depths. Pilots can be requested through agents or the Harbour Master.

Pilots normally embark from a launch at the seaward end of the approach channel at Porto Buso. In bad weather the pilot launch guides the vessel along the approach channel to within the moles where the pilot embarks.

- 4 **Tugs** are available and mandatory for vessels exceeding 500 gt when entering and exiting the port.

Speed limits are in force as follows:

8 kn between the pilot station and the mouth of Fiume Corno;

6 kn between the mouth of Fiume Corno and the berths.

Regulations concerning entry. Vessels, maximum 150 m LOA, must proceed with the rising tide for the whole transit.

Dangerous cargoes. Special regulations are in force; see 1.86.

Italian Notice 12/12.47/21; Italian Chart 39 (2020)

[NP47-No 33-Wk 36/21]

Italy - Golfo di Venezia - Porto Nogaro — Berths

537

Paragraph 12.340 *1-2 Replace by:*

- 1 **Bachina Porto Vecchio.** Quay 418 m in length. Handles bulk. Maximum LOA 70 m, beam 10 m and draught 3.5 m (2021).

Bachina Margreth. Quay 860 m in length. Handles bulk and containers. Maximum LOA 150 m, beam 20 m and draught 5.5 m (2021).

- 2 **Banchina Cimolai.** Quay 120 m in length. Maximum LOA 130 m, beam 20 m and draught 5.5 m (2021).

Italian Notice 12/12.47/21

[NP47-No 34-Wk 36/21]

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**Greece - Stenó Elafonísou -
Ormos Vátika — Anchorage**

61

Paragraph 2.73 *5 Delete*

Greek Notice 8/115/20

[NP48-No 14-Wk 43/20]

**Greece - Nísos Kríti - Irákleion —
Directions; historic wreck**

81-82

Paragraph 3.119 *1* including heading *Replace by:*

Traffic regulations

3.119

- 1 **Restricted area.** Anchoring, fishing, trawling, dredging, diving and the removal of historical artefacts is prohibited within 300 m of an historic wreck (35°21'28N 25°22'90E).

For further details on historic wrecks, see 1.56.

- 2 **Prohibited anchorage.** Anchoring is prohibited in a submarine cable area (35°20'62N 25°13'44E) that is 2 miles wide and extends 1¼ miles offshore about 3½ miles E of the head of Liménas Irákleiou outer mole (35°21'13N 25°09'36E).

Paragraph 3.121 *1* lines 3-4 *Replace by:*

NNW of a dangerous historic wreck (35°21'28N 25°22'90E) (3.119), lying N of Ákra Chersónisos...

GB Chart 3678/20

[NP48-No 9-Wk 18/20]

NP48

Greece – Nísos Kýthnos – Mérichas — Prohibited anchorage

130

Paragraph 4.202 *1* including heading *Replace by:*

Prohibited anchorage

4.202

- 1* Anchoring is prohibited within 1½ cables of an historic wreck (37°23'·61N 24°23'·55E). For further details on historic wrecks, see 1.56

Greek Notice 1/19/21 [NP48-No 17-Wk 16/21]

Greece – Athens – Peiraiás — Port development

142

After Paragraph 5.72 *3* line 4 *Insert:*

Development

5.72a

- 1* Works are in progress (2020) for the construction of a new cruise terminal within an area centred on 37°56'·05N 23°37'·19E. The area is marked by light buoys (special).

Greek Notice 4/52/20 [NP48-No 10-Wk 24/20]

Greece – Athens – Peiraiás — Directions; port development

143

After Paragraph 5.77 *1* line 6 *Insert:*

NNW of an area under development (5.72a), thence:

Greek Notice 4/52/20 [NP48-No 11-Wk 24/20]

Greece – Stenó Nafstáthmou — Traffic regulations; restricted area

150

After Paragraph 5.125 *2* line 8 *Insert:*

Restricted areas. Anchoring, fishing, diving and salvage are prohibited within an area, radius 300 m, surrounding an historic wreck (37°59'·67N 23°33'·51E).

Greek Notice 5/82/21 [NP48-No 18-Wk 34/21]

Greece – Saronikós Kólpōs – Stenó Nafstáthmou — Directions; obstruction

151

Paragraph 5.127 *1* line 4 *Replace by:*

...the limits of the dredged channel, and:
Clear of an obstruction (37°57'·89N 23°32'·78E) with a depth of 8·2 m.

Greek Notice 8/145/19 [NP48-No 4-Wk 42/19]

Greece – Aegean Sea – Nisída Levítha — Directions; wreck

262

Paragraph 7.267 *1* line 6 *Replace by:*

...from the point. A dangerous wreck (37°00'·20N 26°29'·80E) lies 3 cables N of the point. Thence:

Greek Notice 11/204/19 [NP48-No 7-Wk 04/20]

Greece – South Aegean – Nísos Léros – Órmos Lakkí — Prohibited area; historic wrecks

268

After Paragraph 7.325 *1* line 3 *Insert:*

An area in which anchoring is seasonally prohibited lies near the head of the bay.

Historic wrecks are situated within this bay. Activities including anchoring are prohibited within a radius of 300 m of an historic wreck. For further information see 7.7.

Greek Chart 451 [NP48-No 1-Wk 34/19]

Greece – South Aegean – Nísos Léros – Órmos Lakkí — Prohibited area; historic wrecks

270

Paragraph 7.336 *1* line 1 *Replace by:*

- 1* Anchorage may be obtained in Órmos Lakkí, clear of prohibited areas, in...

Paragraph 7.337 *3* line 2 *For Wreck Read* Historic wreck

Paragraph 7.337 *3* line 3 *For Wreck Read* Historic wreck

After Paragraph 7.337 *3* line 3 *Insert:*

Historic wreck (37°06'·75N 26°50'·06E).

Greek Chart 451 [NP48-No 2-Wk 34/19]

Turkey – South-west coast – Güllük Körfezi – Tekağaç Burnu — Prohibited area

288

After Paragraph 7.473 *2* line 7 *Insert:*

Traffic regulations

7.473a

- 1* **Prohibited area.** A military area, into which entry is prohibited, surrounds Tekağaç Burnu (37°21'·25N 27°11'·54E) (7.474).

Turkish Notice 25/100/21 [NP48-No 19-Wk 37/21]

Greece – Aegean Sea – Stenó Makrónisou – Lávriōn — Anchorage

294

Paragraph 8.17 *1* lines 1–5 *Replace by:*

- 1* **Outer anchorage.** A designated anchorage area exists NE of the port, centred on 37°43'·20N 24°04'·75E.

Contact Lávrion Port Authority (8.15) for further information.

Greek Notice 8/121/20

[NP48-No 15-Wk 43/20]

**Greece - Aegean Sea - Stenó Makrónisou -
Órmos Thorikóu— Anchorage**

295

Paragraph 8.24 1 lines 10–11 *Replace by:*

- 2 **Anchorage** may be obtained in depths of less than 18 m, mud and weed, good holding ground, in the middle of the bay.

It can also be obtained in the designated anchorage area (8.17) outside the port of Lávrion (8.14).

Greek Notice 8/121/20

[NP48-No 16-Wk 43/20]

**Greece - North Aegean - Thessaloniki —
Prohibited anchorage; wrecks**

356

After Paragraph 9.275 1 line 4 Insert:

Anchoring is prohibited within the vicinity of two historic wrecks (40°37'·56N 22°55'·08E and 40°37'·92N 22°55'·46E) (see 1.56).

Greek Notice 6/114/19

[NP48-No 3-Wk 34/19]

**Greece - Aegean Sea - Nísos Ágios Efstrátios —
Restricted area**

383

After Paragraph 10.144 1 line 6 Insert:

**Restricted area
10.144a**

- 1 An ESSA surrounds Nísos Ágios Efstrátios (10.2), extending up to 1 mile from the shore. Numerous seagrass meadows are charted within the area; anchoring on or near seagrass meadows should be avoided. Local authorities should be contacted for further information.

Greek Chart 323/3 (2021)

[NP48-No 20-Wk 46/21]

**Greece - Aegean Sea - Nísos Ágios Efstrátios -
Ágios Efstrátios — Restricted area**

384

Paragraph 10.148 3 line 7 *Replace by:*

...holding ground. See also 10.144a.

Greek Chart 323/3 (2021)

[NP48-No 21-Wk 46/21]

**Greece - Aegean Sea - Nísos Ágios Efstrátios —
Restricted area**

385

After Paragraph 10.149 1 line 3 Insert:

**Restricted area
10.149a**

- 1 See 10.144a.

Greek Chart 323/3 (2021)

[NP48-No 22-Wk 46/21]

**Greece - Aegean Sea - Nísos Ágios Efstrátios —
Restricted area**

386

After Paragraph 10.161 1 line 4 Insert:

**Restricted area
10.161a**

- 1 See 10.144a.

Greek Chart 323/3 (2021)

[NP48-No 23-Wk 46/21]

**Greece - Aegean Sea - Nísos Lésvos -
Kólpos Kallonís — Prohibited area**

415

After Paragraph 11.133 Insert:

**Prohibited area
11.133a**

- 1 Entry is prohibited into an area (39°10'·06N 26°12'·49E), radius 5 cables, surrounding a scientific instrument, marked by a light buoy (special).

Greek Notices 7/103;109/20

[NP48-No 12-Wk 39/20]

**Greece - Aegean Sea - Nísos Lésvos -
Kólpos Kallonís — Prohibited area**

416

After Paragraph 11.138 3 line 2 Insert:

SE of a prohibited area (39°10'·06N 26°12'·49E) (11.133a), thence:

Greek Notices 7/103;109/20

[NP48-No 13-Wk 39/20]

**Turkey - West coast - Aliğa —
Outer anchorages**

429-430

Paragraph 11.274 1-2 *Replace by:*

- 1 There are eight designated anchorage areas within Aliğa port limits:
Area No 1 (38°49'·35N 26°58'·11E), for tankers and naval tankers.
Area No 2 (38°52'·56N 26°58'·52E), for vessels not carrying dangerous cargoes and naval vessels.
Area No 3 (38°52'·90N 26°57'·00E), for nuclear naval vessels and vessels waiting to be gas free.
2 Area No 4 (38°46'·18N 26°53'·09E), an unrestricted anchorage.
Area No 5 (38°48'·13N 26°53'·14E), for vessels not carrying dangerous cargoes and naval vessels.

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Area No 6 (38°48'·69N 26°52'·84E), an explosives and quarantine anchorage.

Area No 7 (38°51'·30N 26°53'·64E), for vessels bound for Aliğa Ship Recycling Yard (11.293).

Area No 8 (38°52'·73N 27°00'·05E), an explosives anchorage.

Turkish Notice 44/209/19; ENC's TR402147 (6.004); TR502148 (2.002); TR502150 (2.000); TR502151 (4.004);
[NP48-No 5-Wk 50/19]

Turkey - Approaches to Ayvalık - Dalyan Boğazı — Directions

438

Paragraph 11.333 8-10 *Replace by:*

- 8 **Dalyan Boğazı.** From a position in the vicinity of 39°18'·50N 26°36'·50E, the track leads ENE, passing:
9 NNW of Körkut Burnu (39°18'·73N 26°37'·60E), the S entrance point of the passage. Körkut Burnu Light (white metal framework tower, 9 m in height) is exhibited from the point, thence:
SSE of a light buoy (S cardinal) (39°19'·15N 26°37'·83E), thence:
10 SSE of Dalyan Boğazı Light Beacon (S cardinal, 4 m in height) (39°19'·28N 26°38'·06E), and: NNW of a dangerous rocky patch (39°19'·13N 26°38'·18E).

Thence the track continues to lead ENE, between three pairs of light beacons (white metal towers, lateral bands) marking the limits of Ayvalık Kanalı, into Ayvalık Limanı.

ENC TR502143 (3.000) [NP48-No 6-Wk 52/19]

Greece - Alexandroupoli — Wreck

464

Paragraph 12.205 1 lines 4-5 *Replace by:*

...E side 510 m; 6·9 to 10·5 m.

Greek Notice 11/208/19 [NP48-No 8-Wk 04/20]

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Libya - Misurata — Dangerous wreck

72

After Paragraph 2.131 1 line 4 *Insert:*

NE of a dangerous wreck (32°23'·41N 15°15'·89E), thence:

Ministry of Economy Misurata Free Zone 16/12/20
[NP49-No 4-Wk 07/21]

Egypt - Mediterranean Sea - Minā' Al Iskandariyah — Arrival information; anchorages

105

Paragraph 3.80 2 line(s) 4-8 *Replace by:*

Three berths in the North Waiting Area (31°10'·50N 29°51'·15E); radii of 140 m. A wreck, marked by a light buoy (special), lies between berths NA 1 and NA 2.

Two berths in the South Waiting Area (31°10'·50N 29°51'·70E), radii of 185 m.

ENC EG5EGM18

[NP49-No 3-Wk 51/20]

Egypt - Tābiyat al Burj - Abū Qīr — Directions; development

110

Paragraph 3.111 4 lines 1-5 *Replace by:*

NW of an area under development (31°20'·39N 30°03'·04E) (3.128).

ENC EG4EGM12 (4.000)

[NP49-No 7-Wk 21/21]

Egypt - Tābiyat al Burj - Abū Qīr — Directions; development

113

Paragraph 3.128 1 lines 1-3 *Replace by:*

- 1 **Development.** Works are in progress (2021), N and S of Abū Qīr, to expand the existing port and develop Abū Qīr Container Terminal.

Paragraph 3.129 1-3 *Replace by:*

- 1 **Abū Qīr port.** From a position about 1½ miles N of Jazīrat Disūqī (31°21'·48N 30°06'·36E), the track leads SSW for 1½ miles, passing:

ESE of an area under development (3.128), and: WNW of Culloden Reef (31°22'·00N 30°07'·15E), marked by Nelson Island Light Buoy (N cardinal), thence:

Close WNW of a dangerous rock (31°21'·89N 30°06'·07E), thence:

WNW of Jazīrat Disūqī.

- 2 **Abū Qīr Leading Lights:**

Front light (white triangle, apex up, black bands on red and white metal tower, 15 m in height) (31°18'·64N 30°04'·92E).

Rear light (similar structure, apex down, 18 m in height) (175 m from front light).

The alignment (195°) of these lights leads 1½ miles SSW along a recommended track, marked by light buoys (lateral), passing:

- 3 WNW of the foul ground (31°20'·86N 30°05'·92E) extending 8 cables SSW from Jazīrat Disūqī, thence:

WNW of a patch (31°20'·06N 30°06'·03E) of foul ground, on which the sea breaks in rough seas, and:

ESE of the N basin (31°20'·07N 30°04'·87E).

ENC EG4EGM12 (4.000)

[NP49-No 8-Wk 21/21]

**Egypt – Mediterranean Sea – Mīnā' Dūmyāt —
LPG and LNG berths; depths**

118

Paragraph 3.177 1 lines 1–4 *Replace by:*

- 1 LPG and LNG terminals located on the NW and W side of the basin, respectively. Depth alongside the LPG terminal is 15.5 m, least depth alongside the LNG terminal is 13.0 m (2021); vessels normally berth port side alongside.

ENC EG5EGM21 3.000 [NP49-No 14-Wk 50/21]

Egypt - Port Said — Moorings

125

Paragraph 3.215 2 line 5 *For 8A Read 7A*

Paragraph 3.215 2 line 11 *For 1B Read 1N*

Paragraph 3.215 2 line 11 *For 3B Read 3N*

Paragraph 3.215 2 line 12 *For 3B Read 3N*

Paragraph 3.215 3 line 2 *For 5B Read 5N*

Paragraph 3.215 3 line 3 *For 7B Read 7N*

UKHO [NP49-No 5-Wk 18/21]

**Turkey - Fethiye Körfezi - Fethiye Limanı —
Directions; buoyage**

152

Paragraph 5.62 3 line 5 *Replace by:*

...rocks. These dangers are marked to the SW by a light buoy (isolated danger). Behind Balık Kayası the coast between...

Paragraph 5.65 1 line(s) 4 *Replace by:*

...by a light buoy (isolated danger), on which the sea usually...

Turkish Notice 12/049/2021 [NP49-No 9-Wk 21/21]

**Turkey - South-east coast -
İskenderun Körfezi — Prohibited area**

175

Paragraph 5.250 1 lines 1–3 *Replace by:*

**Traffic regulations
5.250**

- 1 **Prohibited areas.** Entry is prohibited into the following areas:

An area (36°53'40N 35°57'80E) located about 1¼ miles NE of Botaş (Ceyhan) Oil Terminal (5.255).

Areas around Hunutlu Thermal Power Plant (5.253a), Botaş (Ceyhan) Oil Terminal (5.255) and Botaş (Dörtöl) Oil Terminal (5.258).

Turkish Notice 36/112/20 [NP49-No 1-Wk 44/20]

**Turkey - South-east coast -
İskenderun Körfezi — Terminal**

175

After Paragraph 5.253 2 line 7 Insert:

**Hunutlu Thermal Power Plant
5.253a**

- 1 The terminal (36°48'34N 35°51'85E) lies within a restricted area, into which entry is prohibited, and comprises a jetty extending 1¼ miles SE from the shore.

Turkish Notice 36/112/20 [NP49-No 2-Wk 44/20]

**Cyprus - Limassol to Vasilikos —
Directions; prohibited area**

192

After Paragraph 6.65 2 line 4 Insert:

**Prohibited area
6.65a**

- 1 Navigation is prohibited within a Marine Protected Area (34°41'01N 33°04'93E) except for government assigned vessels. A navigation channel marked by light buoys (not conforming to IALA system) passes through the area. Two dangerous wrecks lie within the area.

For further details contact local authorities.

Paragraph 6.67 1 lines 1–5 *Replace by:*

- 1 From a position about 3 miles SE of the entrance to Limassol Harbour the track leads ENE, passing: SSE of a Marine Protected Area (34°41'01N 33°04'93E) (6.65a), thence:

Cyprus Department of Lands & Surveys Notice [NP49-No 10-Wk 30/21]

**Cyprus - Larnaca Bay —
Traffic regulations; marine reserve**

196

After Paragraph 6.105 1 line 4 Insert:

**Traffic regulations
6.105a**

- 1 **Prohibited areas.** Areas into which entry is prohibited surround two wrecks, marked by light buoys (wreck), which lie within a marine reserve (34°57'73N 33°41'18E) in the NW part of Larnaca Bay; the reserve is a Marine Protected Area in which fishing is prohibited.

Corr. Cyprus Department of Land and Surveys (19/02/21) [NP49-No 6-Wk 21/21]

NP49

Israel - Tel Aviv-Yafo to Ashdod — Directions

236

Paragraph 7.235 1-4 *Replace by:*

- 1 From a position about 10 miles WNW of Tel Aviv-Yafo (7.223) the track leads SSW through the recommended fairway, passing:
- 2 WSW of firing practice areas No 24 (31°57'68N 34°38'91E) and No 82 (31°53'66N 34°37'55E). See also 7.232. And:
WNW of the mouth of Naḥal Soreq (31°56'14N 34°42'28E). E Nabī Rūbīn, a white minaret, stands on the S bank of the river 1½ miles within its mouth. Thence:
- 3 WNW of a marine farm (31°53'95N 34°32'47E) (7.233).
The track then leads to a precautionary area centred on 31°52'62N 34°29'06E, WNW of Ashdod.
Useful marks:
A rocky bluff (31°55'03N 34°43'01E), 12 m high, is situated S of the mouth of Naḥal Soreq and is the only noticeable feature on the coast.

(Directions for the coastal route continue at 7.260)

(Directions for Ashdod are given at 7.246)

UKHO

[NP49-No 11-Wk 50/21]

Israel - Ashdod to Tel Rafah — Directions

238

Paragraph 7.255 1 *Replace by:*

- 1 From a position WNW of Ashdod (31°50'50N 34°38'50E) the coastal route leads WSW, for a distance of about 33 miles, to a position NW of Tel Rafah (31°19'42N 34°13'03E) (3.228).

UKHO

[NP49-No 12-Wk 50/21]

Israel - Ashdod to Tel Rafah — Directions

239

Paragraph 7.261 1-5 *Replace by:*

- 1 From the precautionary area WNW of Ashdod (31°50'45N 34°38'43E) the track leads WSW, passing:
NNW of Ashqelon Oil Terminal (31°39'00N 34°30'00E) (7.262), thence:
NNW of Mari-B gas production platform (7.259), thence:
- 2 NNW of Daribat el Bahr (31°31'60N 34°25'88E), the port of Gaza. The custom house (black and white building with flagstaff) stands close to a small landing pier. Thence:
NNW of Security Areas L and M (7.259), thence:
NNW of Khan Yunis (31°20'65N 34°18'80E) which lies 2½ miles inland near the crest of a gentle slope behind the sand hills. It is visible from seaward but the houses closely resemble the sandy foreground.

- 3 The track then leads to a position NW of Tel Rafah (31°19'42N 34°13'03E)

(Directions for the coast of Egypt are given in the reverse direction at 3.227)

UKHO

[NP49-No 13-Wk 50/21]

NP50 Newfoundland and Labrador Pilot (2016 Edition)

Canada — Regulations

13

Paragraph 1.67 1-3 including heading *Replace by:*

Protection of the environment 1.67

- 1 **Conservation of Marine Mammals and aquatic species.** The Canadian Federal Department of Fisheries (DFO) and Oceans is responsible for ensuring the protection and conservation of listed aquatic species (including marine mammals and sea turtles) and for protecting the identified critical habitat of any species listed under the *Species at Risk Act* (SARA). *The Fisheries Act* prohibits any form of disturbance of cetaceans except when fishing for them under the authority of those regulations.
- 2 Disturbance includes repeated attempts to pursue, disperse, herd whales and any repeated intentional act of negligence resulting in the disruption of their normal behaviour. Harassing whales may force them away from their habitat at critical times in their annual reproductive and feeding cycles and may cause them injury.
Any collision with marine mammals or sightings of entangled, injured or dead marine mammals must be reported to the appropriate marine animal response organisation, including DFO.
- 3 **Ballast water Control and Management Regulations** as contained in the *Canada Shipping Act 2001* applies to most vessels arriving in Canadian waters. The purpose of the Regulations is to prevent the introduction to local ecosystems of potentially damaging pathogens or organisms. See also <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>.
- 4 **National Wildlife Areas (NWAs)** are protected and managed according to the *Wildlife Area Regulations* under the *Canada Wildlife Act*. The primary purpose of NWAs is the protection and conservation of wildlife and their habitat. Canadian and foreign vessels are not allowed to enter these protected areas without a permit. Any master who is planning to enter any of these protected areas, claiming a right of innocent passage, is strongly advised to communicate with Environment and Climate Change Canada (Canada Wildlife Service) at least two weeks in advance.
- 5 **Marine Protection Areas (MPAs)** have been designated under *The Oceans Act* for the conservation and protection of all fishery resources, endangered or threatened species, and their habitats.

6 **National Parks** have been established under the *Canada National Parks Act*. Various restrictions and exclusion zones apply. See also www.parkscanada.gc.ca.

For further details on protected areas, restrictions and contact information consult *Annual Edition of Canadian Notices to Mariners*, see www.notmar.gc.ca.

Canadian Eastern Notice 3/306/19

[NP50-No 17-Wk 17/19]

**Canada - Newfoundland -
St John's Harbour — Directions; ODAS buoy**

93

After Paragraph 2.30 1 line 6 *Insert*:

N of a submerged ODAS buoy (47°33'·21N 52°34'·47W), depth 20 m, thence:

Canadian Notice 6/4846/20

[NP50-No 22-Wk 32/20]

**Canada - Newfoundland - St John's Harbour to
North Head — Directions; ODAS buoy**

97

After Paragraph 2.42 1 line 3 *Insert*:

ESE of a submerged ODAS buoy (47°33'·21N 52°34'·47W), depth 20 m, thence:

Canadian Notice 6/4846/20

[NP50-No 23-Wk 32/20]

**Canada - Newfoundland -
Placentia Bay — Depths**

130

Paragraph 3.150 1 *Replace by*:

1 Between the dangers off-lying Jude Island and those farther to seaward in Placentia Bay there is a channel about 3½ miles wide with depths of 37 m or more, except for Joe Rock (47°10'·83N 54°46'·74W) which lies on a small bank, with a least depth of 16·6 m, near the middle of the channel, and two patches reported to be 27·4 m 6 cables SSW and 2½ miles SW respectively from Joe Rock.

2 A depth of 16·1 m lies in position 47°08'·57N 54°51'·26W. Spicer Rock (47°14'·70N 54°41'·45W) lies on another small bank, with a least depth of 14·9 m, at the N end of the channel, with another patch with a least depth of 14·6 m, 1½ miles farther E.

Canadian Notice 6/4016/18

[NP50-No 5-Wk 30/18]

**Canada - Newfoundland - South coast -
Placentia Bay - North Harbour — Fish haven**

145

Paragraph 3.230 2 lines 4-5 *Replace by*:

...havens have been established 4 cables WSW and 6 cables SSW of Charley Rock (47°51'·76N 54°04'·82W) respectively.

Canadian Eastern Notice 7/4839/18

[NP50-No 6-Wk 35/18]

**France - Île Saint-Pierre and Miquelon —
Directions; depth**

149

Paragraph 4.17 1 line 9 *For* 22 m (12 fm)
Read 15·7 m (51 ft)

French Notice 42/268/18

[NP50-No 11-Wk 47/18]

**Canada - Newfoundland -
Burin Peninsula — Directions; buoy**

149

Paragraph 4.17 2 line 11 *Replace by*:

...And:

Clear of a submerged buoy (ODAS) (46°52'·78N 56°01'·62W) with a depth of 4·8 m, thence:

ENC CA376164

[NP50-No 12-Wk 47/18]

**France - Île Saint-Pierre and Miquelon —
Port de Saint-Pierre — Speed limit**

152

After Centre heading **Arrival information** *Insert*:

**Port operations
4.33a**

1 The speed limit within the port is 5 kn.

French Notice 50/G4 (2009) 2.4.5/17

[NP50-No 4-Wk 02/18]

**France - Île Saint-Pierre and
Miquelon — Pilotage**

152

Paragraph 4.35 1 lines 1-4 *Replace by*:

1 Pilotage is compulsory for all vessels of more than 35 m in length. The pilot boards at 46°48'·37N 56°07'·73W or, in bad weather, 5 cables within the roadstead.

French Notice 42/275/19

[NP50-No 19-Wk 46/19]

NP50

France - Île Saint-Pierre and Miquelon — Directions; buoy

155

Paragraph 4.52 1 line 5 *Replace by:*

...the S extremity of Miquelon, and:
Clear of a submerged buoy (ODAS) (46°45'·45N
56°26'·62W) with a depth of 4·8 m, thence:

After Paragraph 4.53 2 line 4 *Insert:*

ESE of an isolated shoal (46°59'·40N 56°12'·48W)
with a depth of less than 10 m, thence:

French Notice 42/268/18 [NP50-No 13-Wk 47/18]

France - Newfoundland - Petite Miquelon — Directions; depth

155

Paragraph 4.53 1 line 12 *For* 10·4 m *Read* 9·0 m

French Chart 7640 [NP50-No 10-Wk 40/18]

France - Île Saint-Pierre and Miquelon — Anchorage

156

After Paragraph 4.55 1 line 7 *Insert:*

- 2 An anchorage area for vessels carrying dangerous cargoes has been established, centred on 46°57'·55N 56°32'·65W.

French Notice 42/268/18 [NP50-No 14-Wk 47/18]

France - Île Saint-Pierre and Miquelon — Pilotage

156

After Paragraph 4.56 1 line 5 *Insert:*

Pilotage. Pilotage is compulsory within the Anse de Miquelon for all vessels of more than 35 m in length.

French Notice 42/275/19 [NP50-No 20-Wk 46/19]

France - Newfoundland - Anse de Miquelon — Anchorage

156

Paragraph 4.56 3 lines 7-9 *Replace by:*

Anchorage is not recommended, however, because of the numerous marine farms, and two submarine cables that have been laid through the centre of the bay. Vessels should be ready to leave immediately when strong NE and E winds occur, sending a sea into the bay.

French Notice 34/267/18 [NP50-No 9-Wk 38/18]

Canada - Newfoundland - South coast - Fortune Harbour — Anchorage

158

Paragraph 4.68 1 lines 1-2 *Replace by:*

- 1 **Anchorage.** Vessels can obtain anchorage in fine weather in The Bight (4.66) in depths from 11 to 18 m, keeping clear of a submarine cable laid to the E, but...

Canadian Eastern Notice 1/4832/19
[NP50-No 16-Wk 08/19]

Newfoundland - Fortune Bay - Fortune Harbour — Buoyage

158

Paragraph 4.69 1 line(s) 11 *For* VF4 *Read* VF2

Paragraph 4.69 1 line(s) 13 *For* VF2 *Read* VF4

Canadian Eastern Notice 11/4832/19
[NP50-No 21-Wk 02/20]

Canada - Newfoundland - West coast - Port Harmon — Limiting conditions; depths

206

Paragraph 6.31 1 *Replace by:*

- 1 **Controlling depth.** The entrance channel has a maintained depth of 8·6 m (2020).
The turning basin (48°31'·68N 58°31'·66W) is dredged to 10·1 m (2020). Silting occurs in the harbour, for the latest information on depths the Harbour Master should be consulted.

Canadian Eastern Notice 9/4885/21
[NP50-No 24-Wk 51/21]

Canada - Newfoundland - Notre Dame Bay - Approaches to Halls Bay — Directions; buoy

340

Paragraph 9.233 2 line(s) 7-11 *Replace by:*

ESE of Black Rock (49°38'·29N 55°45'·88W) and Black Rock Sunker (49°38'·20N 55°45'·97W), which dries 0·6 m (2 ft), marked close ESE by DLB Light Buoy (E cardinal), and on which the sea usually breaks.

Canadian Eastern Notice 9/4592/21
[NP50-No 25-Wk 51/21]

Canada - Newfoundland - North-east coast - Bide Arm — Directions; obstruction

362

Paragraph 10.68 3 line(s) 4 *Replace by:*

...entrance point. An 8 m (26 ft) obstruction (50°47'·36N 56°06'·13W), reported (2018), lies about 2½ miles NNE of Bide Head.

Canadian Eastern Notice 4/19, ATL 101/13
[NP50-No 18-Wk 21/19]

**Labrador - Strait of Belle Isle Approaches —
Caution; ODAS**

375

After Paragraph 11.2 4 line 7 *Insert*:

Caution. There is a subsurface Ocean Data Acquisition System (ODAS), with a depth of 25 m, NE of Belle Island in position 52°42'39N 53°46'87W.

Canadian Eastern Notice 11/4006/18

[NP50-No 15-Wk 01/19]

**Canada – Labrador – East coast -
Lake Melville — Dumping ground**

428

Paragraph 12.185 1 lines 5–6 *Replace by*:

...anchor in this area.

Canadian Eastern Notice 7/4728/18

[NP50-No 7-Wk 35/18]

**Canada – Labrador – East coast -
Goose Bay — Dumping ground**

432

Paragraph 12.209 including heading *Replace by*:

**Spare
12.209**

Canadian Eastern Notice 7/4728/18

[NP50-No 8-Wk 35/18]

**Canada – Labrador – Goose Bay Narrows —
Directions; buoyage; depths; controlling depths**

433

Paragraph 12.214 1 lines 10–12 *Replace by*:

SSE of the W extremity of shoal water extending W from Rabbit Island. H20 Light Buoy (starboard hand) (53°23'07N 60°11'30W) and H21 Light Buoy (port hand) mark the limits of the shoal water to the N and S of the channel, respectively. A shoal depth of 8.5 m is reported (2016) to lie close ESE of H21 Light Buoy. Thence:

Canadian Notices 8/4728 & 5052/16

[NP50-No 1-Wk 39/16]

**Canada – Labrador – Goose Bay Narrows to
Terrington Basin — Directions; shoal**

433

Paragraph 12.214 1 lines 10–12 including existing Section IV Notice Week 39/16. *Replace by*:

SSE of the W extremity of shoal water extending W from Rabbit Island. H20 Light Buoy (starboard hand) (53°23'07N 60°11'30W) and H21 Light Buoy (port hand) mark the limits of the shoal water to the N and S of the channel, respectively. A shoal depth of 7.3 m (24ft) lies close NNW of H21 Light Buoy. Thence:

Canadian Notice 3/4728/17

[NP50-No 2-Wk 18/17]

**Canada – Labrador – Goose Bay Narrows —
Directions; buoyage; depths; controlling depths**

454

Paragraph 13.111 1 lines 1–3 *Replace by*:

- 1 There is a least charted depth along the inshore route of 5.5 m (56°27'20N 61°33'93W) in The Bridges Passage (13.118).

Canadian Notices 8/4728 & 5052/16

[NP50-No 3-Wk 39/16]

NP51 New Zealand Pilot (2021 Edition)

**North Island - Bay of Plenty -
Tauranga — Pilotage**

280

Paragraph 9.51 2 line 1 *For* 37°34'88S 176°12'48E *Read* 37°34'61S 176°11'87E

New Zealand Notice 10/37/21

[NP51-No 1-Wk 35/21]

**North Island - Tauranga to East Cape —
Protection areas**

288

After Paragraph 9.78 1 *Insert*:

**Motiti protection area
9.78a**

- 1 Protection areas have been established in the vicinity of Motiti Island as follows:

Astrolabe Reef, Brewis Shoal, Te Porotiti and Okaparu Reef (9.81);

Motuhaku Island (9.81);

Motunau, including Motunau Patch and Tokeroa Shoal (9.81).

- 2 Activities that could damage the environment are prohibited. Anchoring is restricted. Local authorities should be contacted for further details. See also www.boprc.govt.nz/our-projects/motiti-protection-area.

New Zealand Notice 20/21

[NP51-No 2-Wk 49/21]

NP52 North Coast of Scotland Pilot (2018 Edition)

**United Kingdom - North Sea —
Statutory safety zones**

4

After Paragraph 1.23 1 line 6 *Insert*:

Statutory Safety Zones, with a radius of 500 m, have been established in the UK sector of the North Sea. These are indicated on the appropriate charts.

Statutory Instruments Notice 807/2018

[NP52-No 1-Wk 32/18]

**Scotland - North-east coast -
Moray Firth — Wind farms**

82

Paragraph 4.11 2 line(s) 1–16 *Delete*

NP52

Paragraph 4.12 1 line(s) 1–4 including heading *Replace by:*

Wind farms

4.12

- 1 **Beatrice Offshore Wind Farm** (58°15'·20N 2°53'·30W) lies to the NE of the Jacky Oilfield. The wind farm is expected to be fully commissioned in 2019. Once completed it will consist of 88 turbines and two transformer platforms.
- 2 The Beatrice site is also being utilised for wind turbine trials. Two wind turbines have been established to the S of the central platform as follows:
Turbine A, height 148 m, position 58°06'·02N 3°04'·94W.
Turbine B, height 148 m, position 58°05'·75N 3°04'·40W.
Both turbines, on which lights (special) are exhibited, have a 500 m exclusion zone around them.
- 3 **Moray East Wind Farm** (58°11'·40N 2°42'·42W) is under construction (2019) to the E of the Beatrice Wind Farm. It will consist of 100 turbines and transformer platforms.
A meteorological mast (58°10'·93N 2°49'·22W), from which a light is exhibited, has been established.

Corr. Moray East Marine [NP52-No 7-Wk 21/19]

Scotland - North-east coast - Moray Firth — Wind farms

83

Paragraph 4.18 3 line(s) 12 *For 4.11 Read 4.12*

Corr. Moray East Marine [NP52-No 8-Wk 21/19]

Scotland - East coast - Wick — Traffic signals

84

Paragraph 4.23 4 *Replace by:*

- 4 **Traffic Signals.** Wick Harbour is closed to traffic when a light beacon (orange triangle, point down, on metal post, 19 m in height) (58°26'·41N 3°04'·98W) is lit.

Paragraph 4.23 4 diagram titled Wick - traffic signals (4.23) *Delete*

Wick Harbour Notice 9/19 [NP52-No 12-Wk 41/19]

Scotland - North-east coast - Wick Harbour — Directions; buoyage

85

Paragraph 4.24 5 *Replace by:*

- 5 NNE of a shallow spit, parts of which dry, extending 1½ cables NE from the S shore of the bay. A light buoy (port hand) lies 1¼ cables E. The spit lies in the red sector (286°–329°) of South Pier Light. The ruins of a breakwater lie on the spit. The alignment (285°) of the clearing transit marks (4.25) passes clear NNE of the spit. Thence:

Wick Harbour Notice 08/19 [NP52-No 10-Wk 29/19]

Scotland - North-east coast - Wick — Directions; clearing marks

85

Paragraph 4.25 3 *Replace by:*

- 3 To facilitate passage through this narrow entrance a head rope may be secured to the head of Commercial Pier (North Pier) and the vessel swung into Outer Harbour; this procedure is usually unnecessary for small craft and vessels fitted with bow propulsion units.

4 **Clearing marks:**

Front mark (black pole with orange triangle, apex down, 13 m in height) (58°26'·40N 3°04'·93W).

Rear mark (similar structure, apex up, 10 m in height) (43 m from front light).

The alignment (285°) of these marks indicates the S limit of the safe approach to the Outer Harbour.

- 5 **Caution.** As the storm parapet on South Pier obscures a view either side of the pier all vessels, and small craft in particular, must take care to give the head of South Pier a wide berth when entering or leaving.

Wick Notice 1/19

[NP52-No 5-Wk 08/19]

Scotland - North-east coast - Moray Firth — Wind farms

87

Paragraph 4.38 1 line(s) 13 *For 4.11 Read 4.12*

Paragraph 4.39 1 line(s) 7 *For 4.11 Read 4.12*

Paragraph 4.39 1 line(s) 8–9 *Replace by:*

Moray Offshore Wind Farm, under construction (2019), marked by light buoys (special and cardinal) (4.12).

Corr. Moray East Marine

[NP52-No 9-Wk 21/19]

Scotland - East coast - Cromarty Firth - South-east of South Sutor — Anchorage berths

108

Paragraph 4.170 1 line 4 *For 14 to 17 Read 13 to 16*

Port of Cromarty Firth [NP52-No 15-Wk 20/20]

Scotland - East coast - Cromarty Firth — Regulations

109

After Paragraph 4.174 3 line 3 *Insert:*

Minimum safe passing distances. All vessels, other than those under pilotage and servicing MODUs (4.176), are required to maintain a minimum distance of 100 m from the following:

Vessels alongside a berth;

Vessels or MODUs at anchor within the firth;

Vessels involved in discharging or loading cargo whilst at anchor.

Port of Cromarty Firth Notice 16/19

[NP52-No 11-Wk 31/19]

**Scotland - East coast -
Cromarty Firth — Regulations**

109

After Paragraph 4.174 3 line 3 including existing Section IV Notice Week 31/19 *Insert*:

Minimum safe passing distances. All vessels, other than those under pilotage and servicing MODUs (4.176), are required to observe a minimum safe passing distance of 100 m from the following:

Vessels alongside a berth;

Vessels or MODUs at anchor within the firth;

Vessels involved in discharging or loading cargo whilst at anchor.

- 4 All classes of vessels are not allowed to approach within 250 m of a naval vessel when underway or 150 m of a naval vessel whilst alongside or at anchor.

Port of Cromarty Firth Notice SD01/19

[NP52-No 13-Wk 44/19]

**Scotland - East coast - Cromarty Firth -
The Ness to Nigg Pier — Transhipment area**

111

After Paragraph 4.186 1 line 8 *Insert*:

**Special Purpose Offloading Area
4.186a**

- 1 A designated transhipment area lies in mid-channel between The Ness (57°41'00N 4°02'20W) (4.181) and Nigg Ferry Pier 7 cables NE; depths 35 to 40 m.

Port of Cromarty Firth

[NP52-No 16-Wk 20/20]

**The Shetland Islands - North Approach to
Lerwick - Cat Firth - Directions; depth**

213

Paragraph 6.162 3 line 10 *Replace by*:

...1°11'09W) with a least depth of 4-8 m.

BA Chart 3272/19

[NP52-No 4-Wk 04/19]

**Shetland Isles - Stepping Stones -
Muckle Fladdicap — Directions; depth**

219

Paragraph 6.199 1 line 3 *For* 4.0 m *Read* 1.6 m

BA Chart 3284/19

[NP52-No 6-Wk 08/19]

**Faroe Islands - Northern part -
Vestmannasund — Underwater turbine**

262

Paragraph 7.120 1 line(s) 1-3 *Replace by*:

- 1 An underwater turbine (62°07'77N 7°10'57W) with a depth of 8 m lies SSW of Egilsnes (7.131). The turbine lies within a restricted area.

Danish Notice 45/645/20

[NP52-No 17-Wk 03/21]

Faroe Islands - Tórshavn — Development

267

Paragraph 7.157 2 lines 6-7 *Replace by*:

- 3 **Development.** Port expansion works are in progress (2017) to add an additional 900 m of quayside in the area between, and surrounding, the Outer Breakwater and the East Breakwater.

Climate information for Tórshavn see 1.147 and 1.160.

Danish Notice 30/392/18

[NP52-No 3-Wk 36/18]

**Faroe Islands - Skálafjørður -
Runavík — Development**

272

After Paragraph 7.186 1 line 7 *Insert*:

Development. Reclamation works are in progress (2018) in an area centred on 62°07'15N 6°43'57W, close N of the existing berth.

Danish Notice 27/549/18

[NP52-No 2-Wk 32/18]

**Faroe Islands - Eysturoy -
Fuglafjørður — Submarine cable**

278

Paragraph 7.237 1 lines 4-5 *Replace by*:

The best berth is in mid-fjord, in a depth of about 24 m, avoiding charted submarine cables.

Danish Notice 42/527/19

[NP52-No 14-Wk 47/19]

NP54 North Sea (West) Pilot (2021 Edition)

England - Seaham — Traffic regulations

140

After Paragraph 6.45 2 line 7 *Insert*:

Traffic regulations. Other than vessels entering and leaving under the guidance of the Port Control, no vessel movements may take place within South Dock, the harbour channel or its approaches without prior arrangements made with the Harbour Master.

Paragraph 6.46 1-2 *Replace by*:

- 1 **General layout.** The harbour consists of an outer tidal harbour and an inner enclosed dock, South Dock. The entrance lies between two piers which curve ESE and NE 3½ cables from the shore and act as breakwaters to protect the outer harbour. Within the outer harbour there are wave screens protecting the entrance to South Dock.

On the NW side of the harbour there is a small tidal basin leading to North Dock, which is tidal, dries and is used only by fishing boats and pleasure craft.

Correspondence Seaham Harbour

[NP54-No 1-Wk 49/21]

NP55

NP55 North Sea (East) Pilot (2020 Edition)

Netherlands — Pilotage

8

Paragraph 1.62 *3 Replace by:*

- 3* An exemption to compulsory pilotage applies to the following:

Vessels performing maintenance or services such as tugs, dredgers, sludge-vessels and barges of up to a specific length, beam and draught. Unless these vessels are being used for different purposes when navigating on a designated fairway;

Vessels passing through territorial waters without entering the nearest Netherlands port;

Vessels whose navigating officer holds a Pilot Exemption Certificate;

Navy vessels;

Pilot vessels, unless they are not being used for pilotage.

Netherlands Notice 8/HP1 update/21

[NP55-No 12-Wk 18/21]

Netherlands - Zeegat van Texel — Pilotage

87

Paragraph 4.23 *1* lines 6-8 and *2* lines 1-7 *Replace by:*

In addition to the vessels described at 1.62, pilotage is compulsory for the following:

- 2* Den Helder approaches - Vessels over 75 m LOA and 7 m draught or, 75 m LOA and 5 m draught if entering the non-tidal inner harbour.
Den Helder to Kornwerderzand - Vessels over 75 m LOA and 4 m draught.
Kornwerderzand to Harlingen - Vessels over 75 m and 2.5 m draught.
Den Oever and other harbours: 65 m LOA and 2.5 m draught.

Netherlands Notice 8/HP1 update/21

[NP55-No 13-Wk 18/21]

Netherlands - Zeegat van Terschelling — Pilotage

100

Paragraph 4.125 *1 Replace by:*

- 1* Within Zeegat van Terschelling, pilotage is compulsory for vessels of more than 75 m in length, or a draught exceeding 6 m and for all vessels described at 1.62.

Netherlands Notice 8/HP1 update/21

[NP55-No 14-Wk 18/21]

Germany - Hafen von Benseniel — Directions: leading lights

117

Paragraph 4.249 *4* lines 1-11 *Replace by:*

- 4* The narrow entrance channel, 1½ miles long, leads SE between E and W training walls to the entrance to the harbour basin. The training walls are awash at HW; the W training wall is marked by beacons (cardinal) and the fairway by withies.

German Notice 48/1180/20

[NP55-No 8-Wk 04/21]

Germany - Jade approaches - Wangerrooge - Harle — Directions; light buoy

118

Paragraph 4.256 *1* line 5 *For* 53°49'·20N 7°48'·91E *Read* 53°49'·38N 7°46'·40E

Paragraph 4.256 *1* line 7 *For* S *Read* ESE

German Notices 51/2;50;87;103/20

[NP55-No 9-Wk 07/21]

Netherlands - The Ems — Pilotage

122

Paragraph 5.13 *1-2 Replace by:*

- 1* **Compulsory pilotage.** In addition to the vessels described at 1.62, pilotage is compulsory for the following vessels:

Westerems to Borkum - Vessels over 155 m in length, or 25 m beam, or over 7 m draught and car carriers over 15 m in length or 20 m in beam:

Borkum to Eemshaven - Vessel over 95 m length, 13 m beam or over 7 m draught:

Eemshaven to Delfzijl - Vessels over 95 m length, 13 m beam or over 6 m draught.

- 2* **Pilot boarding.** For vessels over 155 m in length or 25 m in beam, pilots board in the vicinity of 53°39'·30N 6°16'·30E.

For vessels with lesser dimensions or in bad weather, pilots board off Borkum between Light Buoy No 13 (starboard hand) (53°35'·67N 6°35'·19E) and Light Buoy No 19 (starboard hand) (53°33'·14N 6°40'·92E).

Netherlands Notice 8/HP1 update/21

[NP55-No 15-Wk 18/21]

Germany - The Ems - Emden to Papenburg — Vertical clearance

142-143

Paragraph 5.151 *1* line(s) 3 *Replace by:*

...safe vertical clearances of 63 m.

Paragraph 5.153 *1* line(s) 5 *For* 7.1 m *Read* 6.4 m

Paragraph 5.153 2 *Replace by:*

- 2 **Friesen Bridge** (53°09'·68N 7°22'·35E) (Km 7), a ruined bascule rail bridge with navigable width of 24 m in the W passage and 46 m in the E passage. The bascule rail bridge has been removed and work is in progress to replace it (2021). The river level is indicated by tide gauges located about 3 cables above and below the bridge. Ems VTS should be contacted for the latest information regarding possible works or obstructions in the area.

German Chart DE1150 (2021) [NP55-No 21-Wk 49/21]

**Germany - The Lower Weser -
Farge and Bremen — Vertical clearances**

174

Paragraph 6.178 1 line 3 *Replace by:*

...clearances of 57 m and 62 m respectively.

German Chart DE5 Ed.2 (2021)

[NP55-No 17-Wk 29/21]

**Germany - Elbe - Mittelrinne -
Neuwerk-Reede — Obstructions**

194

Paragraph 7.41 1 lines 6-8 *Replace by:*

A wreck and two obstructions are located in the E part of the anchorage.

German Chart DE 44 Edt.4 (2020)

[NP55-No 3-Wk 45/20]

**Germany - The Elbe - Cuxhaven -
Medemgrund — Restricted areas**

196

Paragraph 7.63 3-4 *Replace by:*

- 3 **Restricted areas.** Anchoring is prohibited in the fairway S of the approach area for Nord-Ostsee-Kanal and between Nordostreede (7.75) and Südreede (7.75).

Anchoring and fishing are prohibited in an area (53°53'·15N 9°13'·25E) E of the Nordostreede anchorage (7.75).

Anchoring is prohibited in an area (53°51'·88N 8°53'·52E) in the E part of Medemrinne.

- 4 **Prohibited areas.** A prohibited area is situated N of and between the Neufeld-Reede West and Neufeld-Reede Ost anchorages (7.74).

German Notice 33/44/20

[NP55-No 1-Wk 45/20]

**Germany - The Elbe - Cuxhaven -
Medemgrund — Directions; prohibited area**

198

Paragraph 7.72 1 lines 7-8 *Replace by:*

...Neufeld-Reede anchorage (7.74).

German Notice 33/44/20

[NP55-No 2-Wk 45/20]

**Germany - Brunsbüttel to Hamburg —
Regulations; beam**

200

Paragraph 7.87 4 line(s) 4 *For* 98 m *Read* 104 m

German Notice 4/21 Nordsee Handbook 20061 page 228 update
[NP55-No 11-Wk 14/21]

**Germany - The Elbe - Blankenese —
Directions; leading lights**

204

Paragraph 7.108 1 lines 2-5 *Replace by:*

Front light (tower) (53°33'·34N 9°48'·43E).

Rear light (tower) (53°33'·25N 9°49'·45E).

German Notice 41/48/20

[NP55-No 4-Wk 48/20]

**Germany - The Elbe - Blankenese —
Directions; leading lights**

204

Paragraph 7.108 1 lines 2-5 *Replace by:*

Front light (tower) (53°33'·34N 9°48'·43E).

Rear light (tower) (53°33'·25N 9°49'·45E).

German Notice 41/48/20

[NP55-No 5-Wk 53/20]

**Germany - The Elbe -
Freiburg-Reede West — Anchorage**

205

Paragraph 7.111 2 *Delete*

German Notice 11/1630/21

[NP55-No 16-Wk 21/21]

**Germany - The Elbe - Blankenese —
Directions; leading lights**

206

Paragraph 7.118 Delete existing Section IV Notice Week 48/20

UKHO

[NP55-No 6-Wk 53/20]

**Germany - Nord-Ostsee Kanal -
Rendsburg — Prohibited anchorage**

224

After Paragraph 7.277 1 line 1 *Insert:*

Prohibited anchorage. Anchorage is prohibited within the harbour.

German Notice 32/42/21

[NP55-No 19-Wk 46/21]

**Denmark - Jylland - West coast -
Esbjerg — Prohibited area**

261

After Paragraph 8.240 1 line 6 *Insert:*

Entry is prohibited in an area centred on 55°28'·61N 8°24'·68E, marked by light buoys (special), close W of Basin 6 in Industrifiskerihavn (8.256).

Danish Notice 3/53/21

[NP55-No 10-Wk 13/21]

NP55

Denmark - Jylland - North Sea coast - Esbjerg — Prohibited areas

261

Paragraph 8.240 1 including existing Section IV Notice
Week 13/21 *Replace by:*

- 1 An area, to which entry is prohibited, extends about
1 mile from the coast from Grådyb to latitude 55°49'N.
The prohibition does not apply to vessels under 5 gt.
Anchoring, fishing and seabed operations are
prohibited within an area 100 m in radius, centred on
a wreck in position 55°30'·62N 7°56'·84E.

Danish Notice 24/462/21 [NP55-No 18-Wk 35/21]

Denmark - Limfjorden - Livø — Spoil ground; dangerous wreck

293

After Paragraph 9.227 1 line 7 *Insert:*

Caution. A spoil ground (56°56'·47N 9°09'·52E), on
the W limit of which lies a dangerous wreck, is
located on the E side of the entrance.

Danish Notice 31/353/21 [NP55-No 20-Wk 47/21]

Denmark - North coast - Skagerrak - Jammerbugt — Prohibited area

301

Paragraph 9.317 1 lines 1–4 including heading *Replace by:*

Spare 9.317

Danish Notice D1 46/800/20 [NP55-No 7-Wk 01/21]

NP56 Norway Pilot Volume 1 (2018 Edition)

Norway — Regulations; traffic separation schemes

*The following notice is to be implemented at
0000 UTC on 1st June 2021*

13

Paragraph 1.74 1-5 *Replace by:*

- 1 **Offshore.** An offshore routeing scheme has been
established by Norway, comprising a series of traffic
separation schemes (TSS) at key points off the coast,
connected by a system of recommended routes. Five
such schemes have been established within the limits
of this volume, as follows:
- 2 TSS Off Egersund (58°19'·32N 5°20'·73E);
TSS Off Farsund (57°45'·56N 6°35'·72E);
TSS Off Ryvingen (57°43'·49N 7°50'·67E);
TSS Off Lillesand (58°00'·42N 8°50'·43E);
TSS Off Risør (58°28'·73N 9°37'·84E).

The system is IMO-adopted and Rule 10 of the
*International Regulations for Preventing Collisions at
Sea* (1972) applies.

- 3 Categories of ships to which the traffic separation
schemes is recommended;

(a) Tankers as defined in Annex I of the *International
Convention for the Prevention of Pollution from
Ships, 1973*, as modified by the protocol of 1978
(MARPOL 73/78);

(b) Chemical tankers carrying noxious liquid
substances in bulk assessed, or provisionally
assessed, as Category X or Y in Annex II to
MARPOL 73/78;

- 4 (c) Ships carrying radioactive substances as
defined in the *International Code for the Safe
Carriage of Packaged Irradiated Nuclear Fuel,
Plutonium and High-Level Radioactive Wastes
on board Ships* (INF Code);

(d) Nuclear-powered ships;

(e) Vessels of 5000 gt and upward.

- 5 Ships on international voyages to or from ports in
Norway should follow the routeing schemes until a
course to port which maintains a safe distance from
the coast can be clearly set.

The routeing schemes do not apply to ships in
traffic between Norwegian ports on the mainland or to
passenger ships in regular service with calls at least
once a week between Norwegian and international
ports.

IMO COLREG.2/Circ.75 11 November 2020 Traffic
Separation Schemes and Associated Routeing Measures
[NP56-No 45-Wk 20/21]

Norway - South-west coast - Egersund — Submarine pipeline

72

After Paragraph 2.47 5 line 7 *Insert:*

Caution. A submarine pipeline is laid across the S
part of the outer harbour of Egersund.

Norwegian Notice 14/60444/19

[NP56-No 17-Wk 36/19]

Norway - South-west coast - Egersund — Berths

72

Paragraph 2.49 3 lines 2–4 *Replace by:*

Concrete quay, about 160 m long, with depths
from about 7·7 to 8·6 m alongside. The RoRo
ramp is 20 m wide.

Norwegian Notice 01/59698/19 [NP56-No 7-Wk 07/19]

Norway - South-west coast - Rekefjord and approaches — Directions; rocks

74

Paragraph 2.61 5 line(s) 5–6 *Replace by:*

...(58°20'·00N 6°15'·50E), much narrowed by rocks on
both sides, into the head of the fjord. An unmarked
dangerous rock (58°20'·09N 6°15'·49E) lies close E of the
track. The other rocks on...

Norwegian Notice 04/61213/20

[NP56-No 29-Wk 15/20]

**Norway - Approaches to Åna-Sira —
Vertical clearance**

77

Paragraph 2.77 4-5 *Replace by:*

- 4 **Speed limit.** There is a speed limit of 5 kn in Åna-Sira.

Vertical clearance:

- 5 An overhead cable, with a vertical clearance of 13 m spans the channel W of Sletta (58°17'46N 6°26'54E).

Norwegian Notice 19/59430/18 [NP56-No 4-Wk 45/18]

**Norway - South coast - Indre Spinsfjorden —
Directions; light sectors**

89

Paragraph 2.149 3 line(s) 3-5 *Replace by:*

Thence the track leads NW, passing:

Paragraph 2.149 7 line(s) 1-4 *Delete*

Norwegian Notice 23/63415/20; NO LL 084017
[NP56-No 41-Wk 09/21]

**Norway - Skagerrak - Mandal - Hille north -
Gjallaråsholmen — Directions; leading lights**

103

Paragraph 3.18 3 line(s) 10-14 *Replace by:*

...Våre, and the coastal islets, 5 cables N.

Gjallaråsholmen Leading Lights:

Front light (white lantern) (58°01'54N 7°20'35E).

Rear light (similar structure) (3¾ cables from front light).

The alignment (080.5°) of these lights leads E for about 3 miles, passing:

Norwegian Notice 10/61505/20
[NP56-No 30-Wk 27/20]

**Norway - Skagerrak - South of Mandal -
Baufjorden — Directions; light**

103

Paragraph 3.18 6 lines 8-12 *Replace by:*

Thence the track continues generally SE through Bau fjorden, passing:

Paragraph 3.18 7 line 1 *Replace by:*

NE of Indre Mannevær (57°59'91N 7°25'35E), thence:

Norwegian Notice 20/63009/20
[NP56-No 39-Wk 01/21]

**Norway - Mandal - Mannefjorden -
Nordre Havneholmen — Directions; light**

112

Paragraph 3.71 1 lines 1-14 *Replace by:*

- 1 From a position in the vicinity of 57°59'35N 7°27'37E, the track leads NE for 1½ miles across Mannefjorden, following the directions at 3.49 for the first leg of the approach to the deep water berths at Gismerøya and Kleven, to a position SSE of Kalkskjær Light (58°00'17N 7°29'46E). Thence the track continues NE in the white sector (035°-038°) of Havneholmen Light (58°00'33N 7°29'87E), passing: NW of an underwater rock (58°00'20N 7°29'87E), marked by a spar buoy (W cardinal), thence:

Paragraph 3.71 2 lines 1-5 *Replace by:*

- 2 The track then leads ENE for 2 cables, passing SE of Nordre Havneholmen and NNW of Havneholmen (58°00'21N 7°30'05E) and SSE of the mainland, before altering ESE, passing:

Norwegian Notice 9/60213/19 [NP56-No 16-Wk 24/19]

**Norway - Mandal - Mannefjorden -
Havneholmen — Directions; light**

112

Paragraph 3.71 1-2 including existing Section IV Notice Week 24/19 *Replace by:*

- 1 From a position in the vicinity of 57°59'35N 7°27'37E, the track leads NE for 1½ miles across Mannefjorden, following the directions at 3.49 for the first leg of the approach to the deep water berths at Gismerøya and Kleven, to a position SSE of Kalkskjær (58°00'17N 7°29'46E) (3.49). Thence the track continues NE, passing:
- 2 NW of an underwater rock (58°00'20N 7°29'87E), marked by a buoy (W cardinal). The track then leads ENE for 2 cables, passing SE of Nordre Havneholmen (3.50) and NNW of Havneholmen (58°00'21N 7°30'05E) and SSE of the mainland, before altering ESE, passing: NNE of Skotholmen, marked at its N extent by Skotholmen Light (post, 6 m in height) (58°00'26N 7°30'45E), thence: SSW of Skotholmbåen (58°00'27N 7°30'52E), a rock with a depth of 1.1 m, marked by a light (port hand), at the W entrance to Skjernøysund.

Norwegian Notice 2/61082/20 [NP56-No 27-Wk 10/20]

**Norway - Mandal- Nordfjorden - Skjernøya -
North-east side — Directions; light**

112

Paragraph 3.71 7 line(s) 7-9 *Replace by:*

...generally ESE for 2½ cables, passing:

Paragraph 3.71 8 line(s) 8 *Replace by:*

...Spegelaksen Light (starboard hand, floodlit) (57°59'92N 7°32'62E) is exhibited, thence:

Norwegian Notice 8/60145/19 [NP56-No 15-Wk 22/19]

NP56

Norway - Mandal - Tregdefjorden - Langøy — Directions; light

113

Paragraph 3.74 2 lines 3-4 *Replace by:*

NNE of Langøy Light (58°00'·04N 7°34'·84E),
marking the NE of a rocky...

Paragraph 3.74 2 lines 8-10 *Replace by:*

The track then leads E for 5 cables in the white
sector (271·9°-277·6°), astern, of Langøy Light (post,
floodlit, 15 m in height) (58°00'·04N 7°34'·84E),
passing:

Norwegian Notice 2/61077/20

[NP56-No 28-Wk 10/20]

Norway - South coast - Tregdefjorden to Songvårfjorden - Skogsøy — Directions; light

114

Paragraph 3.74 4 line(s) 7 *For* (253·2°-256·8°) *Read*
(254·4°-256°)

Norwegian Notice 16/60611/19; ENC NO5E0615

[NP56-No 18-Wk 41/19]

Norway - South coast - Songvårfjorden — Directions; depth

114

Paragraph 3.74 9 line(s) 4-5 *Replace by:*

...Uvårboen (58°01'·35N 7°42'·77E), an underwater rock
with a least depth of 7·6 m which lies in the centre of...

Norwegian Notice 21/60800/19

[NP56-No 21-Wk 51/19]

Norway - Skagerrak - Songvårfjorden - Norde Vassøy — Directions; light sector

114

Paragraph 3.75 1 line(s) 1-5 *Replace by:*

- 1 From a position in the vicinity of 58°01'·80N
7°42'·83E, the track leads E through Songvårfjorden
for 4½ miles, passing:

Paragraph 3.75 4 line(s) 5-7 *Replace by:*

...to Auster Grønningen, and:

Norwegian Notice 10/61509/20

[NP56-No 31-Wk 27/20]

Norway - South coast - Skagerrak - Songvårfjorden — Varholmen light

114

Paragraph 3.75 4 line(s) 9-10 *Replace by:*

...Varholmen Light (port hand, floodlit, 10 m in
height) (58°02'·43N 7°47'·28E), thence:

Norwegian Notice 1/60994/20 [NP56-No 25-Wk 08/20]

Norway - South coast - Skagerrak - Route through Ny-Hellesund — Varholmen light

115

Paragraph 3.76 2 line(s) 2-3 *Replace by:*

...Light (58°02'·43N 7°47'·28E) (3.75), the track leads
generally NE...

Norwegian Notice 1/60994/20 [NP56-No 26-Wk 08/20]

Norway - South coast - Songvårfjorden - Helgøya — Directions; light

115

Paragraph 3.76 6 line(s) 3-5 *Replace by:*

...continues NE through Herøvfjorden for 5½ cables,
passing:

Norwegian Notice 21/60815/19

[NP56-No 22-Wk 51/19]

Norway - South coast - Kristiansand - Topdalsfjorden — Directions; lights

120

Paragraph 3.104 1 lines 1-4 *Replace by:*

- 1 From the vicinity of 58°01'·00N 7°55'·10E, a white
sector (016·9°-023·1°) of Svartskjær Light (58°04'·84N
7°57'·75E) leads NNE for 3¾ miles, passing:

Paragraph 3.104 4 lines 5-6 *Replace by:*

Thence the track leads to a position about 3 cables
SSW of Svartskjær Light.

Paragraph 3.106 1 lines 1-10 *Replace by:*

- 1 When Svartskjær Light (58°04'·84N 7°57'·75E) is
distant 3 cables, a white sector (047·1°-051·5°) of
Jøngeholmskjæret Light (white lantern) (58°05'·52N
7°59'·56E) leads NE for about 1 mile, passing:

SE of the foul ground extending from Torsteinsneset
(58°04'·60N 7°57'·00E). Kobbernaglen
(58°04'·47N 7°56'·88E), marked by an iron perch,
lies at the SW end of the foul ground. Thence:

Norwegian Notice 17/60645/19

[NP56-No 19-Wk 43/19]

Norway - South coast - Flekkerøya — Directions; light

120

Paragraph 3.106 1 lines 1-10 including existing Section IV
Notice Week 43/19 *Replace by:*

- 1 When Svartskjær Light (58°04'·84N 7°57'·75E) is
distant 3 cables the track leads NE for about 1 mile,
passing:

SE of the foul ground extending from Torsteinsneset
(58°04'·60N 7°57'·00E). Kobbernaglen
(58°04'·47N 7°56'·88E), marked by a light (port
hand, floodlit), lies at the SW end of the foul
ground. Thence:

Norwegian Notice 20/60755/19

[NP56-No 20-Wk 48/19]

**Norway - Kristiansand - Topdalsfjorden —
Directions; light sector**

120

Paragraph 3.107 1 lines 3–5 *Replace by:*

...1½ miles NNE, passing:

Paragraph 3.107 3 lines 2–3 *Replace by:*

...of Gleodden Light (post, 8 m in height, floodlit) (58°08'82N 8°02'31E), and, SE of Vikebåen...

Norwegian Notice 22/63213/20

[NP56-No 40-Wk 06/21]

**Norway - Kristiansand - Topdalsfjorden —
Directions; lights**

120

Paragraph 3.107 3 lines 6–10 *Replace by:*

The track then leads to a position under Varodden Bridges (3.88). A light is exhibited from the N bridge.

Norwegian Notice 2/59789/19

[NP56-No 8-Wk 09/19]

**Norway - South coast - Vest-Agder -
Kristiansand — Anchorage**

121

Paragraph 3.110 1 *Replace by:*

- 1 An anchorage area, centred on 58°08'05N 7°59'14E, is situated within Vesterhavn. Depths are generally around 20 to 55 m. A rock (58°08'13N 7°58'84E), depth 12 m, is situated upon a shoal in the NW part of the anchorage.

Norwegian Notice 4/63951/21 [NP56-No 42-Wk 18/21]

Norway - Lillesand - Bergsøya — Light sector

128

Paragraph 4.21 2 lines 3–4 *Replace by:*

...white sector (006.5°–011°) of Bergsøya Light (post) (58°14'23N 8°24'78E) leads N towards...

Norwegian Notice 13/65075/21

[NP56-No 46-Wk 43/21]

**Norway - Grimstad - Sundholmen —
Directions; light**

128

Paragraph 4.22 3 lines 1–4 *Replace by:*

- 3 When the light is 2½ cables distant, the track leads ENE through the fairway to within 1 cable of Sundholmen Light, passing:
NNW of Kongsholmrevet Light (floodlit) (58°15'45N 8°29'52E), thence:

Paragraph 4.22 4 line 3 *Replace by:*

...(floodlit) (58°15'60N 8°30'67E).

ENC NO4Q0617 (7.013); Norwegian Notice 14/65175/21

[NP56-No 50-Wk 46/21]

Norway - Lillesand - Saltholmen — Light sector

129

Paragraph 4.31 2 lines 1–5 *Replace by:*

- 2 **Approach from south-east.** From position 58°10'00N 8°30'50E, the track leads NW for 4¾ miles to a position 2½ cables off Saltholmen Light (metal tripod, 5 m in height, floodlit) (58°13'89N 8°24'30E), passing:

Norwegian Notice 13/65075/21; NO4P0616 (5.013)

[NP56-No 47-Wk 43/21]

**Lillesand - Indre Malmgrunnen —
Directions; light; buoy**

129

Paragraph 4.31 2 including existing Section IV Notice Week 43/21 *Replace by:*

- 2 **Approach from south-east.** From position 58°10'00N 8°30'50E the track leads generally NW, initially in a white sector (303°–350°) of Indre Malmgrunnen Light (pile, 16 m in height, floodlit) (58°13'43N 8°25'49E), to a position 2½ cables off Saltholmen Light (pile, 10 m in height, floodlit) (58°13'88N 8°24'31E), passing:
SW of Gåsa shoals (58°13'35N 8°28'22E) (4.16), thence:

Paragraph 4.31 4 lines 3–6 *Replace by:*

SW of Indre Malmgrunnen (58°13'43N 8°25'49E), which has a least depth of 2.5 m at its S end, and from which a light (above) is exhibited, thence:

Norwegian Notice 18/65666/21

[NP56-No 51-Wk 52/21]

**Norway - Approaches to Porsgrunn -
Frierfjorden — Anchorage**

153-154

Paragraph 4.189 1-2 *Replace by:*

Norwegian Notice 4/63963/21 [NP56-No 43-Wk 18/21]

Norway - Oslofjorden - Horten — Depth

189

Paragraph 6.60 1 lines 6–7 *Replace by:*

Inner harbour. The least charted depth in the entrance channel is 6.8 m.

Norwegian Notice 17/59337/18

[NP56-No 2-Wk 42/18]

NP56

Norway - Oslofjorden - Horten — Directions; underwater rocks

190-191

Paragraph 6.72 3 lines 3-10 *Replace by:*

...extending 2 cables N from Vealøs and clear of an underwater rock (59°26'·84N 10°29'·21E) with a depth of 12·5 m, thence:

Close E of a shoal patch (59°26'·79N 10°29'·13E) with a depth of 6·8 m and clear of an underwater rock (59°26'·73N 10°29'·19E) with a depth of 3·9 m, thence:

- 4 Between the breakwater (59°26'·65N 10°29'·16E) on the NW extremity of Vealøs, and the E edge of foul ground (59°26'·68N 10°29'·03E), fringing the E side of Østøya, marked by an iron pole with a light, thence:

Close E of an underwater rock (59°26'·50N 10°29'·02E) with a depth of 6·5 m.

Norwegian Notice 17/59337/18

[NP56-No 3-Wk 42/18]

Norway - Oslofjorden - Fagerstrand — Depths

199

Paragraph 6.131 1 line(s) 4 *For* 8·2 to 12·0 m *Read* 5·1 to 11·6 m

Norwegian Notice 4/59798/19 [NP56-No 13-Wk 13/19]

Norway - Oslofjorden - Oslo Havn — Anchorage

204

After Paragraph 6.167 2 line 9 *Insert:*

An anchorage area, centred on 59°52'·75N 10°44'·75E, is situated NE of Nordre Langøya (6.165). Depths of around 24 to 65 m, mud and clay.

Norwegian Notice 4/63943/21 [NP56-No 44-Wk 18/21]

Norway - Oslofjorden - Løperen — Directions; light sector; positions

225

Paragraph 7.53 1-3 *Replace by:*

- 1 From a position 3 cables SE of Vidgrunnen Light Beacon (59°01'·55N 10°57'·63E) (7.22), clear of Duken, an isolated shoal 5 cables SE of the light, with Kverniskjærgrunnen Light (column, 15 m in height) (59°02'·28N 10°58'·35E) bearing 009·5° the route leads generally N for about 8 cables into Løperen (7.55), passing:

- 2 E of Vidgrunnen Light (59°01'·55N 10°57'·63E), which stands on a rock with a depth of 2 m or less, thence:

E of an underwater rock depth about 11·1 m (59°01'·75N 10°58'·03E), and:

- 3 W of Galtene (59°01'·73N 10°59'·05E), a group of above and below-water rocks which lie close off Rødshuet (7.52); they are marked at their S end by an iron perch. Thence:
W of Kverniskjær (59°02'·03N 10°58'·50E), an islet in the middle of the entrance that is foul to the S and E, thence:

Paragraph 7.53 4 line 1 *Replace by:*

- 4 E of Fugleskjær, a rock near the...

Norwegian Notice 21/59524/18 [NP56-No 5-Wk 50/18]

Norway - Oslofjorden - Løperen — Directions; leading lights

225

After Paragraph 7.55 4 line 7 *Insert:*

- 5 **Useful marks:**

Russebukta Leading Lights:

Front light (tripod structure, 10 m in height) (59°04'·55N 10°58'·08E).

Rear light (similar structure, 6 m in height) (2¼ cables from front light).

The alignment (358·5°) of these lights leads through the centre of the channel.

Norwegian Notice 20/59505/18 [NP56-No 6-Wk 52/18]

Norway - Oslofjorden - Asmaløy — Directions; lights

225

Paragraph 7.55 1-5 including existing Section IV Notice Week 52/18 *Replace by:*

- 1 **Russebukta Leading Lights:**

Front light (tripod structure, 10 m in height) (59°04'·55N 10°58'·08E).

Rear light (similar structure, 6 m in height) (2¼ cables from front light).

When clear of Kverniskjærgrunnen Light, the alignment (358·5°) of these lights leads N, passing:

- 2 W of Hestrompa (59°02'·82N 10°58'·74E), a rock awash marked on its SW side by an iron perch, and:

E of Håbutangen Light (lantern on metal column, 7 m in height, floodlit) (59°02'·81N 10°58'·04E) exhibited from the E coast of Asmaløy (7.46), thence:

- 3 W of Kråka (59°03'·32N 10°58'·46E), a small islet near the middle of the channel, and of the rocks awash which extend 2 cables N and 1½ cables S from the islet, both of which are marked by an iron perch. A light (floodlit) is exhibited from a position 1 cable NNW of the islet.

- 4 Thence course should be altered to pass between Lubbegrunnen, a shoal with a least depth of 6 m, on which stands Lubbegrunnen Light (column, 18 m in height, floodlit) (59°04'·08N 10°58'·07E), and Dødvikpynten Light (white lantern, 3 m in height, floodlit) (2 cables W) which stands on the E coast of Asmaløy. A buoy (starboard hand) is moored close SW of Lubbegrunnen Light.

Norwegian Notice 2/59742/19

[NP56-No 9-Wk 09/19]

Norway – Oslofjorden – Sarpsborg — Depths**233**Paragraph 7.104 2 line 3 *Replace by:*

...from 5·6 to 6·3 m alongside.

Norwegian Notice 7/60078/19 [NP56-No 14-Wk 19/19]

Norway – Oslofjorden – Svalerødkilen — Anchorage**235**Paragraph 7.125 including heading *Replace by:***Spare
7.125**

Norwegian Notice 14/59134/18 [NP56-No 1-Wk 39/18]

Sweden – West coast – North-west of Strömstad – Nord Hällsö — Anchorage**243**After Paragraph 8.24 1 line 4 *Insert:*

Anchoring is prohibited within two areas centred on 58°57'·29N 11°04'·29E and 58°58'·24N 11°05'·39E, lying S and NE of Nord-Hällsö (7.23), respectively.

Swedish Notice 823/15228/20 [NP56-No 32-Wk 44/20]

Sweden – West coast – South-south-east of Ramskär — Anchorage**244**After Paragraph 8.35 1 line 3 *Insert:*

Anchoring is prohibited within an area centred on 58°41'·75N 11°02'·45E.

Swedish Notice 823/15238/20 [NP56-No 33-Wk 44/20]

Sweden – Kosterfjorden — Directions; pilotage**245**Paragraph 8.41 5 lines 4–5 *Delete*

Swedish Notice 878/16236/21

[NP56-No 48-Wk 45/21]

Sweden – Strömstad and inner approaches – Kosterfjorden — Pilotage**247**Paragraph 8.63 2 line 3 *Delete*

Swedish Notice 878/16236/21

[NP56-No 49-Wk 45/21]

Sweden – West coast – Skagerrak – Grebbestad — Directions; leading lights**251**Paragraph 8.88 4 line(s) 5–12 *Replace by:*

...Leading Light, the track leads N into the harbour.

Swedish Notice 783/14414/19 [NP56-No 23-Wk 02/20]

Sweden – Skagerrak – Approaches to Brofjorden – West-south-west of Lysekil — Pilotage**259**Paragraph 9.34 2 line(s) 1–7 *Replace by:*

- 2 No 1 (58°14'·29N 11°11'·33E), 1¼ miles SW of Brofjorden Approach Light Buoy (9.13).
- No 2 (58°13'·30N 11°08'·70E), 3 miles SW of Brofjorden Approach Light Buoy.

Swedish Notice 826/15286/20 [NP56-No 35-Wk 47/20]

Sweden – Skagerrak – Brofjorden — Tugs**259-260**Paragraph 9.36 1-2 *Replace by:*

- 1 **Tug escort.** All crude tankers and all loaded product tankers of more than 20 000 dwt are required to be escorted by tugs from 3 miles SW of Brofjorden Approach Light Buoy (safe water) (58°15'·00N 11°13'·23E).
- 2 It is not recommended to meet or overtake an escorted crude oil tanker in the area between Nos 1 and 2 Light Buoys (lateral) (58°16'·42N 11°15'·71E) and Hästebåden and Kornögrundet Light Buoys (lateral) (58°18'·82N 11°20'·84E) (9.42). When other ships are escorted in this part of the fairway, it is recommended that meeting and overtaking is done with great caution.

Prohibited areas. Anchoring and fishing are prohibited in Brofjorden Fairway between Nr 3 Light Buoy (58°17'·35N 11°17'·29E) and Tån Light (58°17'·91N 11°19'·62E). The limits of the area are as follows:

Swedish Notice 825/15275/20 [NP56-No 34-Wk 46/20]

Sweden – Skagerrak – Approaches to Brofjorden – West-south-west of Lysekil — Pilotage**260**Paragraph 9.40 2 line(s) 2 *Replace by:*

...NE of No 2 pilot boarding station (9.34), the...

Swedish Notice 826/15286/20 [NP56-No 36-Wk 47/20]

Sweden – Skagerrak – Approaches to Brofjorden – West-south-west of Lysekil — Pilotage**262**Paragraph 9.55 1 line(s) 1–11 *Replace by:*

- 1 See 9.34.

Swedish Notice 826/15286/20 [NP56-No 37-Wk 47/20]

NP56

Sweden - Skagerrak - Lysekil — Restricted area

265

After Paragraph 9.65 2 line 4 *Insert*:

A restricted area (58°16'·57N 11°27'·83E), into which unauthorised entry is prohibited, is situated about 2½ cables E of the Grötö peninsula.

Swedish Notice 787/14580/20

[NP56-No 24-Wk 05/20]

Sweden - Skagerrak - Lysekil — Restricted area

265

Paragraph 9.65 2 lines 1-7 including existing Section IV Notice Week 05/20 *Replace by*:

2 **Pilotage.** See 9.55.

Restricted areas. Unauthorised entry is prohibited into the following areas:

In an area surrounding a DG range S of Grötö (58°16'·41N 11°26'·76E), centred on 58°16'·18N 11°27'·11E.

In an area surrounding a wind turbine, centred on 58°16'·57N 11°27'·83E, E of the Grötö peninsula.

Speed limits. Vessels are limited to a speed of 5 kn in Södra Hamnen, the inner harbour and Norra Hamnen.

Paragraph 9.66 2 line(s) 1-6 *Replace by*:

2 **Degaussing range.** A DG range, established 1 cable off the S side of Grötö (58°16'·41N 11°26'·76E), consists of seven dolphins in a line 1 cable in length. Two fixed red lights are displayed on the E and W dolphins.

See restricted areas at 9.65.

Swedish Notice 830/15341/20 [NP56-No 38-Wk 52/20]

Sweden - Skagerrak - Hakefjord - Mitholmarna — Directions; light

277

Paragraph 9.148 1 line(s) 5 *For* (037°-040·9°) *Read* (036·5°-040·5°)

Swedish Notice 744/13815(P)/19

[NP56-No 10-Wk 12/19]

Sweden - Skagerrak - Hakefjord - Mitholmarna — Directions; light

277

Paragraph 9.149 3 line(s) 6 *For* (018°-028°) *Read* (017·5°-023·5°)

Swedish Notice 744/13815(P)/19

[NP56-No 11-Wk 12/19]

Sweden - Skagerrak - Hakefjord - Mitholmarna — Directions; light

277

Paragraph 9.150 1 line(s) 5 *For* (138°-144°) *Read* (137·5°-144·0°)

Swedish Notice 744/13815(P)/19

[NP56-No 12-Wk 12/19]

NP57A Norway Pilot Volume 2A (2019 Edition)

Norway — Regulations; traffic separation schemes

The following notice is to be implemented at 0000 UTC on 1st June 2021

10

Paragraph 1.60 1-5 *Replace by*:

1 An offshore routeing scheme has been established by Norway, comprising a series of traffic separation schemes (TSS) at key points off the coast, connected by a system of recommended routes. Three such schemes have been established within the limits of this volume, as follows:

2 TSS Off Utsira (59°02'·00N 4°06'·25E);
TSS Off Sotra (60°17'·00N 4°06'·25E);
TSS Off Stad (61°56'·00N 4°06'·25E).

The system is IMO-adopted and Rule 10 of the *International Regulations for Preventing Collisions at Sea* (1972) applies.

3 Categories of ships to which the traffic separation schemes is recommended;

(a) Tankers as defined in Annex I of the *International Convention for the Prevention of Pollution from Ships, 1973*, as modified by the protocol of 1978 (MARPOL 73/78);

(b) Chemical tankers carrying noxious liquid substances in bulk assessed, or provisionally assessed, as Category X or Y in Annex II to MARPOL 73/78;

(c) Ships carrying radioactive substances as defined in the *International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on board Ships* (INF Code);

(d) Nuclear-powered ships;

(e) Vessels of 5000 gt and upward.

5 Ships on international voyages to or from ports in Norway should follow the routeing schemes until a course to port which maintains a safe distance from the coast can be clearly set.

The routeing schemes do not apply to ships in traffic between Norwegian ports on the mainland or to passenger ships in regular service with calls at least once a week between Norwegian and international ports.

IMO COLREG.2/Circ.75 11 November 2020 Traffic Separation Schemes and Associated Routeing Measures

[NP57A-No 64-Wk 20/21]

**Stavanger - Kvitsøy - Leiasund —
Anchorage; submarine cable**

86

Paragraph 3.59 4 lines 4-10 *Delete*

Norwegian Notice 23/60888/19

[NP57A-No 9-Wk 04/20]

**West coast - Rogaland - Skudenesfjorden -
Karmøy — Directions; light sector**

87

Paragraph 3.64 3 line(s) 3 *For* 127°3'-132°4' *Read* 128°3'-131°

Norwegian Notice 3/63880/21

[NP57A-No 57-Wk 16/21]

**Rogaland - Karmøy - Skudeneshavn —
Directions; light; leading line**

87

Paragraph 3.65 1-3 *Replace by:*

- 1 **Secondary channel.** A secondary channel leads into Skudeneshavn from the S, entering between a mole (59°08'·63N 5°15'·56E) extending E from Karmøy, and a mole, close S, extending W from Skjåholmen.
- 2 The channel is marked by the alignment (323°4') of the following lights:
Skudeneshavn Molo Light (post, 3 m in height) (59°08'·60N 5°15'·54E).
Skagaskjeret Light (59°08'·64N 5°15'·49E).

Norwegian Notice 10/61506/20

[NP57A-No 26-Wk 27/20]

**Norway - Stavanger — Directions from
north-west; Tjuvholmboen to Midtgrunnen**

93

Paragraph 3.104 3 line(s) 5 *For* SW *Read* SEParagraph 3.104 4 line(s) 1 *Replace by:*

- 4 The track then leads S and SE to a position SW...

Norwegian Chart 455; ENC NO5G0711

[NP57A-No 19-Wk 15/20]

**Rogaland - Fisterfjorden - Helgøysundet —
Development; bridge**

128

Paragraph 4.151 2 *Replace by:*

- 2 **Development.** Bridge construction is in progress (2021) in Helgøysundet. The strait will be closed to traffic for periods from April 2021 to March 2022. Vertical clearance is 3 m above HAT until completion.

Useful marks:

Light (post, floodlit) exhibited from Kolhaugneset (59°08'·61N 6°01'·36E).

Light (post, floodlit) exhibited from the NE side of Helgøy (59°08'·35N 6°01'·86E).

Norwegian Notice 6/64283(P)/21

[NP57A-No 66-Wk 24/21]

**Skudenesfjorden to Raudholmane —
Directions; wind turbines**

146

Paragraph 5.10 3 lines 1-3 *Replace by:*

- 3 SW of two wind turbines (lit) (59°08'·42N 5°01'·78E and 59°09'·04N 5°00'·83E), 60 m and 88 m in height respectively, thence:

Norwegian Notice 16/65482/21

[NP57A-No 79-Wk 49/21]

**West coast - Skudenesfjorden to Raudholmane
- Røvær — Directions; light sector**

146

Paragraph 5.10 6 line(s) 8-9 *Replace by:*

These dangers are covered by the green sector (026°1'-047°7') of Røværsholmen Light. Thence:

Norwegian Notice 24/63558/20

[NP57A-No 46-Wk 10/21]

**Rogaland - Karmsundet middle part -
Kopervik to Salhus — Vertical clearances**

151

Paragraph 5.50 1 line(s) 2-3 *Replace by:*

...(59°19'·00N 5°19'·70E), with a minimum vertical clearance of 54 m, span Karmsundet close S of Kulorten Beacon;...

Norwegian Notice 04/61217/20

[NP57A-No 18-Wk 15/20]

**West coast - Rogaland - Sirafjorden -
Ferkingsstadøyane — Directions; light sector**

155

Paragraph 5.77 1 line(s) 6 *For* 084°6'-103°5' *Read* 084°5'-095°

Norwegian Notice 24/63602/20

[NP57A-No 48-Wk 10/21]

**Rogaland - Sirafjorden - Karmøy - Kallstø —
Directions; light sector**

155

Paragraph 5.77 1 including existing Section IV Notice Week 10/21 *Replace by:*

- 1 From the vicinity of 59°07'·20N 4°48'·10E, S of Utsira Light (59°18'·41N 4°52'·27E) (5.10), the track leads NE through Sirafjorden, passing:

NP57A

NW of Ferkingstadøyane (59°13'·90N 5°03'·25E) (5.85), a group of islets. The islets are covered by the red sector (084·5°-095°) and green sector (095°-103·5°) of Ferkingstadneset Light (column, 9 m in height) (59°13'·61N 5°10'·18E). Thence:

Norwegian Notice 1/63699/21; Norwegian LL 127500
[NP57A-No 55-Wk 12/21]

Rogaland - Utsira - Beiningskalven— Directions; Light

155

Paragraph 5.77 2 lines 4-9 *Replace by:*

...4°54'·11E); Skardholmflua (59°18'·17N 4°55'·25E), a shoal, is cleared by Bermesholmen Light (59°18'·95N 4°54'·54E) (5.13) bearing less than 323° and the green sector of Beiningskalven Light (59°17'·64N 4°54'·02E) bearing more than 235·3°. Thence:

Norwegian Notice 13/61946/20
[NP57A-No 32-Wk 34/20]

West coast - Rogaland - Sirafjorden - Ferkingstadhamn — Directions; light sector

156

Paragraph 5.79 2 line(s) 5 *For* 183·7°-207·8° *Read* 144·8°-183·5°

Norwegian Notice 24/63602/20
[NP57A-No 49-Wk 10/21]

Rogaland - Åkrehamn - South approach — Directions; position; leading lights

156

Paragraph 5.80 2 line 11 *For* 59°14'·37N 5°10'·88E *Read* 59°14'·48N 5°09'·94E

Paragraph 5.80 3 lines 1-8 *Replace by:*

3 Thence the track leads NNE, passing:

Paragraph 5.80 6 lines 1-4 *Replace by:*

6 WNW of Stongskeret (59°15'·14N 5°10'·50E), marked by an iron perch, thence:

Norwegian Notice 22/63307/20; UKHO
[NP57A-No 43-Wk 06/21]

Rogaland - Åkrehamn - South-west and north-west approaches — Directions; lights

157

Paragraph 5.81 3 line 5 *Replace by:*

...into the harbour. Åkrehamn Light...

Paragraph 5.81 4-5 *Replace by:*

4 **Directions for the north-west approach.** From the vicinity of 59°16'·40N 5°07'·30E, the track leads ESE in the white sector (118·5°-120·5°) of Åkrehamn Molo Light (59°15'·43N 5°10'·64E), passing:

SSW of Rauflesk (59°16'·34N 5°08'·83E), lying at the S end of foul ground extending S from Ryvingen (5.77), thence:

Paragraph 5.81 9 line 2 *For* the front light *Read* Åkrehamn Molo Light

Paragraph 5.81 9 line 6 *Replace by:*

The white sector (118·5°-120·5°) of Åkrehamn Molo Light can also be reached from SW by...

Norwegian Notice 22/63307/20; Norwegian LL 127900
[NP57A-No 44-Wk 06/21]

South west coast - Kvaløysfjorden — Directions; light sector

159

Paragraph 5.90 2 line(s) 10 *For* 264·8°-029° *Read* 264·6°-002·8°

Paragraph 5.90 4 line(s) 5 *For* 264·8°-029° *Read* 264·6°-002·8°

Paragraph 5.90 6 line(s) 4 *For* 221·8°-248·7° *Read* 221·6°-248·7°

Norwegian Notice 17/62410/20; Norwegian LL 131700
[NP57A-No 35-Wk 46/20]

Rogaland - Sirafjorden - Karmøy - Kallstø — Directions; light sector

160

Paragraph 5.93 2 lines 1-5 *Replace by:*

2 W of Helganesboen (59°21'·33N 5°10'·99E), a rock lying close off Helganeset; the rock is marked by a lattice beacon. Thence:

Norwegian Notice 1/63699/21; Norwegian LL 129200
[NP57A-No 56-Wk 12/21]

West coast - Seaward to Skåreskaget - Røvær and Sørhaugøy — Directions; lights

162

Paragraph 5.103 3 line(s) 3-6 *Replace by:*

...covered by the red sector (238·2°-245·9°) of Røværsholmen Light. Thence:

Norwegian Notices 16/62225/20; 24/63558/20
[NP57A-No 47-Wk 10/21]

West coast - Bleivika to Bømlahuk - Røvær — Directions; light sector

167

Paragraph 5.144 3 line(s) 8-13 *Replace by:*

...area dangerous to navigation. The group is covered by the green sector (329·2°-040·8°) of Raudholmane Light (59°33'·49N 5°08'·52E) and by a red sector (166·8°-199·5°) and a green sector (199·5°-230·6°) of Røværsholmen Light (59°27'·10N 5°04'·16E). Thence:

Norwegian Notice 24/63558/20
[NP57A-No 50-Wk 10/21]

**Hordaland - Bømlafjorden - Nappholmen to
Røysaneset — Directions; light sector**

175

Paragraph 6.27 1 line 6 *For* (219.1°-245°) *Read*
(217.8°-244.8°)

Paragraph 6.28 1 line 3 *For* 219.1° *Read* 217.8°

Norwegian Notice 12/61672; Norwegian LL 134500/20
[NP57A-No 31-Wk 32/20]

**Hordaland - Bømlafjorden - Førdespollen —
Directions; light sector**

175

Paragraph 6.30 2 line 2 *For* 172.5°-175.9° *Read*
172.2°-175.3°

Paragraph 6.30 2 line 6 *For* 282.9°-293.9° *Read*
283.7°-293.2°

Paragraph 6.30 3 lines 1-3 *Delete*

Norwegian Notice 11/61632/20
[NP57A-No 30-Wk 30/20]

**Rogaland - Bjoafjorden - Fornesholmen —
Directions; light sector**

181

Paragraph 6.64 6 line 3 *For* (119.9°-126.2°) *Read*
(121°-125.7°)

Norwegian Notice 8/61377/20
[NP57A-No 20-Wk 22/20]

**Rogaland - Ølsfjorden - Romsasundet -
Kampareholmen — Directions; light sector**

181

Paragraph 6.66 4 line 2 *For* (157.1°-168.2°) *Read*
(158.9°-168°)

Paragraph 6.66 4 line 5 *For* 157.1° *Read* 158.9°

Norwegian Notice 8/61374/20
[NP57A-No 21-Wk 22/20]

**Rogaland - Bjoafjorden - Fornesholmen —
Directions; light sector**

185

Paragraph 6.95 1 line 4 *For* (211.4°-233.9°) *Read*
(217.6°-233.7°)

Norwegian Notice 8/61377/20
[NP57A-No 22-Wk 22/20]

**Hordaland - Halsnøya - Høylandssundet -
Hillestadholmen — Directions; light sector**

187

Paragraph 6.117 2 lines 6-7 *Replace by:*

...the red sector of Hillestadholmen Light, bearing
more than 318.4°. Thence:

Paragraph 6.117 4 lines 6-11 *Replace by:*

...on Kyllingane. The dangers of
Sandvollgrunnen, Bleikjo and Kyllingane are
covered by the green sector (162.3°-193.8°) of
Hillestadholmen Light. Sandvollholmen lies in the
red sector (156.3°-162.3°) and Fossaflu lies in the
white sector (145.2°-156.3°) of Hillestadholmen
Light.

Paragraph 6.118 1 line 7 *For* (144.8°-154.8°) *Read*
(145.2°-156.3°)

Norwegian Notice 8/61381/20
[NP57A-No 23-Wk 22/20]

**Hordaland - Halsnøya - Høylandssundet -
Hillestadholmen — Directions; light sector**

187-188

Paragraph 6.119 2 line 5 *For* red *Read* green

Paragraph 6.119 2 line 8 *For* 268.7° *Read* 267°

Paragraph 6.119 6 line 2 *For* (145.2°-154.9°) *Read*
(145.2°-156.3°)

Paragraph 6.119 6 line 5 *For* (260°-268.7°) *Read*
(259.8°-267°)

Paragraph 6.119 6 line 9 *For* (096.3°-150.9°) *Read*
(096.2°-149.6°)

Norwegian Notice 8/61381/20
[NP57A-No 24-Wk 22/20]

**Hordaland - Hardangerfjorden - Skorpegavlen
— Directions; light sector; bearing**

194

Paragraph 6.155 1 line(s) 7 *For* red *Read* green

Paragraph 6.155 1 line(s) 9 *For* 105.6° *Read* 105.9°

Paragraph 6.155 2 line(s) 5 *For* (129.1°-132°) *Read*
(130.6°-133.1°)

Paragraph 6.155 3 line(s) 6 *For* (151.5°-161.7°) *Read*
(151.7°-161.9°)

Norwegian Notice 10/61523/20
[NP57A-No 27-Wk 27/20]

NP57A

Hordaland - Hardangerfjorden - Skorpegavlen — Directions; light sector

196

Paragraph 6.170 4 line(s) 1-5 *Replace by:*

- 4 **At night** having passed Skorpegavlen the track leads NE within the white sector (213.4°-217.0°) of Skorpen Light, astern, and thence continues NE within the white sector (353.3°-025.9°) of Fjæreflu Light, until a position is reached about 1½ miles S of the latter light.

Norwegian Notice 10/61523/20

[NP57A-No 28-Wk 27/20]

Hordaland - Kvinnheradsfjorden - Husavågen — Anchorage; submarine cable

197

After Paragraph 6.181 1 line 5 *Insert:*

A submarine cable is laid across the bay, close N of the anchorage.

Norwegian Notice 9/64548/21

[NP57A-No 71-Wk 29/21]

Hordaland - Kvinnheradsfjorden to Øynefjorden — Directions; light sectors; bearings

198

Paragraph 6.189 2 line(s) 3 *For red Read green*

Paragraph 6.189 2 line(s) 4 *For 179.9° Read 181.9°*

Paragraph 6.189 2 line(s) 9 *For 347.1° Read 345.9°*

Paragraph 6.189 4 line(s) 6 *For red Read green*

Paragraph 6.189 4 line(s) 7 *For 225.3° Read 225.4°*

Paragraph 6.189 5 line(s) 3 *For (336°-347.1°) Read (335.9°-345.9)*

Paragraph 6.189 5 line(s) 6 *For (225.3°-230.5°) Read (225.4°-230.5°)*

Norwegian Notice 10/61497; 61499/20

[NP57A-No 29-Wk 27/20]

Hardangerfjorden - Ytre Samlen - North-north-west of Jondal - Jonaneset — Directions; light sector

200

Paragraph 6.208 4 line(s) 7 *For (017.6°-032.2°) Read (018.4°-031.0°)*

Norwegian Notice 9/61477/20

[NP57A-No 25-Wk 25/20]

North-west of Bergen - Toftøyna - Toftevågen — Anchorage

269

Paragraph 8.115 3 line(s) 4-7 *Delete*

Norwegian Notice 16/60589/19

[NP57A-No 1-Wk 50/19]

Sotra - Raunefjorden - Raunane — Directions; light sector

270

Paragraph 8.127 1 line 8 *For (008.3°-159.7°) Read (008.5°-024.9°)*

Norwegian Notice 24/60916/19

[NP57A-No 11-Wk 05/20]

Hordaland - Hjeltaneset to Bergen - Kjøkkelvik — Wrecks

278

Paragraph 8.168 1-2 *Replace by:*

- 1 **Description.** Kjøkkelvik (60°23'·60N 5°13'·60E) contains several quays with a boat harbour at its head; the quays on the SW and S shores are only suitable for small craft. At the National Diving School on the NE side of the bay there is a concrete quay with two faces 22 and 24 m long, with depths from 3.6 to 5.0 m alongside. A dangerous wreck (60°23'·60N 5°13'·82E) lies NW of the quay and another in Skålevik (60°23'·74N 5°14'·13E), E of Kjøkkelvik.

- 2 **Mooring buoys.** Several mooring buoys, from which lights are exhibited, are moored on the NE side of Kjøkkelvik and in Skålevik.

Norwegian Notice 18/62592/20

[NP57A-No 36-Wk 49/20]

Blomøyna - Dalsvågen — Anchorage

290

Paragraph 9.17 1 line(s) 1-7 *Replace by:*

The inlet of Blomvåg (60°31'·74N 4°52'·77E) affords good anchorage close N of Stridsholmen (60°31'·66N 4°52'·79E). There are several quays in Blomvåg; the largest, situated WSW of Stridsholmen, consists of a stone quay 22 m long, with depths from 2.0 to 17.1 m on its S side.

Norwegian Notice 16/60591/19

[NP57A-No 2-Wk 50/19]

Hordaland - Kollsnes - Osundet — Directions; leading lights

290

Paragraph 9.19 1 lines 1-8 *Replace by:*

- 1 From a position (60°31'·50N 4°48'·50E) about 1½ miles SW of the entrance, the track leads initially NE, passing:

Norwegian Notice 17/60612/19

[NP57A-No 3-Wk 50/19]

**Alvøyna - Heggøyvågen and Dåvøysundet —
Anchorages****291**Paragraph 9.25 including heading *Replace by:***Spare
9.25**

Norwegian Notice 16/60591/19

[NP57A-No 4-Wk 50/19]**Alvøyna - Søre Selsvågen — Anchorage****294**Paragraph 9.41 1 line(s) 1–8 *Replace by:*

- 1 **Description.** Entered close SE of Vardneset, Søre Selsvågen (60°38'10N 4°47'86E) is spanned by an overhead cable, with a vertical clearance of 19 m, and in its N part there is small harbour with three quays; the largest, at a shell sand drying plant, consists of an angled concrete quay with a total length of 28 m and depths up to 3.6 m alongside.

Norwegian Notice 16/60591/19

[NP57A-No 5-Wk 50/19]**Fedje - North of Holmengrå to Fedjefjorden —
Directions; light sectors****298**Paragraph 9.64 2 lines 6–10 *Replace by:*

...buoy (S cardinal). Thence:

Paragraph 9.64 4 line 3 *For* (029.8°–138.8°) *Read* (042°–137.5°)

Norwegian Notice 14/65139/21

[NP57A-No 76-Wk 46/21]**Bergen - Hjeltefjorden - Ågotnes —
Directions; wreck****300–301**Paragraph 9.78 1 *Replace by:*

- 1 There are no specific directions for berthing at Ågotnes (60°24'81N 5°00'42E). However, a wide berth should be given to a dangerous wreck (60°25'10N 5°00'71E), a former floating dock 210 m in length, by vessels rounding the promontory N of Tranneset (9.77).

Paragraph 9.79 5 lines 8–9 *Delete*

Norwegian Notice 23/60883/19

[NP57A-No 10-Wk 04/20]**Hjeltefjorden - Småvikane — Anchorage****304**Paragraph 9.105 including heading *Replace by:***Spare
9.105**

Norwegian Notice 16/60591/19

[NP57A-No 6-Wk 50/19]**Hordaland - Fensfjorden - Fedje —
Directions; light****313**Paragraph 9.165 1 line 2 *For* (173°–179.6°) *Read* (174.5°–179.5°)Paragraph 9.167 3 line 6 *For* (173°–179.6°) *Read* (174.5°–179.5°)

Norwegian Notice 18/65667/21

[NP57A-No 81-Wk 52/21]**Hordaland - Herdlefjorden —
Directions; marine farm****319**After Paragraph 9.196 3 line 3 *Insert:*SW of a marine farm (60°32'57N 5°02'27E),
thence:

Norwegian Notice 18/65690/21

[NP57A-No 82-Wk 52/21]**Hordaland - Osterfjorden - Sørfjordskallen —
Directions; rocks; beacon****321**Paragraph 9.219 1 lines 1–6 *Replace by:*

- 1 From a position about 5 cables NW of Hordvikneset (60°31'60N 5°18'00E) the track leads initially ESE, passing SSW of Sørfjordskallen (60°32'38N 5°19'45E), a shoal area with numerous dangerous rocks, marked by Hamarsflu Beacon (isolated danger) on its E side. Thence the track leads SE in mid-channel, passing:

Norwegian Notice 1/63678/21

[NP57A-No 51-Wk 12/21]**Hordaland - Veafjorden - Kvamme —
Vertical clearances****322**Paragraph 9.231 1 lines 5–7 *Replace by:*Three overhead cables, with vertical clearances of
50 m, in the vicinity of Kvamme (60°38'74N
5°44'41E).

Norwegian Notice 6/64296/21; ENC NO4D1111 (4.013).

[NP57A-No 67-Wk 24/21]

NP57A

Hordaland - Osterfjorden - Sørfjordskallen — Directions; rocks

324

Paragraph 9.247 1 lines 3-6 *Replace by:*

NW of Sørfjordskallen (60°32'38N 5°19'45E) (9.219), lying 4½ cables WSW of Hamarsneset (60°32'50N 5°20'51E) the S entrance point of Osterfjorden, thence:

Norwegian Notice 1/63678/21

[NP57A-No 52-Wk 12/21]

Hordaland - Osterfjorden - Sørfjordskallen — Directions; rocks

324-325

Paragraph 9.248 1 lines 1-8 *Replace by:*

- 1 **At night** from the entrance to Osterfjorden the track leads NE within the white sector (052°-052.7°) of Bernestangen Light until 1½ miles from the light; care is needed as this white sector passes over the NW side of Sørfjordskallen (9.219), with numerous dangerous rocks. Thence, having rounded Bernestangen, the track leads NE within the white sector (237.5°-242.9°), astern, of the latter light, into the white sector (019.1°-022°) of Askjelneset Light.

Norwegian Notice 1/63678/21

[NP57A-No 53-Wk 12/21]

Hordaland - Romarheimsfjorden - Mellesdalsundet — Vertical clearances

327

Paragraph 9.270 1 lines 6-8 *Replace by:*

Vertical clearance. The channel is spanned by three overhead cables, with vertical clearances of 50 m, 3 cables E of Steinsbogen (60°42'00N 5°40'70E).

Norwegian Notice 6/64290/21

[NP57A-No 68-Wk 24/21]

Hordaland - Austfjorden - Kråka — Light sector

344

Paragraph 9.367 2 line 11 *For* (305.1°-325.1°) *Read* (304.5°-314.5°)

Norwegian Notice 13/65117/21

[NP57A-No 75-Wk 43/21]

Masfjorden - Kvamsøya to Masfjordnes — Directions; light sectors

345

Paragraph 9.383 4 *Replace by:*

- 4 Between Sandnesflua (60°47'82N 5°16'82E), a reef near the middle of Sandnesosen marked by an iron perch, and Botneset (60°47'53N 5°17'43E) on the mainland.

Paragraph 9.383 6 *Replace by:*

- 6 **At night** Masfjorden is approached from Fensfjorden within the white sector (084.5°-101°) of Kvamsøya Light until 4 cables from the light. Thence, having passed NW of Kvamsøya, the track leads NE through Sandnesosen within the white sector (219°-223.5°), astern, of Kvamsøya Light.

Norwegian Notice 14/65182/21; 14/65184/21

[NP57A-No 77-Wk 46/21]

Masfjorden - Masfjordnes to Saltneset — Directions; light sectors

346

Paragraph 9.384 4 *Replace by:*

- 4 **At night** the track leads NE, passing close to Masfjordnes Light Beacon, thence close SE of Duesundøyna, until 3 cables from the light. Then, having passed WNW of Staveneset, the track leads NNE, within the white sector (195°-197.5°), astern, of Stavenes Light into the white sector (070.5°-072°) of Solheimsøy Light; thence the track leads ENE for about 2 miles within the latter white sector through the inner part of Masfjorden.

Norwegian Notice 14/65184/21; 14/65186/21

[NP57A-No 78-Wk 46/21]

Sogn og Fjordane - Approaches to Sognesjøen — Directions; light sector

352

Paragraph 10.16 2 line(s) 3-4 *Replace by:*

...shoals are covered by the green sector (337.7°-003.6°) of Kverknappen Light. Thence:

Paragraph 10.17 5 line(s) 2 *For* white *Read* green

Paragraph 10.18 3 line(s) 9 *Replace by:*

...green sector (050.7°-067.6°) of Kverknappen...

Norwegian Notice 5/64021/21

[NP57A-No 65-Wk 20/21]

Sogn og Fjordane - Approaches to Sognesjøen - Sogneokson — Directions; light sectors

352

Paragraph 10.18 3 lines 1-12 including existing Section IV Notice Week 20/21 *Replace by:*

- 3 NNW of Indrefluene (60°57'99N 4°37'77E), the N-most danger off Småsvalene. Other dangers include Jonsflua (60°57'44N 4°38'27E), a below-water rock, Jonsbåen (60°57'58N 4°38'17E), awash, and Jonsbånakken (60°57'84N 4°38'15E), a shoal, lying E and NE of Småsvalene. These dangers, along with Streta, are covered by the green sector (050.7°-067.6°) of Kverknappen Light and by the green sector (095.7°-109.9°) of Sogneoksen Light (60°56'85N 4°45'75E) (10.16). Thence:

Norwegian Notice 10/64737/21

[NP57A-No 72-Wk 32/21]

**Sogn og Fjordane - Rudsosen
Directions; marine farm**

359

After Paragraph 10.52 5 line 3 *Insert:*

ENE of a marine farm (60°58'·71N 4°54'·80E),
thence:

Norwegian Notice 6/64227/21

[NP57A-No 69-Wk 24/21]

**Sogn og Fjordane - Sula -
Kråkeneset — Light sector**

366

Paragraph 10.95 2 line(s) 10-13 *Replace by:*

...4·0 m. These dangers are covered by the red and
green sectors (229·2°-232·1° and 232·1°-234·8°)
of Kråkeneset Light. Thence:

Norwegian Notice 4/63934/21; LL 219200

[NP57A-No 60-Wk 18/21]

**Sogn og Fjordane - Sogndalsfjorden -
Nornes — Directions; light sector**

377

Paragraph 10.165 1 line 2 *For* 080·5°-090·5° *Read*
082°-090·3°

Paragraph 10.165 1 line 8 *For* 210°-215·5° *Read*
209·8°-214·9°

Norwegian Notice 21/63078/20; LL 222700

[NP57A-No 39-Wk 03/21]

**Sogn og Fjordane - Sognefjorden -
Resnestangen — Light**

383

Paragraph 10.204 3 lines 1-10 *Delete*

Norwegian Notice 4/63955/21; LL 224802

[NP57A-No 61-Wk 18/21]

**Indrevær and Utvær to Bulandet -
Lågøyfjorden - Kråkesteinen —
Directions; light sector**

392

Paragraph 11.9 6 line(s) 5-7 *Replace by:*

...(025·6°-082·1°) of Kråkesteinen Light
(61°09'·34N 4°39'·35E) (11.22). Thence:

Norwegian Notice 1/60966/20

[NP57A-No 12-Wk 08/20]

**Sogn og Fjordane - Solund - Straumfjorden -
Litleholmen — Light**

393

Paragraph 11.20 2 line(s) 5-6 *Replace by:*

...the green sector (319·5°-327·5°) of Litleholmen
Light (61°00'·45N 4°37'·04E). And:

Paragraph 11.20 5 line(s) 5 *For* Lilleholmen *Read*
Litleholmen

Paragraph 11.20 8 line(s) 8 *Replace by:*

...sector (186·1°-319·5°) of Litleholmen Light.

Norwegian Notice 4/64016/21; LL 228000

[NP57A-No 62-Wk 18/21]

**Sogn og Fjordane - Solund - Straumfjorden -
Litleholmen — Light**

394

Paragraph 11.21 4 line(s) 1-8 *Replace by:*

1 **At night**, from the S, Straumfjorden is
approached, either within the white sector
(036·9°-047·7°) of Søre Nåsa Light (60°59'·97N
4°39'·43E) or within the white sector (327·5°-340·8°)
of Litleholmen Light (61°00'·45N 4°37'·04E). Thence
from the intersection of these sectors the track leads
NNW, passing midway between Litleholmen Light and
Legøy Light (61°00'·82N 4°38'·87E).

Norwegian Notice 4/64016/21; LL 228000

[NP57A-No 63-Wk 18/21]

**Straumfjorden to Buefjorden - Lågøyfjorden -
Kråkesteinen — Directions; light sector**

394

Paragraph 11.22 5 line(s) 7-8 *Replace by:*

...in height) (61°09'·34N 4°39'·35E), exhibited
from the W side of an...

Norwegian Notice 1/60966/20

[NP57A-No 13-Wk 08/20]

**Sogn og Fjordane - Ytre Sula -
Langøysundet — Vertical clearance**

398

Paragraph 11.43 1 line(s) 7-9 *Delete*

Norwegian Notice 3/61114/20

[NP57A-No 16-Wk 13/20]

**Sogn og Fjordane - Buefjorden -
Gåsværosen — Directions; sector light**

405

Paragraph 11.86 1 lines 1-6 *Replace by:*

1 **At night** the track leads NNE within the white
sector (009·4°-013·8°) of Geita Light into the green
sector (226·6°-229·9°) of Ospøytåna Light (61°13'·33N
4°43'·24E) (11.62); the track then leads NE within the
green sector, astern, of the latter light, between
Instegeita and Brattholmen.

Norwegian Notice 22/63286/20; Norwegian LL 234500

[NP57A-No 45-Wk 06/21]

NP57A

Sogn og Fjordane - Bulandet - Nikkjøyna — Directions; rocks

406

After Paragraph 11.90 5 line 5 *Insert*:

SE of a dangerous underwater rock (61°16'87N 4°38'03E), and:

Paragraph 11.90 7 lines 1–5 *Replace by*:

- 7 The channel E of Steinsøy is entered close WSW of Hovden Light (61°16'93N 4°38'61E) (11.88), numerous dangerous rocks lie within the channel and its approaches. A light (starboard hand) (61°16'97N 4°38'51E) is exhibited from the edge of drying ground off the NE side of Steinsøy at the N end of this channel.

Norwegian Notice 1/63735/21

[NP57A-No 54-Wk 12/21]

Sogn og Fjordane - Aldefjorden - Austnesholmen — Directions; light sector

407

Paragraph 11.100 1 line 7 *For* 218.6°–226.9° *Read* 194.9°–238.8°

Norwegian Notice 2/61058/20

[NP57A-No 15-Wk 10/20]

Sogn og Fjordane - Sula - Krakhellesundet — Vertical clearances

410

Paragraph 11.120 including heading *Replace by*:

**Spare
11.120**

Norwegian Notice 3/61104/20

[NP57A-No 17-Wk 13/20]

West coast - Sogn og Fjordane - Åfjorden — Directions; light

413

Paragraph 11.131 3 line(s) 2–3 *Replace by*:

...SE to Hyllestadfjorden, passing SW of Smilla Light (tower, 6 m in height) (61°12'80N 5°13'21E),...

Paragraph 11.132 1 line(s) 1–8 *Replace by*:

At night the track leads E within the white sector (083°–093°) of Smilla Light until 8 cables from the light. Thence, when a position is reached SE of Smilla Light, the track leads either SE into Sørfjorden, or if bound for Hyllestadfjorden SSE within the white sector (330.3°–341.8°), astern, of the same light.

Norwegian Notice 3/63911/21

[NP57A-No 58-Wk 16/21]

Sogn og Fjordane - Atløyna north-west side - Hinnøysundet — Directions; light sector

416

Paragraph 11.159 2 line(s) 3–4 *Replace by*:

...NNE out into Heggøyosen within the white sector (158.7°–161.3°), astern, of this light.

Norwegian Notice 1/60965/20

[NP57A-No 14-Wk 08/20]

Dalsfjorden — Vertical clearances

418

After Paragraph 11.174 2 line 4 *Insert*:

In the vicinity of Svædsundet (61°22'39N 5°38'57E) (11.178), with a vertical clearance of 23 m.

Norwegian Notice 16/65451/21

[NP57A-No 80-Wk 49/21]

Sogn og Fjordane - Dalsfjorden - Hegreneset — Marine farm

418

After Paragraph 11.176 5 line 3 *Insert*:

NNW of a marine farm (61°21'39N 5°17'11E) with extended ground tackle, thence:

Norwegian Notice 7/64328/21

[NP57A-No 70-Wk 25/21]

Sogn og Fjordane - Tusssen and Stavenes to Skorpefjorden and Årebrottsneset — Vessel traffic service

425

After Paragraph 11.220 3 line 8 *Insert*:

Vessel traffic service 11.220a

1 Kinn VTS is in operation for the control of shipping between Florø (11.348) and Måløy (12.244).
See *ADMIRALTY Radio Signals Volume 6(2)*.

Norwegian Notice 10/64677/21

[NP57A-No 73-Wk 32/21]

Sogn og Fjordane - Stavfjorden - Tansøyosen - Trefotskjær — Directions; light sector

428

Paragraph 11.231 1 line 3 *For* 043.7°–049.9° *Read* 043.7°–048.2°

Norwegian Notice 21/63048/20; LL 247000

[NP57A-No 40-Wk 03/21]

**Sogn og Fjordane - East of Florø -
Eikefjorden - Helgøya — Light**

438

Paragraph 11.305 1 line(s) 1-5 *Replace by:*

- 1 **At night**, the track leads initially within the white sector (071.7°-075.6°) of Helgøy Light until 4 cables from it. Thence, having passed through Helgøysundet the track leads E through Leversundet. When a...

Norwegian Notice 20/60791/19

[NP57A-No 7-Wk 50/19]

**Sogn og Fjordane - East-north-east of
Florø - Breidvika - Fjord Base —
Development; directions**

450

After Paragraph 11.376 1 line 9 *Insert:***Harbour
11.376a**

- 1 **General layout.** The harbour of Fjord Base contains several quays arranged along the N side of Botnaneset (61°36'·70N 5°04'·45E) and within Breidvika, WSW of Botnaneset.

Development. Land reclamation and development is taking place (2019) W of the offshore supply base, on the islands of Perholmen and Gulholmen.

Development. Land reclamation and development is taking place (2019) W of the offshore supply base, on the islands of Perholmen and Gulholmen.

Paragraph 11.378 1-3 including paragraph number
*Replace by:***Spare
11.378**

ENC NO5E1310 (14.003)

[NP57A-No 8-Wk 50/19]

**Sogn og Fjordane - Ytterøyane and
Årebrotsneset to Stadlandet including Nordfjord
— Vessel traffic service**

453

After Paragraph 12.2 1 line 7 *Insert:***Vessel traffic service
12.2a**

- 1 Kinn VTS is in operation for the control of shipping between Florø (11.348) and Måløy (12.244).
See *ADMIRALTY Radio Signals Volume 6(2)*.

Norwegian Notice 10/64677/21

[NP57A-No 74-Wk 32/21]

**Sogn og Fjordane - Hellefjorden -
Dombeskjærene — Directions; light sector**

460

Paragraph 12.41 3 line 4 *For* 124.5°-150.1° *Read* 128.6°-150.4°

Norwegian Notice 21/63032/20; LL 265900

[NP57A-No 41-Wk 03/21]

**West coast - Sogn og Fjordane - Frøysjøen —
Directions; light sectors**

462

Paragraph 12.52 2 line 7 *For* 005°-062° *Read* 005.4°-043.1°Paragraph 12.52 3 line 2 *For* 162.6°-204.7° *Read* 164.3°-200.4°

Norwegian Notice 3/36843/21

[NP57A-No 59-Wk 16/21]

**West coast - North of Florø - Gulenfjordene —
Directions; light sector**

465

Paragraph 12.72 1 line(s) 1-5 *Replace by:*

- 1 From a position in the middle of Frøysjøen, about 1¼ miles ESE of Vardeholmen (61°46'·39N 4°57'·15E), the track leads initially E, and at night within the white sector (094.2°-130.3°) of Oспенes Light (61°45'·67N 5°05'·74E), passing:

Norwegian LL 268000; POLAR L0360

[NP57A-No 37-Wk 01/21]

**West coast - North of Florø - Gulenfjordene -
Nordgulen — Directions; light sector**

465

Paragraph 12.73 3 line(s) 5 *For* (052.8°-063.1°) *Read* (053°-058.5°)

Norwegian LL 268300; POLAR L0360.4

[NP57A-No 38-Wk 01/21]

**Sogn og Fjordane - Frøysjøen - Hovden -
Kvannhovden — Directions; light sector**

471

Paragraph 12.115 1 line 3 *Replace by:*

...night initially within the green sector (180.3°-191.2°),...

Norwegian Notice 21/63033/20; LL 266000

[NP57A-No 42-Wk 03/21]

**Sogn og Fjordane - Måløyne - Måløysundet —
Directions; leading lights**

492

Paragraph 12.257 2-3 *Replace by:*

- 2 The track then leads to the vicinity of 61°55'·57N 5°07'·37E, 2 cables S of the bridge (12.250 and 12.251).

Thence the track leads N through the centre of E passage, with light beacons marking the edges of the channel, and under the centre of the E span of the bridge.

- 3 Once clear of the bridge, in the vicinity of 61°55'·78N 5°07'·47E, the track continues N into the centre of the port of Måløy, from where the harbour berths can be approached directly. Lights are exhibited from the corners of some of the berths on the W side of the harbour.

(Directions continue for Ulvesundet at 12.266)

NP57A

Paragraph 12.258 1 lines 1–8 *Replace by:*

- 1 From a position in the centre of Måløy harbour, in the vicinity of 61°56'·10N 5°07'·44E, the track leads SSW for 3 cables to the W passage.

Thence the track leads S through the centre of W passage, with light beacons marking the edges of the channel, and under the centre of the W span of the bridge (12.250 and 12.251).

Paragraph 12.258 2 lines 1–4 *Delete*

Norwegian Notice 15/62187/20

[NP57A-No 33-Wk 40/20]

Sogn og Fjordane - Måløyna - Måløystraumen — Leading lights diagram

493

After Paragraph 12.259 5 line 5 Diagram titled Måløystraumen (12.259) *Delete*

Norwegian Notice 15/62187/20

[NP57A-No 34-Wk 40/20]

NP57B Norway Pilot Volume 2B (2017 Edition)

Navigation and Regulations – Pilotage — Pilotage boarding places

9

After Paragraph 1.45 1 line 9 *Insert:*

Raudøyleia* 64°24'·00N 10°14'·00E

Norwegian Chart 309/15

[NP57B-No 1-Wk 02/18]

Norway — Regulations; traffic separation schemes

*The following notice is to be implemented at
0000 UTC on 1st June 2021*

10

Paragraph 1.60 1-3 *Replace by:*

- 1 An offshore routing scheme has been established by Norway, comprising a series of traffic separation schemes (TSS) at key points off the coast, connected by a system of recommended routes. Three such schemes have been established within the limits of this volume, as follows:

- 2 TSS Off Runde (62°55'·00N 4°06'·25E);
TSS Off Halten (64°14'·60N 5°28'·50E);
TSS Off Træna (65°44'·38N 7°06'·45E).

The system is IMO-adopted and Rule 10 of the *International Regulations for Preventing Collisions at Sea* (1972) applies.

- 3 Categories of ships to which the traffic separation schemes is recommended:

- (a) Tankers as defined in Annex I of the *International Convention for the Prevention of Pollution from Ships, 1973*, as modified by the protocol of 1978 (MARPOL 73/78);
(b) Chemical tankers carrying noxious liquid substances in bulk assessed, or provisionally assessed, as Category X or Y in Annex II to MARPOL 73/78;

- 4 (c) Ships carrying radioactive substances as defined in the *International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on board Ships* (INF Code);

(d) Nuclear-powered ships;

(e) Vessels of 5000 gt and upward.

- 5 Ships on international voyages to or from ports in Norway should follow the routing schemes until a course to port which maintains a safe distance from the coast can be clearly set.

The routing schemes do not apply to ships in traffic between Norwegian ports on the mainland or to passenger ships in regular service with calls at least once a week between Norwegian and international ports.

IMO COLREG.2/Circ.75 11 November 2020 Traffic Separation Schemes and Associated Routing Measures
[NP57B-No 103-Wk 20/21]

Møre og Romsdal - Erkna — Directions; light

67

Paragraph 3.14 11 line 3 *For* (063°–069°) *Read* (064·2°–068·1°)

Norwegian Notice 11/64831/21; LL 340500

[NP57B-No 107-Wk 35/21]

Møre og Romsdal - Sandsfjorden - Gursken — Directions; light

74–75

Paragraph 3.67 1-2 *Replace by:*

- 1 From a position in Sandsfjorden about 8 cables NW of Grønsvikneset (3.66) the track leads ESE, and at night in the white sector (296°–301·5°) astern, of Sandshamn Light (62°15'·05N 5°29'·54E) (3.65), to a position ESE of Grønsvikneset.

Thence the track leads E, passing:

- 2 S of Stabben (62°13'·97N 5°34'·55E), where a rock with a depth of 1·5 m is marked by an iron perch; Stabben stands on the S edge of foul ground which extends from the shore at Haugsbygda. Thence:
N of Saltfluda Light (floodlit) (62°13'·84N 5°35'·02E) exhibited from a rock awash, lying close N of the small islet of Sandvikskjera.

Norwegian Notice 20/62990/20

[NP57B-No 77-Wk 01/21]

Sør-Troms - Harstad — Directions; light sectors

78

Paragraph 3.80 2 lines 1–7 including existing Section IV Notice Week 16/21 *Replace by:*

- 2 **Track.** From a position about 1½ miles NNW of Rollnesholmene Light (68°43'·37N 16°46'·38E), on the main route through Vågsfjorden, and at night in the white sector (280·6°–317·2°) of Stangnesodden Light (68°47'·91N 16°36'·17E) and the white sector (211·4°–332·6°) of Harstad Light (68°48'·03N 16°37'·32E), the track leads NW, passing:

Paragraph 3.80 6 lines 1-7 *Replace by:*

- 6 NE of Stangnesodden Light (tripod, 8 m in height) (68°47'·91N 16°36'·17E).

The track then leads WNW, and at night in the white sector (086·5°-168·7°), astern, of Harstad Light and the white sector (105·1°-148·1°), astern, of Stangnesodden Light, into the large unnamed bay fronting Harstad, passing:

Norwegian Notice 7/64309/21

[NP58B-No 94-Wk 25/21]

**Raudøyholmen - Ørstaffjorden —
Directions; light**

81

Paragraph 3.131 2 lines 1-3 *Replace by:*

- 2 The track then leads SSE to a position SW of...

Norwegian Notice 8/58748/18

[NP57B-No 4-Wk 22/18]

**Møre og Romsdal - Sulafjorden —
Directions; ODAS buoy**

82

After Paragraph 3.141 2 line 2 Insert:

Clear of a light buoy (ODAS) (62°25'·41N 6°01'·93E), thence:

Norwegian Notice 2/61087/20

[NP57B-No 56-Wk 10/20]

**Møre og Romsdal - Sulafjorden -
East of Kvitneset — ODAS Buoy**

82

Paragraph 3.141 2 including existing Section IV Notice Week 10/20 *Replace by:*

- 2 SW of Raudnesskallen (62°25'·05N 6°04'·20E), thence:
Clear of a light buoy (ODAS) (62°25'·35N 6°01'·01E), thence:
NE of Kvitneset (62°25'·32N 6°00'·10E), the NE extremity of Hareidlandet, and:
SW of a rock awash (62°25'·68N 6°03'·58E) at Trælbaen, and also SW of a rock with a depth of 5·0 m 1 cable farther NNW, thence:

Norwegian Notice 10/64729/21

[NP57B-No 105-Wk 32/21]

Møre og Romsdal - Holmefjorden — Sector light

95

Paragraph 3.234 3 lines 7-8 *Delete*

Norwegian Notice 21/59559/18

[NP57B-No 11-Wk 50/18]

**Møre og Romsdal - Holmefjorden —
Directions; sector light**

97

Paragraph 3.242 2 lines 2-4 *Replace by:*

...Grønnholmen Light, and thence SE, passing:

Norwegian Notice 21/59559/18

[NP57B-No 12-Wk 50/18]

**Storfjorden - Velteneset —
Overhead power cables**

104

After Paragraph 3.307 2 line 4 Insert:

**Vertical clearance
3.307a**

1 Two overhead power cables, with a least vertical clearance of 60 m, span Storfjorden between Velteneset (3.307) and Gausneset, 1 mile NE.

Norwegian Notice 8/58730/18

[NP57B-No 5-Wk 22/18]

**Møre og Romsdal - Storfjorden —
Vertical clearance; overhead cables**

104

Paragraph 3.307a 1 existing Section IV Notice Week 22/18 *Replace by:*

**Vertical clearance
3.307a**

1 Overhead power cables, vertical clearance 69 m, span Storfjorden between Velteneset (3.307) and Gausneset, 1 mile NE.

Norwegian Notice 4/63958/21

[NP57B-No 102-Wk 18/21]

Møre og Romsdal - Breisunddjuget — Directions

109

Paragraph 3.347 1 line 5 *For Clear Read SW*

Paragraph 3.347 2 lines 7-8 *Replace by:*

SW of Olsfluda (62°29'·54N 5°51'·48E), thence:
NE of Nergrunnskallen (62°26'·60N 5°49'·40E).

Norwegian ENC NO4H1411 (14.007)

[NP57B-No 108-Wk 35/21]

**Møre og Romsdal - Ålesund -
Steinvågsundet — Depths**

112

Paragraph 3.364 1 lines 4-8 *Replace by:*

Steinvågsundet (62°28'·26N 6°07'·42E); 5·0 m at the N entrance, 1 cable SW of the bridge, and about 5·0 m in the channel off Kverna (3.379) in the S entrance.

Norwegian Notice 3/61182/20

[NP57B-No 60-Wk 13/20]

NP57B

Møre og Romsdal - Ålesund - Aspevågen — Prohibited area

112

After Paragraph 3.372 *1* Insert:

Prohibited area 3.372a

- 1* Anchorage is prohibited within 50 m of a wreck in position 62°27'·78N 6°07'·90E.

Norwegian Notice 8/61358/20

[NP57B-No 65-Wk 22/20]

Møre og Romsdal - Ålesund - Steinvågen — Directions; buoys

113

Paragraph 3.379 *3* lines 3-5 *Replace by:*

...marked by light beacons (starboard hand).

Norwegian Notice 3/61182/20

[NP57B-No 61-Wk 13/20]

Møre og Romsdal - Ålesund - Steinvågsundet — Leading lights

113

Paragraph 3.380 *1* lines 3-8 *Replace by:*

...track leads WSW, passing:

Norwegian Notice 8/61356/20

[NP57B-No 66-Wk 22/20]

Møre og Romsdal - Ålesund - Aspevågen — Anchorage

114

Paragraph 3.383 *1* line 4 *For* 62°27'·78N 6°08'·00E *Read* 62°27'·82N 6°08'·12E

Norwegian Notice 8/61358/20

[NP57B-No 67-Wk 22/20]

Åsefjorden - Veddevika — Submarine pipeline

116

Paragraph 3.392 *1* line 9 *Replace by:*

...30 m, sand, taking care to avoid a submarine pipeline.

Norwegian Notice 14/59112/18

[NP57B-No 7-Wk 35/18]

Møre og Romsdal - Sula - Mauseidvågen — Submarine cables

117

Paragraph 3.403 *1* line 1 *Replace by:*

- 1* **Anchorage** may be obtained, avoiding charted submarine cables, in Mauseidvågen...

Norwegian Notice 21/60797/19

[NP57B-No 45-Wk 51/19]

West coast - Ellingsøya - Taftasundet — Vertical clearance

133

Paragraph 4.77 *1* line 4 *Replace by:*

...vertical clearance of 4.5 m, reported (2018), and has a navigable width...

Norwegian Notice 17/59298/18

[NP57B-No 9-Wk 41/18]

West coast - Møre og Romsdal - Lepsøyrevet — Lepsøy Bridge

139

After Paragraph 4.133 *1* line 2 *Insert:*

Vertical clearance 4.133a

- 1* Lepsøy Bridge (62°35'·58N 6°15'·47E), with a vertical clearance of 41 m, spans the NE end of Lepsøyrevet between Gamlemshaugen and Lepsøya.

Norwegian Notice 24/63516/20

[NP57B-No 92-Wk 10/21]

West coast - Romsdalsfjorden - Tomrefjorden - Bårsneset — Directions; light sectors

147

Paragraph 4.198 *2* line 2 *For* (140¼°-144° and 148½°-157½°) *Read* (140°-144° and 148.5°-157.5°)

Paragraph 4.198 *3* line 6 *Replace by:*

...covered by a red sector (144°-147°) of...

Paragraph 4.198 *6* line 3 *For* (332¾°-350°) *Read* (332.5°-350°)

Norwegian Notice 10/60259/19

[NP57B-No 27-Wk 26/19]

Møre og Romsdal - Romsdalfjorden - Tresfjorden — Directions; light

152

Paragraph 4.253 *1-2* *Replace by:*

- 1* From a position S of Julneset (62°43'·47N 6°58'·90E), the track leads ESE through the outer part of Romsdalsfjorden to a position E of Furneset, where Furneset Light (62°39'·21N 7°04'·99E) is exhibited. Thence the track leads S, passing:
2 E of the islet of Feøya (62°38'·01N 7°06'·26E) where Feøya Light (post, floodlit, 3 m in height) is exhibited, and noting a marine farm established 8½ cables E of the light, thence: Under the navigable span of Tresfjord Bridge (4.251), marked by lights.

Norwegian Notice 1/60992/20

[NP57B-No 47-Wk 08/20]

South of Molde - Tresfjorden — Directions; light

152

Paragraph 4.253 3 lines 1–7 *Replace by:*

- 3 Thence the track continues SSE to a position W of Daugstad (62°33'·80N 7°09'·19E) and then S in mid-channel to the head of the fjord.

Norwegian Notice 2/58407/18; ENC NO4E1514
[NP57B-No 8-Wk 35/18]

**West coast - Romsdalsfjorden -
Hovdeneset — Directions; light sectors**

153

Paragraph 4.267 3 line 7 *For* (126°–138°) *Read* (126·5°–138°)

Paragraph 4.267 4 line 3 *For* (246°–249°) *Read* (246·5°–249·5°)

Norwegian Notice 10/60263/19
[NP57B-No 28-Wk 26/19]

**Møre og Romsdal - Romsdalsfjorden —
Directions; light**

153

Paragraph 4.267 4 line(s) 5 *For* Tresfjorden *Read* Feøya

Norwegian Notice 1/60992/20
[NP57B-No 48-Wk 08/20]

**West coast - Romsdalsfjorden -
Hovdeneset — Directions; light sector**

154

Paragraph 4.281 1 line 7 *For* (302°–335°) *Read* (304°–335·5°)

Norwegian Notice 10/60263/19
[NP57B-No 29-Wk 26/19]

**West coast - East-south-east of Molde -
Langfjorden - Åfarnes —
Directions; light sectors**

154

Paragraph 4.289 1 line(s) 3–4 *Replace by:*

...sectors (053·0°–058·0° or 064·0°–073·5°) of Herjeskjæret Light (62°40'·22N 7°30'·32E), passing:

Paragraph 4.289 1 line(s) 8 *For* (058°–064½°) *Read* (058°–064·3°)

Paragraph 4.289 2 line(s) 1–3 *Replace by:*

- 2 Either side of Hestholmen (62°39'·38N 7°26'·90E), covered by the green sector (060·0°–064·0°) of Herjeskjæret Light, thence:

Norwegian Notice 5/59973/19
[NP57B-No 14-Wk 15/19]

**Nogvafjorden - Flemsøya —
Directions; light sector**

158

Paragraph 4.334 1 line 3 *For* (126·5°–135°) *Read* (127·5°–135·5°)

Norwegian Notice 12/58954/18
[NP57B-No 6-Wk 31/18]

**West coast - Gossa -
Røssøyvågen — Directions; lights**

164–165

Paragraph 4.372 1 lines 7–9 *Replace by:*

Directions. From a position S of Kjølengen Light (4.370), the track leads SE, passing:

Paragraph 4.372 2 lines 1–4 *Replace by:*

- 2 NE of Sinkelen (62°49'·42N 6°46'·72E), marked by an iron perch, thence:

Norwegian Notice 17/60616/19
[NP57B-No 41-Wk 43/19]

**Approaches to Budadjupet -
Bjørnsund — Directions; light**

166

Paragraph 4.386 1 line(s) 3 *For* (138°–164°) *Read* (138°–161·5°)

Norwegian Notice 4/59825/19
[NP57B-No 13-Wk 13/19]

**Møre og Romsdal - Julsundet -
Julbøen — Directions; light sectors**

169

Paragraph 4.406 2 line(s) 6 *For* (359°–006¼°) *Read* (358·7°–019·2°)

Paragraph 4.406 3 line(s) 4–6 *Replace by:*

...green sector (157·6°–161·8°) of Julholmen Light and a red sector (006·3°–019·2°) of Hogsneset Light.

Norwegian Notice 1/60977/20
[NP57B-No 49-Wk 08/20]

**Møre og Romsdal - Hustadvika -
Storesundet — Directions; light sector**

172

Paragraph 4.431 1 line 3 *For* 327°–353° *Read* 326°–353°

Paragraph 4.431 2 line 7 *For* 156°–164½° *Read* 156·7°–164·6°

Norwegian Notice 2/61064/20
[NP57B-No 57-Wk 10/20]

**Hustadvika - Midtfjorden - Vikan Light to
Sjøsørpa via Stoplan — Directions; light sector**

181

Paragraph 5.37 1 line(s) 3 *For* (203°–208°) *Read* (204·5°–208·6°)

Norwegian Notice 1/60986/20
[NP57B-No 50-Wk 08/20]

NP57B

Hustadvika - Midtfjorden - Channel north-west of Vikan Light — Directions; light sector

183

Paragraph 5.48 1 line(s) 3 *For* (143°-149°) *Read* (144.1°-149.5°)

Norwegian Notice 1/60986/20

[NP57B-No 51-Wk 08/20]

North-west coast - Hustadvika - Kråksundet — Directions; light sector

183

Paragraph 5.49 1 line 4 *For* (140°-142°) *Read* (141°-142.5°)

Norwegian Notice 7/60119/19

[NP57B-No 20-Wk 20/19]

Hustadvika - Midtfjorden - Vikan — Directions; light sector

183

Paragraph 5.51 3 line(s) 1-4 *Replace by:*

3 An alternative approach is from W passing S of Skutholmtaren and N of Skutholmen, close S.

Norwegian Notice 1/60986/20

[NP57B-No 52-Wk 08/20]

West coast - Hustadvika - Kvitholmen — Directions; light sector

187

Paragraph 5.70 2 line 10 *For* 230°-235° *Read* 231.5°-236°

Norwegian Notice 11/60331/19

[NP57B-No 31-Wk 29/19]

Hustadvika - Halluren to Hestskjær - Litlsandøya — Directions; light sector

187

Paragraph 5.71 3 line(s) 2-3 *Replace by:*

...sectors (209.9°-218.3° or 221.9°-227.9°), astern, of Litlsandøya Light (63°02'95N 7°23'42E), passing NW of...

Norwegian Notice 1/60975/20

[NP57B-No 53-Wk 08/20]

Møre og Romsdal - Ramnfjorden - Sveggevika - Galten Light — Directions; light sector

189

Paragraph 5.85 5 line(s) 5 *For* (072°-074°) *Read* (070.8°-072.7°)

Norwegian Notice 1/61004/20

[NP57B-No 54-Wk 08/20]

Møre og Romsdal - Ramnfjorden - Sveggevika - Galten Light — Directions; light sector

191

Paragraph 5.99 1 line(s) 3 *For* (103°-114°) *Read* (102.6°-112.5°)

Norwegian Notice 1/61004/20

[NP57B-No 55-Wk 08/20]

North-west coast - Ramngapet - Stavneset — Directions; light

193

Paragraph 5.111 4 line 7 *For* 090.5° *Read* 091.5°

Norwegian Notice 6/60020/19

[NP57B-No 17-Wk 18/19]

West coast - Lauvøyfjorden - Vevangstraumen — Directions; light

197-198

Paragraph 5.154 3 lines 1-8 *Replace by:*

3 ENE of Vevang Light (starboard hand, floodlit) (63°00'40N 7°18'51E).

Thence the track continues into Lauvøyfjorden leading either ENE to pass N of Mannsholmen (63°00'40N 7°19'30E), or SE to pass SW of Mannsholmen.

Norwegian Notice 16/60572/19

[NP57B-No 38-Wk 42/19]

West coast - Kornstadfjorden - Averøya - Grønmyr — Directions; light sectors

199

Paragraph 5.164 1 line(s) 4 *For* (101½°-105°) *Read* (101.5°-106.0°)

Paragraph 5.164 2 line(s) 2 *For* (321½°-342½°) *Read* (320.0°-342.5°)

Norwegian Notice 5/59966/19

[NP57B-No 15-Wk 15/19]

West coast - Freifjorden - Freines — Directions; light

204

Paragraph 5.214 3 line(s) 3-4 *Replace by:*

At night, a track leads SE with the line of bearing 321°, astern, of Freines Light into the N part of...

Norwegian Notice 11/30343/19

[NP57B-No 32-Wk 29/19]

**North-west coast - Ytrefjorden -
Griphølen — Directions; light**

209

Paragraph 5.262 3 lines 3-5 *Replace by:*

...danger), and covered by a red sector (277.9°-283.2°), astern, of Grip Light and a green sector (124°-127.1°), ahead, of Lyktlangholmen...

Paragraph 5.262 5 line 2 *For* (113°-123° and 126°-130°) *Read* (113.1°-122.8° and 127.1°-130.7°)

Paragraph 5.262 5 line(s) 6 *For* (285°-291½° and 275½°-278°) *Read* (284.5°-290.6° and 274.3°-277.9°)

Norwegian Notice 13/60453/19

[NP57B-No 34-Wk 34/19]

**West coast - Kristiansund - Talgsjøen -
Kvitneset — Directions; light sector**

211

Paragraph 5.274 1 line(s) 5 *For* (157½°-178°) *Read* (158.5°-178.5°)

Norwegian Notice 5/60006/19

[NP57B-No 16-Wk 15/19]

**West coast - Freifjorden - Årsundøya —
Directions; light sectors**

218

Paragraph 5.319 1 line 3 *For* (121°-170°) *Read* (137°-169.5°)

Paragraph 5.319 2 line 2 *For* (030°-042½°) *Read* (029.5°-042.5°)

Norwegian Notice 10/60263/19

[NP57B-No 30-Wk 26/19]

**Møre og Romsdal - Årsundfjorden -
Stabblandet — Directions; light**

219

Paragraph 5.324 1 lines 3-6 *Replace by:*

...night in the white sector (063.9°-075.9°) of Stabblandet Light (63°09'41N 8°13'12E) (5.385), passing:

Norwegian Notices 2/61067 & 61069/20

[NP57B-No 58-Wk 10/20]

**North-west coast - Halsafjorden -
Fåråneset — Directions; light**

220

Paragraph 5.337 1 line 3 *For* 204° *Read* 202°

Norwegian Notice 6/60056/19

[NP57B-No 18-Wk 18/19]

**West coast - Trongfjorden -
Bøfjorden — Directions; light**

221

Paragraph 5.342 1 line(s) 5-7 *Replace by:*

NNW of Stakkneset (63°00'53N 8°20'79E).

Paragraph 5.342 4 line(s) 1-7 *Delete*Paragraph 5.343 1 line 3 *Replace by:*

...Bøfjorden, in depths of 19 m and...

Norwegian Notice 16/60613/19

[NP57B-No 39-Wk 42/19]

**West coast - Trongfjorden -
Torjolvågen — Directions; light**

222

Paragraph 5.350 1 line(s) 6-8 *Replace by:*

...track leads SW, passing:

Norwegian Notice 16/60613/19

[NP57B-No 40-Wk 42/19]

**North-west coast - Surnadalsfjorden - Torvika
— Directions; light sectors**

223

Paragraph 5.369 1 line 3 *For* (074°-098°) *Read* (074.5°-098.5°)

Paragraph 5.369 2 line 5 *For* (250°-260°) *Read* (250.5°-261°)

Norwegian Notice 7/60092/19

[NP57B-No 21-Wk 20/19]

**North-west coast - Trongfjorden -
Askneset — Directions; light sector**

223

Paragraph 5.369 4 line 3 *For* (264°-274°) *Read* (263°-266.5°)

Norwegian Notice 7/60096/19

[NP57B-No 22-Wk 20/19]

**North-west coast - Trongfjorden -
Askneset — Directions; light sector**

224

Paragraph 5.379 1 line 3 *For* (246°-254°) *Read* (246°-253°)

Norwegian Notice 7/60096/19

[NP57B-No 23-Wk 20/19]

**Møre og Romsdal - Årsundfjorden -
Stabblandet - Directions; light**

225

Paragraph 5.385 1 lines 4-5 *Replace by:*

...(063.9°-075.9°) of Stabblandet Light (lantern, 6 m in height) (63°09'41N 8°13'12E), passing:

NP57B

Paragraph 5.385 3 line(s) 1–3 *Replace by:*

- 3 NNW of Storvika (63°08'·86N 8°15'·29E).

Norwegian Notice 2/61067/20

[NP57B-No 59-Wk 10/20]

Møre og Romsdal - Vinjefjorden — Directions; light

228

Paragraph 5.417 1 line(s) 1–4 *Replace by:*

- 1 From a position SE of Arøya (63°10'·83N 8°35'·38E), the track leads E, passing:

Paragraph 5.417 2 line(s) 1–10 *Replace by:*

- 2 N of an islet (63°11'·16N 8°44'·10E) at the entrance to Engdalen (5.420), thence:
N of Hovdehammeren Light (post, 10 m in height) (63°11'·78N 8°50'·35E), standing on the N side of an elongated hill on the S side of the fjord.

Thence the track continues E to the head of the fjord.

Norwegian Notice 21/60814/19

[NP57B-No 46-Wk 51/19]

North-west coast – Nordmørsfjordane - Edøyfjorden — Directions; light

230

Paragraph 5.433 2 line 4 *For* 147° *Read* 148°

Norwegian Notice 6/60030/19

[NP57B-No 19-Wk 18/19]

North of Kristiansund - Grip — Directions; light sector

237

Paragraph 6.14 1 line(s) 3 *For* 132°–182° *Read* 133·2°–182·9°

Norwegian Notice 20/60750/19

[NP57B-No 43-Wk 48/19]

Møre og Romsdal - Smøla - Kalvøya — Directions; light

238

Paragraph 6.16 2-5 *Replace by:*

- 2 Thence the track continues E to a position about 1·1 miles W of Skardholmen Light.
Orholmskjær Leading Lights:
Front (tripod, 5 m in height) (63°21'·17N 7°46'·69E).
Rear (framework structure, 9 m in height) (1 cable from front light).
- 3 The alignment (067·2°) of these lights leads ENE to a position about 6 cables WSW of the front light.
Thence the track leads generally E, passing:
N of a rock (63°20'·98N 7°46'·59E) with a depth of 1·0 m, marked by Olsøysvaet W Light (iron perch, 11 m in height).

- 4 The track then continues E into Olsøysvaet, passing:

S of Orholmskjær Front Light (63°21'·17N 7°46'·69E), thence:

S of a rock (63°21'·14N 7°47'·41E) with a depth of 6·0 m, thence:

- 5 S of Skabbersøya (63°21'·30N 7°48'·90E), and:
N of Elungøyflua (63°21'·07N 7°49'·01E), marked by an iron perch.

Thence the track leads to a position in Olsøysvaet WSW of Kalvøy Light (framework structure, 6 m in height) (63°21'·46N 7°51'·56E) and Klakkavågen Light (post, 5 m in height) (63°21'·40N 7°50'·78E).

Norwegian Notice 18/62646/20

[NP57B-No 70-Wk 49/20]

Møre og Romsdal - Smøla – Olsøysvaet — Directions; light

238

Paragraph 6.16 2-5 including existing Section IV Notice Week 49/20 *Replace by:*

- 2 Thence from a position about 1 mile W of Skardholmen Light the track leads ENE to a position about 2½ cables SW of Orholmskjær Ø Light (framework structure, 9 m in height) (63°21'·22N 7°46'·95E), passing:

SSE of a Svalbåen Light (63°20'·84N 7°44'·60E), which marks a rocky shoal area, thence:

NNW of a rocky shoal (63°20'·85N 7°45'·61E), marked by an iron perch.

The track then continues E into Olsøysvaet, passing:

N of a rock (63°20'·98N 7°46'·59E) with a depth of 1·0 m, marked by Olsøysvaet W Light (iron perch, 11 m in height), thence:

S of Orholmskjæret Light (pole, 5 m in height) (63°21'·17N 7°46'·72E), thence:

S of a rock (63°21'·14N 7°47'·41E) with a depth of 6·0 m, thence:

S of Skabbersøya (63°21'·30N 7°48'·90E), and:

N of Elungøyflua (63°21'·07N 7°49'·01E), marked by an iron perch.

Thence the track leads to a position in Olsøysvaet WSW of Kalvøy Light (framework structure, 6 m in height) (63°21'·46N 7°51'·56E) and Klakkavågen Light (post, 5 m in height) (63°21'·40N 7°50'·78E).

Norwegian Notice 1/63715/21; Norwegian LL 429704/429900/429800 [NP57B-No 100-Wk 12/21]

Møre og Romsdal - Smøla – Olsøysvaet – Steinsøya — Directions; light

238

Paragraph 6.18 2 lines 1–6 *Replace by:*

- 2 **Directions.** From a position in Oddehølen S of Orholmskjæret Light (63°21'·17N 7°46'·72E) (6.16), the recommended track leads generally N for about 8 cables through a narrow channel, thence ENE for about 2 cables to the harbour; iron perches mark dangers either side of the track.

Norwegian Notice 1/63715/21; Norwegian LL 429704

[NP57B-No 101-Wk 12/21]

**Møre og Romsdal - Smøla -
Veiholmen — Directions; light**

240

Paragraph 6.25 3 lines 1-6 *Replace by:*

- 3 **Directions, from west.** From a position in Veidahølen (63°30'00N 7°53'00E) W of Singsundet Light (white lantern on piles, 6 m in height) (63°31'01N 7°56'65E), the track leads E, and at night in a green sector (070.6°-135.2°), ahead, of Singsundet Light, to a position close NW of the light.

Norwegian Notice 18/62476/20

[NP57B-No 71-Wk 49/20]

**West coast - Tustna - Klakken —
Directions; light sector**

241

Paragraph 6.31 3 line 7 *Replace by:*

...lies within a green sector (233.5°-006.5°) of...

Norwegian Notice 17/59202/18

[NP57B-No 10-Wk 41/18]

**North-west coast - Ytrefjorden -
Hammarsundet — Directions; light sector**

241

Paragraph 6.31 3 line 7 including existing Section IV Notice Week 41/18. *Replace by:*

...lies within a red sector (233°-007°) of...

Norwegian Notice 7/60088/19

[NP57B-No 24-Wk 20/19]

**Møre og Romsdal - Smøla -
Ramsøyfjorden — Directions; light**

246

Paragraph 6.59 1 line 3 *For* 065¼° - 068½° *Read* 161.5°-165.9°

UKHO

[NP57B-No 72-Wk 49/20]

**West coast - East of Smøla -
Trondheimsleia — Directions; light**

246

Paragraph 6.59 5 line(s) 3-5 *Replace by:*

...by a red sector (077.6°-079.3°), ahead, of Værøyan Light (63°24'67N 8°27'31E) (6.113) and a green sector (287.9°-291.3°), astern, of...

Norwegian LL 439700

[NP57B-No 78-Wk 01/21]

**North-west coast - Trondheimsleia -
Gjerdavika - Morøya — Directions; light**

250

Paragraph 6.84 2 line(s) 2-3 *For* (133°-137° and 235°-244°) *Read* (134°-136° and 234.7°-243.9°)

Norwegian Notice 13/60453/19

[NP57B-No 35-Wk 34/19]

**North-west coast - Dromnessundet -
Rogntangan — Directions; light sector**

252

Paragraph 6.107 3 line 6 *For* (313°-315°) *Read* (313°-314°)

Norwegian Notice 7/60085/19

[NP57B-No 25-Wk 20/19]

**North-west coast - Dromnessundet —
Directions; light sectors**

252-253

Paragraph 6.108 2-5 *Replace by:*

- 2 **At night** tracks lead NNW and N in white sectors, astern, of Rognannes Light (63°22'95N 8°38'84E) through two of the channels into Trondheimsleia as follows:

- 3 Track NNW, in white sector (155°-160.5°), astern, passes ENE of Galtfluin (63°24'12N 8°37'45E), marked by an iron perch, and WSW of Storflua, 2½ cables ENE, marked by an iron perch and by Storflua Light Beacon (framework tower, 13 m in height).

- 4 Track N, in white sector (169.5°-178°), astern, passes E of Storflua (63°24'25N 8°38'00E) and W of shoal ground fronting Skarpneset, 3½ cables ESE, noting that a rock with a depth of 8.0 m lies within the white sector 1¼ cables E of Storflua Light Beacon.

- 5 Also, a track WNW in a red sector (110°-128°), astern, of Rognannes Light and in a white sector (284.5°-287°), ahead, of Værøyene Light (63°24'67N 8°27'31E) passes NNE of Skipnesodden (63°23'50N 8°35'10E), the N-most point of Skardsøya, and SSW of Skipnestaren, 3 cables NE, marked by an iron perch, noting that a rock with a depth of 6.0 m lies within the white sector of Værøyene Light 1¼ cables SSE of Skipnestaren.

(Directions for Trondheimsleia are given at 6.125)

Norwegian Notice 7/60085/19

[NP57B-No 26-Wk 20/19]

**West coast - Trondheimsleia - South-west part
- Edøya to Værøyane — Directions**

253

Paragraph 6.113 3 line(s) 5-6 *Replace by:*

...dangers are covered by a green sector (043.5°-051.5°) of Klakksbrøen Light (63°21'30N...

Norwegian Notice 14/60499/19

[NP57B-No 36-Wk 36/19]

NP57B

Sør-Trøndelag - Trondheimsleia - Værøyan — Directions; light sector

253

Paragraph 6.113 6 lines 1-6 *Replace by:*

- 6 **At night** the track leads NE in a white sector (219°-238°), astern, of Kyrhaug Light and a white sector (033°-046°), ahead, of Værøyan Light, noting that Meklakken and Nordklakken lie within the Værøyan Light white sector at extreme range, and Austklakken lies within the Kyrhaug Light white sector.

Norwegian Notice 19/62816/20

[NP57B-No 75-Wk 51/20]

West coast - Trondheimsleia - South-west part - Lesundet — Directions

254

Paragraph 6.116 2 line(s) 6 *Replace by:*

...a white sector (318°-326°), astern, of Klakksbrøen...

Norwegian Notice 14/60499/19

[NP57B-No 37-Wk 36/19]

Sør-Trøndelag - Trondheimsleia - Magerøysundet — Directions; lights

256

Paragraph 6.136 1-2 *Replace by:*

- 1 **Approach, passing east of Magerøya.** From a position in Trondheimsleia NW of Kråka (63°27'·83N 8°59'·78E), the track leads SSE, passing:
Clear of rocks (63°27'·64N 8°59'·48E) with a depth of 7·7 m, thence:
ENE of Ytre Klakken (63°27'·49N 8°58'·98E), marked by a spar buoy (lateral), thence:
2 ENE of Indre Klakken (63°27'·35N 8°59'·18E), marked by a light (post, 9 m in height).
The track then leads S, passing W of Ringberget (63°26'·94N 8°59'·75E), from where Ringberget Light (post, 7 m in height) is exhibited.
Thence the track leads SW, between Magerøya and the mainland, to a position W of Ålførskaget (63°26'·39N 8°58'·60E).

Norwegian Notice 23/63429; 63376/20

[NP57B-No 93-Wk 10/21]

West coast - Trondheimsleia - Hamnvik — Directions; light sector

257

Paragraph 6.145 2 line(s) 2 *For* (142°-157°) *Read* (143°-157°)

Norwegian Notice 12/60362/19

[NP57B-No 33-Wk 32/19]

Sør-Trøndelag - Åstfjorden - Mjønes — Development; bridge

258

Paragraph 6.157 3 *Replace by:*

- 3 **Vertical clearance.** Åstfjorden is spanned by a bridge with a vertical clearance of 25 m at Mjønesneset (6.165).

Overhead power cables span several parts of Åstfjorden. Within the main fairway described below (6.158), safe vertical clearance is 43 m, 2½ cables E of Klakken Light (63°26'·79N 9°18'·10E).

Norwegian Notice 6/64245/21

[NP57B-No 104-Wk 24/21]

Sør-Trøndelag - Åstfjorden - Stolpnes — Directions; light

258

Paragraph 6.158 1 lines 3-4 *Replace by:*

...white sector (077°-081°), ahead, of Klakken Light (63°26'·79N 9°18'·10E), passing:

Norwegian Notice 18/62637/20

[NP57B-No 73-Wk 49/20]

Sør-Trøndelag - Åstfjorden - Stolpnes — Directions; light

259

Paragraph 6.158 4 line 5 *For* 251°-254° *Read* 252°-254°

Norwegian Notice 18/62637/20

[NP57B-No 74-Wk 49/20]

Sør-Trøndelag - Trondheimsleia - Sørleksa — Directions; light

261

Paragraph 6.180 3-4 *Replace by:*

- 3 NNW of Ystholmen (63°30'·80N 9°10'·80E), the E extremity of which is marked by an iron perch, thence:
SSE of Kvernskjæret (63°32'·30N 9°12'·35E), the S extremity of which is marked by an iron perch, thence:
4 SSE of Storaflua (63°33'·03N 9°14'·83E), marked on the W side by an iron perch and on the S side by Storaflua Light (lantern on tripod, 8 m in height).

Thence the track continues ENE to a position SW of Beinvikneset (63°33'·83N 9°18'·33E), the S extremity of Sørleksa.

Norwegian Notice 20/62876/20

[NP57B-No 80-Wk 01/21]

Sør-Trøndelag - Trondheimsleia - Sørleksa — Directions; light

265

Paragraph 6.224 1 lines 3-5 *Replace by:*

SE of Neset Light (post, 6 m in height) (63°34'·00N 9°19'·33E), exhibited close S of Neset, thence:

Paragraph 6.224 *3 Replace by:*

- 3 At night** the track leads NE in a white sector (070.1°-090.6°) of Kongsvoll Light, passing:

Clear of the dangers fronting the mainland S of Kongsvoll Light, thence:

SE of Neset Light, keeping clear of the dangers fronting Sørleksa and Nordleksa on the NW side of the track, thence:

The track continues in a white sector (215.6°-232.1°), astern, of Kongsvoll Light, which passes NW of Bjørnøyflua and SE of Smellingsflua, and also in a white sector (062.2°-067.4°), ahead, of Røysaneset Light (63°37'·19N 9°35'·85E), which passes SE of Nordleksa, Fiskungan and Innerflua, and NW of the dangers on the mainland side of the track.

Norwegian Notice 20/62876/20; Norwegian LL 411000
[NP57B-No 81-Wk 01/21]

**Sør-Trøndelag - Trondheimsfjorden -
Beian — Directions; light sector**

266

Paragraph 6.225 *4 line(s) 1-11 Replace by:*

- 4 At night** the track leads NE. Thence, when past Beian Light, the track continues NE in a white sector (211.8°-239.2°), astern, of Røysaneset Light which passes NW of the dangers in the vicinity of Høgholmen and SE of Hovdtåa.

Norwegian Notice 23/63431/20; NO LL 411602
[NP57B-No 94-Wk 10/21]

**Sør-Trøndelag - Nordfjorden -
Råkvågen — Directions; light**

268

Paragraph 6.250 *2-4 Replace by:*

- 2** NNW of Grønnskjerflua (63°44'·25N 9°59'·18E), part of shoal ground extending ENE from Bessholmen, and:
SSE of Søtvikflua (63°45'·02N 9°57'·64E), marked by an iron perch, thence:
NNW of Bjørvikflua (63°45'·18N 10°01'·52E), marked by an iron perch, thence:
NNW of foul ground (63°45'·93N 10°03'·43E) fronting Hardbaken where Hardbaknesskjæret Light (post, 7 m in height) is exhibited.

- 3** Thence the track continues ENE in mid channel to the head of the fjord.

At night, the track passing NNW of Håøya leads ENE in a white sector (201.7°-224.8°), astern, of Flesagalten Light.

- 4** The track passing between Håøya and Bessholmen leads ENE in a white sector (230.7°-234.1°), astern, of Flesagalten Light.

Norwegian Notice 19/62811/20
[NP57B-No 76-Wk 51/20]

**Sør-Trøndelag - Stjørnfjorden -
Flesagalten — Directions; light sector**

268

Paragraph 6.250 *2-4* including existing Section IV Notice Week 51/20 *Replace by:*

- 2** NNW of Grønnskjerflua (63°44'·25N 9°59'·18E), part of shoal ground extending ENE from Bessholmen, and:
SSE of Søtvikflua (63°45'·02N 9°57'·64E), marked by an iron perch, thence:
NNW of Bjørvikflua (63°45'·18N 10°01'·52E), marked by an iron perch, thence:
NNW of foul ground (63°45'·93N 10°03'·43E) fronting Hardbaken where Hardbaknesskjæret Light (post, 7 m in height) is exhibited.
- 3** Thence the track continues ENE in mid channel to the head of the fjord.
- At night**, the track passing NNW of Håøya leads ENE in a red sector (201.7°-224.8°), astern, of Flesagalten Light (6.249).
- 4** The track passing between Håøya and Bessholmen leads ENE in a white sector (230.7°-234.1°), astern, of Flesagalten Light.

Norwegian Notice 21/63107/20; LL 412500
[NP57B-No 84-Wk 03/21]

**Sør-Trøndelag - Stjørnfjorden -
Refsnes — Directions; light sector**

269

Paragraph 6.251 *7 line(s) 1-4 Delete*

Norwegian Notice 23/63426/20; NO LL 411602
[NP57B-No 95-Wk 10/21]

**Sør-Trøndelag - Trondheimsfjorden -
Hysneset — Directions; light sector**

271

Paragraph 6.272 *1 line(s) 1-4 Replace by:*

- 1** From a position NNW of Agdenes (63°38'·70N 9°45'·10E) the track leads SE, passing:

Norwegian Notice 23/63428/20; NO LL 411602
[NP57B-No 96-Wk 10/21]

**Sør-Trøndelag - Trondheimsfjorden -
Rødbergsneset — Directions; light**

271

Paragraph 6.272 *3 lines 1-4 Replace by:*

- 3** SSW of Rødbergsneset (63°29'·30N 9°59'·45E), thence:

Norwegian Notice 21/63059/20
[NP57B-No 85-Wk 03/21]

**Sør-Trøndelag - Trondheimsfjorden -
Rødbergsneset — Directions; light**

272

Paragraph 6.279 *1 lines 5-7 Replace by:*

...E by a breakwater. Breakwaters protecting a marina lie 2 cables E at Brekkjaneset.

NP57B

Paragraph 6.281 1 lines 1–4 *Replace by:*

- 1 From a position SE of Rødbergsneset (63°29'·30N 9°59'·45E) the track leads S, passing:

Norwegian Notice 21/63059/20

[NP57B-No 86-Wk 03/21]

Sør-Trøndelag - Trondheimsfjorden - Rødbergsneset — Directions; light

273

Paragraph 6.295 1 lines 1–5 *Replace by:*

- 1 From a position SE of Rødbergsneset (63°29'·30N 9°59'·45E), the route leads E for about 11 miles to a position N of Østmarktangen Light (63°27'·41N 10°26'·71E), exhibited at a promontory on the E side of Trondheim.

Norwegian Notice 21/63059/20

[NP57B-No 87-Wk 03/21]

Nord-Trøndelag - Trondheimsfjorden - Fånestangen — Directions; light

280

Paragraph 6.349 4 lines 7–9 *Replace by:*

NW of Fånestangen (63°38'·19N 10°46'·79E),
thence:

Paragraph 6.349 6 lines 4–5 *Replace by:*

...thence the track continues NE passing...

Norwegian Notice 22/63299/20

[NP57B-No 88-Wk 06/21]

West coast - Trondheimsfjorden - Hindrembukta — Submarine cable

281

After Paragraph 6.355 1 line 6 *Insert:*

Caution. A submarine cable is laid within Hindrembukta, about 6 cables NNE of Amborneset.

Norwegian Notice 19/60736/19

[NP57B-No 42-Wk 46/19]

Nord-Trøndelag - Trondheimsfjorden - Fånestangen — Light

281

Paragraph 6.360 1 lines 3–4 *Replace by:*

...Fånestangen (63°38'·19N 10°46'·79E) and Flågrunnen,
5 cables...

Norwegian Notice 22/63299/20

[NP57B-No 89-Wk 06/21]

Nord-Trøndelag - Trondheimsfjorden - Høsholman — Directions; lights

282

Paragraph 6.366 2 line 2 *For* (237°–257¾) *Read*
(236·8°–257·5°)

Paragraph 6.366 3 line 2 *For* (357·5°–042·5°) *Read*
(000·2°–042·4°)

Norwegian LL 422000

[NP57B-No 82-Wk 01/21]

Trondheimsfjorden - Verdal — Directions; lights

283

Paragraph 6.378 *Replace by:*

- 1 From a position S of the shoals in the vicinity of Fjordskjæret (63°48'·34N 11°18'·75E) (6.366) the track leads E, passing:

N of a rock (63°46'·93N 11°22'·86E) with a depth of
8·3 m fronting Kaustangen, thence:

N of shoal ground (63°46'·94N 11°25'·72E).

- 2 Thence the track leads NE into the basin, passing:
SE of East Mole, noting dolphins close WSW and E,
thence:

NW of Inner Harbour Light (tripod) (63°47'·09N
11°26'·21E), thence:

Clear of a rock (63°47'·12N 11°26'·16E) with a depth
of 8·3 m.

Thence as required for berthing.

Norwegian Notice 8/61440/20

[NP57B-No 68-Wk 22/20]

Nord-Trøndelag - Trondheimsfjorden - Falstadbukta — Directions; light

283

Paragraph 6.381 2 lines 1–4 *Replace by:*

- 2 At night, a track S in a green sector
(348·4°–050·4°), astern, of Sandsøra Light (63°44'·67N
11°02'·22E) passes W of Haugsandgrunnen and E of
Haugneset.

Norwegian LL 421000

[NP57B-No 83-Wk 01/21]

Nord-Trøndelag - Steinkjerfjorden - Stornes — Directions; light sector

286

Paragraph 6.416 1 line(s) 4 *Replace by:*

...8 miles to a position NW of Stornesørin (63°58'·58N
11°17'·40E) (6.428)...

Paragraph 6.418 2 line(s) 3–6 *Replace by:*

...Vennesodden Light, thence:

Paragraph 6.418 4 line(s) 1–6 *Replace by:*

- 4 Thence the track continues NE, to a position NW of
Stornesørin (6.428) and S of Beitstadsundet Light
(64°01'·75N 11°13'·65E) (6.446) at the entrance to
Beitstadsundet.

Norwegian Notice 24/63581/20

[NP57B-No 97-Wk 10/21]

**Nord-Trøndelag - Steinkjerfjorden -
Størnesørin — Directions, light sector**

287

Paragraph 6.427 1 line(s) 1–4 *Replace by:*

- 1 From a position NW of Størnesørin, the route through Steinkjerfjorden (64°00'·00N 11°20'·00E) leads E for about 6 miles to Steinkjer at the head of the fjord.

Paragraph 6.428 1 line(s) 1–5 *Replace by:*

- 1 From a position NW of Størnesørin (Størnesøra) (63°58'·58N 11°17'·40E), which is the combined name for the three points in that vicinity, the track leads E, passing:

Norwegian Notice 24/63581/20

[NP57B-No 98-Wk 10/21]

**Beitstadfjorden - Beitstadsundet -
Hjellbotn — Vertical clearance**

288

After Paragraph 6.444 1 line 7 Insert:

- 2 A bridge (64°05'·77N 11°20'·05E), with a vertical clearance of 23 m, spans the entrance to Hjellbotn (6.452).

Norwegian Notice 20/60772/19

[NP57B-No 44-Wk 48/19]

**Trondheimsfjorden - Beitstadsundet —
Directions; light sectors**

289

Paragraph 6.446 1 lines 1–7 *Replace by:*

- 1 From a position S of Beitstadsundet Light (64°01'·75N 11°13'·65E), the track leads N, at night in a white sector (311·9°–012·8°), ahead, of the light, passing:

E of Naustgrunnen (64°00'·94N 11°13'·10E), covered by a red sector (012·8°–031·1°) of Beitstadsundet Light, and:

Paragraph 6.446 2 line 6 *For Beitstadsund Read Beitstadsundet*

Paragraph 6.446 3 line 5 *Replace by:*

...sector (179°–180·9°), astern, of Beitstadsundet Light...

Norwegian Notice 7/61330/20

[NP57B-No 64-Wk 20/20]

**Sør-Trøndelag - Sauøya -
Directions; light sector**

295

Paragraph 7.25 5 line 4 *For 130°–134° Read 132°–134°*

Norwegian Notice 14/65247/21

[NP57B-No 109-Wk 46/21]

**Sør-Trøndelag - Fillfjorden -
Fillan — Directions; light sector**

300

Paragraph 7.72 2 line(s) 3 *For (120°–123°) Read (121·6°–124·7°)*

Norwegian Notice 5/61275/20

[NP57B-No 62-Wk 17/20]

**Sør-Trøndelag - Kråkvagfjorden -
Fjellværsøya- Auster Knarrlagsund —
Directions; light sector**

301

Paragraph 7.84 2 line(s) 2 *For (279½°–288°) Read (282·7°–288·2°)*

Norwegian Notice 5/61271/20

[NP57B-No 63-Wk 17/20]

**Sør-Trøndelag - Frohavet -
Herøya — Directions; light**

301

Paragraph 7.85 3 line 8 *For (159°–190°) Read (158·7°–191·5°)*

Norwegian Notice 22/63298/20; Norwegian LL 457500

[NP57B-No 90-Wk 06/21]

**West coast - Frøyfjorden - Skardsvågen —
Directions; light**

304

Paragraph 7.108 1 line(s) 1–4 *Replace by:*

- 1 **Directions.** Skardsvågen (63°40'·97N 8°40'·27E), an inlet on the S side of Frøya, is entered from S, passing:

Norwegian Notice 20/62903/20

[NP57B-No 79-Wk 01/21]

**Sør-Trøndelag - Tarvafjorden - Valsholmflua
and Tørrskjæret — Light sectors**

309

Paragraph 7.160 1 line 3 *For (060½°–063½°) Read (060·4°–063·3°)*

Paragraph 7.160 1 line 7 *For (088½°–093°) Read (087·2°–092·8°)*

Norwegian Notice 10/64770/21

[NP57B-No 106-Wk 32/21]

**Åfjord - Tarva to Kaura through Frohavet -
Ramnfallet — Directions; light sector**

313

Paragraph 7.190 6 line(s) 4 *For 170¾°–291½° Read 170·5°–217·5°*

Norwegian Notice 15/65257/21

[NP57B-No 110-Wk 47/21]

NP57B

Sør-Trøndelag - Lynholmråsa - Grandvika — Directions; light

316

Paragraph 7.204 5 line 2 *For* (020°–022°) *Read* (022.1°–027.6°)

Norwegian Notice 22/63272/20; Norwegian LL 472700
[NP57B-No 91 -Wk 06/21]

Sør-Trøndelag - Trondheimsleia - Garten — Directions; light sector

317

Paragraph 7.211 1 line(s) 6–11 *Replace by:*

Directions. From a position NE of Tjuvholmen Light (63°38'57N 9°28'57E) the track leads E, passing S of the shoal bank that includes Kjellgrunnen (63°39'39N 9°29'50E), and N of the dangers off the N side of Garten, to a position N of the harbour entrance.

Norwegian Notice 23/63431/20; NO LL 411602
[NP57B-No 99-Wk 10/21]

Åfjord - Skjelholmen to Hestholmen — Directions; light sector

320

Paragraph 7.238 2 line(s) 7 *For* 196°–203° *Read* 198°–203°

Norwegian Notice 15/65316/21
[NP57B-No 111-Wk 47/21]

Åfjord - Hestholmen to Maltsekken through Linesfjorden — Directions; light sectors

323

Paragraph 7.269 1 line(s) 3 *For* 196°–203° *Read* 198°–203°

Paragraph 7.269 1 line(s) 5 *For* 018°–030° *Read* 017.5°–030.5°

Norwegian Notice 15/65316/21
[NP57B-No 112-Wk 47/21]

Åfjord - Hestholmen to Maltsekken through Linesfjorden - Lina — Directions; light sector

325

Paragraph 7.283 3 line(s) 2 *For* 151.6°–156.5° *Read* 145°–157.5°

Norwegian Notice 15/65256/21
[NP57B-No 113-Wk 47/21]

Halten and Kaura to Vikna – General information — Pilotage

331

Paragraph 8.4 1 lines 1–2 *Replace by:*

- 1 Pilots board, with prior agreement, at:
Raudøyleia (64°24'00N 10°14'00E);
Grinna (64°44'00N 10°58'00E).

Norwegian Chart 309/15 [NP57B-No 2-Wk 02/18]

Skjervøyane to Buholmråsa — Directions; light sector

338

Paragraph 8.54 7 line 2 *For* (313°–332°) *Read* (311.5°–332.5°)

Norwegian Notice 16/65378/21
[NP57B-No 114-Wk 49/21]

Namsos – Arrival information — Pilotage

360

Paragraph 8.249 1 lines 1–2 *For* Grinna (64°44'00N 10°58'00E) *Read* Raudøyleia (64°24'00N 10°14'00E)

Norwegian Chart 309/15 [NP57B-No 3-Wk 02/18]

Nord-Trøndelag - Rørvik - Marøystranda — Directions; rocks

380

Paragraph 8.429 3 line(s) 7–8 *Replace by:*

WNW of a rock (64°50'70N 11°16'11E), depth 7.7 m, thence:
ESE of a rock (64°50'84N 11°16'16E), depth 8.5 m, thence:
WNW of Klungholmen Light (lantern on post) (64°50'93N 11°16'35E), thence:
Clear of a rock (64°50'96N 11°16'22E), depth 6.2 m.

Norwegian Notice 9/61460/20
[NP57B-No 69-Wk 25/20]

NP58A Norway Pilot Volume 3A (2020 Edition)

Norway — Regulations; traffic separation schemes

The following notice is to be implemented at 0000 UTC on 1st June 2021

10

Paragraph 1.61 1–3 *Replace by:*

- 1 An offshore routeing scheme has been established by Norway, comprising a series of traffic separation schemes (TSS) at key points off the coast, connected by a system of recommended routes. Three such schemes have been established within the limits of this volume, as follows:

- 2 TSS Off Træna (65°44'·38N 7°06'·45E);
TSS Off Røst (2) (67°35'·00N 9°15'·00E);
TSS Off Røst (1) (68°09'·00N 10°00'·75E).

The system is IMO-adopted and Rule 10 of the *International Regulations for Preventing Collisions at Sea* (1972) applies.

- 3 Categories of ships to which the traffic separation schemes is recommended;

(a) Tankers as defined in Annex I of the *International Convention for the Prevention of Pollution from Ships, 1973*, as modified by the protocol of 1978 (MARPOL 73/78);

(b) Chemical tankers carrying noxious liquid substances in bulk assessed, or provisionally assessed, as Category X or Y in Annex II to MARPOL 73/78;

- 4 (c) Ships carrying radioactive substances as defined in the *International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on board Ships* (INF Code);

(d) Nuclear-powered ships;

(e) Vessels of 5000 gt and upward.

- 5 Ships on international voyages to or from ports in Norway should follow the routeing schemes until a course to port which maintains a safe distance from the coast can be clearly set.

The routeing schemes do not apply to ships in traffic between Norwegian ports on the mainland or to passenger ships in regular service with calls at least once a week between Norwegian and international ports.

IMO COLREG.2/Circ.75 11 November 2020 Traffic Separation Schemes and Associated Routeing Measures
[NP58A-No 52-Wk 20/21]

Nord-Trøndelag - Dolmsundet to Lekafjorden - Gullhømen — Directions; rocks

77

Paragraph 3.66 4 line(s) 1-5 *Replace by:*

- 4 WNW of a rock (65°01'·52N 11°42'·38E), depth 9·2 m, situated near the W extent of a shoal area. A rock (65°01'·56N 11°42'·72E), depth 5·6 m, marked by a buoy (isolated danger), is situated near the E extent of the shoal.

Thence the track leads to a position about 1 mile E of Madsøygalten Light (65°02'·48N 11°40'·89E) (3.28).

Norwegian Notice 10/61512/20

[NP58A-No 25-Wk 27/20]

Sør-Helgeland - Ursfjorden — Directions; light sector

96

Paragraph 3.218 1 line 3 *For* 028°-035° *Read* 027°-032·9°

Paragraph 3.218 5 line 3 *For* 028°-035° *Read* 027°-032·9°

Norwegian Notice 8/61368/20

[NP58A-No 20-Wk 22/20]

Sør-Helgeland - Torgværet - Blåbakflua — Directions; light

108

Paragraph 3.283 2-4 *Replace by:*

- 2 N of Revlingstaren (65°21'·77N 12°00'·27E), marked by an iron perch, thence:
S of Sandøytaren Light (tripod, 6 m in height) (65°22'·56N 12°00'·21E).

Thence the track leads NNW, in the white sector (333·5°-359°) of Blåbakflua Light (column, 12 m in height) (65°24'·35N 11°57'·72E), passing:

ENE of Mortenstaren (65°21'·96N 11°59'·12E), thence:

- 3 WSW of Bjørnholman (65°23'·10N 11°59'·63E), thence:

WSW of a patch (65°23'·39N 11°59'·38E) of drying ground on which lie some above-water rocks.

Thence the track leads N, passing:

- 4 E of Hokstaren Light (65°23'·80N 11°57'·46E), thence:

W of an unmarked rock (65°24'·02N 11°58'·78E), with a depth of 6·9 m, thence:

W of Fleina Light (post on base, 6 m in height) (65°24'·18N 11°59'·02E).

The track then leads to a position about 3 cables NE of Blåbakflua Light (above).

Norwegian Notice 18/65671/21

[NP58A-No 57-Wk 52/21]

Sør-Helgeland - Toftsundet - Toftøya — Directions; light

110

Paragraph 3.296 2 line 4 *For* (108·6°-125·8°) *Read* (110°-125·5°)

Norwegian Notice 18/65686/21

[NP58A-No 58-Wk 52/21]

Brønnøy - Velfjorden — Directions; light sectors

117

Paragraph 3.340 4 line 4 *For* (325°-331·5°) *Read* (327°-331·5°)

Norwegian Notice 14/65196/21

[NP58A-No 55-Wk 46/21]

Sør-Helgeland - Velfjorden - Langfjorden — Vertical clearance

118

Paragraph 3.351 2 line 5 *For* 12 m *Read* 9·5 m

Norwegian Notice 3/61086/20

[NP58A-No 18-Wk 13/20]

Vevelstad - Vevelstadsundet - Approach from south — Directions; light sectors

135

Paragraph 4.78 1 line 3 *For* (177°-184·2°) *Read* (178·5°-184·2°)

Norwegian Notice 14/65196/21

[NP58A-No 56-Wk 46/21]

NP58A

Sør-Helgeland - Sildøyfjorden - Åkviksundet — Vertical clearance

160

Paragraph 4.260 1 line 2 *For* 26 m *Read* 23.5 m

Norwegian Notice 6/64161/21

[NP58A-No 53-Wk 24/21]

Nord-Helgeland - Vikafjorden - Nordvika — Vertical clearance

169

Paragraph 4.313 1 line 8 *For* 18 m *Read* 16.5 m

Norwegian Notice 6/64162/21

[NP58A-No 54-Wk 24/21]

Nord-Helgeland - Dønna - Åkervågen — Vertical clearance

169

Paragraph 4.314 1 line 7 *For* 24 m *Read* 22 m

Norwegian Notice 22/60846/19

[NP58A-No 1-Wk 11/20]

Nord-Helgeland - Træna - Ausa — Directions; buoy

198

Paragraph 5.23 4 line(s) 1-8 *Replace by:*

- 4 The track then leads E, passing N of Store Rauholmen (66°31'·81N 12°05'·06E), from the middle of which Store Rauholmen Light (66°31'·81N 12°05'·06E) is exhibited, until a position is reached 4 cables E of Store Rauholmen. Thence the track, indicated by a line on the chart, leads generally SSW for through a channel marked by iron perches and beacons, passing ESE of Ausa Buoy (E cardinal) (66°30'·81N 12°04'·84E), to the open water off the NE side of Sanna. Multiple dangerous rocks lie in the vicinity of this route.

Norwegian Notice 1/63736/21

[NP58A-No 48-Wk 12/21]

Ofothfjorden - Skjomen - Laukvikhamn — Anchorage

335

Paragraph 9.176 including heading *Replace by:*

**Spare
9.176**

Norwegian Notice 18/62446/20

[NP58A-No 40-Wk 49/20]

Lofoten - Værøy - Nordlandsflaget - Kvitholmen — Directions; light sectors

351

Paragraph 10.55 3 line 3 *For* (309°-324° and 334°-350°)
Read (308.6°-329.3° and 339.3°-350.4°)

Norwegian Notice 1/60967/20 [NP58A-No 2-Wk 11/20]

Lofoten - Værøy - Sørlandsvåg — Directions; light sector

352

Paragraph 10.62 2 line 2 *For* (353.5°-356.5°) *Read*
(353.2°-357.7°)

Norwegian Notice 24/60931/19

[NP58A-No 3-Wk 11/20]

Lofoten - Moskenstraumen - Lofotodden - Buvågen — Directions; light sector

357

Paragraph 10.83 2 line 2 *For* (000°-005°) *Read*
(002.0°-006.8°)

Paragraph 10.83 3 line 5 *For* (057°-060°) *Read*
(053.8°-059.1°)

Norwegian Notice 1/61022/20 [NP58A-No 4-Wk 11/20]

Lofoten - Moskenesøya - Å — Directions; light sectors

360

Paragraph 11.13 1 line 4 *For* (328°-322°) *Read*
(329.3°-333°)

Paragraph 11.13 3 line 8 *For* (298°-310°) *Read*
(298.6°-309.8°)

Norwegian Notice 22/60850/19

[NP58A-No 5-Wk 11/20]

Lofoten - Moskenesøya - Olnilsøya — Directions; light sector

362

Paragraph 11.31 1 line 3 *For* (344°-354°) *Read*
(343°-353.8°)

Norwegian Notice 22/60847/19

[NP58A-No 6-Wk 11/20]

Lofoten - Henningsværstraumen - Lyngværet - Brennholmen — Light

375

Paragraph 11.106 1 lines 10-11 *Replace by:*

...Gimsøystraumen, 6 cables NW of Brennholmen SØ
Light (68°14'·12N 14°12'·92E) (11.113).

Norwegian Notice 2/61106/20

[NP58A-No 7-Wk 11/20]

**Lofoten - Henningsværstraumen -
Lyngværet - Brennholmen — Directions; light**

376

Paragraph 11.113 5 line 2 *For* (035°-048°) *Read* (036°-047°8')

Paragraph 11.113 5 lines 5-7 *Replace by:*

...of Lyngværet, to a position 6 cables NW of Brennholmen SØ Light (post, 11 m in height) (68°14'·12N 14°12'·92E), exhibited close NE of Brennholmen.

Norwegian Notice 2/61106/20

[NP58A-No 8-Wk 11/20]

**Lofoten - Gimsøystraumen -
Brennholmen — Directions; light**

380

Paragraph 11.131 1 lines 3-4 *Replace by:*

...2327), 6 cables NW of Brennholmen SØ Light (68°14'·12N 14°12'·92E) (11.113), the route leads initially NE...

Norwegian Notice 2/61106/20

[NP58A-No 9-Wk 11/20]

**Lofoten - Gimsøystraumen -
Brennholmen — Directions; light**

381

Paragraph 11.137 1 lines 1-2 *Replace by:*

- 1 From a position 6 cables NW of Brennholmen SØ Light (68°14'·12N 14°12'·92E) (11.113), exhibited from...

Paragraph 11.138 1 lines 1-3 *Replace by:*

- 1 **At night**, from the position NW of Brennholmen SØ Light (68°14'·12N 14°12'·92E) (11.117) the track leads initially within the white sector (036°-047°8') of...

Paragraph 11.138 1 line 9 *For* (320°8'-011°2') *Read* (321°-011°1')

Norwegian Notice 2/61106/20

[NP58A-No 10-Wk 11/20]

**Lofoten - Svolvær - Vårsetøya —
Directions; light sector**

397

Paragraph 12.82 1 line(s) 3 *For* (328°-349°7') *Read* (328°4°-348°3')

Norwegian Notice 9/61486/20; Norwegian LL 749600

[NP58A-No 22-Wk 25/20]

**Lofoten - Svolvær - Osanpollen -
Stretarneset — Directions; light sector**

399

Paragraph 12.83 1 line(s) 5 *For* (319°-341°5') *Read* (318°7°-330°)

Norwegian Notice 9/61493/20; Norwegian LL 750100

[NP58A-No 23-Wk 25/20]

**Lofoten - Raftsundet - South approach —
Light sectors**

405

Paragraph 12.136 1 line 3 *For* 006°-020° *Read* 006°3°-019°5'

Paragraph 12.136 1 line 8 *For* 183°-189° *Read* 182°8°-188°

Norwegian Notice 12/61737/20; Norwegian LL 741000/20

[NP58A-No 30-Wk 32/20]

**Vesterålen - North west coast -
Raftsundet - Steinbakken light —
Directions; light sector**

407

Paragraph 12.145 1 line 5 *For* 199½° *Read* 199°5'

Paragraph 12.145 1 line 6 *For* 039°-043° *Read* 036°9°-041°2'

Paragraph 12.145 2 line 5 *For* 188°9°-199°1° *Read* 189°1°-192°4'

Norwegian Notice 11/61631/20

[NP58A-No 27-Wk 30/20]

**Vestrålen - Ingelsfjorden - Brattholmen -
Hanøyvekka — Light sectors**

407

Paragraph 12.145 2 line 6 *For* 011°-014° *Read* 012°1°-013°8'

Norwegian Notice 12/61738/20; Norwegian LL 788600/20

[NP58A-No 31-Wk 32/20]

**Lofoten - Moskenesøya - Approaches to
Sundstraumen through Selfjorden - Hornneset
— Directions; light sectors**

417

Paragraph 13.24 1 line(s) 4 *For* (060½°-064° and 069°-070½°) *Read* (060°9°-063°8° and 066°1°-067°6°)

Norwegian Notice 10/61528/20; Norwegian LL 776600

[NP58A-No 26-Wk 27/20]

**Lofoten - Flakstadøya - Hundholmen —
Directions; light sector**

421

Paragraph 13.45 1 line 3 *For* (128°-130°) *Read* (129°1°-130°3')

Paragraph 13.45 4 line 4 *For* (128°-130°) *Read* (129°1°-130°3')

Norwegian Notice 2/61076/20

[NP58A-No 11-Wk 11/20]

NP58A

Lofoten - Steinsfjorden - Skolmneset — Directions; light sector

422

Paragraph 13.51 1 line 3 *For* (077°-083.5°) *Read* (076.1°-090.1°)

Paragraph 13.52 1 line 3 *For* (150°-184°) *Read* (150.1°-182.0°)

Norwegian Notice 2/61102/20

[NP58A-No 12-Wk 11/20]

Lofoten - Steinsfjorden - Skolmneset — Directions; light sector

422

Paragraph 13.52 1 line 3 including existing Section IV Notice Week 11/20 *For* (150.0°-184.0°) *Read* (150.0°-181.8°)

Norwegian Notice 9/61469/20

[NP58A-No 24-Wk 25/20]

Lofoten - Vestvågøya - Borgvær — Directions; light

424

Paragraph 13.60 1 lines 3-5 *Delete*

Paragraph 13.61 3 lines 8-11 *Replace by:*

Borgleia (68°20'·60N 13°47'·60E), although charted should not be used without good local knowledge; it is not further described.

Norwegian Notice 22/60872/19

[NP58A-No 13-Wk 11/20]

Lofoten - Vestvågøya - Borgvær - Sandleia — Directions; leading lights

424

Paragraph 13.63 1 line(s) 4-7 *Delete*

Norwegian Notice 6/61313/20

[NP58A-No 19-Wk 19/20]

Lofoten - Vestvågøya - Borgvær — Directions; light

424

Paragraph 13.63 2 lines 3-5 *Replace by:*

From a position about 1½ miles N of Store Borga (68°19'·85N 13°47'·66E) the track leads SSE on the alignment (147.1°) of these marks, passing:

Paragraph 13.64 1 lines 7-9 *Replace by:*

From a position about 1¾ miles NNE of Store Borga (68°19'·85N 13°47'·66E) the track leads SE on the alignment (143°) of these marks, passing:

Norwegian Notice 22/60872/19

[NP58A-No 14-Wk 11/20]

Lofoten - Vestvågøya - Borgvær — Directions; light sector

425

Paragraph 13.65 1 lines 3-5 *Replace by:*

...track leads generally SW, passing:

Paragraph 13.65 2 lines 1-4 *Replace by:*

2 Close NW of a patch (68°21'·01N 13°53'·74E) with a depth of 5 m, thence:

Paragraph 13.65 3 lines 1-7 *Replace by:*

3 Close SE of a patch (68°20'·96N 13°52'·63E), with a depth of 6.7 m, fronting the SE side of Heklan (68°21'·05N 13°52'·32E), thence:

Norwegian Notice 22/60872/19

[NP58A-No 15-Wk 11/20]

Lofoten - Vestvågøya - Borgvær — Directions; light sector; light

425-426

Paragraph 13.67 3 lines 4-8 *Replace by:*

E of Høla (68°19'·73N 13°49'·57E), on which stands an iron beacon, fronting the E end of Borgvær. Høla Light (tripod, 17 m in height) (68°19'·76N 13°49'·63E) stands close NNE. Thence:

Paragraph 13.67 4 lines 6-8 *Replace by:*

The track then leads SE, passing:

Paragraph 13.67 5 lines 4-6 *Replace by:*

...4-7 m, thence:

Norwegian Notices 22/60861; 60872/19

[NP58A-No 16-Wk 11/20]

Lofoten - Austvågøya - North approaches to Gimsøystraumen — Directions; light

428

Paragraph 13.82 1 line 3 *For* (161¼°-178¾°) *Read* (164.4°-177.6°)

Norwegian Notice 24/60923/19

[NP58A-No 17-Wk 11/20]

Vesterålen - Seaward approaches to Hadsselfjorden - West approach — Directions; light sector

433

Paragraph 14.13 1 line 3 *For* (063°-091½°) *Read* (065.1°-090.8°)

Norwegian Notice 12/61769/20

[NP58A-No 32-Wk 32/20]

Vestrålen - North west approach to Hadsselfjorden — Directions; marine farm

433

Paragraph 14.15 5 line(s) 3-5 *Replace by:*

NE of Nordflua (68°30'·86N 14°32'·15E), thence:
SW of Hektorskallen (68°31'·25N 14°36'·32E), marked on its E side by a buoy (port hand), thence:

Clear of a marine farm, centred on 68°30'·08N 14°35'·14E.

Norwegian Notice 18/62586/20

[NP58A-No 41-Wk 49/20]

Vesterålen - Hadsselfjorden - Strønstad — Directions; light

434

Paragraph 14.20 2 lines 6-10 *Replace by:*

The track then leads NE, and at night within the white sector (017°-054°), ahead, of Kartnes Light (68°34'43N 15°12'33E) (14.52), passing:

Norwegian Notice 2/63801/21

[NP58A-No 49-Wk 14/21]

Vestrålen - Hadsselfjorden - Haugkleppan to Sortlandsundet - Strønstad — Directions; light

435

Paragraph 14.28 5 line(s) 5-7 *Replace by:*

The track then leads WSW, and at night within the white sector (060°-065°), astern, of Strønstad Light, into the cove, passing NNW of Kistholmen (68°26'26N 14°46'01E) a small islet marked by a light at its NE end.

Norwegian Notice 18/62586/20

[NP58A-No 42-Wk 49/20]

Vesterålen - Hadsselfjorden - Strønstad anchorage — Directions; light

435

Paragraph 14.28 2-5 including existing Section IV Notice Week 49/20 *Replace by:*

- 2 **Directions.** Strønstad may be approached from the NNE. The track leads initially S, passing:

W of Segelsteinskallen (68°27'41N 14°49'49E), thence:

- 3 E of a rock (68°27'32N 14°47'60E), with a depth of 5.5 m, lying off the E side of Store Seløya.

The track then leads SW, passing:

SE of some rocks (68°27'22N 14°47'43E) marked by an iron perch, thence:

- 4 NW of a patch (68°26'78N 14°47'93E), with a depth of 3.8 m, lying off the W end of Grøttøya, thence:

SE of the foul ground fringing the SE side of Litleseløya (68°26'94N 14°46'43E), thence:

- 5 Close SE of a patch (68°26'49N 14°46'24E), with a depth of 2.4 m. Stabben (68°26'61N 14°46'22E), 1 cable N of the 2.4 m patch, is marked by an iron perch.

The track then leads WSW into the cove, passing NNW of Kistholmen (68°26'26N 14°46'01E) a small islet marked by a light at its NE end.

Norwegian Notice 2/63801/21

[NP58A-No 50-Wk 14/21]

Vestrålen - Hadsselfjorden - Sløverfjorden - Årnøya — Directions; light

435

Paragraph 14.29 2 line(s) 7-8 *Replace by:*

...track leads SSE, passing:

Norwegian Notice 21/63192/20

[NP58A-No 45-Wk 03/21]

Vesterålen - Hadsselfjorden - Sløverfjorden and Higravfjorden — Directions; light

435

Paragraph 14.29 2 lines 1-8 including existing Section IV Notice Week 03/21 *Replace by:*

- 2 **Vertical clearances.** An overhead cable (68°25'11N 14°50'94E), with a vertical clearance of 20 m, spans the SE entrance to a channel leading along the W side of Årnøya (68°25'60N 14°51'50E).

Directions. From a position about 3 cables N of Medskallen Light (tripod, floodlit, 16 m in height) (68°27'30N 14°50'67E) the track leads SSE, passing:

Norwegian Notice 2/63801/21

[NP58A-No 51-Wk 14/21]

Vestrålen - Hadsselfjorden - Sløverfjorden - Årnøya — Directions; light

436

Paragraph 14.29 6 line(s) 2-3 *Replace by:*

...Årnøyeneset Light (68°25'83N 14°52'41E) (post, floodlit) is exhibited.

Norwegian Notice 21/63192/20

[NP58A-No 46-Wk 03/21]

Vesterålen - Hanøysundet - Hanøyholmen light — Directions; light sector

437

Paragraph 14.34 1 line 6 *For* 068°-072° *Read* 067°6'-070°9°Paragraph 14.34 2 line 3 *For* 068°-072° *Read* 067°6'-070°9°Paragraph 14.34 2 lines 5-6 *Replace by:*

...(256°9'-263°6'), astern, of Hanøyholmen Light to the position NW of Raftsundholmen.

Norwegian Notice 11/61671/20

[NP58A-No 28-Wk 30/20]

Vesterålen - Ingelsfjorden and approaches — Directions; light sector

437

Paragraph 14.37 1 lines 1-5 *Replace by:*

- 1 **Approach from south.** From a position close NE of Ersholmene Light (14.35) the track leads NE, and at night within the white sector (203°-213°7'), astern, of Ersholmene Light, passing:

Norwegian Notice 12/61739/20

[NP58A-No 33-Wk 32/20]

NP58A

Vesterålen – Hadsselfjorden – Myrlandsfjorden — Leading lights

438

Paragraph 14.44 2 lines 1–6 *Replace by:*

- 2 **Directions.** From a position 1 mile SE of Hoholmen (68°28'·74N 15°00'·00E), the track leads S into Myrlandsfjorden, passing over the bar on which there is a beacon (isolated danger).

Norwegian Notice 23/63424/20

[NP58A-No 47-Wk 10/21]

Vesterålen – Sortlandsundet – Bremnesøya — Directions; lights

445

Paragraph 14.87 1 line 6 *For* 159°–168° *Read* 158·7°–166·3°

Norwegian Notice 15/62167/20

[NP58A-No 37-Wk 40/20]

Vesterålen – Bø i Vesterålen – Skagen – Directions; light sector

447

Paragraph 14.97 2 line 4 *For* (006°–21·5°) *Read* (006°–019·8°)

Norwegian Notice 12/61800/20

[NP58A-No 34-Wk 32/20]

Vesterålen – Vesterålsfjorden – Snarset — Directions; leading light

448

Paragraph 14.100 1 lines 6–8 *Replace by:*

...14°40'·44E), the line of bearing (017°) of Snarsetvågen Light (post, 6 m in height) (68°37'·31N 14°36'·12E) leads NNE, passing:

Norwegian Notice 8/61357/20

[NP58A-No 21-Wk 22/20]

Vesterålen – Stokmarknes – Langøysundet — Directions; light sectors

448

Paragraph 14.104 1 lines 6–7 *Replace by:*

...sector (099·1°–100·8°) of Hadsel Bridge Light (14.106), passing:

Paragraph 14.106 1 line 3 *For* (097°–100°) *Read* (099·1°–100·8°)

Paragraph 14.106 3 line 2 *For* (273°–293°) *Read* (271·1°–288·6°)

Norwegian Notice 12/61792/20

[NP58A-No 35-Wk 32/20]

Vesterålen – Siribåen – Flatholmen Light — Directions; light sector

455

Paragraph 14.144 3 line 2 *For* (078·5°–098°) *Read* (071·2°–097·8°)

Norwegian Notice 13/61875/20

[NP58A-No 36-Wk 34/20]

Vesterålen – Åsanfjorden – Torvøy Light — Directions; light sector

459

Paragraph 14.161 2 line 8 *For* 066·5°–067·5° *Read* 065·1°–067·5°

Paragraph 14.161 4 line 5 *For* 092°–100·5° *Read* 096·1°–100·5°

Norwegian Notice 11/61670/20

[NP58A-No 29-Wk 30/20]

Vesterålen – Børøyfjorden to Prestfjorden — Directions

466

Paragraph 14.208 1–6 *Replace by:*

- 1 From a position about 6½ cables SW of Hjellsandøy Light (68°52'·02N 14°49'·89E) the track leads E, and at night within the white sector (264·4°–267·3°), astern, of Terøy Light (68°51'·51N 14°46'·39E) (14.194), passing:
S of Skagbåen (68°51'·72N 14°49'·48E) (14.200), thence:
- 2 N of Børøyskallen (68°51'·51N 14°51'·28E), thence:
S of Sandholmskallen (68°51'·87N 14°54'·00E), marked by a buoy (isolated danger).
Thence the track leads ENE, and at night within the white sector (077·9°–080·8°) of Smines Light (68°51'·98N 14°58'·08E), passing:
- 3 SSE of Sandholmskjeran (68°51'·92N 14°54'·82E). A drying rock, marked by an iron perch, lies off the S side of Sandholmskjeran.
Thence:
NNW of Klubban (68°51'·72N 14°55'·58E), fronted on its N side by a rock awash, thence:
NNW of a patch (68°51'·77N 14°56'·23E), with a depth of 8 m.
- 4 Thence the track leads NE through Kaldhammarsundet, passing between Svinøya (68°52'·13N 14°57'·44E) and the point from which Smines Light (post, 3 m in height) (68°51'·98N 14°58'·08E) is exhibited, and then continues to lead NE, and at night within the white sector (211·3°–216·9°), astern, of Smines Light, passing:
- 5 SE of Øksnes (68°52'·65N 14°58'·47E), on which stands a church. Dangerous below-water rocks fringe the S and E sides of the point; the E-most rock is marked by an iron perch.
Thence:
- 6 Through Tilsetsundet (68°53'·10N 15°00'·25E), the passage between Reinøya (68°53'·04N 15°01'·10E) and the SE side of Skogsøya.

The track then leads to a position about 2½ cables E of Klokkeskjeret (68°53'·41N 15°00'·31E), marked by an iron perch.

Norwegian Notice 15/62210/20

[NP58A-No 38-Wk 40/20]

**Vesterålen - Skogsøya -
Breidstrandvågen — Directions; light**

466

Paragraph 14.210 3 lines 3-6 *Replace by:*

...(025·9°-039·8° and 057·5°-065·3°) of Breistrand Light (tripod, 8 m in height) (68°52'·34N 14°54'·44E), passing between Tunnstadholmen (68°52'·19N 14°53'·16E) and Sandholmskallen (68°51'·87N 14°54'·00E)...

Norwegian Notice 17/62419/20; Norwegian LL 809400

[NP58A-No 39-Wk 46/20]

**Vesterålen - North Approaches to
Gavlfjorden - Anda — Directions; light sector**

470

Paragraph 14.236 1 *Replace by:*

- 1 From a position about 4 miles WSW of Anda Light (69°03'·99N 15°10'·21E) the track leads E, and initially at night for about 2 miles within the white sector (046·9°-128·8°) of Anda Light, passing:
N of Lyngøyfallet (69°02'·49N 15°05'·48E), thence:

Norwegian Notice 18/62632/20

[NP58A-No 43-Wk 49/20]

**Vesterålen - Andøya - Nordmela —
Directions; light sectors**

473

Paragraph 14.244 3 line 5 *For* (134°-137°) *Read* (135·2°-137°)

Paragraph 14.244 6 line 2 *For* (094·5°-098·5°) *Read* (096·4°-097·5°)

Paragraph 14.244 9 line(s) 4-6 *Replace by:*

Caution. The white sector (096·4°-097·5°) of Nordmela Mole Head Light must not be used W of the white sector (135·2°-137°) of Sjøberget Light.

Norwegian Notice 18/62528/20

[NP58A-No 44-Wk 49/20]

NP58B Norway Pilot Volume 3B (2018 Edition)

**Norway — Regulations;
traffic separation schemes**

*The following notice is to be implemented at
0000 UTC on 1st June 2021*

10

Paragraph 1.58 1-3 *Replace by:*

- 1 An offshore routeing scheme has been established by Norway, comprising a series of traffic separation schemes (TSS) at key points off the coast, connected by a system of recommended routes. Six such schemes have been established within the limits of this volume, as follows:

- 2 TSS Off Andenes (69°47'·00N 14°58'·00E);
TSS Off Torsvåg (71°00'·00N 18°53'·00E);
TSS Off Sørøya (71°30'·00N 22°20'·00E);
TSS Off North Cape (71°42'·00N 25°50'·00E);
TSS Off Slettnes (71°26'·00N 29°00'·00E);
TSS Off Vardø (70°48'·00N 31°42'·00E).

The system is IMO-adopted and Rule 10 of the *International Regulations for Preventing Collisions at Sea* (1972) applies.

- 3 Categories of ships to which the traffic separation schemes is recommended;

(a) Tankers as defined in Annex I of the *International Convention for the Prevention of Pollution from Ships, 1973*, as modified by the protocol of 1978 (MARPOL 73/78);

(b) Chemical tankers carrying noxious liquid substances in bulk assessed, or provisionally assessed, as Category X or Y in Annex II to MARPOL 73/78;

- 4 (c) Ships carrying radioactive substances as defined in the *International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on board Ships* (INF Code);

(d) Nuclear-powered ships;

(e) Vessels of 5000 gt and upward.

- 5 Ships on international voyages to or from ports in Norway should follow the routeing schemes until a course to port which maintains a safe distance from the coast can be clearly set.

The routeing schemes do not apply to ships in traffic between Norwegian ports on the mainland or to passenger ships in regular service with calls at least once a week between Norwegian and international ports.

IMO COLREG.2/Circ.75 11 November 2020 Traffic Separation Schemes and Associated Routeing Measures
[NP58B-No 88-Wk 20/21]

**Norway - North coast - Ofoten -
Breivika - Ramsundet — Light; sectors**

74

Paragraph 3.46 5 line 4 *For* 150°-161° *Read* 151·1°-161·1°

Paragraph 3.46 5 line 7 *For* 024°-027° *Read* 023·7°-025·7°

Norwegian Notice 24/63612/20

[NP58B-No 79-Wk 10/21]

NP58B

North-west coast - Vågsfjorden - Rollnesholmene — Directions; light

77

Paragraph 3.71 2 line 1 *For* 194° *Read* 192.5°

Norwegian Notice 10/60278/19

[NP58B-No 11-Wk 26/19]

Sør-Troms - Vågsfjorden - Harstad approaches - Stangnesodden — Light sector

78

Paragraph 3.80 2 lines 4-5 *Replace by:*

...white sector (280.6°-317.2°) of Stangnesodden Light (68°47'·91N 16°36'·17E) and the white sector...

Norwegian Notice 3/63885/21

[NP58B-No 86-Wk 16/21]

Sør-Troms - Harstad — Directions; light sectors

78

Paragraph 3.80 2 lines 1-7 including existing Section IV Notice Week 16/21 *Replace by:*

- 2 **Track.** From a position about 1½ miles NNW of Rollnesholmene Light (68°43'·37N 16°46'·38E), on the main route through Vågsfjorden, and at night in the white sector (280.6°-317.2°) of Stangnesodden Light (68°47'·91N 16°36'·17E) and the white sector (211.4°-332.6°) of Harstad Light (68°48'·03N 16°37'·32E), the track leads NW, passing:

Paragraph 3.80 6 lines 1-7 *Replace by:*

- 6 NE of Stangnesodden Light (tripod, 8 m in height) (68°47'·91N 16°36'·17E).

The track then leads WNW, and at night in the white sector (086.5°-168.7°), astern, of Harstad Light and the white sector (105.1°-148.1°), astern, of Stangnesodden Light, into the large unnamed bay fronting Harstad, passing:

Norwegian Notice 7/64309/21

[NP58B-No 94-Wk 25/21]

North-west coast - Vågsfjorden - Rollnesholmene — Directions; light

78-79

Paragraph 3.81 1 line 5 *For* (111.7°-113.7°) *Read* (112.0°-113.5°)

Paragraph 3.81 2 line 7 *For* (117.7°-113.7°) *Read* (112.0°-113.5°)

Norwegian Notice 10/60278/19

[NP58B-No 12-Wk 26/19]

North-west coast - Vågsfjorden - Sandssundet — Vertical clearance

82

After Paragraph 3.111 2 line 5 *Insert:*

Vertical clearance. A bridge (68°57'·37N 16°38'·21E) with a vertical clearance of 12 m spans Sandssundet.

Norwegian Notice 11/60313/19

[NP58B-No 15-Wk 29/19]

North-west coast - Vågsfjorden - Sandssundet — Directions; buoys

82

Paragraph 3.113 4 line 8 *Replace by:*

- 5 E of Sandssund (68°57'·41N 16°37'·75E), thence:

Paragraph 3.113 5 lines 1-5 *Delete*

Norwegian Notice 2/59790/19

[NP58B-No 4-Wk 09/19]

North-west coast - Vågsfjorden - Sandssundet — Directions; bridge

82-83

Paragraph 3.113 4-5 including Existing Section IV Notice Week 09/19 *Replace by:*

- 4 The track then leads generally N in the white sector (007.5°-023.5°) of Sandssund Bridge Light (post) (68°57'·38N 16°38'·13E), passing:

W of Sandsholmrunnen (68°56'·82N 16°38'·18E), marked by an iron perch, thence:

Close E of two rocks (68°57'·16N 16°37'·80E), with depths of 4.7 m, thence:

Close W of Store Dyna Light (pile structure) (68°57'·22N 16°38'·17E), thence:

- 5 E of Sandssund (68°57'·41N 16°37'·75E), and under the bridge, the centreline of which is marked by a light (68°57'·37N 16°38'·21E), thence:

E of a rock awash, marked by Steingrunnen Light (post, 7 m in height) (68°57'·47N 16°38'·21E); a shoal extends 100 m W.

Paragraph 3.113 6 line 2 *For* NNW *Read* NNE

Paragraph 3.114 1 line 2 *For* NNW *Read* NNE

Paragraph 3.115 1 line 2 *For* NNW *Read* NNE

Paragraph 3.116 1 line 2 *For* NNW *Read* NNE

Norwegian Notice 11/60313 & 60322/19

[NP58B-No 16-Wk 29/19]

Vågsfjorden - South of Senja - Ytterpollen — Directions; light sector

84

Paragraph 3.129 1 line 3 *For* 352°-024° *Read* 353.4°-021.3°

Norwegian Notice 19/60730/19

[NP58B-No 23-Wk 46/19]

Grovfjorden - Grov — Directions; light sector

87

Paragraph 3.146 1 line 3 *For* (135°–159°) *Read* (144°–159·5°)

Norwegian Notice 18/59365/18

[NP58B-No 1-Wk 43/18]

**Vågsfjorden - Sagfjorden —
Directions; light sector**

91

Paragraph 3.182 2 line 7 *For* 078½° *Read* 080°

Paragraph 3.182 4 line 8 *For* 145° *Read* 144°

Paragraph 3.183 1 line 9 *For* (320°–327°) *Read* (320·5°–326°)

Norwegian Notice 20/59475/48

[NP58B-No 2-Wk 48/18]

**Dyrøysundet and Mjøsundet -
Kastnesskjær Light — Directions; clearing line**

93

Paragraph 3.194 1 line(s) 1 *For* 007° *Read* 008·2°

Norwegian Notice 04/61221/20

[NP58B-No 43-Wk 15/20]

**Vesterålen - Andfjorden - Andøya —
Directions; light sectors**

97

Paragraph 4.18 3 lines 6–9 *Replace by:*

Clearing line. The line of bearing 185·8° of the sector limit of Haugnes Light changing from white to green clears E of the dangers extending 4½ miles N from Andenes.

ENC NO2A2820 (3.000)

[NP58B-No 51-Wk 45/20]

**Vesterålen - Andfjorden - Andøya —
Directions; light sectors**

99

Paragraph 4.33 5 *Replace by:*

- 5 The line of bearing 345·4° of the sector limit of Haugnes Light (69°17'·18N 16°10'·76E) changing from red to white clears E of Glimmen and the shoal water off Fiskenes.
- The line of bearing 197·9° of the sector limit of Skaften Light (69°09'·65N 16°05'·88E) changing from green to white also clears E of Glimmen and the shoal water off Fiskenes.

ENC NO2A2820 (3.000)

[NP58B-No 52-Wk 45/20]

**Vesterålen - Andfjorden - Dverberg —
Light sector**

100

Paragraph 4.38 1 line(s) 8–10 *Replace by:*

...69°05'·90N 16°08'·00E the track leads W, and at night in the white sector (277·4°–284·4°) of Dverberg Light (column, 5 m in height, floodlit) (69°06'·48N 15°58'·36E), passing:

Norwegian Notice 16/62308/20

[NP58B-No 49-Wk 43/20]

**Sør-Troms - Andfjorden south part -
Grøtavær - Senholmen — Light sectors**

102

Paragraph 4.56 1 line 9 *For* (034°–046°) *Read* (033·5°–041·7°)

Paragraph 4.56 2 line 2 *For* (027°–034°) *Read* (027·4°–033·5°)

Norwegian Notice 7/64332/21

[NP58B-No 95-Wk 25/21]

**Vesterålen - Andfjorden south part -
Kvæfjorden - Kinnholmen — Light sector**

103

Paragraph 4.62 1 line 10 *For* (309°–321°) *Read* (310·3°–321·1°)

Norwegian Notice 7/64329/21

[NP58B-No 96-Wk 25/21]

**Vesterålen - Gullsfjorden - East-south east of
Bogklubben — Light**

104

Paragraph 4.76 1 line(s) 2–4 *Replace by:*

An overhead cable (68°38'·84N 15°53'·50E), with a safe vertical clearance of 25 m.

Norwegian Notice 2/63835/21

[NP58B-No 81-Wk 14/21]

**Vesterålen - Gullsfjorden -
North part — Directions; light**

104

Paragraph 4.79 3 line(s) 4–6 *Replace by:*

The track then leads SSW, passing:

Norwegian Notice 2/63835/21

[NP58B-No 82-Wk 14/21]

**Vesterålen - Gullsfjorden - East-south-east of
Bogklubben — Directions; light**

105

Paragraph 4.80 2 line(s) 1–6 *Replace by:*

- 2 SE of Bogklubben (68°39'·24N 15°53'·70E).
The track then leads WSW and SW, passing:

Norwegian Notice 2/63835/21

[NP58B-No 83-Wk 14/21]

NP58B

Sør-Troms - Kvæfjord - Bygdesundet — Directions; marine farm

105

Paragraph 4.82 1 line 9 *Replace by:*

...Bygdesundet, passing:

NE of a marine farm (68°46'·80N 16°05'·87E),
thence:

Norwegian Notice 18/65673/21

[NP58B-No 103-Wk 52/21]

Sør-Troms - Kvæfjord - Bygdesundet — Submarine pipeline

105

Paragraph 4.83 1 line 6 *Replace by:*

...stony, and clear of a submarine pipeline (68°46'·81N
16°08'·23E). Mooring bolts are available at Trastad.

Norwegian Notice 22/60868/19

[NP58B-No 27-Wk 02/20]

Vesterålen - Gullsfjorden - Bogen — Directions; light

106

Paragraph 4.93 1 line(s) 5-8 *Replace by:*

Directions. The quay is approached from the SE,
passing:

Norwegian Notice 2/63835/21

[NP58B-No 84-Wk 14/21]

Vesterålen - Andfjorden south part - Toppundet - Kinnholmen — Light sector

107

Paragraph 4.105 2 line 4 *For* (258°-268°) *Read*
(258·6°-269·3°)

Norwegian Notice 7/64329/2121

[NP58B-No 97-Wk 25/21]

Andfjorden - Senja - Måneset — Directions; light sectors

109-110

Paragraph 4.123 2 line 4 *For* (002°-007°) *Read*
(003·2°-006·8°)

Paragraph 4.123 4 line 8 *For* (356°-359°) *Read*
(354·3°-000°)

ENC NO2A2820 (3.000)

[NP58B-No 53-Wk 45/20]

Andfjorden - West side of Senja - Leikneset — Directions; light sector

110

Paragraph 4.123 5 line(s) 10 *For* (092°-121°) *Read*
(092·7°-119·1°)

Norwegian Notice 1/61003/20

[NP58B-No 36a-Wk 08/20]

Sør-Troms - Andfjorden - Sifjorden - Bloskeneset — Directions; light sector

110

Paragraph 4.123 5 line 11 *For* (066°-077°) *Read*
(067°-077·5°)

Norwegian Notice 22/60843/19

[NP58B-No 28-Wk 02/20]

Andfjorden - West side of Senja - Leikneset — Directions; light sector

110

Paragraph 4.125 1 line(s) 3 *For* (092°-121°) *Read*
(092·7°-119·1°)

Norwegian Notice 1/61003/20

[NP58B-No 36b-Wk 08/20]

Andfjorden - Senja - Måneset — Directions; light sectors

110

Paragraph 4.125 3 line 5 *For* 033° *Read* 034·4°

ENC NO2A2820 (3.000)

[NP58B-No 54-Wk 45/20]

Sør-Troms - Torskefjorden - Torskøya — Directions; light

110

Paragraph 4.127 3 line 4 *For* 068·5° *Read* 067·2°

Norwegian LL 855600

[NP58B-No 64-Wk 01/21]

Sør-Troms - Andfjorden - Sifjorden - Bloskeneset — Directions; light sector

112

Paragraph 4.132 1 line 4 *For* (095°-111·5°) *Read*
(095·5°-111·5°)

Norwegian Notice 22/60843/19

[NP58B-No 29-Wk 02/20]

Sør-Troms - Andfjorden - Sifjorden - Bloskeneset — Directions; light sector

112

Paragraph 4.133 1 line 4 *For* (066°-077°) *Read*
(067°-077·5°)

Norwegian Notice 22/60843/19

[NP58B-No 30-Wk 02/20]

**Sør-Troms - Senja - Sengehestneset —
Directions; light**

114

Paragraph 4.146 3 lines 4-7 *Replace by:*

...unmarked dangerous below-water rock,
thence:

Norwegian Notice 6/64282/21; NO LL 851400
[NP58B-No 90-Wk 24/21]

**Sør-Troms - Meløyvær to Grytøya -
Barnoyklubben — Light sector**

117

Paragraph 4.172 1 line 2 *For* (094°-107°) *Read*
(092.9°-106.6°)

Norwegian Notice 7/64348/21
[NP58B-No 98-Wk 25/21]

**North coast of Norway - Senja - Teistneset —
Directions; light sector**

126

Paragraph 5.22 1 line(s) 5 *For* (047°-106.5°) *Read*
(047.0°-097.3°)

Norwegian Notice 12/60363/19
[NP58B-No 18-Wk 32/19]

**North coast of Norway - Senja - Okseneset —
Directions; light sector**

128

Paragraph 5.39 1 line(s) 3 *For* (103.5°-223.5°) *Read*
(105.0°-223.6°)

Norwegian Notice 12/60372/19
[NP58B-No 19-Wk 32/19]

**North-west coast - Senja - Øyfjorden -
Husøy — Directions; light sectors**

132

Paragraph 5.58 1 line(s) 4-5 *Replace by:*

...and thence in either of the white sectors (138.0°-146.5°
and 153.0°-154.5°) of Øyfjord Light (69°32'.83N...

Paragraph 5.58 4 line(s) 8 *For* (147°-152°) *Read*
(146.5°-153.0°)

Norwegian Notice 5/59997/19 [NP58B-No 7-Wk 15/19]

**North-west coast of Norway -
Øyfjorden - Trælvika — Anchorage; marine farm**

132

After Paragraph 5.60 1 line 3 *Insert:*

Caution. A marine farm (69°31'.11N 17°41'.23E),
with extending ground tackle, is moored WNW of the
recommended anchorage.

Norwegian Notice 19/60733/19
[NP58B-No 24-Wk 46/19]

**North coast of Senja - Baltsfjorden —
Directions; marine farm**

133

Paragraph 5.66 2 line(s) 4 *Replace by:*

ENE of Selvågneset (69°32'.82N 17°45'.38E),
thence:
ENE of a marine farm (69°32'.78N 17°46'.18E).

Norwegian Notice 16/60582/19
[NP58B-No 21-Wk 41/19]

Sør-Troms - Senja - Hekkingen — Buoyage

134

Paragraph 5.68 2 line 1 *For* E to W *Read* W to E

ENC NO4F2935 (12.006). [NP58B-No 91-Wk 24/21]

**North-west coast - Malangen -
Stønnesbotnen — Light sector**

139

Paragraph 5.98 1 line 3 *For* (171°-186°) *Read*
(171.2°-184.9°)

Norwegian Notice 13/60410/19
[NP58B-No 20-Wk 34/19]

**North-west coast - Tranøyfjorden -
Tranøybotn — Directions; light**

142

Paragraph 5.117 3 line 6 *For* (198.5°-204.5°) *Read*
(201°-204°)

Norwegian Notice 10/60255/19
[NP58B-No 13-Wk 26/19]

**Sør-Troms - Dyrøysundet —
Directions; light sectors**

143

Paragraph 5.124 1 line(s) 4 *For* 007°-069° *Read*
008.2°-069.2°

Paragraph 5.124 3 line(s) 9 *For* 206°-213° *Read*
205.8°-212.4°

Norwegian Notice 04/61221/20
[NP58B-No 44-Wk 15/20]

NP58B

North-west coast - Dyrøysundet — Directions; light

144

Paragraph 5.124 6 line 2 *For* (334°-021°) *Read* (339°5'-022°)

Paragraph 5.124 8 line 2 *For* (183°8'-217°7') *Read* (184°-217°5')

Norwegian Notice 10/60262/19

[NP58B-No 14-Wk 26/19]

Sør-Troms - Solbergfjorden - Bjørga — Directions; marine farm

145

Paragraph 5.134 3 lines 1-6 *Replace by:*

- 3 SSE of Solbergnakken (69°09'53N 17°50'17E),
thence:
NNW of a marine farm (69°09'25N 17°56'96E)
moored NNE of Bjørga (69°08'66N 17°56'45E),
thence:
SSE of Storegrunnen (69°10'11N 17°56'20E), an
isolated shoal on the N side of the fairway.

Norwegian Notice 15/62172/20

[NP58B-No 48-Wk 40/20]

Sør Troms - Finnfjorden - Klauvskjærødden — Directions; light sector

147

Paragraph 5.156 1 line 6 *For* 150°-155° *Read* 151°3'-154°2°

Norwegian Notice 2/61061/20

[NP58B-No 37-Wk 10/20]

Norway - Gisundet - Vardneset to Malangen — Directions; light sector

150

Paragraph 5.176 3 line(s) 5 *For* (355°-012°) *Read* (355°-010°9')

Norwegian Lights List 842800

[NP58B-No 41-Wk 15/20]

Norway - Gisundet - Lysbotnen — Directions; light sector

151

Paragraph 5.179 2 line(s) 5 *For* (076°-204°) *Read* (079°2'-200°5')

Norwegian Lights List 842800

[NP58B-No 42-Wk 15/20]

Sør-Troms - Indre Malangen - Kravikneset — Directions; light sectors

173

Paragraph 6.139 4 lines 3-4 *Replace by:*

...Spilderøya is covered by the green sector (290°7'-310°5') of Kravikneset Light. Thence:

Norwegian Notice 8/61366/20

[NP58B-No 45-Wk 22/20]

Nord-Troms - Indre Malangen - Nordfjorden - Nordbyneset — Directions; light sector

174

Paragraph 6.140 1 line(s) 3 *For* (083°-109°) *Read* (084°2'-110°5')

Norwegian Notice 06/61206/20

[NP58B-No 40-Wk 15/20]

Sør-Troms - Indre Malangen - Kravikneset — Light

174

Paragraph 6.142 1 lines 5-8 *Replace by:*

Clearing bearing. The line of bearing 231° of Kravikneset Light (69°26'60N 18°22'33E) (6.139) clears SE of Forøya.

Norwegian Notice 8/61366/20

[NP58B-No 46-Wk 22/20]

Nord-Troms - Tromsø - Store Grindøya — Directions; wreck; rock

182

Paragraph 6.191 5 line(s) 1-3 *Replace by:*

- 5 E of the coastal bank fronting the E side of Store Grindøya (69°38'10N 18°50'92E). A dangerous wreck (69°37'91N 18°52'11E) with a depth of about 10 m and a rock with a depth of about 12 m lie close E of the bank. Thence:

Norwegian Notice 18/62550/20

[NP58B-No 55-Wk 49/20]

Norway - Nord-Troms - Tromsø - Tromsøysundet — Directions

187

Paragraph 6.216 4 line(s) 5-6 *Replace by:*

SE of a rocky shoal (69°38'95N 18°58'21E) with depths less than 4 m, marked by Tromsøysund Midlertidig Light Buoy (port hand).

Norwegian Notice 24/63608/20

[NP58B-No 80-Wk 10/21]

Nord-Troms - Rebbenesøya - Sandøyfjorden - Sørstabben — Directions; light sector

195

Paragraph 7.30 1 line 6 *For* (336°-353°) *Read* (340°5'-352°5')

Norwegian Notice 22/60841/19

[NP58B-No 31-Wk 02/20]

**Nord-Troms - Rebbenesøya - Sandøyfjorden -
Sørstabben — Directions; light sector**

195

Paragraph 7.32 1 line 3 *For* (187°-190°) *Read* (188°-190.5°)

Norwegian Notice 22/60841/19

[NP58B-No 32-Wk 02/20]

**Nord-Troms - West of Rebbenesøya -
Sandøyfjorden — Directions; light sector**

196-197

Paragraph 7.37 1 line(s) 1-7 *Replace by:*

- 1 From a position in the SW approach to Skagøysundet (70°03'·00N 18°58'·00E), about 1¾ miles WNW of Klokkeholmen Light (69°57'·12N 18°42'·97E) (7.49), the track leads N, passing:

Paragraph 7.37 4 line(s) 3-4 *Replace by:*

...7.0 m.

Paragraph 7.37 5 line(s) 6 *Replace by:*

...off the E side of Bertussskjæret, and not less than 1 mile from Styrøy Light (7.38).

Norwegian Notice 3/61136/20

[NP58B-No 38-Wk 13/20]

**Nord-Troms - West of Rebbenesøya -
Sandøyfjorden - Engvika —
Directions; light sector**

198

Paragraph 7.43 2 line(s) 5-7 *Delete*

Norwegian Notice 3/61136/20

[NP58B-No 39-Wk 13/20]

**Nord-Troms - Ullsfjorden - Outer part -
Karlsøysundet — Directions; light sectors**

218

Paragraph 7.198 1 line(s) 3-5 *Replace by:*

...white sector (053.0°-249.8°) of Lyngstuva Light (69°58'·53N 20°15'·68E) and the white sector (212.9°-031.7°) of Karlsøya Light (69°59'·72N...

Norwegian Notice 8/64517/21; NO LL 904200

[NP58B-No 99-Wk 27/21]

**Nord-Troms - Valavågen - Valaneset —
Directions; sector light**

232

Paragraph 8.44 2 lines 8-10 *Replace by:*

...the track leads W, passing:

Norwegian Notice 21/63199/20

[NP58B-No 73-Wk 03/21]

**Norway - North coast -
Sandlandsfjorden — Directions; light**

261

Paragraph 8.253 4 line 5 *For* 141.5°-148.5° *Read* 141°-148°

Norwegian Notice 6/60040/19 [NP58B-No 8-Wk 18/19]

**Norway - North coast -
Bergsfjorden — Directions; light**

262

Paragraph 8.260 3 line 2 *For* 198°-211° *Read* 197.5°-210.5°

Paragraph 8.260 3 line 6 *For* 198°-211° *Read* 197.5°-210.5°

Norwegian Notice 6/60040/19 [NP58B-No 9-Wk 18/19]

**Norway - North coast -
Langfjorden — Directions; light**

263

Paragraph 8.266 4 line 1 *For* 309.5° *Read* 309°

Paragraph 8.266 4 line 2 *For* 296°-309.5° *Read* 295°-309°

Norwegian Notice 6/60040/19

[NP58B-No 10-Wk 18/19]

**Vargsund - Korsfjorden -
Vannes to Korsfjordbotnen — Directions**

300

Paragraph 9.235 2 line(s) 8-9 *Delete*

Paragraph 9.236 1-2 *Replace by:*

- 1 **Vannes to Korsfjorden Havn and Korsfjordbotnen.** From a position N of Vannes the track leads ENE, and at night in the white sector (054.5°-064.5°) of Goppi Light (white lantern, 3 m in height) (70°14'·82N 23°25'·32E), passing:
SSE of dangerous rock (70°14'·61N 23°24'·06E), thence:
SSE of Eidsnesøya (70°14'·66N 23°24'·02E), from where a light (port hand) is exhibited, thence:
NNW of an iron perch marking the N side of Flatskjæret (70°14'·48N 23°24'·73E), a drying flat on which stands a beacon (black tower).
- 2 The track then leads E to a position about 1 cable NW of Indrerevet (70°14'·53N 23°26'·65E), marked by an iron perch. Thence the track leads ESE, and at night in the white sector (294.5°-299°), astern, of Goppi Light, passing:
NNE of Indrerevet, and:

Paragraph 9.237 1-2 including heading *Replace by:*

**Spare
9.237**

Norwegian Notice 20/60758/19

[NP58B-No 25-Wk 49/19]

NP58B

North coast – Entrance to inshore waters between Ingøya and Hjelmsøya — Directions; light

311

Paragraph 10.28 6 lines 5–7 *Replace by:*

Clearing line. The line of bearing 175.5° of Havøygavlen Light clears W of Geitingfallet.

Norwegian Notice 3/59831/19 [NP58B-No 6-Wk 11/19]

Vest-Finnmark – Ryggefjorden – Hamna — Directions; leading lights

326

Paragraph 10.127 1-2 *Replace by:*

- 1 **Description.** Hamna (70°52'39N 24°56'24E), with a quay and some boat berths, is situated in a cove at the head of Ryggefjorden. It is the only settlement in the fjord.

Controlling depth. There is a least depth of 5.0 m in the entrance channel.

Directions for entering harbour (*continued from 10.124*). Ryggefjord Leading Lights:

- 2 Front light (post, 6 m in height) (70°52'34N 24°56'27E).

Rear light (post, 7 m in height) (close WSW).

From a position about 2½ cables NW of an unnamed point (70°52'38N 24°58'03E) the alignment (242.1°) of these lights lead into the cove, passing close SSE of a rock (70°52'47N 24°56'88E), marked by a buoy (isolated danger).

Norwegian Notice 2/63837/21; NO LL 941000/941100
[NP58B-No 85-Wk 14/21]

Vest-Finnmark – Ryggefjorden – Hamna — Anchorage

326

Paragraph 10.127 3 line(s) 1-3 *Delete*

Norwegian Notice 21/60826/19
[NP58B-No 26-Wk 51/19]

Porsangerfjorden – Strandbukta — Directions; light sectors

335

Paragraph 11.18 1 line 4 *For* (314°–356°) *Read* (313.5°–353°)

Paragraph 11.18 2 line 3 *For* (314°–356°) *Read* (313.5°–353°)

Norwegian Notice 17/65573/21
[NP58B-No 100-Wk 49/21]

Middle Part of Porsangerfjorden — Directions; light sectors

337

Paragraph 11.38 2 line 3 *For* (157.5°–205.5°) *Read* (169°–205.5°)

Paragraph 11.38 3 line 3 *For* (157.5°–205.5°) *Read* (169°–205.5°)

Paragraph 11.39 1 line 4 *For* (193°–215.5°) *Read* (197.5°–216.5°)

Norwegian Notice 17/65551/21; 17/65553/21
[NP58B-No 102-Wk 49/21]

Vest-Finnmark – Kamøyvær – Kamøyfjorden — Directions; light sector

344

Paragraph 11.82 2 line 6 *For* (290.5°–301°) *Read* (292°–300.5°)

Norwegian Notice 18/65682/21
[NP58B-No 104-Wk 52/21]

Øst-Finnmark – Oksefjorden — Directions; light sector

347

Paragraph 11.93 2 line(s) 5–7 *Replace by:*

...Thence the track leads SSE, passing:

Paragraph 11.93 3 line(s) 5–6 *Replace by:*

...The track then leads S, passing:

Paragraph 11.93 4 line(s) 3–5 *Replace by:*

W of Slettneset (70°58'30N 27°33'24E).

Norwegian Notice 21/63194/20
[NP58B-No 75-Wk 03/21]

Øst-Finnmark – Sværholthavet – Kjøllefjord – Store Finnkjerka — Directions; light sector

348

Paragraph 11.105 1 lines 2–7 *Delete*

Norwegian Notice 3/63927/21
[NP58B-No 87-Wk 16/21]

Norway – North coast – Laksefjorden – South Dyfjordhalvøya — Directions; light sector

348

Paragraph 11.105 2 line(s) 1–5 *Delete*

Norwegian Notice 10/61532/20
[NP58B-No 47-Wk 27/20]

**Øst-Finnmark - Laksefjorden -
Henrikholmen — Directions; light sectors**

348

Paragraph 11.105 1-3 including existing Section IV Notice
Week 27/20 *Replace by:*

1 Clearing lines:

The line of bearing more than 018.3° of the sector
limit of Store Finnkjerka Light (70°58'92N
27°08'69E) (11.90), changing from white to red,
clears WNW of the shore bank in the vicinity of
Trottnæringen (70°55'92N 27°06'20E).

2 The line of bearing 198.3° of the sector limit of
Henrikholmen Light (70°46'52N 26°43'98E)
(11.104), changing from green to red, clears
ESE of Kartøya (70°50'24N 26°46'80E).

*Paragraph 11.106 2 line(s) 4 For (182.3°-188.8°) Read
(183.6°-188.9°)*

Norwegian Notice 19/62734/20; Norwegian LL 951300
[NP58B-No 60-Wk 51/20]

**Øst-Finnmark - Laksefjorden -
Henrikholmen — Directions; light sector**

350

Paragraph 11.116 2 line(s) 4-6 *Replace by:*

This danger is covered by the green sector
(017.1°-018.8°) of Henrikholmen Light (70°46'52N
26°43'98E) (11.104).

Norwegian Notice 19/62734/20; Norwegian LL 951300
[NP58B-No 61-Wk 51/20]

**Øst-Finnmark - Lakesfjorden -
Bondøyskjær — Directions; light sector**

350

Paragraph 11.120 1 line(s) 1 For 200.5° Read 198.8°

Norwegian Notice 19/62740/20; Norwegian LL 952700
[NP58B-No 62-Wk 51/20]

**Øst-Finnmark - Laksefjorden -
Stamneset — Directions; light**

350

Paragraph 11.123 2 line 4 *For 124°-204.5° Read
127.3°-196.7°*

Paragraph 11.123 4 line 4 *For 052°-054° Read
052.5°-053.6°*

Norwegian LL 951900 [NP58B-No 65-Wk 01/21]

**North coast of Nordkynhalvøya -
Mehamn fjorden - Mehamn —
Directions; light sector**

355

Paragraph 11.151 1 line(s) 6 *For (217.1°-222.2°) Read
(217.2°-220.5°)*

Paragraph 11.151 4 line(s) 5 *For (217.1°-222.2°) Read
(217.2°-220.5°)*

Norwegian Notice 18/62530/20
[NP58B-No 56-Wk 49/20]

**North Norway - Aust-Finnmark -
Gamvik — Development**

356

After Paragraph 11.159 1 line 5 Insert:

Development. A mole (71°03'63N 28°15'68E) is
under construction (2020), extending 1 cable S from
the existing harbour.

Paragraph 11.161 1 line(s) 10-11 *Replace by:*
SSW of a mole (11.159) under construction.

Norwegian Notice 16/62327/20
[NP58B-No 50-Wk 43/20]

**Øst-Finnmark - Nordkynhalvøya -
Gamvik — Directions; sector light**

356

Paragraph 11.160 2 line(s) 2-4 *Replace by:*
...the track leads SW, passing:

Norwegian Notice 22/63301/20
[NP58B-No 76-Wk 06/21]

**Øst-Finnmark - Nordkynhalvøya -
Risfjorden — Directions; sector light**

357

Paragraph 11.165 2 line(s) 3-4 *Replace by:*
...increasing to 8.0 m on its NW side.

Paragraph 11.165 3 line(s) 3-6 *Replace by:*
...(71°02'68N 28°15'16E) the track leads SW, passing:

Paragraph 11.165 6 line(s) 4-5 *Replace by:*
ESE of Finnvikneset (71°00'46N 28°11'61E).

Norwegian Notice 22/63301/20
[NP58B-No 77-Wk 06/21]

**Øst-Finnmark - Langfjorden -
Langfjordkjær — Directions; light sector**

359-360

Paragraph 11.183 1 line(s) 3 *For (195°-250°) Read
(197.1°-247.7°)*

Paragraph 11.183 2 line(s) 3 *For (195°-250°) Read
(197.1°-247.7°)*

Norwegian Notice 19/62814/20; Norwegian LL 959300
[NP58B-No 63-Wk 51/20]

NP58B

Norway - Tanafjorden - Skardholmen — Directions; sector light

361

Paragraph 11.195 1 lines 1-3 *Replace by:*

- 1 From a position $3\frac{1}{4}$ miles ESE of Segelneset ($70^{\circ}47'33\text{N } 28^{\circ}13'54\text{E}$) the track leads initially S, and at night in the white sector (168° – 199°) of Skardholmen Light ($70^{\circ}36'34\text{N } 28^{\circ}22'52\text{E}$) passing:

Paragraph 11.196 1 lines 1-2 *Replace by:*

- 1 From the position ESE of Skjæret ($70^{\circ}35'26\text{N } 28^{\circ}11'33\text{E}$) the track leads SW and at night in the white sector (215.8° – 230°) of Bergholmen Light (post) ($70^{\circ}31'07\text{N } 28^{\circ}02'72\text{E}$), passing:

Norwegian Notice 21/59531/18

[NP58B-No 3-Wk 50/18]

Norway - Berlevåg - Kjølnes — Directions; light

366

Paragraph 12.10 1 lines 2-4 *Delete*

Paragraph 12.11 2 lines 1-2 *Replace by:*

- 2 NNE of Kjølnes Light (white tower, 6 m in height) ($70^{\circ}51'18\text{N } 29^{\circ}14'15\text{E}$), with an auxiliary light at the foot of the same tower, thence:

Norwegian Notice 2/59751/19

[NP58B-No 05-Wk 09/19]

Øst-Finnmark - Varangerhalvøya - Berlevåg — Light; sectors

366

Paragraph 12.17 1 line 3 *For* 232.5° – 240.5° *Read* 234° – 237.8°

Norwegian Notice 23/63416/20

[NP58B-No 78-Wk 10/21]

Øst-Finnmark - Kongsfjorden — Directions; light sector

367

Paragraph 12.21 6 line(s) 2 *For* 259.8° – 175.6° *Read* 261.6° – 262.8°

Norwegian Notice 19/62735/20

[NP58B-No 57-Wk 51/20]

Øst-Finnmark - Kongsfjorden - Kongsfjord — Directions

368

Paragraph 12.25 3 lines 1-8 *Delete*

Norwegian Notice 5/64059/21

[NP58B-No 89-Wk 20/21]

Øst-Finnmark - Båtsfjorden - Skrovneset — Directions; light

368

Paragraph 12.31 1 line 5 *For* 195° – 225° *Read* 196° – 225.1°

Norwegian Notice 20/62848/20

[NP58B-No 66-Wk 01/21]

North coast - Båtsfjorden — Directions; leading lights

368

Paragraph 12.31 5 line(s) 6-8 *Delete*

Paragraph 12.31 6 *Replace by:*

- 6 **Indre Havn.** The inner harbour is entered through a channel, marked by buoys (lateral), that leads NNW between Laukholmen ($70^{\circ}37'43\text{N } 29^{\circ}41'97\text{E}$) and Holmen.

Norwegian Notice 17/60615/19

[NP58B-No 22-Wk 43/19]

Aust-Finnmark - Austhavet - Vardø — Directions; light

369

Paragraph 12.37 2 line(s) 3-5 *Delete*

Photograph caption *For* Vardø Light (12.37) *Read* Vardø Light (12.38)

Norwegian Notice 22/60867/19

[NP58B-No 33-Wk 02/20]

Aust-Finnmark - Austhavet - Vardø — Directions; light

370

Paragraph 12.38 4 line(s) 8 *For* (12.37) *Read* (white wooden tower, 20 m in height)

Norwegian Notice 22/60867/19

[NP58B-No 34-Wk 02/20]

Øst-Finnmark - Syltefjorden - Veidnesodden — Directions; light

370

Paragraph 12.40 1 line 6 *For* 230° – 255° *Read* 229.6° – 253.6°

Norwegian LL 967000

[NP58B-No 67-Wk 01/21]

Øst-Finnmark - Vardø - Reinøysundet — Directions; sector light

372

Paragraph 12.64 1 line 4 *For* 331° – 352° *Read* 336.4° – 352.4°

Norwegian Notice 21/63057/20; LL 969300

[NP58B-No 74-Wk 03/21]

**Aust-Finnmark - Austhavet -
Vardø — Directions; light**

374

Paragraph 12.81 1 line 2 *Delete*

Norwegian Notice 22/60867/19

[NP58B-No 35-Wk 02/20]

**Øst-Finnmark - Varangerfjorden -
Vadsø — Directions; light**

375

Paragraph 12.84 1 lines 1-4 *Replace by:*

- 1 **Clearing line.** The line of bearing 303.6° of the sector limit of Store Vadsøya Light (70°04'04N 29°43'97E) (12.102), changing from green to white, clears SW of Ytre Seigrunden (12.83).

Norwegian Notice 20/62874/20

[NP58B-No 68-Wk 01/21]

**North coast - Varangerfjorden -
Ytre Kiberg — Directions; light**

376

Paragraph 12.92 1 lines 3-4 *Replace by:*

...approach the alignment (068.5°) of Ytre Kiberg Havn Leading Lights (posts) (70°17'01N 31°00'01E) leads...

Norwegian Notice 11/60326/19

[NP58B-No 17-Wk 29/19]

Varangerfjorden - Vadsø — Directions

378

Paragraph 12.108 2 *Replace by:*

- 2 **Track.** From a position in Varangerfjorden SSW of the harbour entrance the track leads NNE, passing ESE of a rock (70°04'43N 29°38'75E), with a depth of 3.0 m, fringing the E side of Lille Vadsøya.

Thence, when a position is reached about 2½ cables W of Vardsø Havn S Light (post, floodlit, 3 m in height) (70°04'49N 29°42'88E), the track leads around the head of the S mole into the harbour.

Norwegian Notice 16/65375/21

[NP58B-No 101-Wk 49/21]

**Øst-Finnmark - Varangerfjorden -
Storskjeret — Directions; light**

379

Paragraph 12.114 2 line 3 *For* 094.5°-100.6° *Read* 091.3°-100.8°

Norwegian LL 978000

[NP58B-No 69-Wk 01/21]

**Øst-Finnmark - Varangerfjorden -
Karlebotn — Directions; light sector**

380

Paragraph 12.119 3 line(s) 7 *For* 084°-091.5° *Read* 083.6°-090.0°

Norwegian Notice 19/62810/20

[NP58B-No 58-Wk 51/20]

**Øst-Finnmark - Varangerfjorden - Karlebotn -
Rabbenes — Directions; light**

380

Paragraph 12.119 5 lines 4-6 *Replace by:*

...initially WSW, passing:

Paragraph 12.119 8 line 4 *Replace by:*

SW of Rabbenes Light (pole, 6 m in height) (70°07'84N 28°39'91E).

Norwegian Notice 6/64239/21; NO LL 976502

[NP58B-No 92-Wk 24/21]

**Øst-Finnmark - Varangerfjorden - Kjøfjorden —
Directions; light sector**

381

Paragraph 12.128 1 line(s) 4 *For* 165.5°-175.5° *Read* 168.6°-175.7°

Paragraph 12.128 2 line(s) 4-6 *Replace by:*

...depth of 8.9 m, thence:

Norwegian Notice 19/62739/20

[NP58B-No 59-Wk 51/20]

**Øst-Finnmark - Varangerfjorden -
Bugøynes — Directions; light**

382

Paragraph 12.134 2 line 3 *For* 273° *Read* 274.1°

Norwegian LL 978500

[NP58B-No 70-Wk 01/21]

**Øst-Finnmark - Bøkfjorden -
Kjelmsøya — Directions; light**

386

Paragraph 12.165 1 line 4 *For* 191°-233.5° *Read* 191.2°-230.9°

Norwegian LL 981500

[NP58B-No 71-Wk 01/21]

**Øst-Finnmark - Bøkfjorden -
Reinøya — Directions; light**

387

Paragraph 12.168 1 line 6 *For* Reinøy *Read* Reinøya

Paragraph 12.168 2 line 3 *For* 011°-023.5° *Read* 011.4°-022.2°

Norwegian LL 983500

[NP58B-No 72-Wk 01/21]

NP58B

**Øst-Finnmark - Jarfjorden -
Lille Jarfjordneset — Directions; light**

390-391

Paragraph 12.214 1 lines 6-8 *Replace by:*

...leads generally S, passing:

Paragraph 12.214 3 lines 4-7 and 4 lines 1-7 *Replace by:*

...thence:

W of Lille Jarfjordneset (69°48'49N 30°25'18E),
from which Jarfjord Light (pole, 4 m in height)
(69°48'49N 30°25'08E) is exhibited.

- 4 The track then continues to lead S in mid-channel,
passing clear of any dangers, to a position SE of
Kjerrisneset (69°41'46N 30°25'34E), passing:
E of Skipshamnholmen (69°46'85N 30°24'42E),
thence:
W of Tamasjokkfjellet (69°43'59N 30°26'85E).

Norwegian Notice 6/64220/21; NO LL 984000
[NP58B-No 93-Wk 24/21]

NP59 Nova Scotia and Bay of Fundy Pilot (2020 Edition)

**Canada - Nova Scotia - South coast -
Halifax approaches — Anchorages;
submarine cables**

95

After Paragraph 4.40 1 line 5 *Insert:*

Caution. Numerous submarine cables lie within the
anchorage areas.

Canadian Chart 4237 Ed4 [NP59-No 3-Wk 38/21]

**Canada - Nova Scotia - Lockport —
Limiting conditions; controlling depth**

132

Paragraph 6.78 1 line(s) 4-5 *Replace by:*

...plants. The harbour affords good anchorage for small
vessels.

Paragraph 6.79 1 line(s) 1-3 *Replace by:*

- 1 **Controlling depths.** A least depth of 3.7 m lies in
the harbour entrance; shoaler depths exist within the
harbour. Contact the port authority for the latest
information on depths and authorised draughts.

Tidal levels. Mean spring range about 1.7 m; mean
neap range about 1.1 m. See information in
ADMIRALTY Tide Tables Volume 2.

Canadian Notice 9/4209/20 [NP59-No 2-Wk 49/20]

**United States of America - Maine - Bay of Fundy
- Moosabec Reach - Eastern part — Bridge**

181

Paragraph 8.143 3 line(s) 5-7 *Replace by:*

Vertical clearance. A bridge (44°31'46N
67°36'88W) which spans Moosabec Reach is under
construction (2019); vertical and horizontal clearances
unknown. Contact local authorities for the latest
information.

US Notice 44/13326/19 [NP59-No 1-Wk 05/20]

NP60 Pacific Islands Pilot Volume 1 (2018 Edition)

**Solomon Islands - New Georgia Island -
Munda Harbour — Directions;
leading light alignment**

102

Paragraph 2.326 1 line(s) 8 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4
[NP60-No 31-Wk 18/20]

**Solomon Islands - New Georgia Island -
Munda Harbour — Directions; leading light**

103

Paragraph 2.329 4 line(s) 3 *For* (054°) *Read* (052.5°)

Paragraph 2.332 1 line(s) 5-6 *For* (8°20'18S 157°13'77E)
Read (8°20'16S 157°13'66E)

Paragraph 2.332 2 line(s) 2 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4
[NP60-No 32-Wk 18/20]

**Solomon Islands - New Georgia Island -
Munda Harbour — Route; leading light alignment**

103

Paragraph 2.335 1 line(s) 9 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4
[NP60-No 33-Wk 18/20]

**Solomon Islands - New Georgia Island -
Munda Harbour - Penguin Reef to
Ndokendoke Island — Directions;
leading light alignment**

104

Paragraph 2.341 3 line(s) 4 *For* (054°) *Read* (052.5°)

Australian Notice 06/246/20; POLAR K4896.4
[NP60-No 34-Wk 18/20]

**Papua New Guinea - Bougainville Island -
Otua Island — Directions; light**

134

Paragraph 3.98 3 lines 6–10 *Replace by:*

Thence the track continues WNW, across the N entrance to Bougainville Strait, to a position NE of Otua Island (6°27'50S 155°58'30E).

Australian Notice 22/899/17 [NP60-No 1-Wk 04/18]

**Papua New Guinea - Bougainville Island -
Otua Island — Directions; light**

155

Paragraph 4.158 2 lines 5–7 *Replace by:*

The track then continues NW to a position NE of Otua Island (6°27'50S 155°58'30E).

Australian Notice 22/899/17 [NP60-No 2-Wk 04/18]

**Papua New Guinea - Bougainville Island -
Otua Island — Directions; light**

156

Paragraph 4.162 5 lines 4–5 *Delete*

Paragraph 4.163 2 line 2 *Delete*

Australian Notice 22/899/17 [NP60-No 3-Wk 04/18]

**Papua New Guinea - Bougainville Island -
Otua Island — Directions; light**

157

Paragraph 4.166 2 lines 1–2 *Delete*

Australian Notice 22/899/17 [NP60-No 4-Wk 04/18]

**Solomon Islands - Bougainville Strait -
Choiseul Bay — Prohibited area**

158

After Paragraph 4.178 2 line 6 *Insert:*

- 3 **Prohibited area.** The Solomon Islands Cable Protection Zone, within which anchoring is prohibited, encompasses the submarine cable that makes landfall on the E side of Taro Island.

Australian Chart SLB106/2020

[NP60-No 30-Wk 13/20]

**Papua New Guinea - Louisiade Archipelago -
Jomard Entrance — PSSA**

201

Paragraph 5.198 including heading *Replace by:*

Traffic regulations

5.198

- 1 **Two-way route.** The Two-way Route leading through Jomard Entrance, between Panuwaiyayapuna Island and Maneidul Reef, has been adopted by IMO.

Where safe and practicable, vessels are advised to keep to starboard of the routes centrelines.

Particularly Sensitive Sea Area. Jomard Entrance and Bramble Haven (11°13'42S 152°00'00E) (5.189) lie in an IMO approved PSSA. For details see AHP20 *Mariner's Handbook for Australian Waters*.

Australian Notice 19/999/19 [NP60-No 22-Wk 44/19]

**Papua New Guinea - Louisiade Archipelago -
Panabwal Group — Directions; depths**

204

Paragraph 5.220 *Replace by:*

- 1 From a position SW of Ship Pass (10°48'42S 151°43'73E), the line of bearing 046° of Itamarina Island, in the centre of the lagoon encircled by Panabwal Group, leads NE through Ship Pass, situated 2½ miles SE of Irai Island, the W-most of the group.
- 2 Once inside the entrance, suitable vessels may follow the line of bearing 087° of Pananiu Island (10°47'12S 152°00'12E) (5.201) which leads E to a passage NW of Muniara Island at the E end of the lagoon, passing:
S of Kesal (Quesal) Island (10°46'94S 151°49'71E), 3½ miles ESE of Itamarina Island, thence:
- 3 Clear of a shoal patch (10°47'47S 151°50'72E), about 1 mile ESE of Kesal Island, with a reported depth of 3.4 m.
Thence remaining clear of a 3.3 m shoal patch in the entrance NW of Muniara Island, the track leads out of the lagoon.
- 4 From a position N of Panasesa Island (10°44'40S 151°43'50E), a track for small vessels leads SE through the passage between Panasesa Island and Gabugabutau Island, 7 cables NE, which has a depth of 3.7 m in the middle, and is reported to have been used by a vessel of 300 tonnes. From there, the track leads across the lagoon, passing:
Close N of Itamarina Island, thence:
S of Kesal (Quesal) Island.
The track then leads to the entrance NW of Muniara Island, remaining clear of a 3.3 m shoal patch in the entrance and a shoal ledge WNW of the island.

Australian Chart PNG 509 [NP60-No 20-Wk 28/19]

**Papua New Guinea - D'Entrecasteaux Islands -
Dawson Strait — Directions**

244

Paragraph 6.114 1 *Replace by:*

- 1 From a position on the preferred route in the vicinity of 9°56'65S 150°34'35E, SW of Cape Keibinisi (6.101) the route leads NNE for about 18 miles to the W entrance of Dawson Strait (9°41'78S 150°45'89E), which lies between the mountainous NW end of Normanby Island (6.110) and the SE end of Fergusson Island 2 miles N.
- 2 The route then continues ESE through Dawson Strait, ENE through Dobu Passage (6.117), then generally N along the E side of Fergusson Island, to the Gumasila Group (6.112).

NP60

After Paragraph 6.116 1 line 3 *Insert*:

Tower (9°41'·71S 150°51'·56E), near the summit of Deidei dormant volcano.

Paragraph 6.117 including heading *Replace by*:

Cape Keibinisi to Salaubwaina Point 6.117

1 **Caution.** The approaches to Dawson Strait (6.114) are largely unsurveyed, with the exception of a channel about 1¼ miles in width, W of Normanby Island (6.110).

Track. From a position on the preferred route in the vicinity of 9°56'·65S 150°34'·35E, the route leads NNE for about 18 miles passing:

2 WNW of a reef (9°44'·66S 150°43'·20E), position approximate, reported (1986), to be clearly visible breaking slightly in a moderate sea, thence:

WNW of Guletabutabu (Observation) Island (9°43'·85S 150°44'·30E), steep, rocky and densely wooded; it lies about 3 cables offshore and is connected to the main island by a below-water ledge. Thence:

3 To a position W of Gigipwala Point. The route then leads about 2½ miles ENE on the alignment (065°) of Saramo Point (9°40'·89S 150°46'·79E), steep and rocky, which is also the SE termination of the slopes of Edagwaba Range (6.70), and the peak (9°37'·96S 150°53'·14E), 410 m high, S of Lamonai Crater (6.116), 7 miles ENE, passing:

SSE of an isolated shoal patch (9°41'·26S 150°42'·94E) with a depth of 4·8 m, thence:

4 NNW of Gigipwala Point (Cape Dawson) (9°42'·76S 150°45'·44E), a well-marked bluff and the S entrance point to Dawson Strait (6.114).

Thence the line of bearing 117° of the summit of Dobu Island (9°44'·99S 150°51'·67E) leads ESE; Dobu Island is of volcanic origin, with flat land and low hills on the S side of the island which are covered with coconut palms.

5 Thence from a position WNW of the NW point of Dobu Island, the line of bearing 074° of the N extremity of Waiupe Island (9°43'·25S 150°54'·39E), leads ENE through the W end of Dobu Passage, lying between Dobu Island and the S extremity of Fergusson Island to the N, passing:

SSE of dangerous reefs off Sebulugomwa Point (9°43'·22S 150°50'·69E).

6 Thence, on approaching Neumara Island, on the same reef and close SW of Waiupe Island, the line of bearing 069° of the SE extremity of Sanaroa Island (9°37'·00S 151°00'·00E) (6.62) leads ENE, passing:

Between the reef fringing the N side of Waiupe Island and a 6·7 m patch (9°42'·58S 150°54'·47E), thence:

7 SSE of a 5·0 m drying reef and a spit, extending about 8 cables S from Salaubwaina Point (9°41'·65S 150°54'·62E).

The track then continues ENE to a position about 1½ miles ESE of Salaubwaina Point.

UKHO

[NP60-No 28-Wk 46/19]

Papua New Guinea - D'Entrecasteaux Islands - Esa'ala — Anchorage

245

Paragraph 6.124 3 lines 1-2 *Replace by*:

3 **Anchorage** may be obtained in position 9°44'·28S 150°49'·57E, in about 40 m.

UKHO

[NP60-No 29-Wk 46/19]

Papua New Guinea - Wanigela Reef to Stewart Reef — Directions

253

Paragraph 6.187 1-3 *Replace by*:

1 **Caution.** The waters seaward of the track are mostly unsurveyed and numerous shoals and obstructions may exist. The route is tortuous and narrow in parts and local knowledge is essential.

Track. From a position about 4 cables SE of Wanigela Reef (6.186), the inshore passage leads NE, passing:

Between two reefs (9°19'·02S 149°14'·83E and 9°19'·36S 149°15'·39E), lying ESE of the low Kopare Point (9°18'·75S 149°13'·24E), thence:

2 SE and then ENE of a group of reefs (9°16'·98S 149°15'·39E) which lies E of Itoto Point (9°16'·80S 149°13'·96E).

The track then leads NNW, passing:

WSW of an area of shoals and obstructions (9°15'·17S 149°16'·99E), thence:

ENE of two reefs which lie close E of the mouth of Goia River (9°13'·87S 149°14'·27E), and:

3 WSW of a dangerous rock (9°14'·08S 149°15'·78E).

To a position about 2 miles SSW of Wonare Bay (6.195), from where the track leads NE, passing:

SE of the coastal reefs (9°10'·47S 149°19'·38E) which lie between Wonare Bay (6.195) and Hardy Point (9°08'·73S 149°19'·36E), thence:

The track leads NNE, passing:

4 WNW of a dangerous rock (9°09'·47S 149°21'·54E), which lies on a shoal.

Thence the track continues to a position about 1½ miles W of Stewart Reef (6.185).

(Directions continue for the preferred route, around Cape Nelson at 6.203)

Australian Notice 12/519/21

[NP60-No 38-Wk 34/21]

Papua New Guinea - North east coast - Dyke Ackland Bay — Directions; shoal

255

Paragraph 6.203 5 line(s) 1-4 *Replace by*:

5 N of a 0·3 m shoal (8°58'·53S 149°05'·73E).

Australian Chart PNG 520

[NP60-No 19-Wk 22/19]

Papua New Guinea - North-east coast - Holnicote Bay — Anchorage; submarine cable

258

After Paragraph 6.233 3 line(s) 10 *Insert*:

Caution. A submarine power cable lands in the vicinity of the mission station at Gona.

UKHO MGMT

[NP60-No 18-Wk 21/19]

Papua New Guinea - Huon Gulf — FADs**262***After Paragraph 6.269 1 line 8 Insert:*

- 2 **Caution.** A number of FADs, marked by buoys (special), lie in the area.

Australian Notice 13/520/2018

[NP60-No 11-Wk 30/18]**Papua New Guinea - Huon Gulf -
North of Cape Roon — Directions; shoals****262***After Paragraph 6.273 1 line 9 Insert:*

Clear of a 5.3 m shoal (7°17'40S 147°12'48E),
reported (2018), thence:

H102 MV *BGP Explorer***[NP60-No 14a-Wk 37/18]****Papua New Guinea - Huon Gulf —
Directions; FADs; buoys****262***Paragraph 6.273 2 line 8 Replace by:*

E of a conspicuous cliff (7°11'05S 147°06'23E),
and:
W of a buoy (special) (7°10'32S 147°12'84E)
marking a FAD.

After Paragraph 6.273 3 line 7 Insert:

Clear of a buoy (special) (7°03'32S 147°09'00E)
marking a FAD, thence:

Australian Notice 13/520/2018

[NP60-No 12-Wk 30/18]**Papua New Guinea - Huon Gulf -
North of Cape Roon — Directions; shoals****262***Paragraph 6.273 2 including existing Section IV Notice
Week 30/18 Replace by:*

- 2 E of Lababia Island (7°14'57S 147°09'40E),
conical and wooded, lying 1 mile E of Gossler
Point and possibly connected thereto by a
below-water reef on which there is a rock
awash, thence:
E of a 0.1 m patch (7°13'90S 147°09'20E) NNW of
Lababia Island, thence:
E of a conspicuous cliff (7°11'05S 147°06'23E),
and:
W of a buoy (7°10'32S 147°12'84E) (special)
marking a FAD, thence:
Clear of a 7.5 m shoal (7°09'74S 147°08'46E),
reported (2018).

H102 MV *BGP Explorer***[NP60-No 14b-Wk 37/18]****Papua New Guinea - Huon Gulf —
Directions; FAD; buoy****263***Paragraph 6.276 2 lines 11-13 Replace by:*

S of a rock (6°44'89S 147°27'41E), which almost
dries, the position of which is doubtful, and:
Clear of a buoy (special) (6°48'28S 147°26'25E)
marking a FAD, thence:

Australian Notice 13/520/2018

[NP60-No 13-Wk 30/18]**Papua New Guinea - Huon Gulf -
Port Lae — Pilotage****265***Paragraph 6.294 1 Replace by:*

1 Pilotage is compulsory. The pilot boards in position
6°45'25S 147°00'10E.

Australian Chart PNG 642

[NP60-No 23-Wk 44/19]**Papua New Guinea - New Britain -
Thilenius Harbour — Depth****282***Paragraph 7.112 2 line 8 For 1.8 Read 0.9*

Australian Notice 24/1073/18

[NP60-No 15-Wk 52/18]**Papua New Guinea - North coast -
Madang Harbour — Anchorages; regulations****296***After Paragraph 8.84 1 line 3 Insert:*

Vessels with an air draught of 24 m or more are
prohibited from using the quarantine anchorage due to
restrictions related to the airport. These vessels should
wait outside the harbour and contact the port authority
for further instruction.

After Paragraph 8.84 1 line 9 Insert:

Tab Anchorage (5°10'42S 145°49'20E) lies to the
N of the Quarantine anchorage and has depths in the
central part of about 20 m, mud.

Malamal Anchorage. See 8.98.

Caution. Depths shallower than charted have been
reported (2019) in Tab and Malamal anchorages.

Australian Chart PNG646, ENC AU5646P0, UKHO

[NP60-No 24-Wk 44/19]**Papua New Guinea - North coast -
Madang Harbour — Pilotage****297***Paragraph 8.85 1 Replace by:*

- 1 Pilotage is compulsory for anchoring, berthing/
unberthing and is available during daylight hours only.
Pilots board in position (5°13'28S 145°50'22E), about
1¼ miles to seaward of Dallman Pass entrance, on
the leading line.

UKHO

[NP60-No 25-Wk 44/19]

NP60

Papua New Guinea - Approaches to Wewak - Kairiru Island - Victoria Bay — Anchorage

308

Paragraph 8.188 1 line(s) 1-2 *Replace by:*

- 1 **Anchorage**, which is snug, may be obtained, clear of a charted wreck (3°19'65S 143°30'82E), in Victoria Bay (3°19'77S 143°30'64E), on the W side of...

Australian PNG Chart 651 Edt.1 (2020)

[NP60-No 35-Wk 41/20]

Papua New Guinea - Vanimo Point to Wutung Light - Oinake — Directions; light

312

Paragraph 8.240 1 line(s) 6-7 *Replace by:*

Oinake Light (white structure) (2°36'89S 141°00'00E).

UKHO

[NP60-No 37-Wk 27/21]

Papua New Guinea - New Britain - Kimbe — Arrival information; pilotage

326

Paragraph 9.86 1 line 4 *Replace by:*

...at 5°30'50S 150°13'50E.

Australian Notice 5/213/19

[NP60-No 17-Wk 14/19]

Papua New Guinea - New Britain - North-west coast - Borgen Bay — Directions

328-329

Paragraph 9.108 1-3 *Replace by:*

- 1 **Description.** Borgen Bay, entered between Ulo Point (5°30'45S 148°35'42E) and Silimate Point, 4 miles W, is obstructed with reefs, but affords anchorage.

Directions. From a position about 8 miles N of Cape Gloucester (5°26'61S 148°25'09E) (8.16), the track leads about 7 miles SE to an opening in the outer reef. The track then leads SSE passing:

- 2 Through the broken barrier reef (5°23'45S 148°31'05E), thence:

Close ENE of a shoal patch (5°25'49S 148°31'00E) with a depth of 3.4 m, thence:

ENE of a shoal patch (5°27'76S 148°31'40E) with a depth of 9.5 m.

From a position about 2 miles E of Nip Island (5°28'18S 148°29'95E), the track then leads generally S into the bay, passing:

- 3 E of Silimate Point (5°30'03S 148°31'19E), thence:

Between a 2.8 m patch (5°30'56S 148°31'55E) and a 0.3 m patch (5°30'46S 148°32'24E), lying SE of Silimate Point.

The track then leads as required into the bay.

Useful mark:

Cape Gloucester Light (5°24'15S 148°22'17E) (8.13).

- 4 **Anchorage** may be obtained about 1 mile NE of Silimate Point in 11 to 25 m. Vessels may also obtain anchorage within Borgen Bay; local knowledge is required.

Berth. Two small jetties lie in the vicinity of 5°30'78S 148°31'10E.

Australian Hydrographic Office; ENC AU406148

[NP60-No 27-Wk 45/19]

Papua New Guinea - Vitu Islands - Mundua Islands — General information; depth

331

After Paragraph 9.118 1 line 3 *Insert:*

Depths

9.118a

- 1 Depths shoaler than charted have been reported (2019) in the waters around the Mundua Islands. Vessels are advised to navigate with caution in the area.

Australian Notice 2/80(P)/19

[NP60-No 16-Wk 08/19]

Papua New Guinea - Bougainville Island - Otua Island — Directions; light

357

Paragraph 10.9 1 lines 1-3 *Replace by:*

- 1 From the vicinity of 6°27'05S 156°10'00E, E of Otua Island (6°27'50S 155°58'30E), the track leads NW, passing:

Australian Notice 22/899/17

[NP60-No 5-Wk 04/18]

Papua New Guinea - Bougainville Island - Otua Island — Directions; light

364

Paragraph 10.63 1 lines 1-4 *Replace by:*

- 1 From a position NE of Otua Island (6°27'50S 155°58'30E), the track along the barrier reef leads NW, passing:

Australian Notice 22/899/17

[NP60-No 6-Wk 04/18]

Papua New Guinea - Bougainville Island - Arawa Bay — Directions; light

367

Paragraph 10.86 1 line 7 *Replace by:*

...(6°08'68S 155°34'17E) (10.95), on the...

Paragraph 10.95 3 lines 3-6 *Replace by:*

SE of Takanupe Island (6°08'68S 155°34'17E), from which a reef extends 3 cables SE.

Australian Notice 22/899/17

[NP60-No 7-Wk 04/18]

**Papua New Guinea – Bougainville Island -
North-east coast — Directions; light**

368

Paragraph 10.99 2 line 2 *Replace by:*

...Island, (6°08'68S 155°34'17E) (10.95), the...

Paragraph 10.103 1 lines 7–9 *Delete*

Paragraph 10.104 2 lines 10–11 *Replace by:*

...white chalk cliffs, densely wooded.

Paragraph 10.105 2 lines 1–5 *Replace by:*

- 2 From a position SE of Takanupe Island (10.95), the track leads WNW, inside the barrier reef, passing: SSW of Takanupe Island, and:

Australian Notice 22/899/17 [NP60-No 8-Wk 04/18]

**Papua New Guinea - Bougainville Island -
Cape Laverdy — Directions; light**

369

Paragraph 10.105 6 lines 9–10 *Replace by:*

...NE of Cape Laverdy (5°32'49S 155°03'88E) (10.104).

Australian Notice 22/899/17 [NP60-No 9-Wk 04/18]

**Papua New Guinea - Bougainville Island -
Cape Laverdy — Directions; light**

370

Paragraph 10.114 2 lines 1–4 *Replace by:*

- 2 **Directions.** From a position E of Cape Laverdy (5°32'49S 155°03'88E) the track into the harbour leads SSW, passing:

Paragraph 10.117 1 lines 2–3 *Replace by:*

...155°03'88E) (10.104) the coastal passage, which appears clear of...

Australian Notice 22/899/17 [NP60-No 10-Wk 04/18]

**Papua New Guinea - New Ireland - Nabuto Bay -
Namatanai Roads — Directions**

374

Paragraph 10.149 2 1–8 *Replace by:*

- 2 **Directions.** From a position in the vicinity of 3°38'43S 152°26'59E, the line of bearing 185° of a communication tower (25 m in height) (3°39'75S 152°26'56E) leads about 1½ miles S, passing:
E of a shoal patch (3°38'68S 152°26'33E) with a depth of 9.6 m, thence:
W of a coral patch (3°38'81S 152°26'77E) with a least depth of 12 m, and:

Paragraph 10.149 3 lines 1–6 *Replace by:*

- 3 Close W of a shoal patch (3°39'13S 152°26'68E) with a depth of 8.9 m, and:
E of Trapez Reef (3°39'14S 152°26'38E), over which the sea usually breaks.

The track then leads as required towards the anchorage or the inner harbour.

Australian Hydrographic Office [NP60-No 26-Wk 45/19]

**Papua New Guinea - Bismarck Archipelago -
New Hanover Island — Depths; cautionary area**

379

After Paragraph 10.188 1 line 7 *Insert:*

Depths

10.188a

1 A cautionary area, where shoaler depths than those charted exist, has been established. The area extends 1½ miles from the coast between Neitab Island (2°21'00S 150°08'65E) (10.196) and Ral Island (2°36'67S 150°42'56E).

Australian Notice 3/116(P)/21

[NP60-No 36-Wk 14/21]

**Federated States of Micronesia - Kosrae Island -
Lelu Harbour — Directions; wrecks**

384–385

Paragraph 11.20 1–6 *Replace by:*

1 **Landmarks:**

Flagstaff (5°19'82N 163°01'48E), position approximate.

Church (5°19'92N 163°01'25E).

Radio tower (5°19'81N 163°01'78E).

2 **Harbour Leading Lights:**

Front light beacon (red rectangle, white stripe, on pile) (5°19'56N 163°01'43E), standing on the reef extending 4½ cables from the W shore of the harbour.

Rear light beacon (red rectangle, black-stripe, on pile) (2½ cables from front light).

- 3 **Track.** From a position ESE of Lelu Island (5°19'90N 163°01'64E), the alignment (277°) of these lights leads W through the entrance channel, marked by beacons (lateral), passing:

S of the reef extending 1 cable from Foko Lik (5°19'69N 163°01'92E), thence:

N of the reef extending 2¼ cables from Yapan Point (5°19'29N 163°01'79E), thence:

N of Eripou Reef (5°19'45N 163°01'68E), awash at LW, marked on its NE side by No 4 beacon (port hand).

Thence the line of bearing 311° of Bezin Point (5°19'94N 163°01'19E), the W extremity of Lelu Island, leads NW to the anchorage, passing:

- 5 SW of No 5 Beacon (starboard hand) (5°19'65N 163°01'63E), thence:

NE of the front leading light beacon (5°19'56N 163°01'43E), thence:

Clear of two wrecks (5°19'66N 163°01'48E), with depths of 9.7 m, thence:

- 6 Clear of a reef (5°19'74N 163°01'44E), reported (1996), lying 1 cable N of the front leading light beacon, extending NW for 1¼ cables, thence:

Clear of a dangerous wreck (5°19'77N 163°01'48E).

Thence as required for a convenient anchorage or the berth.

ENC US456570; US556570 [NP60-No 21-Wk 43/19]

NP61

NP61 Pacific Islands Pilot Volume 2 (2017 Edition)

Nouvelle-Calédonie - South coast - Nouméa — Limiting conditions; depths

87

Paragraph 2.138 1 line 4 *Replace by:*

...on the leading line at the inner end between the Mineral Terminal and Grand Quai at Pointe Lambert (22°15'83S 166°25'57E), is 9.2 m.

French Chart 7644 (2017) [NP61-No 6-Wk 32/17]

Nouvelle-Calédonie - Nouméa — Outer anchorage

87

Paragraph 2.140 1 *Replace by:*

- 1 Anchorage may be obtained in Grande Rade within designated areas, but keep clear of the prohibited anchorage, see below. The NE part of Grande Rade is encumbered with numerous coral heads and the bottom is foul with obstructions on the S side of Banc des Japonais.

French Notice 22/206/18 [NP61-No 20-Wk 26/18]

Nouvelle-Calédonie - Nouméa — Prohibited anchorages

87

After Paragraph 2.140 2 line 3 *Insert:*

Anchoring is prohibited in Baie de Numbo (22°14'65S 166°24'78E), except for small craft, within an area located in the W part of the bay and marked by buoys (special).

French Notice 42/206/18 [NP61-No 26-Wk 47/18]

Nouvelle-Calédonie - Nouméa - Grande Rade — Leading line

88

Paragraph 2.149 2 line 5 *For 117° Read 115.8°*

French Chart 7643 [NP61-No 1-Wk 11/17]

Nouvelle-Calédonie - Nouméa — Directions; leading lights

88

Paragraph 2.148 3 lines 6-7 *Delete*

Paragraph 2.151 1 lines 1-6 *Delete*

Paragraph 2.151 2 lines 1-5 *Replace by:*

- 2 From a position about 2½ cables W of the NW extremity of îlot Brun (22°17'29S 166°25'48E) the track leads ENE through Petite Passe, passing:

Paragraph 2.151 4 lines 2-3 *Delete*

French Notice 40/220/19 [NP61-No 47-Wk 45/19]

Nouvelle-Calédonie - Nouméa - Petite Passe — Directions; leading marks

88

Paragraph 2.151 1-4 including existing Section IV Notice Week 45/19 *Replace by:*

Petite Passe Leading Marks:

Front light (orange triangle, point up, on white framework tower, 3 m in height) (22°16'97S 166°26'00E).

Rear mark (Croix de Lorraine, black monument) (8 cables from front mark).

From a position about 2¾ cables WNW of the NW extremity of îlot Brun (22°17'40S 166°25'60E), the alignment (075.5°) of these marks leads ENE through Petite Passe, passing:

- 2 NNW of a buoyant light beacon (starboard hand), (22°17'18S 166°25'55E) marking the edge of the channel, thence:

SSE of a buoyant light beacon (port hand), (22°17'00S 166°25'66E), marking rocks close SE of Pointe Denouel.

The track then leads N into Petite Rade, passing:

- 3 W of a buoyant light beacon (starboard hand) (22°16'94S 166°25'86E), marking the channel, thence:

W of Banc de l'Infernal, marked on its W side by a buoyant light beacon (starboard hand) (22°16'59S 166°25'97E), and on its E side by a light buoy (port hand).

The track then leads to the berths as required.

- 4 **Caution.**

Small craft may be encountered in Petite Passe, as marinas are situated in Petite Rade (2.146).

French Notice 46/220/19 [NP61-No 48-Wk 51/19]

Nouvelle-Calédonie - West coast — Marine reserve

92

After Paragraph 3.13 1 line 4 *Insert:*

Marine nature reserve 3.13a

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

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

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

Nouvelle-Calédonie - Baie de Saint Vincent — Anchorages

95-96

Paragraph 3.38 1 lines 4-7 *Replace by:*

...of Île Mathieu, in 12 m, sand and mud, good holding.

Baie Centrale: 5½ cables NW of Île Page (3.35), in 11 m, mud and shells.

French Chart 6540 [NP61-No 10-Wk 43/17]

**Nouvelle-Calédonie – West coast —
Marine reserve**

98

After Paragraph 3.51 1 line 4 *Insert*:

Marine nature reserve

3.51a

1 See 3.13a.

French ENC FR367680

[NP61-No 13-Wk 01/18]

**Nouvelle Calédonie – North-west coast -
Passe Deverd — Anchorage; positions; beacons**

104

Paragraph 3.98 1-5 *Replace by*:

1 **Mouillage de Théoudié.** Designated anchor berths for vessels, loading nickel ore from barges, are as follows:

- T1 (20°45'17S 164°21'42E);
- T2 (20°45'12S 164°20'88E);
- T3 (20°45'06S 164°20'29E);
- T4 (20°44'71S 164°20'90E);
- T5 (20°44'52S 164°20'52E);
- T6 (20°44'59S 164°19'40E).

2 **Mouillage de Karembe.** The anchorage is situated in position 20°36'97S 164°16'76E in 11 to 13 m. Anchorage for vessels, loading nickel ore from barges, is situated in position 20°37'00S 164°17'50E in 11 to 14 m.

French Notice 25/225/20

[NP61-No 60-Wk 30/20]

**Nouvelle-Calédonie – Port of Vavouto —
Depth; UKC**

106

Paragraph 3.113 1 *Replace by*:

1 **Controlling depth.** The approach fairway into the port has been dredged to a depth of 12.0 m, with a maximum allowable draught of 10.5 m (2019).

Under-keel clearance. Vessels with a draught greater than 10 m are required to maintain a UKC of 0.5 m at all times.

2 Local authorities should be contacted for the latest information.

French Notice 7/216/20; Pilotes Maritimes Nouvelle Calédonie website

[NP61-No 51-Wk 12/20]

Nouvelle-Calédonie – Port of Vavouto — Berths

106-107

Paragraph 3.118 2 line 7 *Replace by*:

...alongside 10.5 m; vessels up to 60 000 tonnes.

Paragraph 3.118 3 line 5 *Replace by*:

...Maximum LOA 80 m; maximum draught 4.5 m; vessels up to 4000 tonnes.

French Notice 7/216/20; Pilotes Maritimes Nouvelle Calédonie website

[NP61-No 52-Wk 12/20]

**Nouvelle-Calédonie – Port of Vavouto -
Baie Chasseloupe — Anchorages**

107

After Paragraph 3.119 4 line 4 *Insert*:

V6 (20°57'37S 164°37'06E), 2½ cables in radius, maximum draught 14 m.

UKHO

[NP61-No 53-Wk 12/20]

**Nouvelle-Calédonie – Île Art -
Baie de Waala — Anchorage**

118

Paragraph 3.189 1 line 1 *For* 19°43'03S *Read* 19°42'87S

Paragraph 3.189 1 line 2 *For* 163°38'29E *Read* 163°37'96E

Paragraph 3.189 1 line 4 *Replace by*:

Anchorage may be obtained in 12 m, sand, good...

Paragraph 3.189 1 line 5 *For* 58° *Read* 57°

Paragraph 3.189 1 line 6 *For* 5 *Read* 5½

French Chart 7758/18

[NP61-No 21-Wk 27/18]

**Nouvelle-Calédonie – Île Pott -
Anse Ammoian — Anchorage**

119

Paragraph 3.196 1 line 7 *For* 30 m *Read* 25 m

French Chart 7758/18

[NP61-No 22-Wk 27/18]

**Nouvelle-Calédonie – East coast -
Port Ounia — Anchorage; wreck**

125

Paragraph 4.33 4 lines 6-7 *Replace by*:

A rock with a depth of 1.3 m lies 1¼ cables SSE of the anchorage and a wreck lies about ½ cable NW.

French Notice 8/204/18

[NP61-No 14-Wk 12/18]

**Nouvelle-Calédonie –
Baie de Ouinné — Anchorage**

125

Paragraph 4.35 3 lines 1-2 *Replace by*:

3 A mooring buoy is moored 2¼ cables E of the front leading beacon.

Anchor Berth U2, with a swinging circle of radius 3 cables, can only be used by day.

French Notice 15/K10 2008 2.1.5.2/17

[NP61-No 2-Wk 20/17]

**Nouvelle-Calédonie – East coast -
Passe de Thio — Directions; depth**

129

Paragraph 4.66 3 line 4 *Replace by*:

...166°15'43E) (4.76), thence:

Clear of 10.3 m shoal (21°34'14S 166°16'37E).

French Notice 18/222/20

[NP61-No 56-Wk 22/20]

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Nouvelle-Calédonie – Port de Thio — Directions; leading lights

130

Paragraph 4.75 1 lines 10–12 *Delete*

French Notice 15/17 15 212/17 [NP61-No 3-Wk 20/17]

Nouvelle Calédonie - Baie de Canala — Depths

132

After Paragraph 4.92 1 line 11 *Insert*:

Depths on the recommended track exceed 20 m as far as Les Trois Frères (4.93). Coral shoals with depths less than 10 m lie outside the recommended track.

French Chart 6589 [NP61-No 35-Wk 35/19]

Nouvelle Calédonie - Baie de Canala - Presqu'île Bogota — Anchorages

133

Paragraph 4.94 1 line(s) 1–4 including heading *Replace by*:

Spare
4.94

Paragraph 4.95 1 line(s) 1–3 including heading *Replace by*:

Spare
4.95

Paragraph 4.97 1 line(s) 1–3 including heading *Replace by*:

Spare
4.97

French Chart 6589 [NP61-No 36-Wk 35/19]

Nouvelle Calédonie - Baie de Canala - île Adam and Pic des Morts — Anchorage; wharves

133

Paragraph 4.99 1 line(s) 1–5 including heading *Replace by*:

Spare
4.99

Paragraph 4.100 1 line(s) 1–3 including heading *Replace by*:

Spare
4.100

French Chart 6589 [NP61-No 37-Wk 35/19]

Nouvelle-Calédonie - Baie de Nakéty — Anchorages

133

Paragraph 4.101 4–7 *Replace by*:

- 4 The track then continues as required for the anchorages.

Anchorages. Designated anchorage areas, 2 cables in radius, exist as follows:

Waiting anchorage (21°30'·43S 166°04'·60E), 22 to 31 m, mud;

Area Geminy (21°31'·36S 166°04'·60E), 14 to 22 m, coral and mud;

Area Ballande (21°31'·26S 166°05'·04E), 20 to 27 m, mud. A wreck (21°31'·12S 166°04'·95E) lies within the anchorage.

Paragraph 4.101 8 line 1 *Replace by*:

- 5 Small vessels may obtain anchorage off the mouth...

French Notice 2/217/20 [NP61-No 50-Wk 06/20]

Nouvelle-Calédonie — Baie Laugier — Directions; leading lights

135

Paragraph 4.110 4 lines 1–2 *Delete*

French Notice 15/17 15 212/17 [NP61-No 4-Wk 20/17]

Nouvelle Calédonie - East coast - Cap Bégat to Cap Bocage — Directions; track

135

Paragraph 4.115 *Replace by*:

- 1 **Alternative passage north-westwards.** From the position at the intersection of recommended tracks, 1 mile NW of Cap des Trois Sapins (4.110), a recommended track leads 10 miles generally NW to a position 3½ miles N of Cap Bocage (21°12'·43S 165°36'·84E), where it joins the recommended track between Passe Sud-Est (4.122) and Baie Ugué (4.160).

- 2 The track leads initially NW and N, passing:
SW of a 5·0 m patch (21°15'·92S 165°43'·14E), marked on its SE side by No 4 Light Beacon, buoyant, (port hand), thence:
E of Ilot Néni (21°14'·87S 165°41'·39E), low and wooded.

- 3 Thence the track leads NW, passing:
NE of a 5·0 m patch (21°12'·75S 165°40'·90E), thence:
SW of an unnamed small detached reef (21°10'·74S 165°40'·98E), thence:
NE of a shoal with a least depth of 2·0 m (21°11'·61S 165°38'·35E), thence:
NE of a 7·4 m patch (21°10'·53S 165°36'·94E), and:
NE of a shoal with a least depth of 0·2 m (21°10'·09S 165°36'·50E), which can usually be seen.

- 4 **Clearing line.** To pass E of the shoal with a least depth of 0·2 m, Cap Bocage should not bear less than 180° until the hill, 220 m high, on the NW side of Baie Ugué (4.160) is well open of the SE entrance point of that bay.

French Notice 27/220/20 [NP61-No 62-Wk 32/20]

**Nouvelle Calédonie – East coast –
Baie de Kouaoua — Anchorages**

136

Paragraph 4.126 1-2 *Replace by:*

- 1 **Outer anchorages.** Designated anchor berths are as follows:

- K1 (21°22'52S 165°50'02E), 2 cables swinging radius, charted depths from 15 to 22 m.
K2 (21°22'18S 165°50'24E), 2 cables swinging radius, charted depths from 23 to 26 m.
K3 (21°21'77S 165°50'50E). 2½ cables swinging radius, charted depths from 22 to 29 m. A coral patch, 13 m in depth, lies on the S limit of the anchorage.

- 2 Vessels in these anchorages are loaded by lighter. Vessels unable to find room in Baie de Kouaoua should anchor in Baie Laugier (4.138).

- 3 **Pilotage** is compulsory. Arrangements for pilots should be made at Nouméa (2.133). Pilots board at Passes Ouest de Houaïlou (4.121).

For regulations for pilots see 2.4 and for tankers see Appendix II. For details see *ADMIRALTY List of Radio Signals Volume 6(4)*.

- 4 **Tugs** are available. For the latest details contact the port authority.

Regulations concerning entry. Arrival, berthing and departure are not permitted at night. Arrival and departure to the anchorage can be conducted day or night.

Quarantine. Pratique is granted by the pilot upon boarding.

French Notice 9/220/20 [NP61-No 54-Wk 14/20]

**Nouvelle Calédonie – East coast –
Baie de Kouaoua — Anchorages**

137

Paragraph 4.130 1-2 *Replace by:*

- 1 **Inner anchorages.** Anchorage may be obtained 4½ cables S of Pointe Mè Kauciri (4.129); the swinging room in this anchorage is restricted. Coral heads in the vicinity of the anchorage are marked by red buoys.

- 2 Vessels with a draught of less than 9 m may anchor a little farther S.

French Notice 9/220/20 [NP61-No 55-Wk 14/20]

**Nouvelle-Calédonie – Baie de Poro —
Leading beacons**

138

Paragraph 4.137 2 line 1 *For* 140-2° *Read* 136-5°

French Notice 44/204/17 Block F.577

[NP61-No 11-Wk 48/17]

**Nouvelle Calédonie – East coast –
Passe Sud-Est to Baie Ugué — Directions; track**

139

Paragraph 4.147 1 line 3 *Replace by:*

...track leads W for about 10 miles to a position 1¼ miles S...

French Notice 27/220/20 [NP61-No 63-Wk 32/20]

**Nouvelle-Calédonie – Île Lifou – North coast –
Cap Escarpé — Position**

164

Paragraph 5.51 1 line(s) 4 *For* (20°28'10S 166°39'74E)
Read (20°40'89S 167°13'57E)

Paragraph 5.56 1 line(s) 6 *For* (20°28'10S 166°39'74E)
Read (20°40'89S 167°13'57E)

French Chart 7218/19 [NP61-No 38-Wk 35/19]

**Nouvelle-Calédonie – Île Lifou – North coast –
Cap Escarpé — Position**

166

Paragraph 5.63 1 line(s) 4 *For* (20°28'10S 166°39'74E)
Read (20°40'89S 167°13'57E)

French Chart 7218/19 [NP61-No 39-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –
Atoll d'Ouvéa — Passages; general information**

168

Paragraph 5.78 1 line(s) 1-6 *Replace by:*

- 1 There are five allocated passages into Atoll d'Ouvéa with charted fairway limits.

There are three passages between Pléiades du Sud (named from SE to NW):

Passe du Coëtlogon (5.79);

Passe du Styx (5.82);

Passe de la Meurthe (5.84).

- 2 There are a further two passages between Pléiades du Nord (named from SW to NE):

Passe du Taureau (5.88);

Passe de la Baleine (5.89).

The passages between Pléiades du Sud are wider and are reported to be more easily navigated than those of Pléiades du Nord.

- 3 **Caution.** Areas outside of the described fairways cannot be considered adequately surveyed; large depth anomalies may be expected. It is not recommended to transit outside of the described fairways within Atoll d'Ouvéa.

French Chart 7218/19 [NP61-No 40-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –
Atoll d'Ouvéa – Passe du Styx — Directions**

168

Paragraph 5.83 1 line(s) 4-5 *Replace by:*

...through a channel 6 cables wide where it joins a track...

French Chart 7218/19 [NP61-No 41-Wk 35/19]

**Nouvelle-Calédonie – Îles Loyauté –
Atoll d'Ouvéa — Passe d'Anémata**

169

Paragraph 5.87 1 line(s) 1-7 including headings *Replace by:*

**Spare
5.87**

French Chart 7218/19 [NP61-No 42-Wk 35/19]

NP61

Nouvelle-Calédonie – Îles Loyauté – Atoll d'Ouvéa – Passe du Taureau — Directions

169

After Paragraph 5.88 2 line 8 *Insert*:

Directions 5.88a

- 1 From the vicinity of 20°26'10S 166°27'30E, the track leads SSE for 1½ miles in the centre of the channel between the two islands. Thence the fairway, approximately 5 cables wide, leads SE for 5 miles, passing:

NE of a 2.8 m shoal (20°30'18S 166°30'61E), marked by a buoy (W cardinal).

Thence the track joins the fairway leading SSE to the jetty at Hwaadrila (5.93).

French Chart 7218/19 [NP61-No 43-Wk 35/19]

Nouvelle-Calédonie – Îles Loyauté – Atoll d'Ouvéa – Passe de la Baleine — Directions

169

Paragraph 5.90 1 line(s) 1–10 *Replace by*:

- 1 **Caution.** Local knowledge is required.
Track. From the vicinity of 20°24'82S 166°29'10E, the track through Passe de la Baleine leads SE for 1 mile, keeping towards the SW side. Thence the fairway leads SSE for 8 miles towards the jetty at Hwaadrila (5.93). Depths generally exceed 5 m within the fairway, with the exception of a 3.9 m shoal (20°27'30S 166°30'74E) which encroaches upon the fairway limit.

French Chart 7218/19 [NP61-No 44-Wk 35/19]

Nouvelle-Calédonie – Îles Loyauté – Atoll d'Ouvéa – Hnyimwele — Pilotage

169

After Paragraph 5.93 1 line 4 *Insert*:

Pilotage. Pilot for Hnyimwele boards in position 20°36'30S 166°14'40E, at the entrance to Passe de la Meurthe (5.84).

French Chart 7218/19 [NP61-No 45-Wk 35/19]

Fiji Islands - Viti Levu - Approaches to Suva — Anchorage; wreck

266

Paragraph 8.162 1 line 2 *Replace by*:

...Tamavua Light Beacon (8.153); a wreck, reported (2018), lies 1 cable NNW of the anchorage.

Fijian NAVWARN 22/18 [NP61-No 23-Wk 28/18]

Fiji - Lautoka — Directions; floating dock

272

After Paragraph 8.214 1 line 7 *Insert*:

N of a floating dock (17°36'88S 177°25'70E), thence:

Correspondence MSAF [NP61-No 46-Wk 39/19]

Fiji Islands - Viti Levu Bay — Directions; rocks

281

After Paragraph 8.307 2 line 6 *Insert*:

SSE of two dangerous rocks (17°25'04S 178°16'59E), thence:

BA Chart 387 [NP61-No 7-Wk 40/17]

Fiji Islands - Yasawa Islands - Tamasua Passage — Directions; depth

284

After Paragraph 8.337 1 line 5 *Insert*:

Depths. It has been reported (2019) that shoals with depths of less than 4 m lie in the E entrance.

UKHO correspondence; H102 MV *Island Sky*
[NP61-No 49-Wk 51/19]

Fiji Islands - Levuka Wharf — Wreck

295

Paragraph 8.427 3 lines 10–12 *Replace by*:

...130 m ENE of the light near the knuckle of Levuka Wharf, in position 17°41'04S 178°50'28E. A dangerous wreck, depth 7 m, marked at its extremities by buoys (special), lies 90 m E of the light exhibited from the head of Levuka Wharf.

BA Chart 1244 [NP61-No 8-Wk 41/17]

Fiji - Nairai Island — Leading beacons; anchorage

298

Paragraph 8.448 1–4 *Replace by*:

- 1 **Description.** Anchorage may be obtained in the bay on the N side of Nairai Island (8.438).

Directions. Lumulumu Entrance (17°46'00S 179°23'00E), is an opening in the barrier reef which leads to a bay on the N side of the island; it should be navigated with caution in a favourable light as there are more dangers in it than are charted.

- 2 **Anchorage** may be obtained off the village of Natauloa, 1½ miles SE of Lumulumu Entrance.

Anchorage may also be obtained in a bay (17°48'86S 179°23'40E) on the W side of the island; access is through either of two openings, Na-Lawe Entrance (17°50'90S 179°23'69E) or Naiyaca Entrance (17°50'13S 179°23'13E) in the SW part of the barrier reef. The village of Dalice lies at the N end of the bay.

- 3 **Tidal levels:** mean spring range about 1.1 m; mean neap range about 1.0 m. For further details see *ADMIRALTY Tide Tables Volume 4*.

ENC GB300744 (6.005) [NP61-No 64-Wk 43/20]

Fiji - Viti Levu - Rewa Roads — Submarine cable

300

Paragraph 8.462 1 line 10 *Replace by:*

...river. A submarine cable is laid through Rewa Roads and uncharted coral pinnacles may exist in the area.

BA Chart 1674 [NP61-No 19-Wk 16/18]

Fiji - Exploring Isles - Qilaqila Passage — Leading Beacons

346

Paragraph 10.36 1 lines 2-4 *Replace by:*

Front beacon (white pillar) (17°09'·69S 179°02'·23W).

Rear beacon (white pillar) (2 cables from front beacon).

MV *Tenacious* [NP61-No 9-Wk 43/17]

Fiji Islands - Balmoral Reef — Shoal

360

Paragraph 11.10 *Replace by:*

1	Depth/Position	Description and remarks
		(date reported)
	10.7 m 15°57'·00S 175°38'·00E	Shoal (2001).
	7 m 15°39'·00S 175°52'·00E	Balmoral Reef; 2½ miles long, 1¼ miles wide. Reported (1991) to lie 5 miles NE of its charted position.
	13.6 m 14°56'·53S 174°50'·77E	Shoal (2018).

Fijian Notice 48/18 [NP61-No 24-Wk 42/18]

Île Futuna - Ava Leava — Anchorage

365

Paragraph 11.40 3 line 3 *Replace by:*

...bearing (028°). **Caution.** A submarine cable is laid through this anchorage.

BA Chart 968 [NP61-No 17-Wk 16/18]

Îles Wallis - Mouillage de Mata Utu — Anchorage

368

Paragraph 11.59 1 line 4 *For* 34 m *Read* 20 m

Paragraph 11.59 1 line 5 *For* 22 m *Read* 13 m

After Paragraph 11.59 1 line 8 *Insert:*

Caution. A submarine cable lies close to the anchorage positions.

BA Chart 968 [NP61-No 18-Wk 16/18]

Oceania - Îles Wallis - Mata Utu — Anchorage

368

Paragraph 11.59 1 lines 1-8 including existing Section IV Notice Week 16/18 *Replace by:*

1 Anchoring is available in Mouillage de Mata Utu (13°17'·70S 176°09'·60W), except within 250 m of a submarine cable.

The swinging room is restricted by reefs and banks.

French Notice 43/207/18 [NP61-No 25-Wk 47/18]

Tonga Islands - North coast of Tongatapu — Directions

377

Paragraph 12.42 2 line(s) 1-9 *Replace by:*

- 2 S of a 6.1 m shoal (20°55'·69S 175°00'·85W), which breaks in moderate weather, thence:
N of a 9.2 m shoal (20°59'·30S 175°01'·59W), thence:
S of a 9 m isolated shoal (20°56'·36S 175°03'·63W), thence:
S of Hyâne Shoal (20°56'·20S 175°04'·50W), a small coral patch on which the sea breaks, thence:
N of a shoal (20°58'·18S 175°05'·06W) with a least depth of 8.4 m, thence:
N of a 7.3 m shoal (20°58'·04S 175°06'·37W), and:

Paragraph 12.42 3 line 2 *For* 7.3 m *Read* 5.8 m

New Zealand Chart 827 [NP61-No 33-Wk 25/19]

Tonga - Approaches to Nuku'alofa Harbour — Limiting conditions

377

Paragraph 12.48 1 line(s) 1-2 *Replace by:*

- 1 **Ava Lahi** (21°00'·00S 175°10'·00W) (12.64): 9.5 m.

New Zealand Chart 8275/19; Tongan Chart 8275/19 [NP61-No 28-Wk 20/19]

Tonga - Approaches to Nuku'alofa Harbour - Egeria Channel — Directions

379

Paragraph 12.62 2 line(s) 2 *For* (141.3°) *Read* (141.6°)

Paragraph 12.62 3-7 *Replace by:*

- 3 NE of Hakauiki Hahake (21°02'·50S 175°17'·00W), a detached drying reef, and:
SW of the SW extremity (21°02'·20S 175°16'·40W) of Hakau Loa, an extensive drying reef with a number of rocks awash within 1½ cables S of the S side.

NP61

- 4 From a position S of the SW extremity Hakau Loa, the track leads ENE, passing:

NNW of 'Atatā (21°02'·86S 175°15'·23W), an island with some trees on it, the tops of which have an elevation of 33 m; the E side of the island is bordered by cliffs 3 to 4 m high.

- 5 Thence, from a position N of 'Atatā, the track leads ESE, passing:

SSW of a 3·9 m patch (21°02'·27S 175°15'·02W); a 3·4 m patch lies 2 cables NNE. Thence: SSW of Friday Shoal (21°02'·20S 175°14'·50W), thence:

SSW of Johnnie Shoal (21°02'·44S 175°14'·60W). Two patches with depths of 5·5 and 1·9 m lie 1½ cables W and 1 cable NNW respectively, and additional patches lie E and ESE of Johnnie Shoal. Thence:

- 6 SSW of a shoal patch (21°02'·67S 175°14'·25W) with least depth of 3·7 m at the N end, thence:

NNE of Sumner Shoal (21°03'·05S 175°14'·21W), thence:

NNE of Campbell Rock (21°03'·55S 175°14'·20W), thence:

Clear of a 7·9 m shoal patch (21°03'·35S 175°13'·29W) marked by a light buoy (starboard hand).

- 7 Thence the track leads to the inner pilot boarding position (12.54) NE of 'Alakipeau (21°05'·21S 175°14'·66W), a small island on the reef fringing the W side of the harbour.

New Zealand Chart 8275/19; Tongan Chart 8275/19
[NP61-No 29-Wk 20/19]

Tonga - Approaches to Nuku'alofa Harbour - Egeria Channel — Directions

379

Paragraph 12.63 3 line(s) 5-7 *Replace by:*

(Directions continue for the harbour at 12.69)

New Zealand Chart 8275/19; Tongan Chart 8275/19
[NP61-No 30-Wk 20/19]

Tonga - Approaches to Nuku'alofa Harbour - Ava Lahi — Directions

379-380

Paragraph 12.65 2 line(s) 9 *Replace by:*

The track then leads to a position 2¾ miles NW of Malinoa Light.

- 3 Thence with 'Alakipeau (12.62), an islet close N of Polo'a (21°05'·39S 175°14'·66W) on the fringing reef, bearing 220°, the track leads through the second part of Ava Lahi, for 5 miles, in a least depth of 9·5 m, passing:

NW of Telemachus Reef (21°01'·07S 175°09'·77W), which breaks, thence:

- 4 SE of shoal patches (21°01'·50S 175°11'·80W) with depths from 4·2 to 8·6 m and a rock awash, marked on their NE side by a light buoy (starboard hand), thence:

SE of a 3·7 m patch (21°01'·72S 175°12'·27W). A dangerous rock and a 3·9 m patch lie close W and SW respectively. Thence:

- 5 SE of a rock (21°02'·08S 175°12'·25W), with a depth of 5·0 m, thence:

NW of a shoal patch with a depth of 3·8 m marked by a light buoy (W cardinal) (21°02'·82S 175°12'·15W); several shoal patches less than 10 m lie close NW and SW of the patch and Nautilus Shoal lies 5 cables ESE. Thence:

- 6 SE of a shoal patch (21°02'·56S 175°12'·70W), depth 5·9 m.

The track then leads SE of an extensive shoal area (21°02'·70S 175°13'·00W) marked by a light buoy (starboard hand) to the inner pilot boarding position (12.54).

Paragraph 12.66 *Replace by:*

Spare
12.66

Paragraph 12.67 *Replace by:*

Spare
12.67

Paragraph 12.68 *Replace by:*

Spare
12.68

New Zealand Chart 8275/19; Tongan Chart 8275/19
[NP61-No 31-Wk 20/19]

Tonga - Inner approaches to Nuku'alofa Harbour — Directions

380

Paragraph 12.69 *Replace by:*

- 1 From the inner pilot boarding position the track initially leads along the line of bearing 215° of the SE extremity of Polo'a islet through the final part of Ava Lahi, for about 8 cables, in a least depth of 11·9 m, passing:

SE of a 7·9 m shoal patch (21°03'·35S 175°13'·29W) marked by a light buoy (starboard hand).

- 2 Thence the track leads on the line of bearing 150°, ahead, of a light beacon (starboard hand) (21°06'·92S 175°11'·83W) on the E side of Ualanga 'Uta (12.48) until SW of Ualanga Lalo (21°06'·07S 175°11'·27W), from where a light (12.73) is exhibited on its W side.

- 3 The anchorage (12.76), Vuna Wharf or Queen Salote Wharf (12.77) may be approached as required, passing:

WSW and S of Ualanga Lalo, thence:

Clear on either side of Ualanga 'Uta and Mounu (12.48) reefs, both of which are marked by light beacons.

New Zealand Chart 8275/19; Tongan Chart 8275/19
[NP61-No 32-Wk 20/19]

Tonga - Approaches to Nuku'alofa — Directions**380**

Paragraph 12.69 including heading and existing Section IV
Notice Week 20/19 *Replace by:*

**Inner pilot boarding position to the harbour
12.69**

- 1 From the inner pilot boarding position (12.54) the track leads generally S through the final part of Ava Lahi, then SE on the line of bearing 150°, ahead, of a light beacon (starboard hand) (21°06'·92S 175°11'·83W) on the E side of Ualanga 'Uta (12.48) to a position SW of Ualanga Lalo (21°06'·07S 175°11'·27W), from the W side of which a light (12.73) is exhibited.
- 2 The anchorage (12.76), Vuna Wharf or Queen Salote Wharf (12.77) may be approached as required, passing:

WSW and S of Ualanga Lalo, thence:

Clear on either side of Ualanga 'Uta and Mounu (12.48) reefs, both of which are marked by light beacons.

New Zealand Notice 10/40/20

[NP61-No 57-Wk 24/20]

**Tonga - Nomuka Group - Ava Fonuaiki —
Directions; clearing lines****386**

Paragraph 12.116 3 lines 1-12 *Delete*

ENC TO500403(1.000)

[NP61-No 58-Wk 26/20]

**Tonga - Ha'apai Group -
Ha'afeva anchorage — Directions****388**

Paragraph 12.134 1-2 *Replace by:*

- 1 From a position S of Trerise Patch (19°59'·94S 174°49'·24W), steep-to, the track leads ESE through the passage between Doyland Reef and Tungua (12.132), passing:
SSW of Kito (19°59'·72S 174°47'·24W) (12.135), from where a light (12.136) is exhibited, thence:
SSW of a dangerous rock (20°01'·65S 174°46'·95W), over which blind rollers break occasionally, thence:
- 2 NNE of Doyland Reef (20°02'·80S 174°45'·70W), thence:
SSW of the SE extremity of reef fringing Tungua (20°00'·80S 174°46'·00W), thence:
NNE of a small detached reef awash (20°03'·05S 174°44'·95W).

Thence the track joins the N/S track W of Nukulei.

(Directions for N/S track are given at 12.118)

ENC TO500403(1.000)

[NP61-No 59-Wk 26/20]

**Tonga - Ha'apai Group - Ava Vahaa Fonua —
Directions; rock****394**

After Paragraph 12.190 1 line 5 *Insert:*

ESE of an isolated rock (19°53'·97S 174°33'·28W)
with a depth of 5.5 m, position approximate,
thence:

New Zealand Notice 25/153/18

[NP61-No 27-Wk 02/19]

**Tonga - Vava'u Group - Neiafu —
Anchorage; submarine cables****400**

Paragraph 12.235 1 line(s) 4-6 *Replace by:*

...anchorage can be obtained off Lotuma (18°39'·66S 174°00'·56W) (12.229), avoiding charted submarine cables, in depths of about 55 m.

New Zealand Notice 14/61/19

[NP61-No 34-Wk 33/19]

Niue — Marine Protected Areas**404**

After Paragraph 12.272 line 3 *Insert:*

**Marine protected areas
12.272a**

- 1 Niue Moana Mahu, an extensive MPA in which anchoring, fishing and other activities are prohibited, extends S and E from Niue for about 200 miles, as far as the EEZ.

Beveridge Reef Nukutulueatama (20°00'·23S 167°45'·48W) lies within a Special Management Area (SMA). Fishing restrictions apply within this area.

Department of Transport, Ministry of Infrastructure, Niue should be contacted for further details.

Correspondence Department of Transport, Ministry of Infrastructure, Niue

[NP61-No 61-Wk 31/20]

**Samoa - Savai'i Island -
Salelologa Harbour — Directions; depths****410**

Paragraph 13.32 2-4 *Replace by:*

- 2 **Directions. Leading lights:**
Front light (white concrete column) (13°45'·13S 172°12'·81W) on the edge of the W reef.
Rear light (similar structure) (1¾ cables from front light) on a reef.
 - 3 From a position 1½ miles from the front light the alignment (312°) of these lights leads into the channel, passing:
SW of a shoal with a depth of 0.5 m (13°45'·27S 172°12'·60W).
 - 4 The track then leads NNW, passing:
WSW of a shoal with a depth of 0.1 m (13°45'·18S 172°12'·68W).
- The track then continues generally NNW to Salelologa Wharf (13°44'·71S 172°13'·03W), through a channel marked by light buoys, passing:
Clear of numerous reefs and shoals.
The chart is the best guide.

New Zealand Chart 8645/18

[NP61-No 15-Wk 16/18]

NP61

Samoa - Upolu Island - Mulifanua Harbour — Directions; depths

410

Paragraph 13.34 *3* line 4 *For* 5.8 m *Read* 5.4 m

Paragraph 13.34 *3* line 6 *For* 2.9 m *Read* 3.1 m

Paragraph 13.34 *3* line 8 *For* 6.4 m *Read* 5.5 m

Paragraph 13.34 *5* lines 4–7 *Replace by*:

W of the front light (148° alignment), thence:
Clear of a 2.8 m patch (13°49'43S 172°02'65W).

New Zealand Chart 8645/18 [NP61-No 16-Wk 16/18]

Samoa - Upolu Island - Cape Tapaga — Shoal depth

411

Paragraph 13.42 *1* *Replace by*:

- 1* A channel lies between Cape Tapaga (14°02'85S 171°26'11W) and Nu'utele Islet (13.36); it should not be used by large vessels as a shoal depth of 1.4 m (14°03'60S 171°26'49W) was reported (2017) to lie in the approaches to the channel.

NZ Notice 6/66(P)/17 [NP61-No 5-Wk 15/17]

NP62 Pacific Islands Pilot Volume 3 (2020 Edition)

French Polynesia - Îles de la Société - Presqu'île de Taïarapu - Bassin de Tapuaeraha — Anchorage; wreck

143

After Paragraph 6.50 *2* line 6 *Insert*:

Caution. A wreck (17°47'48S 149°18'44W) lies in the centre of the bay.

French Notice 10/227/21 [NP62-No 9-Wk 47/21]

French Polynesia - Îles de la Société - Tahiti - Bassin de Taunoo — Anchorage

164

Paragraph 6.159 *2-3* *Replace by*:

- 2* **Directions.** The basin is approached from N and entered through Passe de Taunoo (17°31'20S 149°33'10W) (6.155). The basin may also be entered through a marked channel from Bassin de Papaoa (6.158).

Landing. Landing places in the basin are unusable in strong NW winds.

French Notice 40/228/19 [NP62-No 1-Wk 02/20]

French Polynesia - Îles de la Société - Tahiti - Port de Papeete — Pilotage

165

Paragraph 6.172 *1* *Replace by*:

- 1* Pilotage is compulsory and is available from 1 hour before the vessels arrival. The Pilot boards in the following positions:

Passe de Papeete for vessels over 90 m LOA:
17°30'50S 149°36'20W.

Passe de Papeete for vessels between 40 and 90 m LOA: 17°31'43S 149°35'69W.

Passe de Taunoo for vessels over 90 m LOA:
17°30'00S 149°33'20W.

See also 6.6 and *ADMIRALTY List of Radio Signals Volume 6(4)* for alternative pilot boarding arrangements.

French Notice 20/20/K11 [NP62-No 7-Wk 24/20]

French Polynesia - Îles de la Société - Bora-Bora - Passe Teavanui — Depths

203

Paragraph 7.136 *3* lines 1–4 *Replace by*:

- 3* **Depths.** The least charted depth on Passe Teavanui leading line is 9.7 m (31 ft) but a deeper track follows a narrow curving channel on the N side of the leading line. The entrance is prone to shoaling. See also 1.18.

French Chart 7466 Ed. 3 (2021) [NP62-No 8-Wk 23/21]

French Polynesia - Îles de la Société - Îles-Sous-le-Vent - Manuae — Marine reserve

208

Paragraph 7.164 *3* lines 3–4 *Replace by*:

...3 miles from each atoll. Fishing, navigation and anchoring are prohibited for unauthorised vessels within the marine reserve. Further restrictions apply and local authorities should be contacted for details.

French Notice 7/230/20 [NP62-No 3-Wk 12/20]

French Polynesia - Îles Marquises - Nuku-Hiva - Baie de Taiohae — Anchorage

247

After Paragraph 10.95 *1* line 3 *Insert*:

Anchorage, reserved for vessels more than 90 m in length, may be obtained centred on 8°55'43S 140°06'04W with 72 hours notice (see also 10.92).

French Notice 38/231/19 [NP62-No 2-Wk 02/20]

United States of America - Hawaii Island - Cape Kumukahi — Directions; light

258

Paragraph 11.67 including heading *Replace by*:

Spare
11.67

US Notice 13/50/20 [NP62-No 4-Wk 19/20]

**United States of America - Hawaii Island -
Cape Kumukahi — Directions; light**

259

Paragraph 11.68 3 line(s) 5-6 *Replace by:*

...seen when close inshore.

US Notice 13/50/20

[NP62-No 5-Wk 19/20]

**United States of America - Hawaii Island -
Cape Kumukahi — Directions; light**

259

Paragraph 11.75 2 line(s) 1-3 *Delete*

US Notice 13/50/20

[NP62-No 6-Wk 19/20]

NP63 Persian Gulf Pilot (2021 Edition)

**Oman - Gulf of Oman - North-north-west of
Port Sohar - Shināṣ — Anchorages**

85

Paragraph 3.157 1 line(s) 6-7 *Replace by:*

Anchorage. An anchorage area for STS operations is centred on 24°45'56N 56°33'44E. An anchorage area for dhows is centred on 24°44'52N 56°30'48E.

Omani Notice 1/3/21

[NP63-No 6-Wk 14/21]

Oman - Gulf of Oman - Shināṣ — Anchorages

85

Paragraph 3.157 1 including existing Section IV Notice Week 14/21 *Replace by:*

- 1 **Description.** Shināṣ (24°44'45N 56°27'85E) is a small town on the coast with a fishing harbour, protected by two breakwaters; lights (lateral, metal posts) are exhibited from the heads of the breakwaters.

Anchorage. An anchorage area for STS operations is centred on 24°45'56N 56°33'44E. An anchorage area for dhows is centred on 24°44'52N 56°30'48E.

An anchorage area lies about 11 miles N of Shināṣ, centred on 24°55'98N 56°28'38E.

Omani Notice 9/20/21

[NP63-No 36-Wk 51/21]

**United Arab Emirates - Gulf of Oman -
Port of Fujairah — Anchorage;
speed restrictions**

86

After Paragraph 3.172 1 line 4 *Insert:*

The maximum speed in Fujairah Offshore Anchorage Area (3.169) is 5 kn.

H102 MV Berlian Ekuator

[NP63-No 10-Wk 28/21]

**Oman - North coast - Shamm Peninsula -
West of Hassa — Anchorage**

97

After Paragraph 3.284 1 line 7 *Insert:*

Anchorage (26°14'50N 56°17'00E), for dhows, lies W of Hassa, depths from 25 to 40 m, silt, mud and shells.

Omani Notice 1/2/21

[NP63-No 7-Wk 14/21]

Iran - Jāsk — Directions; wreck; buoy

107

Paragraph 4.53 1-2 *Replace by:*

- 1 From a position S of Ra's-e Jāsk (25°38'19N 57°45'86E) (4.37) the route leads NW, passing:
SW of Mason Shoal (25°37'41N 57°42'27E), marked by a light buoy (S cardinal). A stranded wreck lies on the SE edge of the shoal. Thence:
2 SW of a stranded wreck (25°38'85N 57°39'51E), marked by a light buoy (S cardinal), thence:
SW of an isolated rocky shoal (25°39'98N 57°28'15E), least depth 18.2 m. The track then leads into the N bound lane of the TSS (4.49).
3 Thence the track leads to a position SW of Ra's al Kūh (25°47'70N 57°17'90E), a very low point, within the N bound lane of the TSS (4.49); the coastal bank, which is steep-to, extends about 5 cables offshore in the vicinity of the point. Ra's al Kūh Light (4.52) stands 2½ miles NNE.
(Directions continue at 4.61)

Paragraph 4.57 3 lines 1-4 *Replace by:*

- 3 **Approach.** Khalīj-e Jāsk may best be approached passing W, then N, of Mason Shoal (25°37'01N 57°42'56E) (4.53), and clear of a stranded wreck (25°38'85N 57°39'51E), marked by a light buoy (S cardinal). An isolated 18.2 m rocky shoal (4.53), lies in the W approach to the bay.

Iranian Notice S-7/21

[NP63-No 25-Wk 42/21]

Iran - Jazīreh-ye Qeys — Directions; major light

126

Paragraph 6.12 3 line(s) 1-6 *Delete*

Corr. Iranian Ports & Maritime Organization (15/03/21)

[NP63-No 9-Wk 20/21]

Iran - Bandar-e Pārs — Directions; obstruction

130

Paragraph 6.40 1-2 *Replace by:*

- 1 **Tidal levels.** Mean maximum range about 1.3 m; mean minimum range about 0.8 m. For further information, see *ADMIRALTY Tide Tables Volume 3*.

NP63

Paragraph 6.43 1 line 1-3 *Replace by:*

- 1 **Approach and entry.** The anchorage, SPM berth and the ports are approached from SW. The ports are entered from SSE between E and W breakwaters. A depth of 14.6 m (27°31'06N 52°32'73E), existence doubtful, lies W of the W breakwater head of Logistic Port.

GB Chart 2883

[NP63-No 30-Wk 49/21]

Iran - Bandar-e Pārs — Basins and berths

130

Paragraph 6.44 2 *Replace by:*

- 2 **Logistic Port** is reported to have 2.6 km quayage, with depths alongside from 8 to 14 m. It is used for importing project cargo, machinery and containers and exports granulated sulphur and containers. A tanker berth (27°31'30N 52°33'59E) is situated on the inside of the E breakwater.

Petrochemical Port. A quay, over 1.9 km in length, fronts the NE shore of the port and has depths alongside from 11 to 15 m. A total of eight tanker berths are situated along the inside of the breakwaters. Capable of handling vessels of 80 000 dwt.

ENC IR586801; ENC IR403025;

[NP63-No 31-Wk 49/21]

Iran - Tombak and Akhtar — SPMs

131

Paragraph 6.53 2 *Replace by:*

- 2 There is an array of quays, breakwaters and jetties, some extending to 1000 m offshore. Two SPMs are moored in positions 27°41'67N 52°09'20E and 27°42'48N 52°06'83E.

Iranian Notice S-6/21

[NP63-No 26-Wk 42/21]

United Arab Emirates - Dubai - World Project — Development

141

Paragraph 7.3 1 *Replace by:*

- 1 Work is in progress on a number of offshore projects between Shārah (25°22'45N 55°22'17E) and Jebel Ali, 30 miles SW. Palm Deira, extends up to 10 miles from the shore between Mīnā' Khalid (Shārah) and Mīnā' Rashid, 7 miles SW; Dubai Maritime City is being built on reclaimed land between Mīnā' Rashid (25°16'00N 55°17'00E) and Dubai Dry Docks; World Project (25°14'00N 55°10'00E); Masra Al Arab and Island Development Projects in vicinity of 25°08'83N 55°11'41E; Palm Jumeirah (25°07'00N 55°08'00E), close N of Mīnā' Seyaha and similarly Palm Jebel Ali, (25°00'80N 54°59'04E) close W of Jebel Ali. To maintain safety, and assist craft working on these developments, access may be restricted to these areas.

Vessels are advised to navigate with caution in or near these areas. To check the restrictions and for further information contact the local authorities and see the latest *ADMIRALTY Notices to Mariners*.

Correspondence Dubai Maritime City Authority

[NP63-No 13-Wk 31/21]

United Arab Emirates - Saqr Port — Anchorage

143

Paragraph 7.18 2 lines 1-9 *Replace by:*

- 1 **Outer anchorage.** Designated anchor berths (prefixed S) are situated in an area centred on 26°03'57 N 55°55'59 E, about 8 miles NW of the harbour.

- 2 Two designated anchor berths for special operations (prefixed SP) are situated about 3½ miles NW of the harbour.

Correspondence RAK Port Authority

[NP63-No 27-Wk 48/21]

United Arab Emirates - RAK Maritime City — Pilotage

143

Paragraph 7.25 1 line 2 *For* 25°58'70N 56°00'56E *Read* 25°58'55N 56°01'73E

Corr. RAK Ports

[NP63-No 32-Wk 50/21]

United Arab Emirates - RAK Maritime City — Directions

144

Paragraph 7.27 2 line 2 *Replace by:*

...leads ESE and then SE to the harbour entrance,...

Corr. RAK Ports

[NP63-No 33-Wk 50/21]

United Arab Emirates - Dubai - Palm Deira — Development; directions

147

Paragraph 7.58 3 lines 4-6 *Replace by:*

NW of the Palm Deira development (25°21'64N 55°13'81E) (7.3), marked close NW by PD-NC Light Buoy (N cardinal).

Corr. DMCA Notice 04-Jun-21

[NP63-No 18-Wk 33/21]

United Arab Emirates - Dubai - Al Ḥamrīyah — Speed restriction

149-150

Paragraph 7.88 1-2 *Replace by:*

- 1 **Description.** Al Ḥamrīyah (25°17'85N 55°19'78E) lies within an area of reclaimed land which fronts the coast. The entrance and basin are both dredged to 6 m (1979). The harbour is administered by Dubai Port Authority. There is a VTS; see *ADMIRALTY List of Radio Signals Volume 6(8)*.

Speed is restricted to 5 kn within the entrance channel and harbour basin.

- ² **Directions.** The harbour is entered from the N through a buoyed channel (25°18'·95N 55°19'·92E) at the base of the Palm Deira Development (7.3).

Corr. DMCA Notice 26-May-21

[NP63-No 19-Wk 33/21]

United Arab Emirates - West-south-west of Shārah - Palm Deira — Development

151

Paragraph 7.98 ¹ *Replace by:*

- ¹ The Palm Deira development (7.3), to the SW of Shārah, extends up to 10 miles from the shore between Mīnā' Khalid and Mīnā' Rashid, 7 miles SW; vessels are advised to navigate with caution in or near this area. For the latest information, contact the Port Authority and consult the latest *ADMIRALTY Notices to Mariners*.

Corr. DMCA Notice 04-Jun-21

[NP63-No 20-Wk 33/21]

United Arab Emirates - Dubai - World Project — Prohibited areas

152

Paragraph 7.115 ¹ lines 2-3 *Replace by:*

...the pilot boards between Palm Deira and The World Project. For...

Correspondence Dubai Maritime City Authority

[NP63-No 14a-Wk 31/21]

United Arab Emirates - Dubai — Development

152

Paragraph 7.117 ¹⁻² including existing Section IV Notice Week 31/21 *Replace by:*

- ¹ Dubai Maritime City is under construction (2021) on reclaimed land between Mīnā' Rashid (25°16'·00N 55°17'·00E) and Dubai Dry Docks. Work continues (2021) on World Project (25°14'·00N 55°10'·00E); see 7.3.
- ² Works are in progress on the Deira Islands development N of Mīnā' Rashid Breakwater (see 7.98).

For the latest information, contact the Port Authority, and see *ADMIRALTY List of Radio Signals Volume 6(8)* and the latest *ADMIRALTY Notices to Mariners*.

Corr. Dubai Maritime City Authority

[NP63-No 28-Wk 49/21]

United Arab Emirates - Dubai - Mīnā' Rashid — Speed restrictions

152

After Paragraph 7.115 ¹ line 6 Insert including Heading:

Regulations concerning entry

7.115a

- ¹ **Speed** is restricted to 5 kn within Mīnā' Rashid, Dubai Maritime City Basin and Dubai Dry Docks.

Corr. DMCA Notice 26-May-21

[NP63-No 21-Wk 33/21]

United Arab Emirates - Dubai - World Project — Prohibited areas

Paragraph 7.117 ¹⁻³ *Replace by:*

- ¹ Dubai Maritime City is under construction (2021) on reclaimed land between Mīnā' Rashid (25°16'·00N 55°17'·00E) and Dubai Dry Docks. Work continues (2021) on World Project (25°14'·00N 55°10'·00E); see 7.3.
- ² Works are in progress on the Palm Deira development N of Mīnā' Rashid Breakwater (see 7.98).

Works are in progress (2021) in a restricted area, marked by light buoys (special), close SW of the breakwater of Dubai Dry Docks, where Jumayrah Gardens City is being developed.

For the latest information, contact the Port Authority, and see *ADMIRALTY List of Radio Signals Volume 6(8)* and the latest *ADMIRALTY Notices to Mariners*.

Correspondence Dubai Maritime City Authority

[NP63-No 14b-Wk 31/21]

United Arab Emirates - Dubai - Umm as Suqaym — Prohibited areas

156

Paragraph 7.157 ¹ line 13-14 *Replace by:*

...the harbour enclosing The World Project (7.117). See 7.3 and 7.13.

Correspondence Dubai Maritime City Authority

[NP63-No 15-Wk 31/21]

United Arab Emirates - Dubai to Abu Dhabi — Dubai Harbour

157

Paragraph 7.159 ¹ line(s) 1-5 *Replace by:*

Dubai Harbour

7.159

- ¹ **General information.** Dubai Harbour (25°05'·785N 55°08'·321E), is situated close S of Palm Jumeirah (25°07'·00N 55°08'·00E), an area of reclaimed land, the shape of which resembles a palm tree. The harbour comprises a number of marinas and a large cruise terminal with multiple berths.

Directions. The harbour is entered through an entrance channel marked by light buoys (lateral) and dredged to 12·5 m (2019).

NP63

- 2 From a position NW of Dubai Approach Light Buoy (25°18'50N 55°10'00E) the track initially leads S in the white sector (183°-185°) of Dubai Harbour Entrance Directional Light (post, 12 m in height) (25°06'11N 55°06'21E), passing clear of a light buoy (safe water) (25°10'85N 55°06'54E). The channel then leads around the S coast of Palm Jumeirah, passing N of two breakwaters (25°05'67N 55°06'69E) to a position in the turning circle, diameter 540 m, close W of Dubai Cruise Terminal.

- 3 **Berths.** Dubai Cruise Terminal (25°05'64N 55°07'83E) comprises two passenger terminal buildings and a quay 910 m in length, alongside depths dredged to 12.5 m (2019).

UKHO

[NP63-No 29-Wk 49/21]

United Arab Emirates - Jebel Ali — Restricted areas

157

Paragraph 7.168 1 *Replace by:*

- 1 **Restricted areas.** Entry into areas NE of the port on the Palm Jumeirah project and W of the entrance on the Palm Jebel Ali project is restricted; see 7.3 and 7.170.

Paragraph 7.170 2 lines 4-6 *Replace by:*

...extending up to 4 miles from the coast; see 7.3. For the latest information, contact the Port...

Correspondence Dubai Maritime City Authority
[NP63-No 16-Wk 31/21]

United Arab Emirates - Jebel Ali — Restricted areas; speed restriction

157

Paragraph 7.168 1 including existing Section IV Notice Week 31/21 *Replace by:*

- 1 **Restricted areas.** Entry is restricted into:
An area (25°03'93N 55°05'38E) surrounding the DEWA power station (7.172);
An area, marked by light buoys (special), surrounding Palm Jebel Ali (25°00'80N 54°59'04E) and Dubai Waterfront (24°56'69N 54°54'27E); see 7.3 and 7.170.

After Paragraph 7.168 1 line 4 *Insert:*

Regulations concerning entry 7.168a

- 1 **Speed** is restricted to 5 kn within the entrance channel and harbour basins.

Corr. DMCA Notice 26-May-21
[NP63-No 22-Wk 33/21]

United Arab Emirates - Jebel Ali - Hassyan Clean Coal Power Plant — Speed restriction

158

After Paragraph 7.187 1 line 3 *Insert:*

Speed is restricted to 5 kn within the entrance channel and harbour.

Corr. DMCA Notice 26-May-21
[NP63-No 23-Wk 33/21]

United Arab Emirates - Khalifa Port — Pilotage

159

Paragraph 7.198 1 lines 5-6 *Replace by:*

...passengers. Pilots board in the following positions:

A (24°57'00N 54°33'45E);

B (24°54'00N 54°38'20E).

ADPC Notice 10/21 [NP63-No 24-Wk 37/21]

United Arab Emirates - Abu Dhabi - Sās an Nakhl Refinery — Bridge

162

Paragraph 7.238 2 lines 1-2 *Replace by:*

- 2 **Vertical clearance.** Sheikh Khalifa Bridge (Saadiyat Bridge) (24°31'32N 54°24'17E), vertical clearance 27.2 m, spans Sās al Nakhl Channel from...

Correspondence Abu Dhabi Maritime
[NP63-No 11-Wk 31/21]

United Arab Emirates - Abu Dhabi - Muşaffaḥ Port — Limiting conditions

163

Paragraph 7.245 1 *Replace by:*

- 1 **Controlling depth.** Muşaffaḥ Channel (Khawr al Baḥīn) is dredged to 6.0 m (2008). New Muşaffaḥ Channel is dredged to 9.0 m (2010).

Vertical clearance. Muşaffaḥ Channel is spanned by Hodariyat Bridge (24°25'59N 54°22'06E), with a vertical clearance of 28.3 m, linking the W coast of Abu Dhabi to Jazīrat Ḥudayriyāt.

The S end of Khawr al Maḥṭa', between Muşaffaḥ Channel and Sās an Nakhl Refinery (7.237), is spanned by three bridges:

Muşaffaḥ Bridge, the S bridge, has a vertical clearance of 9.0 m;

Al Maḥṭa' Bridge, the middle bridge, has a vertical clearance of 4.7 m;

Sheikh Zayed Bridge, the N bridge; vertical clearance unknown.

Correspondence Abu Dhabi Maritime
[NP63-No 12-Wk 31/21]

United Arab Emirates - Jazīrat Dās Terminals — Arrival information; restricted areas

166

After Paragraph 7.261 3 line 11 *Insert:*

Vessels are prohibited from entering an area surrounding the tug mooring buoys (25°08'33N 52°53'40E) without the prior permission of the Harbour Master.

UKHO [NP63-No 34-Wk 50/21]

**United Arab Emirates – Jazīrat Dās Boat Harbour
— Arrival information; restricted areas**

167

After Paragraph 7.267 2 line 8 *Insert*:

Restricted areas. See 7.261.

UKHO [NP63-No 35-Wk 50/21]

**United Arab Emirates – Jabal Aẓ Ṣannāh and
Ar Ruways Port — Directions; buoy**

173

Paragraph 7.315 4 lines 1–4 *Replace by*:

- 4 SSE of JBD-05A Light Buoy (S cardinal)
(24°36'80N 52°35'76E), thence:

UKHO [NP63-No 17-Wk 32/21]

**Bahrain – Bahrain Approaches –
Hayr Būlthāmeḥ — Marine nature reserve**

196

After Paragraph 8.13 3 line 4 *Insert*:

**Marine nature reserve
8.13a**

- 1 See 8.57a.

Corr. Bahrain Marine Reserves (11/11/20)
[NP63-No 1-Wk 10/21]

**Bahrain – Approaches to Ra's Tannūrah –
Hayr Būlthāmeḥ — Marine nature reserve**

202

After Paragraph 8.57 2 line 12 *Insert*:

**Marine nature reserve
8.57a**

- 1 An extensive marine protected area has been established around Hayr Būlthāmeḥ, Ḥayr Abū 'Amāmah and Ḥayr Shutayā (8.61), with varying prohibitions on navigation, fishing and other activities. For details contact the Bahrain Supreme Council for the Environment.

Corr. Bahrain Marine Reserves (11/11/20)
[NP63-No 2-Wk 10/21]

**Bahrain – Approaches to Ra's Tannūrah –
East Channel — Directions;
marine nature reserve**

202

Paragraph 8.61 1–3 *Replace by*:

- 1 **Approach.** East Channel (26°47'30N 50°30'00E) may be approached from a position about 4 miles N of SPD-13C production platform (lit) (26°58'00N 52°10'67E), from where the track leads W, noting the marine protected area (8.57a) S of the route, passing:

N of Hayr Būlthāmeḥ, a steep-to shoal. A light buoy (isolated danger) (26°52'95N 50°58'29E) is moored on its SE side.

The track then leads generally WSW, passing:
NNW of a dangerous wreck (26°50'20N 50°53'00E), thence:

- 2 NNW of Ḥayr Abū 'Amāmah (26°48'60N 50°45'00E), a shoal area with a least depth of 11.6 m. Ḥayr Shutayā (26°35'60N 50°48'40E), an extensive shoal area, lies farther S; a dangerous wreck lies in position 26°34'10N 50°43'04E, position approximate. Thence:

SSE of a detached shoal area (26°56'43N 50°43'54E), least depth 10.9 m.

- 3 The track then leads to a position N of RTE 2 Light Buoy (N cardinal) (26°47'03N 50°34'16E), moored at the outer end of East Channel.

Corr. Bahrain Marine Reserves (11/11/20)
[NP63-No 3-Wk 10/21]

**Saudi Arabia – Persian Gulf –
Ra's al Khair Port King Salman Complex —
Development**

213

After Paragraph 8.171 1 line 9 *Insert*:

Works are in progress (2021) to construct the King Salman Complex (27°32'80N 49°16'80E), planned to consist of several dry docks, around 15 berths and due to be completed in 2022. The port is protected by two breakwaters and the approach is from NE via a buoyed channel, SE of Ra's al Khair entrance channel.

UKHO [NP63-No 5-Wk 12/21]

**Kuwait – Mīnā' Al-Zour —
Arrival information; restricted area**

221

After Paragraph 8.247 1 line 3 *Insert*:

**Traffic regulations
8.247a**

- 1 **Restricted area.** Unauthorised entry and anchoring are prohibited within the port limits, which are marked by light buoys (Special). Use of the anchorage (8.246) must be approved by the port authority. Fishing is prohibited.

Kuwaiti Notice 7/20 [NP63-No 4-Wk 10/21]

**Kuwait – Khawr 'Abd Allāh –
Fasht al Ayk — Security zone**

252

Paragraph 9.175 1 lines 1–2 *Replace by*:

- 1 A security zone, 500 m in radius, is centred on the Bubiyan Fanar Coastal Station (platform, lit) (29°45'56N 48°29'79E). Entry into the security zone is prohibited without prior permission from the Kuwait Navy.

NP63

See 9.60 and *ADMIRALTY List of Radio Signals Volume 6(8)*.

Kuwaiti Notice 2/21

[NP63-No 8-Wk 17/21]

NP64 Red Sea and Gulf of Aden Pilot (2021 Edition)

Jordan - Al 'Aqabah — Pilotage

196

Paragraph 8.92 2-4 *Replace by:*

- 2 The pilot boat is black hulled with white superstructure. Pilots board in the following positions:
General Cargo Berths (8.102), the Phosphate Berths (8.103) and the anchorages (8.90): 29°29'72N 34°58'21E.
Moshtarak (8.105) and Moutah (8.104) Floating Berths: 29°28'50N 34°58'10E.
- 3 Container Terminal and RoRo Berth (8.106): 29°27'78N 34°57'88E.
Yarmouk Floating Berth (8.107): 29°27'11N 34°57'70E.
Royal Jordanian Naval Base (8.108): 29°22'90N 34°56'70E (outer); 29°23'60N 34°57'70E (inner).
- 4 Jordan Fertilizer Industry (JFI) (8.113), Oil Terminal (8.110) and LNG Terminal (8.112): 29°21'70N 34°56'60E.

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

Corr. Jordan Maritime Commission

[NP64-No 2-Wk 37/21]

Djibouti - Approaches to Djibouti — Arrival information; pilotage

322

Paragraph 14.57 1 lines 3-5 *Replace by:*

The pilots board in position 11°38'34N 43°07'77E for the main port. For vessels bound for Doraleh Oil (14.78)...

French Notice 18/196/21

[NP64-No 1-Wk 32/21]

NP65 St Lawrence Pilot (2020 Edition)

Québec - Chenal du Vieux Fort — Directions; lights; light sector

77

Paragraph 3.27 2 lines 5-9 *Replace by:*

- 3 The track then leads NNE in the white sector (010°-012°) of Chenal du Vieux Fort Light (red and white rectangle daymark, on square framework tower) (51°23'86N 57°48'22W), passing:

Paragraph 3.27 3 lines 1-5 *Delete*

Canadian E Notice 12/4970/19 [NP65-No 1-Wk 06/20]

Québec - Détroit de Jacques-Cartier - Île à la Chasse — Directions; shoal

90

After Paragraph 4.49 1 line 10 *Insert:*

S of an isolated rocky shoal (50°11'19N 63°09'73W), depth 4 m, thence:

Canadian E Notice 12/4456/19 [NP65-No 2-Wk 06/20]

Québec - Havre-Saint-Pierre - Chenal Quin — Directions; depth

91

Paragraph 4.56 1 lines 6-7 *Replace by:*

...buoys, has a least charted depth of 8.0 m on the leading line, and a bottom of rock, gravel and sand. It is...

Canadian Chart 4429/21

[NP65-No 8-Wk 28/21]

Gulf of St Lawrence - Îles de la Madeleine - Havre de la Grande Entrée — Directions; light buoys; leading lights

127

Paragraph 6.35 1-3 *Replace by:*

- 1 **Entrance channel.** Havre de la Grande Entrée is approached from the SSW through a dredged channel, 100 m wide and, marked by light buoys (lateral), which leads to its entrance 1¼ miles WSW of La Bluff (47°32'51N 61°32'64W).
- 2 The entrance to the lagoon lies close NW of a low spit at the village of Grande Entrée and close SE of a drying sandy bank extending E from Île Wreck (47°33'65N 61°35'00W).
Thence a narrow buoyed channel, with shoal water on its N side, leads E to the berths at Grande Entrée.
- 3 **Useful marks:**
Two square towers, (47°37'11N 61°33'30W) (47°37'08N 61°33'40W) about 40 m in height, at Les Mines Seleine Inc plant on Dune du Nord, are visible when approaching Havre de la Grande Entrée from the S.

Canadian Eastern Notice 3/4950/20

[NP65-No 4-Wk 19/20]

Canada - St Lawrence River - Gaspé Peninsula - Anse de Mont-Louis — Light

141

Paragraph 7.28 1-2 *Replace by:*

- 1 **Description.** Anse de Mont-Louis (49°14'11N 65°43'90W), has the village of Mont-Louis, containing a church, at its head. A small river enters the SW corner of the bay.
Approach. The bay is entered between drying reefs in the white sector (174°-178°) of Mont-Louis Light (red and white vertical rectangle on framework tower, 3 m in height) (49°13'75N 65°43'95W).

Canadian Eastern Notice 1/1230/21

[NP65-No 6-Wk 14/21]

**St Lawrence River – Chenal de Beaujeu Ouest —
Directions; depth; leading lights**

166

Paragraph 8.105 1-3 *Replace by:*

- 1 **Description.** This channel, E of Île aux Grues (47°03'68N 70°32'34W) (8.102), has a width of about 213 m and a least charted depth of 7.9 m.

Directions. From a position NW of Banc de Beaujeu (8.104), the channel leads SW, passing SE of ruins of a large concrete pier, 5 cables S of Pointe MacPherson-LeMoine (47°04'70N 70°30'86W), marked close S by CBJ Light Buoy (S cardinal).

Thence to a position ENE of Île aux Grues wharf head light (8.108).

Canadian Chart CA1317 (2020) [NP65-No 5-Wk 29/20]

**Gulf of St Lawrence – Pointe Escuminac to
Cap Gaspé — Regulations; restricted area**

271

Paragraph 14.2 1 line 1 including heading *Replace by:*

**Regulations
14.2**

- 1 **Restricted area.** Entry and speed are periodically restricted in and around the Shediac Valley. See 1.87 and 1.88.

Canadian E Notice 3A/21 [NP65-No 7-Wk 26/21]

**New Brunswick – Baie des Chaleurs –
Dalhousie — Directions; light**

282

Paragraph 14.102 1 lines 5–8 *Delete*

Paragraph 14.103 2 lines 8 *Replace by:*

Dalhousie Island Light (green, white, black square on square framework tower) (48°04'34N 66°21'86W).

Chimney (48°03'20N 66°22'32W).

Canadian E Notice 4/4426/21 [NP65-No 9-Wk 28/21]

**Canada – Baie des Chaleurs – Dalhousie —
Lights; cross references**

285

Paragraph 14.124 3 line 3 *For* (14.102) *Read* (14.103)

Paragraph 14.125 1 line 3 *For* (14.102) *Read* (14.103)

UKHO [NP65-No 10-Wk 31/21]

**Canada – Baie des Chaleurs – Dalhousie —
Directions; leading lights**

285–286

Paragraph 14.130 1-2 *Replace by:*

- 1 **Major lights:**

Carleton Light on Pointe Tracadigache (14.102).

Dalhousie Harbour Leading Lights. From a position about 7 cables E of Dalhousie Island Light (14.103) the alignment (268°) of the following lights, visible on the leading line only, leads to the East Wharf, passing N of shoal ground, marked by a light buoy (port hand) in East Bay (48°03'99N 66°21'56W), NW of Inch Arran Point.

- 2 Front light (white trapezium daymark, red stripe on square framework tower, 13 m in height) (48°04'25N 66°21'95W).

Rear light (similar construction and tower, daymark inverted, 16 m in height) (49 m from front light).

West Wharf. From a position about 7 cables E of Dalhousie Island Light (14.103), the track leads W into a channel leading to West Wharf, passing:

S of Middle Ground (48°04'66N 66°21'75W), sand and stones and marked by light buoys (starboard hand), and:

N of Dalhousie Island Light.

Canadian Eastern Notice 5/4426/21

[NP65-No 11-Wk 31/21]

**Québec – Péninsule de la Gaspésie – Birch Point
to Cap Gaspé — Marine nature reserve**

287

After Paragraph 14.142 *Insert:*

**Marine Nature Reserve
14.142a**

- 1 An ESSA is established centred on Banc des Américains (48°35'87N 63°54'95W), extending from E of Île Bonaventure (48°29'70N 64°09'76W) (14.152) to E of Cap Gaspé (48°45'07N 64°09'76W) (7.11). For more information see the Fisheries and Oceans Canada website at www.dfo-mpo.gc.ca.

Canadian SD ATL 108 CH04 [NP65-No 3-Wk 06/20]

**NP66A South west coast of Scotland Pilot
(2019 Edition)**

Firth of Clyde – Ayr — Traffic signals

59

Paragraph 2.106 1 lines 5–7 including diagram entitled Traffic Signals (2.106) *Delete*

ABP Ports [NP66A-No 16-Wk 15/20]

Firth of Clyde – Troon — Pilotage

61

Paragraph 2.122 1 line(s) 10–11 *Replace by:*

...safe navigation. Pilotage is...

ABP Troon Notice 6/20 [NP66A-No 17-Wk 29/20]

NP66A

Firth of Clyde - Irvine Bay - Irvine — Directions

62-63

Paragraph 2.131 2-5 *Replace by:*

- 2 **Entrance channel.** The channel is not maintained, local knowledge is essential. Entry is made across Irvine Bar, passing between groynes only some of which are marked with posts. It is reported (2019) that aids to navigation are not lit.

Track. The track leads NE from a position 1½ miles SW of the harbour entrance, passing:

- 3 SE of the seaward end (55°35'·60N 4°43'·82W) of an outfall pipe, extending 1¼ miles from the coast, marked by IB-B Light Buoy (special), thence:
NW of an isolated shoal patch (55°35'·34N 4°42'·92W), with a least charted depth of 9·6 m, identified by Lappock Rock (2.119), lying 1 mile SE.

Thence the track leads over the bar, between the groynes, and along the channel marked by poles to the harbour area and berths.

- 4 **Caution.** The harbour is not maintained and there are reports of numerous underwater obstructions in the area.

Correspondence Irvine Harbour

[NP66A-No 12-Wk 45/19]

Firth of Clyde - Irvine Bay - Irvine — Berths

63

Paragraph 2.132 1 line(s) 1-11 *Replace by:*

- 1 **Main Berth** (55°36'·49N 4°41'·19W) lies immediately E of Visitors Wharf, with a length of 130 m and reported depths of between 1·3 and 2·0 m alongside.

Visitors Wharf (55°36'·48N 4°41'·28W) is a two-level wharf, with depths of 2·0 m reported alongside. The lower level is 0·3 m above MHWS and the upper level is 1·1 m above MHWS.

Garnock Wharf (55°36'·70N 4°41'·57E) is closed to marine traffic.

Correspondence Irvine Harbour

[NP66A-No 13-Wk 45/19]

Scotland - West coast - Ardrossan — Traffic lights

64

Paragraph 2.137 2 lines 1-5 *Replace by:*

- 1 **Traffic signals** are exhibited by day and at night from lights in positions 55°38'·50N 4°49'·38W and 55°38'·42N 4°49'·57W.

Peel Ports Clydeport Notice 66/18

[NP66A-No 1-Wk 03/19]

Firth of Clyde - Upper Loch Fyne - Minard Narrows to Inveraray — Directions; lights

81

Paragraph 2.256 1 line(s) 6-7 *Replace by:*

The area is used for naval trials.

CLYDE QHM 15/20

[NP66A-No 18-Wk 53/20]

Firth of Clyde - Upper Loch Fyne - Minard Narrows to Inveraray — Directions; lights

82

Paragraph 2.261 4 lines 1-10 *Replace by:*

- 4 The line of bearing 028·5° of Strone Point N Marker Beacon (special) (56°14'·07N 5°02'·76W), then leads NNE, passing:

CLYDE QHM 15/20

[NP66A-No 19-Wk 53/20]

Scotland - Firth of Clyde - Hunterston Channel — Directions; pontoon; buoys

93

Paragraph 3.38 3 line(s) 1-3 *Delete*

H102 Peter Wright

[NP66A-No 14-Wk 06/20]

Scotland - Firth of Clyde - Loch Long — Traffic signals

101

After Paragraph 3.89 1 line 5 *Insert:*

Traffic signals. When Coulpport (3.111) is closed, port closure signals are shown from Barons Point (55°59'·42N 4°51'·18W).

QHM Clyde 16/19

[NP66A-No 8-Wk 45/19]

Scotland - Firth of Clyde - Long Loch - Glenmallen Jetty — Restricted area

101

Paragraph 3.89 3 line(s) 10 *Replace by:*

...100 m of Coulpport Jetty.

Entry may be restricted into an area extending 3 cables from Glenmallen Jetty during ship operations. Activation of the area will be broadcast by QHM Clyde on VHF and indicated by three horizontal red lights positioned at each end of the berth.

Paragraph 3.89 5 lines 1-3 including existing Section IV Notice Week 40/19 *Replace by:*

- 5 Entry is prohibited into an area which extends about 150 m W from Glenmallen Jetty. An area in which both anchoring and fishing are prohibited extends about 3 cables W from Glenmallen Jetty.

QHM Clyde General Direction 18/21; ENC GB503746 (6.000); GB Chart 3746 Ed. 9 (2019)

[NP66A-No 20-Wk 07/21]

Firth of Clyde - Loch Long — Prohibited area

101

Paragraph 3.89 5 lines 1–3 *Replace by:*

- 5 Entry is prohibited into an area which extends about 2 cables W from Glenmallan Jetty (56°07'·85N 4°49'·11W). An area in which both anchoring and fishing are prohibited extends about 3 cables W from Glenmallan Jetty.

QHM Clyde Notice 13/19 [NP66A-No 7-Wk 40/19]

Firth of Clyde - Loch Long — Directions; lights

102

Paragraph 3.98 4–6 *Replace by:*

- 4 WNW of Coulport Covered Berth (56°03'·95N 4°52'·44W) (3.111), lights (metal pole, 6 m in height) are exhibited from both the SW and NE corners. A port closure signal light (metal column on top of main building, 6 m in height) (56°03'·97N 4°52'·54W) is exhibited between the other lights; see Appendix IV. Thence:
- 5 ESE of Knap Rock (56°04'·52N 4°52'·97W), where the coast is steep-to. Thence:
Under the power cables (56°05'·18N 4°51'·95W) (3.91) suspended over the loch by pylons (3.96) on each side.
- 6 Thence the track continues to lead NNE to a position ESE of Rubha nan Eòin (56°05'·65N 4°52'·56W), in the white sector (317·5°–318·5°) of The Perch Light (56°06'·91N 4°54'·29W) (3.105), the SE entrance point to Loch Goil (3.104).

ENC GB403746 [NP66A-No 21-Wk 15/21]

Firth of Clyde - Loch Long — Directions; lights

102

Paragraph 3.99 1 lines 1–7 *Delete*

Paragraph 3.99 2 lines 1–3 *Replace by:*

- 2 From a position ESE of Rubha nan Eòin (56°05'·65N 4°52'·56W) (3.98), the track leads NNE, in the white sector (023·5°–024·5°) of Cnap Point Approach Sector Light (steel pile, 8 m in height) (56°07'·38N 4°50'·19W), passing:

QHM Clyde Notices 6/21 and 7/21
[NP66A-No 22-Wk 15/21]

Firth of Clyde - Loch Long — Directions; lights

103

Paragraph 3.99 4 lines 4–8 *Replace by:*

Thence the track continues to lead NNE to a position in the white sector (053°–055°) of Mallan No 3 Beacon (steel pile, 8 m in height) (56°07'·52N 4°49'·22W), WNW of Finnart Ocean Terminal No 3 Jetty (56°06'·95N 4°50'·25W) (3.112), from the N and S ends of which lights (7 m in height) are exhibited.

QHM Clyde Notices 6/21 and 7/21
[NP66A-No 23-Wk 15/21]

Firth of Clyde - Loch Long — Directions; lights

103

Paragraph 3.100 1–2 *Replace by:*

- 1 From a position WNW of Finnart Ocean Terminal No 3 Jetty (56°06'·95N 4°50'·25W) (3.112), the track leads NE in the white sector (053°–055°) of Mallan No 3 Light Beacon (3.99) and in the white sector (236·5°–239·5°), astern, of Mallan No 1 Light Beacon (steel pile, 8 m in height) (56°06'·80N 4°51'·10W), passing:

SE of Finnart M1 Mooring Buoy (special) (56°07'·26N 4°50'·19W), thence:

Thence the track continues to lead NE to a position in the white sector (189°–194°) of Mallan No 2 Beacon, (steel pile, 8 m in height) (56°07'·20N 4°49'·58W) when Mallan No 3 Light Beacon is distant 1¾ cables.

- 2 Thence the track leads generally NNE, initially in the white sector, astern, of Mallan No 2 Beacon, through a restricted area (3.89), passing:

WNW of the S end (56°07'·73N 4°49'·12W) of a restricted area (3.89), marked by a light beacon (starboard hand), extending ¾ cable from Glenmallan Jetty (56°07'·85N 4°49'·11W), thence:

QHM Clyde Notices 6/21 and 7/21
[NP66A-No 24-Wk 15/21]

Scotland - Firth of Clyde - Loch Long - Coulport Jetty — Traffic signals

105

After Paragraph 3.111 2 line 5 *Insert:*

- 3 **Traffic signals.** See 3.89.

QHM Clyde 16/19 [NP66A-No 9-Wk 45/19]

Scotland - Firth of Clyde - Gareloch - Faslane — Traffic signals

107

After Paragraph 3.120 5 line 3 *Insert:*

When Faslane Restricted Area is closed, port closure signals are shown from the head of Naval Jetty (56°03'·15N 4°49'·25W) in Faslane Base (3.135)

QHM Clyde 16/19 [NP66A-No 10-Wk 45/19]

Scotland - Firth of Clyde - Gareloch - Faslane — Traffic signals

110

After Paragraph 3.135 1 line 4 *Insert:*

Traffic signals. See 3.120.

QHM Clyde 16/19 [NP66A-No 11-Wk 45/19]

NP66A

Scotland - River Clyde - Glasgow — Vertical clearances; bridge

113

Paragraph 3.154 1 line(s) 1–11 *Replace by:*

- 1 The Millennium Bridge (Science Centre Footbridge) (55°51'57N 4°17'53W) has a vertical clearance of 3.2m, but part of each span can be opened given 1 hours notice, between 0900 and 1700 and 3 hours between 1700 and 0900, to Glasgow Science Centre, Tel 0141-420 5030 or 07733-889056.

It is reported (2020) that the Millennium Bridge is out of operation and cannot be opened for river traffic.

- 2 Bells Bridge (55°51'52N 4°17'36W) is a swing bridge with a vertical clearance of 3.5 m, which can be opened given at least 2 hours notice to Clydelink Ltd, Tel 01436 831222 or 07815 869609.

Peel Ports Clydeport Port Information Notice 05/20

[NP66A-No 15-Wk 06/20]

West coast - Jura - Loch Tarbert — Directions; rock

136

After Paragraph 4.108 2 line 6 *Insert:*

Clear of a 3.4 m rock (55°57'56N 5°56'47W), reported (2019), which lies close S of the leading line, thence:

Correspondence Antares Charts

[NP66A-No 5-Wk 32/19]

West coast - Sound of Jura - Loch Sween - Caol Scotnish — Rocks

141

Paragraph 4.139 1 lines 1–6 *Replace by:*

- 1 Caol Scotnish (56°02'37N 5°35'50W), is a narrow inlet extending 2 miles NE and is, in places, less than ½ cable wide with sheer rocky sides, having a least reported depth of 2.3 m in the fairway. A rock awash (56°02'30N 5°35'62W) and a 1.6 m rock (56°01'84N 5°36'17W), reported (2019), encumber the centre of the inlet. This loch, with a bottom of mud, is used in summer as an anchorage for small vessels.

Correspondence Antares Charts

[NP66A-No 6-Wk 32/19]

Firth of Lorn - Kerrera Sound — Directions; buoyage

172

Paragraph 5.78 5 lines 1–2 *Replace by:*

- 5 Thence the track leads generally S, between light buoys (lateral), in mid-channel, passing:

Paragraph 5.78 6 lines 1–4 *Replace by:*

- 6 W of Corran Ledge (56°25'18N 5°29'03W), which is fronted by shoal ground. An outfall, pipe leads WSW across the ledge.

Northern Lighthouse Board Notice 10/19

[NP66A-No 3-Wk 18/19]

Firth of Lorn - Oban — Directions; small vessel route

173

After Paragraph 5.78 8 line 4 *Insert:*

Small vessel route. The small vessel two-way route lies to the S of the Large Vessel Channel. Approach is made on the line of bearing (116½°) of Dunollie Sector Light, passing close NE of N Spit of Kerrera Light. Thence the route leads SE and S keeping W of the buoyed channel between Rubh' a' Chruidh and Corran Ledge.

GB Chart 1790

[NP66A-No 4-Wk 28/19]

Oban Harbour — Anchorages

174

Paragraph 5.84 1 line(s) 2–8 *Replace by:*

...lie within the approaches to Oban and Oban Bay as follows:

No 1 (56°25'59N 5°30'69W);

No 2 (56°25'19N 5°29'47W), in Ardantive Bay (5.86);

No 3 (56°26'16N 5°30'07W);

Oban Bay Harbour Manager

[NP66A-No 2-Wk 11/19]

Lynn of Morvern - Glensanda Harbour — Limiting conditions; arrival information

178

Paragraph 5.108 1 lines 1–5 *Replace by:*

- 1 **Under-keel clearance.** A minimum UKC of 0.6 m is required at all times for vessels berthing at Shiplader Jetty (5.112).

Tidal levels. At Caignure, mean spring range about 3.4 m; mean neap range about 1.3 m; see information in *ADMIRALTY Tide Tables*.

Paragraph 5.109 1–3 *Replace by:*

- 1 **Port operations.** Berthing of conventional Panamax vessels, 60 000 to 70 000 dwt, is generally restricted to daylight hours only; unberthing can be carried out at any time. Loading of Panamax vessels has to be completed on a high tide. Height of the ship loading arm can be increased to 21 m. Loading stops when the wind strength exceeds 48 kn.

Outer anchorage. Sheltered and safe anchorage whilst waiting for a berth is recommended to the S of Lismore in position 56°27'40N 5°33'50W, in depths of about 31 m, mud.

In an emergency, vessels can anchor 2 miles S of Glensanda Jetty in depths of about 60 m.

Vessels under 10 000 dwt may anchor 2½ miles E of Glensanda Jetty in depths of about 25 m. A 6.2 m shoal (56°34'02N 5°27'60W) lies in the approach to the anchorage.

- 2 **Pilotage** is required for all vessels over 8000 dwt. Pilots board 3½ miles SSW of Glensanda Jetty in position 56°31'00N 5°35'00W. Vessels less than 8000 dwt or less than 120 m in length generally berth without a pilot under the Harbour Master/Pilot's directions from the jetty on VHF. For details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

3 **Tugs** are not stationed at the port but can be arranged with 14 hours notice for large vessels not equipped with bow thrusters. Mooring launches are available.

Regulations concerning entry. Permission is required from the Harbour Master prior to entering Glensanda Harbour limits.

Corr. Glensanda Harbour [NP66A-No 26-Wk 50/21]

**Loch Linnhe - Corran Narrows —
Directions; light**

192

Paragraph 5.226 1-9 *Replace by:*

1 **Leading marks:**

Front mark. Corran Point Lighthouse (56°43'·25N 5°14'·54W) (5.189).

Rear mark. Meall an t-Slainain, (6¼ miles NNE).

From a position SSE of Sallachan Point (56°42'·05N 5°17'·01W) (5.191), fronted by a bank, with depths of less than 5·0 m, the alignment (024·5°) of these marks leads NNE, and at night in the white sector (020°-030°) of Corran Point Light, to a position 8 cables SSW of Corran Point Light, passing:

2 WNW of Cuil-cheanna Spit Light Buoy (starboard hand) (56°41'·17N 5°15'·72W), marking the SSW extremity of Cuil-cheanna Spit which consists of sand and stones and has depths of less than 10·0 m. It lies within the green sector (215°-020°) of Corran Point Light. Thence:

3 ESE of Clovullin Spit Light Buoy (port hand) (56°42'·29N 5°15'·56W), marking the SE extremity of the central part of Clovullin Flat which fronts Clovullin Bay. This flat, with depths of less than 10·0 m, extends from Sallachan Point (5.191) to Corran Point, 1¼ miles NE, and lies within a red sector of Corran Point Light bearing more than 030°.

4 Thence, the track leads NE, in the white sector (031·5°-032·5°) of Corran Narrows NE Light Beacon (white metal framework tower, 4 m in height) (56°43'·62N 5°13'·90W), passing:

SE of Corran Flat Light Buoy (port hand) (56°42'·86N 5°14'·93W), marking the SE extremity of the N part of Clovullin Flat.

5 Thence, from a position 1¼ cables SE of Coran Point Light (5.189), the track leads NNE, in the white sector (193·5°-194·5°), astern, of Rubha Cuil-cheanna Light Beacon (white clad metal framework tower, 5 m in height) (56°42'·31N 5°14'·80W), through Corran Narrows, passing:

ESE of Corran Point Light (56°43'·25N 5°14'·54W) (5.190) and a rocky ledge, with depths of less than 10·0 m, fronting Corran Point, thence:

6 ESE of a spit (56°43'·50N 5°14'·55W), with depths from 2·7 to 3·4 m and two mooring buoys near its outer edge which are used by the local ferries, thence:

ESE of Corran Shoal Light Buoy (port hand) (56°43'·69N 5°14'·39W), marking the NE extremity of Corran Shoal. It is covered by a red sector (less than 195°) of Corran Point Light. And:

7 WNW of Corran Narrows NE Light Beacon (56°43'·62N 5°13'·90W), at the S end of the N part of Loch Linnhe.

Useful mark:

Light (grey mast, 8 m in height) (56°43'·40N 5°14'·64W), exhibited from the head of a pier.

(Directions continue for N part of Loch Linnhe at 5.235)

Northern Lighthouse Board NTM 05/21

[NP66A-No 25-Wk 20/21]

**NP66B North-West Coast of Scotland Pilot
(2019 Edition)**

**Scotland - West coast - Sound of Sleat -
Kyle Rhea — Depth**

79

Paragraph 2.218 1 line(s) 1-3 *Replace by:*

1 The least charted depth to be encountered in this kyle is 7·3 m (57°13'·51N 5°39'·55W), but it can easily be avoided.

GB 2540 Ed.8 (2020)

[NP66B-No 10-Wk 09/21]

South Harris - Leverburgh — Directions; light

133

Paragraph 3.195 2 lines 1-11 *Replace by:*

2 Thence the alignment (063°) of the leading marks on Leverburgh Pier leads ENE towards the pier, over a shoal with a depth of 2·8 m, 2¼ cables NE of Jane's Tower.

3 **At night**, from a position 1 cable NNW of Jane's Tower (3.180), the track leads ENE towards the pier in the fixed green sector (063°-066°) of the port entry light (metal post, 4 m in height) (57°46'·00N 7°01'·55W), exhibited from Leverburgh Pier spur, over a shoal (above) and close SSE of Leverburgh Reef Light Beacon.

Comhairle Nan Eilean Siar Notice 03/19

[NP66B-No 1-Wk 07/19]

**The Little Minch - Leac na Hoe to
Ushinish Promontory -
Loch Maddy — Directions**

137

Paragraph 3.217 7-9 *Replace by:*

7 From the above position, the track within a white sector (254°-257°) of Vallaquie Island Light (metal post) (57°35'·49N 7°09'·32W), leads WSW towards the preferred approach line for the berth at Lochmaddy, with the deepest water on the N side of the sector, passing:

8 SSE of the coastal bank (57°35'·78N 7°08'·16W) (as above) and the dangers extending SE from Faihore, thence

SSE of the coastal bank (57°35'·68N 7°08'·57W), with depths less than 5·0 m, on which lie rocks which dry, extending ½ cable S from Ruigh Liath, from which a light (concrete column) (57°35'·72N 7°08'·40W) is exhibited, and:

NP66B

- 9 NNW of the coastal bank (57°35'·57N 7°08'·60W), with charted depths of less than 10 m, extending about 1 cable NNW from North Uist (3.96), which just intrudes into the S side of the white sector, and a depth of 4·4 m lies close S of the white sector.

Thence as required for obtaining anchorage in South Basin or proceeding to Lochmaddy Ferry Terminal.

(Directions continue for entering harbour at 3.220)

Northern Lighthouse Board; CNES Harbours

[NP66B-No 9-Wk 53/20]

Scotland - Outer Hebrides - Benbecula - Loch Uiskevagh — Rock; caution

141

After Paragraph 3.241 1 line 8 *Insert*:

Caution. Numerous dangerous rocks and marine farms lie within Loch Uiskevagh and approaches; a dangerous rock was reported (2019) in position 57°26'·43N 7°12'·25W.

UKHO

[NP66B-No 6-Wk 22/19]

Scotland - Outer Hebrides - Benbecula - Loch Uiskevagh — Rock; caution

141

Paragraph 3.241 1 existing Section IV Notice Week 22/19
Replace by:

Caution. Numerous dangerous rocks and marine farms lie within Loch Uiskevagh and approaches; a dangerous rock was reported (2019) in position 57°26'·43N 7°12'·43W.

Solvtrans Management AG

[NP66B-No 7-Wk 43/19]

Isle of Skye - Kyle Akin — Alt-an-Avaig jetty

147

After Paragraph 4.18 5 line 7 *Insert*:

Anchorage and harbours

Allt-an-Avaig 4.18a

- 1 **General information.** Allt-an-Avaig Pier (57°16'·48N 5°45'·20W) is an L-shaped pier situated 3½ cables W of Skye Bridge (2.248). The privately-owned pier serves a fish feed plant. Two lights (3 m in height) are exhibited from the head of the pier.

Directions. From a position NE of Black Eye Rock (57°16'·67N 5°45'·28W) (4.18), the track leads S to the pier, keeping clear of a 4·9 m shoal (57°16'·51N 5°45'·16W) which lies close NE of the elbow of the pier.

- 2 **Berths.** A 61 m berth lies at the head of the pier and a 146 m berth lies on its E side. A 48 m quay lies at the foot of the pier on reclaimed land. All berths have been dredged to 6·5 m (2019).

UKHO

[NP66B-No 8-Wk 24/20]

Inner Sound - Loch Kishorn — Berths

150

Paragraph 4.36 1 *Replace by:*

- 1 A pier, which extends from the W side of the loch in position 57°23'·74N 5°38'·07W, and a quay, 4 cables NE, form the facilities of Kishorn Port Ltd. It also includes a 160 m diameter dry dock with depth up to 13·8 m at MHWS. Vessels up to 160 m may berth on the drydock gates, which are concrete caissons. Presently (2019) it can only be recommended for approach in daylight conditions and in good weather unless a Master is already familiar with the area or with a Pilot's advice.

Correspondence Kishorn Port Ltd 01/19

[NP66B-No 2-Wk 07/19]

Scotland - West coast - Kyle of Lochalsh - Caolas Pabay — Depth; light buoy

152

Paragraph 4.43 1 lines 6–10 *Replace by:*

NNW of the N extremity (57°16'·91N 5°45'·82W) of the coastal bank, with a depth of 7·0 m, fronting Bogha Beag, a drying rock. Bow Rock Light Buoy (port hand) is moored N of the rock. Thence:

GB 2540 Ed.8 (2020)

[NP66B-No 11-Wk 09/21]

Scotland - Outer Hebrides - Isle of Lewis - Stornoway — Pilotage

194

Paragraph 5.167 1 line(s) 3–7 *Replace by:*

...Harbour Master, to board vessels at the Pilot Station (58°10'·60N 6°21'·00W). For details see *ADMIRALTY List of Radio Signals Volume 6(1)*.

Correspondence Stornoway Port Authority 03/19

[NP66B-No 4-Wk 16/19]

Scotland - Outer Hebrides - Isle of Lewis - Stornoway — Directions; light sector

195

Paragraph 5.174 6 line 3 *For* (282°–290°) *Read* (287°–290°)

Stornoway Notice 06/19

[NP66B-No 5-Wk 16/19]

Isle of Lewis - Breivig — Directional light

198

Paragraph 5.190 1 line 4 *Replace by:*

...and W sides. A sector port entry light (metal post, 2 m in height) (58°16'·02N 6°17'·73W) aids entry with vessels using the white sector (334°–342°).

Comhairle Nan Eilean Siar Notice 04/19

[NP66B-No 3-Wk 07/19]

**Isle of Lewis – West Loch Tarbert – Soay Sound
— Directions; marine farm**

218

Paragraph 6.96 *1 Replace by:*

- 1 Soay Sound, the channel NE of Soay Mòr (57°56'30N 6°58'00W) (6.93), has a least width of 2¼ cables and a least depth of 16.3 m. The fairway is obstructed by a marine farm and, at its SE end, by Duisker (57°55'90N 6°55'87W) and Bo Harainish. The channel between Bo Harainish, a group of rocks, some of which dry, and the NE shore of the loch has a width of 1 cable with a depth of more than 20 m.

Correspondence Crown Estate Scotland 09/21
[NP66B-No 12-Wk 51/21]

**NP67 West Coasts of Spain and Portugal Pilot
(2021 Edition)**

Portugal - Viana do Castelo — Seaplane area

115

Paragraph 5.17 *3 line(s) 5 Replace by:*

...training wall and Molhe do Cabedelo is 2 cables wide.
Seaplane operations may take place throughout the area.

Portuguese Notice 8/274/21 [NP67-No 7-Wk 49/21]

Portugal - Porto de Leixões — Prohibited areas

120

Paragraph 5.44 *1-2 Replace by:*

- 1 **Outer anchorage.** Leixões Outer Anchorage (41°08'50N 8°47'00W) has depths between 27 and 39 m. However, strong W winds may make this anchorage impracticable.
Vessels of less than 85 m in length and less than 5 m draught may, by arrangement with the port authority, anchor N of the line joining Quebra-mar Light (41°10'37N 8°42'48W) (5.52) with Castelo do Queijo (41°10'12N 8°41'39W) (5.52) but at least 3 cables from Quebra-mar Light.
- 2 **Caution.** ODAS light buoys are present in the latter anchorage and a prohibited anchorage area of radius 50 m, centred on an obstruction (41°10'29N 8°41'96W), is situated within the SW part of the anchorage area.

After Paragraph 5.46 *1 line 3 Insert:*

**Traffic Regulations
5.46a**

- 1 **Restricted area.** Anchoring in the port approaches up to 7 cables W and 7½ cables S of Quebra-mar Light (5.52) is restricted; prior arrangement with the port authority is required.
- 2 **Prohibited areas** exists up to 4 miles NNW of the port, in the vicinity of Leixões Ocean Terminal, see 5.61.

Underwater pipelines are laid at the entrance to the outer port between the heads of Molhe Norte and Molhe Sul, and anchoring is prohibited within 100 m. See also caution at 5.44.

Portuguese Notice 7/238/21; ENC PT528505
[NP67-No 5-Wk 45/21]

Portugal - Porto de Leixões — Terminal

121-122

Paragraph 5.61 *1-2 Replace by:*

- 1 **Description.** Leixões Ocean Terminal (41°12'10N 8°45'07W) is reported closed (2021). A submarine pipeline extends 1½ miles WSW from a position ashore 5½ cables NNW of Leça Lighthouse (5.52).
- 2 **Restricted area.** Anchoring and fishing are prohibited within the areas around the terminal and the submarine pipeline.

Portuguese Notice 7/244/21 [NP67-No 6-Wk 45/21]

Portugal - Porto de Aveiro — Seaplane area

126

Paragraph 5.102 *2 Delete*

After Paragraph 5.105 *1 line 5 Insert:*

**Seaplane area
5.105a**

- 1 Operations may take place within an area (40°40'20N 8°43'10W) of maximum radius two miles.

Portuguese Notice 8/259/21 [NP67-No 8-Wk 49/21]

**Portugal - Porto da Figueira da Foz —
Seaplane area**

129

Paragraph 5.129 *3 line(s) 11 Replace by:*

...entrance to the fish dock.
Seaplane area. Operations may take place within an area (40°08'75N 8°51'67W) of maximum radius two miles.

Portuguese Notice 8/276/21 [NP67-No 9-Wk 49/21]

Portugal - Porto de Lisboa — Seaplane area

139

After Paragraph 5.181 *1 line 8 Insert:*

- 2 The anchorages are located within a seaplane operating area (38°41'00N 9°22'00W). Operations may take place in a surrounding area with a maximum radius of two miles.

Portuguese Notice 8/283/21 [NP67-No 10-Wk 49/21]

Portugal - Canal do Barreiro — Seaplane area

144

Paragraph 5.200 *1 line(s) 5-6 Replace by:*

...Barreiro, at the entrance to Rio Coima. The channel, within which seaplanes may operate, is marked by light buoys (lateral), and has...

Portuguese Notice 8/267/21 [NP67-No 11-Wk 49/21]

NP67

Portugal - Porto de Setúbal — Seaplane area

149

Paragraph 5.238 1 line(s) 4–10 *Replace by:*

Restricted areas. Seaplane operations may take place within two areas (38°28'·30N 8°50'·30W and 38°28'·00N 8°46'·50W), maximum radius two miles. The areas are used by seaplanes to draw water for fighting forest fires. It is prohibited to enter the areas during these operations. For further information contact the Port Authority.

Portuguese Notice 8/270/21 [NP67-No 12-Wk 49/21]

Portugal - Porto de Setúbal — Seaplane area

150

Paragraph 5.248 4 line(s) 9 *Replace by:*

...(38°28'·35N 8°47'·00W). A seaplane operating area (5.238) is located 3 cables ESE of No 9-CS Light Buoy.

Portuguese Notice 8/286/21 [NP67-No 13-Wk 49/21]

Portugal - Porto de Sines — Anchorages

152

Paragraph 5.269 1 lines 1–5 including heading *Replace by:*

Outer anchorages 5.269

- 1 Anchorage may be obtained S of the port, within 16 designated anchorages, as follows:

A1 to A6, centred on 37°54'·75N 8°52'·10W, radius of 370 m and depths from 20 to 50 m;

B1 to B10, centred on 37°53'·10N 8°52'·40W, radius of 555 m and depths of more than 40 m.

Permission must be obtained from the port authority before anchoring. At the onset of bad weather vessels should be prepared to leave the anchorage.

ENC PT528514 (7.001) [NP67-No 1-Wk 26/21]

Portugal - Porto de Sines — Directions; approach routes

153

Paragraph 5.279 1 *Replace by:*

- 1 Porto de Sines is approached via one of three two-way routes, situated NW, WSW and S of Cabo de Sines (5.262).

Portuguese Chart PT26408 (2021)
[NP67-No 2-Wk 26/21]

Portugal - Porto de Sines — Directions; anchorages

153

Paragraph 5.280 1 line 9 *For* (5.269) *Read* (5.280a)

ENC PT528514 (7.001) [NP67-No 3-Wk 26/21]

Portugal - Porto de Sines — Anchorages

154

Paragraph 5.280 3 lines 4–8 *Replace by:*

...entrance passing E of Molhe Oeste. A light buoy (port hand) is moored 1½ cables S of the head of Molhe Oeste. This light buoy may be unlit in heavy weather.

After Paragraph 5.280 5 line 7 *Insert:*

Anchorage 5.280a

- 1 Anchorage may be obtained within anchorage area C (37°56'·70N 8°52'·30W); radius of 370 m and depths from 20 to 27 m.

The anchorage is designated as reserved and permission must be obtained from the Port Authorities for its use.

ENC PT528514 (7.001) [NP67-No 4-Wk 26/21]

Portugal - Porto de Lagos — Seaplane area

164

Paragraph 6.34 3 *Replace by:*

- 3 **Anchorage** (37°06'·16N 8°39'·17W) may be obtained in depths of about 10 to 16 m, sand, ENE of the entrance.

Portuguese Notice 8/263/21 [NP67-No 14-Wk 49/21]

NP68 East Coast of the United States Pilot Volume 1 (2021 Edition)

Boston Harbor and Inner Approaches — Vertical clearance

122

Paragraph 4.74 2 *Replace by:*

- 2 Fore River Bridge (42°14'·68N 70°58'·03W), a lifting bridge with a clearance of 18·2 m (60 ft) when closed and 53·3 m (175 ft) when open, spans the Weymouth Fore River at Quincy.

US Notice 33/13270/21 [NP68-No 1-Wk 48/21]

New York Harbor - Lower Bay — Anchorage areas; cable area

201

Paragraph 7.75 4 line 5 *Replace by:*

...the S. Depths range from 2 to 20 m (6 to 65 ft). An outfall is situated in the S part of the anchorage, and a number of wrecks and obstructions lie close to or within the anchorage area. A cable area extends close SE of the anchorage area.

United States Notice 36/12324/21; ENC US4NY1AM
[NP68-No 2-Wk 50/21]

**NP69 East Coast of the United States Pilot
Volume 2 (2021 Edition)**

**Delaware - Cape Henlopen —
Anchorage; obstructions**

67

Paragraph 3.78 1 line(s) 1-8 *Replace by:*

- 1 General Anchorage Area A (38°57'·00N 75°11'·00W), lies NNW of Cape Henlopen; the extremities of the anchorage are marked by light buoys and buoys (special). Tankers up to 16·8 m (55 ft) draught can be accepted for lightening.

Caution. A number of wrecks and obstructions are situated close to or within the anchorage area.

US Notice 30/12214/21 [NP69-No 7-Wk 43/21]

**Pennsylvania - Delaware River -
Penn Channel — Depths**

68

Paragraph 3.85 1 lines 4-6 *Replace by:*

Thence for 28 miles to Newbold Island (40°07'·70N 74°45'·30W) the project depth is 12·2 m (40 ft) with a least width of 122 m. An obstruction (40°08'·12N 74°45'·37W), with a depth of 5·1 m (17 ft), lies where the track alters from Penn Channel to Newbold Channel directional light.

US Notice 7/12314/21 [NP69-No 1-Wk 19/21]

**Pennsylvania - Delaware River - Penn Channel
and Newbold channel — Directions; obstruction**

86

Paragraph 3.246 2 lines 6-7 *Replace by:*

Thence the track alters through Penn Channel onto the Newbold Channel directional light. An obstruction (40°08'·12N 74°45'·37W), with a depth of 5·1 m (17 ft) lies where the track alters.

US Notice 7/12314/21 [NP69-No 2-Wk 19/21]

**Pennsylvania - Delaware River - Maple beach to
Trenton — Directions; caution**

87

After Paragraph 3.250 2 line 4 Insert:

Caution. An obstruction (40°10'·57N 074°44'·15W) lies in the E part of Duck Island Range, WSW of the Coal Pier (3.253).

US Notice 39/12314/21 [NP69-No 10-Wk 51/21]

Virginia - James River — Vertical clearance

108

After Paragraph 4.109 2 line 14 Insert:

An overhead power cable, with a vertical clearance of 61·2 m (201 ft) over the main channel and 57·3 m (188 ft) over the secondary channel (37°10'·73N 76°39'·27W), N of Skiffes Creek (4.120). Least vertical clearance outside the channels is 18·2 m (60 ft).

US Notice 27/12248/21 [NP69-No 6-Wk 38/21]

**Virginia - James River - Jordan Point —
Directions; lights**

109

Paragraph 4.116 4-5 *Replace by:*

- 4 Thence, from a position within the dredged channel, close N of No 91 Light Buoy (37°17'·97N 77°07'·63W), the track leads generally WNW, through the buoyed channel, to a position 3 cables NNE of Jordan Point (37°18'·78N 77°13'·41W). Thence the track leads under a lift bridge (4.109) at Jordan Point and through a dredged section E of Hopewell (4.124) to the junction with Appomattox River.

Useful mark:

Jordan Point Warning Light (framework tower) (37°18'·52N 77°11'·43W).

US Notices 5/12251,12252/21 [NP69-No 3-Wk 19/21]

**Potomac River - North of Lower Cedar Point —
Bridge; caution**

133

After Paragraph 5.105 1 line 10 Insert:

Caution. Construction works are in progress (2021) in the vicinity of Harry W Nice Memorial Bridge.

US Notice 9/12285/21 [NP69-No 4-Wk 19/21]

**Chesapeake Bay - Point No Point to
Blackwalnut Point —Directions; obstruction**

137

Paragraph 5.142 2 line 8 *Replace by:*

...Thence:

Clear of an obstruction (38°30'·01N 76°26'·77W), with a depth of 9·7 m, thence:

US Notice 36/12263/21 [NP69-No 9-Wk 50/21]

**North Carolina - Oregon Inlet to Cape Hatteras
— Directions; light buoy**

168

After Paragraph 7.23 2 line 6 Insert:

E of Cape Hatteras Lighted Wave Buoy CDIP 250 (special) (35°15'·56N 75°17'·17W), thence:

US Notice 34/11009/21 [NP69-No 8-Wk 49/21]

NP69

North Carolina - Morehead City — Directions; leading Lights

178

Paragraph 7.94 *3 Replace by:*

- 3* **Cutoff Channel.** The track then leads NNW through the centre of Cutoff Channel to Morehead City Channel east of Fort Macon (7.79).

Morehead City Channel leading lights:

Front light (multiple pile structure) (34°41'·64N 76°40'·00W).

Rear light (framework tower on multiple pile structure) (1¼ cables from front light).

The alignment (125·9°), astern, of these lights leads about 1 mile through the centre of Morehead City Channel. Thence the track leads NNW to the chosen destination.

United States Notice 23/11541/21

[NP69-No 5-Wk 28/21]

NP69A East coasts of Central America and Gulf of Mexico Pilot (2020 Edition)

Colombia - Cayos del Este Sudeste — Traffic regulations; restricted areas

64

Paragraph 2.7 *1 Replace by:*

- 1* **Traffic separation schemes** (2.41) have been established off Cabo de San Antonio (2.38) and Cayo La Tabla (2.44).

Restricted areas. Entry into the Cayos del Este Sudeste (2.19) is affected by numerous restrictions and prohibitions. For further details, consult the local authorities.

Colombian Chart 204/20

[NP69A-No 1-Wk 50/20]

Colombia - Cayos de Alberquerque — Traffic regulations; restricted area

64

Paragraph 2.7 *1* including existing Section IV Notice Week 50/20 *Replace by:*

- 1* **Traffic separation schemes** (2.41) have been established off Cabo de San Antonio (2.38) and Cayo La Tabla (2.44).

Restricted areas. Entry into the Cayos del Este Sudeste (2.19) and Cayos de Albuquerque (2.18) is affected by numerous restrictions and prohibitions. For further details, consult the local authorities.

Colombian Chart 203/20

[NP69A-No 8-Wk 13/21]

Colombia - Cayos de Alberquerque — Restricted area; caution

65

After Paragraph 2.18 1 line 7 Insert:

Restricted areas. See 2.7.

Caution is required when navigating in the vicinity of the bank due to strong winds and currents.

Colombian Chart 203/20

[NP69A-No 9-Wk 13/21]

Colombia - Cayos del Este Sudeste — Restricted areas; caution

65-66

Paragraph 2.19 *2 Replace by:*

2 **Restricted areas.** See 2.7.

Caution is required when navigating in the vicinity of the bank due to strong winds and currents.

Directions. There are no specific directions, the chart being sufficient guide.

Useful mark:

Cayo Bolivar Light (red tower, white bands) (12°23'·97N 81°28'·49W).

Anchorage may be obtained on the W edge of the bank, outside the reef.

Colombian Chart 204/20

[NP69A-No 2-Wk 50/20]

Mexico - East coast - Bay of Campeche - San Pedro to Banco de Sabancuy — Restricted area

126

Paragraph 6.68 *3* line 3 *Replace by:*

...NE of, the port of Isla del Carmen. The S part of the anchorage lies within a restricted area (6.70).

Paragraph 6.70 *3* line(s) 5-7 *Replace by:*

Restricted area. Anchoring and underwater activities are prohibited within research areas and marine reserves as follows:

- 4* An area which extends up to 12 miles from the coast between San Pedro Light (6.76) and Banco de Sabancuy (6.63).

An area of coast lying N of Campeche (6.77) extending about 12 miles from shore.

Contact local authorities for more information.

Prohibited anchorage. Anchoring is prohibited within the restricted areas except in designated anchorages (6.68).

ENC MX300840 (2.006)

[NP69A-No 15-Wk 19/21]

Mexico - Bay of Campeche - Campeche — Anchorage

127

Paragraph 6.79 *1* lines 1-3 *Replace by:*

- 1* Anchorage may be obtained in an area (19°50'·08N 90°37'·57W) WSW of Campeche, depths from 4 to 5 m. A light buoy (safe water) is moored in the centre of the area and a restricted area (6.70) encompassing a marine reserve lies N of it.

Mexican ENC MX408532 (1.003)

[NP69A-No 25-Wk 33/21]

**Mexico - Gulf of Mexico - Bay of Campeche -
Ciudad del Carmen — Development**

128

After Paragraph 6.86 1 line 7 *Insert*:

Development. Construction of a new basin (Darsena 4) for an offshore supply terminal is in progress (2020). The basin (18°38'95N 91°51'30W) extends W, close N of the entrance to the fishing vessel haven and is protected by N and S breakwaters, from the heads of which lights will be exhibited.

Mexican Notice 23/282; 292; 293/20

[NP69A-No 7-Wk 08/21]

**Mexico - East coast - Bay of Campeche -
Dos Bocas — Anchorage**

129

Paragraph 6.92 1 lines 1-2 *Replace by*:

- 1 **Outer anchorages.** A tanker anchorage area (18°44'95N 93°10'55W) is situated 18 miles N of the port. An ODAS buoy (18°44'87N 93°11'78W) is situated within the anchorage area.

Mexican Notice 7/105/21

[NP69A-No 19-Wk 26/21]

**Mexico - Gulf of Mexico - Bay of Campeche -
Frontera — Anchorage; pipeline**

130

Paragraph 6.101 3 lines 1-3 *Replace by*:

- 3 **Anchorage**, exposed to N winds, may be obtained in an area outside the bar, centred on 18°36'03N 92°44'84W, in 7-3 to 9-1 m.

Caution. A submarine pipeline passes through the NW side of the anchorage.

Mexican Notice 22/281/20

[NP69A-No 6-Wk 05/21]

**Mexico - Coatzacoalcos —
Limiting conditions; vertical clearance**

131

Paragraph 6.115 1 *Replace by*:

- 1 Coatzacoalcos Bridge (18°07'20N 94°25'28W), a lifting bridge, has a vertical clearance of 12 m in the central fairway when closed and 38 m when open.

Mexican Chart 83110/20

[NP69A-No 10-Wk 16/21]

**Mexico - Coatzacoalcos —
Arrival information; TSS**

131

After Paragraph 6.120 1 line 10 *Insert*:

**Traffic Separation Scheme
6.120a**

- 1 A traffic separation scheme, not IMO-adopted, leads SSE, from about 6 miles NNW of the fairway buoy (safe water) (18°12'38N 94°25'62W) to the entrance channel.

Mexican Chart 83110/20

[NP69A-No 11-Wk 16/21]

Mexico - Coatzacoalcos — Directions; TSS

132

Paragraph 6.126 1-3 *Replace by*:

- 1 **Track.** From the vicinity of the pilot boarding area (6.120) the route leads SSE, in the TSS (6.120a).

Entrance Leading Lights:

Front light (white metal truncated pyramidal metal tower, orange bands, 33 m in height) (18°08'17N 94°24'25W).

- 2 Rear light (similar structure, 51 m in height) (9 cables from front light).

The alignment (162-2°) of these lights leads through the breakwaters into a channel marked by light buoys (lateral) for a distance of 1¼ miles.

Thence the route divides, one part leading SSW directly to the wharves at the Free Port, the other continuing SSE for 5 cables into Dársena de Pajaritos.

Dársena de Pajaritos Leading Lights:

- 3 Front Light (white concrete post, 8 m in height) (18°07'48N 94°24'33W).

Rear Light (white metal post, 10 m in height) (2 cables from front light).

The alignment (179-6°) of these lights leads S for about 8 cables into the basin.

Mexican Chart 83110/20

[NP69A-No 12-Wk 16/21]

**Mexico - Bay of Campeche - Nautla —
Directions; platform**

139

After Paragraph 6.178 2 line 4 *Insert*:

NE of a platform (20°10'13N 96°34'27W), thence:

ENC MX382000 (1.000)

[NP69A-No 27-Wk 38/21]

**Mexico - Gulf of Mexico - Tuxpan —
Directions; pilotage**

140

Paragraph 6.179 4 lines 3-4 *Replace by*:

The track then leads to the pilot boarding position (6.192).

ENC MX581110

[NP69A-No 21-Wk 28/21]

Mexico - Gulf of Mexico - Tuxpan — Pilotage

141

Paragraph 6.192 1 lines 1- 2 *Replace by*:

- 1 Pilotage is compulsory. Pilots board in position 20°59'84N 97°15'01W. Entry and departure are restricted to...

ENC MX581110

[NP69A-No 22-Wk 28/21]

NP69A

Mexico - Gulf of Mexico - Tuxpan — Directions; leading lights

141

Paragraph 6.198 2-7 *Replace by:*

- 2 Rear light (similar structure, 22 m in height)
(2 cables from front light), thence:
From the vicinity of the pilot boarding position
(6.192), the alignment (240.5°) of these lights leads
WSW in the entrance channel for 3¾ miles, passing
between the breakwaters.
- 3 **Leading lights:**
Front light (orange daymark on white metal truncated
pyramidal tower, 16 m in height) (20°57'66N
97°20'15W).
Rear light (similar structure, 22 m in height)
(1½ cables from front light).
The alignment (254.3°) of these lights then leads
WSW for 1 mile past the settlement of Tampamachoco
on the N bank.
- 4 **Leading lights:**
Front light (red and white daymarks on white metal
tower, 30 m in height) (20°57'22N 97°20'89W).
Rear light (similar structure, 42 m in height) (96 m
from front light).
The alignment (244.7°) of these lights leads WSW
passing the settlement of Tabuco on the S bank.
- 5 **Leading lights:**
Front light (red and white daymarks on white metal
tower, 24 m in height) (20°56'66N 97°21'31W).
Rear light (similar structure, 36 m in height)
(1¼ cables from front light).
The alignment (226.4°) of these lights leads SW,
passing Nuevo Muelle Fiscal (6.200).
- 6 **Leading lights:**
Front light (white lattice beacon, red bands, 12 m in
height) (20°56'63N 97°21'41W).
Rear light (similar structure, 16 m in height)
(1¾ cables from front light).
The alignment (232°) of these lights leads into
Turning Basin II (20°56'84N 97°21'21W).
- 7 **Useful marks:**
Three chimneys (21°00'91N 97°19'99W) fronting
the power plant within the refinery 3 miles NW of
the entrance to Río Tuxpan.

ENC MX681112

[NP69A-No 23-Wk 28/21]

Mexico - Gulf of Mexico - Tuxpan — Directions; pilotage

143

Paragraph 6.212 1 lines 1-3 *Replace by:*

- 1 From the vicinity of the pilot boarding position
(6.192), the route leads NNE for 30 miles, passing:

ENC MX581110

[NP69A-No 24-Wk 28/21]

United States of America – Gulf of Mexico – Port Mansfield — Leading lights

154

Paragraph 7.19 3 lines 1-4 *Replace by:*

- 3 The track then continues through Port Mansfield
Channel (26°33'83N 97°16'60W), which has been cut
through Padre Island and thence W for 8 miles across
Laguna Madre.

Port Mansfield Channel Leading Lights:

Front light (red vertical mark, white stripe, on
framework tower) (26°33'49N 97°25'51W).

Rear light (similar structure) (4 cables from front
light).

The alignment (267.1°) of these marks leads W
through the centre of the channel into Port Mansfield.

US Notice 14/11301.1/21

[NP69A-No 16-Wk 24/21]

United States of America - Gulf of Mexico - Texas - Port Brownsville — Wrecks; pilotage

155

Paragraph 7.28 2 line(s) 7 *Replace by:*

...part of the N anchorage. Several wrecks lie within the
S anchorage and close to the S margin; a fish haven lies
close S.

Paragraph 7.29 1 line(s) 1-4 *Replace by:*

- 1 Pilotage is compulsory and available day and night.
Pilots board 1 mile E of BS Light Buoy (safe water)
(7.35). See *ADMIRALTY List of Radio Signals*
Volume 6(5) under Brazos Santiago.

UKHO; GB Chart 3849 Ed.1 (2021)

[NP69A-No 20-Wk 27/21]

United States of America - Texas - Matagorda Bay — Pilotage; caution

165

Paragraph 7.95 2 line 2 *Replace by:*

...greater than 165 m in length will be...

Corr. Matagorda Bay Pilots

[NP69A-No 4-Wk 01/21]

United States of America - Texas - Approaches to Matagorda Bay — Directions; caution

165

Paragraph 7.96 1 lines 1-4 including heading *Replace by:*

Directions for entering harbour 7.96

- 1 **Caution.** During new and full moon phases,
currents between the breakwaters are reported to
exceed 4½ kn, and may exceed 6 kn after frontal
passages.

Matagorda Ship Channel. From a position close
SE of MSC Light Buoy (28°12'02N 96°05'22W), the
route leads NW for 16 miles, within a Safety Fairway,
passing:

Corr. Matagorda Bay Pilots

[NP69A-No 5-Wk 01/21]

**United States of America - Gulf of Mexico -
Galveston Bay - Bolivar Roads — Anchorage**

173

Paragraph 7.151 1 line(s) 3 *Replace by:*

...56 ft) in the anchorage. There are multiple obstructions within and close to the limits of the anchorage.

ENC US5TX53M [NP69A-No 3-Wk 50/20]

**United States of America - Texas - Houston —
Alongside berths; obstruction**

180

Paragraph 7.214 1 line(s) 3 *Replace by:*

...length, maintained depth 9.7 m. An obstruction lies alongside the berth.

US Notice 30/08/21 [NP69A-No 28-Wk 49/21]

**United States of America - Texas - Port Arthur -
Sabine Pass — Anchorage; obstruction**

186

Paragraph 7.253 1 *Replace by:*

- 1 **Sabine Pass Anchorage Basin** (29°43'·92N 93°51'·98W), on the E side of the main ship channel, is for temporary use by vessels of all types. A light buoy (special) marks the centre of the anchorage. **Caution.** An obstruction (29°44'·00N 93°52'·02W) lies within the anchorage.

US Notice 7/11326/21 [NP69A-No 13-Wk 17/21]

**United States of America - Louisiana -
Port of Lake Charles — Development**

191

After Paragraph 7.308 2 line 3 Insert:

**Development
7.308a**

- 1 Work is in progress (2021) on the construction of Venture Global LNG Terminal (29°46'·07N 93°20'·53W) on the E shore of Calcasieu Pass.

US Notice 26/11339/21 [NP69A-No 26-Wk 37/21]

**United States - Mississippi River -
New Orleans — Directions; obstructions**

205

After Paragraph 8.90 1 line 7 Insert:

Caution. Numerous dangerous wrecks and obstructions lie within this stretch of river, some of which are on or close to the centreline.

Paragraph 8.92 1 *Replace by:*

- 1 The berths are subject to continuous silting and depths change rapidly; continuous dredging of the berths is in operation. Alongside depths given are reported and the latest depth information should be obtained from the port authorities or private berth operators.

Meraux to Inner Harbor Navigation Canal:

Tanker berth (29°55'·51N 89°56'·76W), handling crude oil and petroleum products, is 231 m in length, depths alongside from 10.6 to 12.2 m.

Four tanker berths handling crude oil and petroleum products. Crude wharf (29°55'·57N 89°57'·91W), 176 m in length, depth alongside 10.6 m, is the longest. No 4 Dock (29°55'·77N 89°58'·66W), 118 m in length, depths alongside 12.8 to 15.2 m, is the deepest; an obstruction lies close to the E-most dolphin.

ENC US5MSYBE; US Coast Pilot 5 Ch8 Ed.49
[NP69A-No 29-Wk 50/21]

**United States of America - Mississippi River -
Baton Rouge — Directions; leading lights**

212

Paragraph 8.140 7 lines 3-5 *Replace by:*

...framework tower) (30°23'·70N 91°12'·48W). Rear light (similar structure) (1¼ cables from front light).

US Notice 14/11370.1/21
[NP69A-No 17-Wk 24/21]

**United States of America - Gulf of Mexico -
Florida - Tampa Bay — Anchorage; obstructions**

223

After Paragraph 9.39 1 line 7 Insert:

Caution. Several obstructions lie within the anchorages.

ENC US5FL11M (54.000) [NP69A-No 14-Wk 19/21]

**United States of America - Gulf of Mexico -
Florida - Tampa Bay - Big Bend —
Directions; lights**

232

Paragraph 9.117 1 line(s) 2-5 *Delete*

Paragraph 9.117 2 line(s) 1-6 *Replace by:*

- 2 From a position (27°48'·65N 82°27'·01W) at the ENE end of Cut A Channel the alignment (276°), astern, of the W Leading Lights leads E for 2 miles through the approach channel to the turning basin and berthing area.

US Notice 16/11416/21 [NP69A-No 18-Wk 26/21]

NP70

NP70 West Indies Pilot Volume 1 (2021 Edition)

Bahamas - Great Bahama Bank - Ocean Cay — Prohibited anchorage

114

After Paragraph 4.265 2 line 6 *Insert*:

Prohibited anchorage. Anchorage is prohibited within an area centred on 25°24'00N 79°13'57W.

Corr. MSC Cruise Management 15/12/20; ENC GB500461 (3.002) [NP70-No 1-Wk 13/21]

Cuba - Punta Maisí to Cabo Lucrecia — Directions; light

160

After Paragraph 7.15 2 line 3 *Insert*:

Playa Caracolillo Light (Bahía de Banes) (white truncated conical tower, 10 m in height) (20°52'57N 75°39'64W).

Cuban Notice 9/129/21 [NP70-No 4-Wk 45/21]

Cuba - Cabo Lucrecia to Punta Maternillos — Directions; light

164

After Paragraph 7.46 1 line 4 *Insert*:

Playa Caracolillo Light (Bahía de Banes) (20°52'57N 75°39'64W) (7.15).

Cuban Notice 9/129/21 [NP70-No 5-Wk 45/21]

Cuba - North coast - La Habana — Limiting conditions

175

Paragraph 7.119 1 including heading *Replace by*:

Limiting conditions

Controlling depth

7.119

- 1 **Depths** in the entrance channel generally exceed 11 m.

Caution. Numerous obstructions and depths of less than 10 m, lie within the harbour and inlets of the bay.

7.119a

Tidal levels

- 1 Mean maximum range about 0.5 m; mean minimum range about 0.1 m. See information in *ADMIRALTY Tide Tables Volume 2*.

Local weather

7.119b

- 1 With N and especially NW winds, high seas form in the entrance to the bay and make navigation difficult, otherwise in good weather entry to the port presents no problems.

Berths near the harbour entrance may be affected by a heavy swell that sweeps in during NW winds.

GB Chart 414 Ed.2 (2021) [NP70-No 2-Wk 21/21]

Cuba - North coast - La Habana — Berths; depths

176

Paragraph 7.131 1 line 8 *For 8 Read 7*

Paragraph 7.131 5 line 6 *Replace by*:

...alongside of about 9 to 12 m. General cargo. An obstruction (23°07'52N 82°20'35W), with a depth of 9.1 m, lies alongside berth No 22.

GB Chart 414 Ed.2 (2021); Cuban Chart 11829 Ed. 6 (2019); ENC CU511830 (3.000) [NP70-No 3-Wk 21/21]

NP71 West Indies Pilot Volume 2 (2017 Edition)

Dominican Republic — Marine reserve

7

After Paragraph 1.53 1 line 9 *Insert*:

Marine reserves, protected areas and parks are located throughout the waters of the Dominican Republic, including the islands and offshore banks. These reserves, protected areas and parks have numerous restrictions and penalties apply for violations.

BA Chart 3001 [NP71-No 43-Wk 09/19]

Anguilla - Sombrero Island — Directions; light

62

Paragraph 2.17 1 lines 5–7 *Replace by*:

Sombrero Light (white column) (18°35'20N 63°25'59W), reported unreliable (2016), situated near the centre of Sombrero Island (2.14).

Paragraph 2.18 including heading *Replace by*:

Spare 2.18

Anguilla Maritime Administration [NP71-No 18-Wk 16/18]

Dominican Republic - South coast - Punta Palmillas to Bayahibe — Anchorage; marine reserve

68

Paragraph 2.52 1 lines 1–5 *Replace by*:

- 1 **Anchorage** with permission may be obtained almost anywhere off the W coast of Isla Saona and the SE extremity of Hispaniola, between Punta Palmillas (18°12'25N 68°45'15W) and Bayahibe (Bayajibe) (18°22'00N 68°50'50W). See 1.53. Particular positions are as follows:

After Paragraph 2.53 1 line 6 *Insert*:

Caution, see 1.53.

BA Chart 3001 [NP71-No 44-Wk 09/19]

**British Virgin Islands - Virgin Gorda -
North Sound — Directions; buoyage**

80

Paragraph 3.57 1-4 *Replace by:*

- 1 When Gnat Point (18°29'·81N 64°22'·83W) bears 177°, the track leads 170° to the entrance of the deep-water channel, passing:
E of Mosquito Rock (18°31'·06N 64°23'·34W) (3.46),
thence:
- 2 E of Colquhoun Reef (18°30'·83N 64°23'·10W), which extends nearly 6 cables SE from Mosquito Rock. This reef, which dries and on which the sea breaks, is reported to be visible at all tides and to be steep-to on its NE side.
Thence:
W of Cactus Reef (18°30'·73N 64°22'·67W), thence:
- 3 When clear of the channel, pass E of the bank extending S from Colquhoun Reef, thence:
From this position the track leads SE for about 3½ cables to the anchorage.

Paragraph 3.57 5 line 1 *Replace by:*

4 Anchorages.

GB Chart 2020/19 [NP71-No 46-Wk 16/19]

**Virgin Islands - The Narrows —
Directions; depths**

90

Paragraph 3.142 2 lines 6-12 *Replace by:*

- SSW of an isolated shoal patch with a depth of 7·7 m (18°22'·48N 64°41'·50W), reported (2016),
thence:
NNE of Gowed Point (18°21'·13N 64°40'·85W) the bluff end of a spur from a hill which projects prominently between Mennebeck Bay (18°21'·30N 64°41'·00W) and Haulover Bay (18°21'·00N 64°40'·65W), thence:
SSW of an isolated shoal patch, with a depth of 9·4 m (18°22'·75N 64°39'·58W), thence:
SSW of an isolated shoal patch with a depth of 5·5m (18°22'·05N 64°39'·40W), reported (2016),
thence:

BA Chart 2005 [NP71-No 6-Wk 40/17]

**Virgin Islands - Tortola -
Road Harbour — Alongside berths**

96

Paragraph 3.190 2 lines 1-6 *Replace by:*

- 2 **Road Town Jetty** (18°25'·13N 64°37'·08W) has two jetties, offering a total of 190 m of berthing space with a depth alongside of 3·65 m, providing berths for ferries and small cruise vessels. The passenger terminal lies between the jetties.

Paragraph 3.190 3 lines 1-9 *Replace by:*

- 3 **Cruise Ship Jetty** (18°25'·30N 64°36'·74W) extends 400 m SE from the E corner of Wickhams Cay 1 (18°25'·28N 64°36'·89W), with a width of 18·0 m, and a lighted dolphin at the seaward end. Depths alongside range from 10 m at the landward end to 15 m to seaward, and vessels up to 130 000 gt and 340 m in length have used the jetty.

Oceanside Solutions [NP71-No 1-Wk 18/17]

**Virgin Islands - Saint John - Windward Passage
- Blunder Rocks — Wreck**

101

After Paragraph 3.225 3 line 2 *Insert:*

SE of a dangerous wreck (18°21'·82N 64°47'·67W),
position approximate, thence:

US Notice 11/25641/20 [NP71-No 65-Wk 17/20]

**Virgin Islands - Saint Croix - Hams Bluff —
Directions; light**

111

Paragraph 3.293 including heading *Replace by:*

**Spare
3.293**

US Notice 40/25640/2017 [NP71-No 8-Wk 44/17]

**Virgin Islands - Saint Croix -
Hams Bluff — Light**

115

Paragraph 3.333 1 lines 8-10 *Delete*

Paragraph 3.334 2 line 4 *Replace by:*

NNW of Hams Bluff Light (white round tower)
(17°46'·15N 64°52'·25W), exhibited from Hams
Bluff (3.333).

US Notice 40/25640/2017 [NP71-No 9-Wk 44/17]

**Virgin Islands - Saint Croix - Port Alucroix -
Krause Lagoon Channel — Directions; wreck**

119

After Paragraph 3.375 1 line 2 *Insert:*

Caution. A dangerous wreck (17°42'·11N
64°46'·22W) lies in the SW part of the turning basin.

ENC US5PR11M [NP71-No 66-Wk 22/20]

**Puerto Rico - West coast - Bahía de Mayagüez
— Directions; obstruction**

139

Paragraph 4.126 2 lines 1-4 *Replace by:*

- 2 N of an obstruction with a depth of 4·8 m (16 ft) (18°12'·95N 67°09'·80W), marked by Bahía de Mayagüez Light Buoy No 6 (starboard hand).

US Notice U1 5/11009/19 [NP71-No 42-Wk 09/19]

NP71

Puerto Rico – Bahía de Ponce — Basins and berths; anchorage

169

After Paragraph 4.393 2 line 1 *Insert*:

A pipeline area extending S from the shore in the vicinity of 17°58'84N 66°38'75W.

US Notice 23/25683/19 [NP71-No 47-Wk 27/19]

Saint Barthélémy – Baie de Saint-Jean — Restricted area

179

After Paragraph 5.21 2 line 7 *Insert*:

Restricted area

5.21a

1 Restrictions apply within an area E of the airport (17°54'27N 62°50'61W) as follows:

Entry to Baie de Saint-Jean (17°54'37N 62°50'22W) is prohibited to all vessels with an air draught greater than 10 m. The N limit of the prohibited area is marked by SJ1 and SJ2 Light Buoys (special).

For further details, contact local authorities.

French Notice 8/264/19 [NP71-No 45-Wk 11/19]

Anguilla – Seal Island — Directions; depth

181

Paragraph 5.32 3 lines 5–6 *Replace by*:

...SW of Seal Island. A 9.4 m patch (18°14'93N 63°08'27W) lies in the channel ESE of North Wager. Thence:

Paragraph 5.32 4 lines 1–2 *Delete*

BA Chart 2047 [NP71-No 16-Wk 16/18]

Anguilla – Crocus Bay — Wreck; depth

182

Paragraph 5.43 2 lines 2–6 *Replace by*:

...within 1 mile SW of Flat Cap Point but, with the exception of a 5.1 m coral patch (18°13'54N 63°05'02W) and a wreck (18°12'81N 63°05'59W), the bay is clear of dangers.

BA Chart 2047 [NP71-No 17-Wk 16/18]

Sint Maarten – Simson Baai — Directions; wreck

183

After Paragraph 5.54 2 line 1 *Insert*:

SW of a dangerous wreck (18°01'28N 63°06'78W), thence:

Netherlands Notice 24/205/21 [NP71-No 75-Wk 35/21]

Leeward Islands – Saint Martin – West side – Baie de Marigot — Pilotage

183

Paragraph 5.58 1 line(s) 2 *Replace by*:

...required. Pilotage is compulsory for all commercial vessels over 80 m LOA, visiting the port for the first time. Pilot boards about 5 cables WNW of Galisbay Pier, south of the light buoy at Banc de Médée.

French Notice 35/H5 (2020) 3.4.4.3/20 [NP71-No 67-Wk 41/20]

Sint Maarten – Cole Bay — Anchorage

184

After Paragraph 5.66 2 line 2 *Insert*:

Outer anchorage lies S of the terminal as follows: Cole Bay Anchorage (18°00'70N 63°05'20W), in depths of about 13 m.

Netherlands Notice 39/347/19 [NP71-No 53-Wk 44/19]

Sint Maarten – Kool Baai – Cole Bay Tanker Terminal — Obstruction

184

Paragraph 5.66 including existing Section IV Notice Week 44/19 *Replace by*:

1 **Position and function.** Cole Bay Tanker Terminal is situated in Kool Baai (18°01'30N 63°05'20W), an exposed bay on the S coast of Sint Maarten, about 1½ miles W of Groot Baai. This bay can be identified by its conspicuous fuel tanks (5.53) and a power/desalination plant.

Controlling depth was reported (1989) to be 9.5 m in the W berth.

2 **Outer anchorage** lies S of the terminal as follows: Cole Bay Anchorage (18°00'70N 63°05'20W), in depths of about 13 m. An obstruction (18°00'77N 63°04'97W) and a shoal bank lie close N of the anchorage.

Pilotage, which is optional, is recommended for the first visit. Pilots are available from Groot Baai (5.73) for berthing vessels in daylight only.

See *ADMIRALTY List of Radio Signals* 6(7).

3 **Directions.** Approach is from SW, in deep water clear of Proselyte Rif (17°59'35N 63°03'53W) (5.79) and an obstruction (18°00'77N 63°04'97W). A current was reported (1989) to set strongly to the W, accompanied by a swell in E winds.

4 **Berths.** The terminal consists of two mooring berths situated across the mouth of the bay, in an E/W direction, as follows:

W berth, of three mooring buoys, with a depth as given above, is connected to the shore by submarine pipelines.

E berth, of two mooring buoys, is situated closer inshore.

Netherlands Notice 24/205/21 [NP71-No 76-Wk 35/21]

Sint Maarten - Simson Baai — Anchorage

184

*After Paragraph 5.68 1 line 5 Insert:***Outer anchorages** lie S of Simson Baai as follows:

Anchorage 1 (18°00'·50N 63°06'·50W), in depths of about 30 m;

Anchorage 2 (18°01'·00N 63°07'·00W), in depths of about 26 m;

Netherlands Notice 39/347/19 [NP71-No 54-Wk 44/19]

**Sint Maarten - Simson Baai —
Obstruction; wreck**

184

Paragraph 5.68 including existing Section IV Notice Week 44/19 *Replace by:*

1 Simson Baai (Grand Étang de Simsonbaai) is entered between Pelikaan Point (5.54), to the E, and a narrow peninsula (18°02'·00N 63°06'·94W). The shores are low and sandy. There are a number of charted wrecks within the bay.

2 **Outer anchorages** lie S of Simson Baai as follows:
Anchorage 1 (18°00'·50N 63°06'·50W), in depths of about 30 m;
Anchorage 2 (18°01'·00N 63°07'·00W), in depths of about 26 m;

Caution. Numerous obstructions and wrecks lie in the vicinity of the anchorages.

3 **Directions.** The alignment (049°) of the boat channel in the NE corner of the bay, with a mast (red lights) (18°02'·80N 63°04'·89W) on a hill 5 cables inland, leads into Simson Baai, passing:

Clear of a dangerous wreck (18°01'·28N 63°06'·78W), thence:

NW of Pelikaan Key (about 1 m high) (18°01'·80N 63°05'·90W), thence:

NW of a dangerous wreck (18°01'·91N 63°05'·86W).

4 **Anchorage** may be found in the bay, the best position being midway between the entrance points, in depths of about 8 m. This anchorage is reported to be exposed to the ground swell from the N (1.199).

Anchoring is prohibited within the entrance channel marked by buoys (lateral).

Netherlands Notice 24/205/21

[NP71-No 77-Wk 35/21]

Sint Maarten - Groot Baai — Directions; wreck

185

After Paragraph 5.79 2 line 4 Insert:

S of a dangerous wreck (18°01'·28N 63°06'·78W), thence:

Netherlands Notice 24/205/21

[NP71-No 78-Wk 35/21]

**Leeward Islands - Saint Christopher —
Marine Management Areas**

195

*After Paragraph 5.164 2 line 8 Insert:***Marine management areas****5.164a**

1 The waters surrounding St Christopher and Nevis have been designated Marine Management Areas. Numerous regulations, including restrictions on anchoring, apply. Mariners are requested to contact the port authority (5.210) for the latest information on restrictions.

Dept. Maritime Affairs St Christopher 03/20

[NP71-No 62-Wk 15/20]

**Leeward Islands - Nevis —
Marine Management Areas**

195

*After Paragraph 5.166 2 line 7 Insert:***Marine management areas****5.166a**

1 See 5.210.

Dept. Maritime Affairs St Christopher 03/20

[NP71-No 63-Wk 15/20]

Saint Kitts - Basseterre — Anchorages

200

Paragraph 5.213 Including heading *Replace by:***Outer anchorages****5.213**

1 Designated anchorage for commercial vessels over 24 m in length but less than 500 gt:

17°16'·65N 62°42'·35W, depth about 12 m.

Designated anchorages for commercial vessels over 500 gt:

17°16'·20N 62°41'·80W, depth about 12 m;

17°16'·61N 62°42'·71W, depth about 16 m;

17°16'·57N 62°43'·41W, depth about 20 m.

2 Pleasure craft and yachts may anchor in Majors Bay (17°13'·30N 62°38'·80W). White House Bay (17°15'·20N 62°39'·90W) or Frigate Bay (17°16'·60N 62°41'·50W).

Pilots and tugs**5.213a**

1 **Pilotage** is not compulsory but a fee is charged whether a Pilot is used or not. Pilots board 9 cables SSW of Saint Kitts Deep Water Port (5.221).

Department of Maritime Affairs, St Kitts and Nevis

[NP71-No 58a-Wk 10/20]

Saint Kitts - Basseterre — Obstructions

200

Paragraph 5.219 1 line 3 *Replace by:*

...depth of about 14 m, fine sand and shells, noting an obstruction (17°17'·03N 62°42'·86W) lying close E.

NP71

After Paragraph 5.220 1 line 9 *Insert*:

- 2 **Caution.** A number of obstructions lie in the vicinity of the mooring buoys.

UKHO [NP71-No 56-Wk 04/20]

Saint Kitts - Basseterre — Anchorages

200

Paragraph 5.219 Including heading and existing Section IV
Notice Week 04/20 *Replace by*:

Basins and berths

Spare
5.219

Department of Maritime Affairs, St Kitts and Nevis
[NP71-No 58b-Wk 10/20]

Nevis - Charlestown — Anchorages

202

Paragraph 5.235 1 *Replace by*:

- 1 **Anchorage:**
The designated anchorages for commercial vessels visiting Nevis are:
Off Long Point Port (17°06'·58N 62°37'·72W);
Off Charlestown (17°08'·40N 62°38'·52W).
Pleasure craft and yachts may anchor off the Four Seasons Resort (17°09'·23N 62°38'·20W).

Department of Maritime Affairs, St Kitts and Nevis
[NP71-No 59-Wk 10/20]

Montserrat — Restricted area

203

After Paragraph 5.241 1 line 2 *Insert*:

Traffic regulations
5.241a

- 1 **Restricted areas.** In order to protect local fish traps, entry is restricted in an area on the W side of Montserrat extending up to 2 miles offshore, and from about 1 mile SSW of Bransby Point (5.245) N to a position on the coast about 8 cables SSW of Rendezvous Bluff (5.248).

Montserrat Port Authority [NP71-No 80-Wk 39/21]

Saint Kitts and Nevis - The Narrows — Directions

206

Paragraph 5.271 1-2 *Replace by*:

- 1 **The Narrows.** Local authorities recommend vessels pass NW of Booby Islet (5.266) and Cow Rocks when using the Narrows.
From a position about 4 cables N of Booby Islet, the recommended route leads generally SW, passing:
NW of Booby Islet (17°13'·60N 62°36'·62W), thence:

Clear of a 5·8 m patch (17°13'·73N 62°36'·98W), thence:

NW of a 5·5 m patch (17°13'·13N 62°36'·72W), thence:

SE of a 5·5 m patch (17°13'·45N 62°37'·42W), thence:

- 2 NW of Cow Rocks (17°12'·83N 62°37'·26W), marked by a light beacon (isolated danger), lying near the middle of the channel, at the NW extremity of a broad spit, with depths of 3·7 m, extending NW from the coast of Nevis, thence:

Correspondence St. Kitts and Nevis

[NP71-No 55-Wk 03/20]

Nevis - The Narrows — Anchorages

206

Paragraph 5.272 1 *Replace by*:

- 1 Pleasure craft and yachts may anchor in position 17°11'·96N 62°37'·42W, in the SW part of The Narrows, in a depth of about 6 m.

Department of Maritime Affairs, St Kitts and Nevis

[NP71-No 60-Wk 10/20]

Montserrat — Restricted area

208

Paragraph 5.284 2 lines 1-2 *Replace by*:

- 2 The route continues SSW, clear of the charted exclusion zones (5.242) and restricted areas (5.241a), passing:

Paragraph 5.286 3 lines 1-2 *Replace by*:

- 3 **Caution.** See 5.241a and 5.242 for details of restricted areas and exclusion zones.

Montserrat Port Authority

[NP71-No 81-Wk 39/21]

Antigua - Saint Johns — Directions; oil terminal

212

Paragraph 5.326 4 lines 1-6 *Replace by*:

- 4 Thence adjust track to pass clear of the oil terminal (5.337) and associated CBMs, and N of Warrington Bank (17°08'·90N 61°53'·20W), marked on its N side by a light buoy (N cardinal), into Saint John's Road; or pass W of the bank to a position 2 miles WNW of James Bluff, where the Pilot embarks (5.321).

West Indies Oil Company

[NP71-No 49-Wk 40/19]

Antigua - Saint Johns — Oil terminal; buoyage

213-214

Paragraph 5.337 1-3 *Replace by*:

- 1 The terminal consists of the Sea Island Jetty (Oil Berth) (17°09'·03N 61°52'·14W) and CBM berths about 5 cables NW (outer) and 1½ cables NNW (inner).
The terminal approach lies within the white sector of a light (17°08'·58N 61°50'·40W) which leads through a channel marked by light buoys (lateral) to the jetty turning basin or inner CBM berth.

2 Sea Island Jetty has a length of about 236 m and depths of 10.6 m to 12.5 m alongside and is situated midway along a pipeline extending from the coast. It is reported to accommodate vessels with a maximum draught of 9.7 m. The berth consists of a steel and concrete jetty, about 60 m in length, flanked by dolphins which are joined by catwalks. The line of the jetty is 286°–106°, with vessels berthed either side-to on its S side. Working lights are used at night, permitting night berthing.

3 It is advised that the jetty should not be approached via the channel from the S between Middle Ground and James Ground. Tugs may be required as the jetty is exposed to swell and prevailing winds.

Mooring buoys of the CBM berths are positioned in depths of about 13 m (outer) and about 11 m (inner). The berths are reported to accommodate vessels with a maximum draught of about 13.4 m (outer) and 9.0 m (inner).

West Indies Oil Company [NP71-No 50-Wk 40/19]

**Guadeloupe - Basse-Terre —
Marine reserve; prohibited anchorage**

231

After Paragraph 6.39 1 line 4 *Insert*:

**Traffic regulations
6.39a**

1 **Restricted Area.** A marine reserve, marked by light buoys (special), has been established SW of Mahaut. Fishing and diving are restricted in an area from Pointe Mahaut (16°11'72N 61°47'25W) (6.42), SW to 16°10'10N 61°48'53W, thence SE to Pointe à Lézard (16°08'38N 61°46'80W) (6.42).

2 **Prohibited Anchorage.** Anchoring is prohibited within approximately 300 m around Îlets à Goyaves (16°10'10N 61°47'40W).

French Notice 41/255/2018 [NP71-No 26-Wk 44/18]

**Guadeloupe - Terre-de-Haut —
Directions; anchorages; obstruction**

235

After Paragraph 6.60 2 line 8 *Insert*:

Caution. Numerous obstructions lie in the area.

French Notice 51/257/19 [NP71-No 57-Wk 05/20]

**Guadeloupe - Grand Terre - Le Moule —
Outer anchorage; depths; bearings**

236

Paragraph 6.81 1 lines 1–5 *Replace by*:

1 A reported fine weather anchorage, with good holding, in depths of about 6 to 11 m, exists 4 cables N of Port du Moule, W Light.

At night the anchorage lies within the lines of bearing, 173° to 183°, of Port du Moule W Light.

French Chart 7102/2018 [NP71-No 11-Wk 11/18]

**Guadeloupe - Grand Terre - Le Moule —
Directions; position; bearings**

236-237

Paragraph 6.82 1 line 1–8 *Replace by*:

1 From the vicinity of 16°22'00N 61°21'50W, the line of bearing, 157°, of Port du Moule West-side Light (white pylon, red top, on hut, 11 m in height) (16°19'94N 61°20'60W) leads towards the vicinity of Passe Hastings, with the outer anchorage to the E.

At night, the line of bearing, 157°, remains within the red sector of the light, but leads towards a position 1½ cables W of the outer anchorage (6.81).

French Chart 7102/2018 [NP71-No 12-Wk 11/18]

Guadeloupe - Pointe de Folle Anse — Berths

242

Paragraph 6.121 1 *Replace by*:

1 **Description.** A T-shaped pier extends about 1 cable WNW from Pointe de Folle Anse (15°56'50N 61°20'20W). The head of the pier is 79 m in length, on a line of 023°, with a depth of about 10 m alongside. Mooring buoys, positioned off the N and S ends of the pierhead, assist in securing larger vessels alongside. Maximum draught allowed is 9 m.

French Notice 36/H5/18 [NP71-No 25-Wk 40/18]

**Guadeloupe - Marie-Galante -
Baie de Saint-Louis — Submarine cables**

242

Paragraph 6.122 1 lines 7–8 *Replace by*:

Submarine power cables are laid across the S end of the bay.

Caution. It is reported (2020) that the cables may lie farther NE than charted.

MV *Cosima* PG [NP71-No 64-Wk 16/20]

**Guadeloupe - Marie-Galante -
Baie de Saint-Louis —
Anchorage; submarine cables**

242

Paragraph 6.122 1 including existing Section IV Notice Week 16/20 *Replace by*:

1 **Description.** Baie de Saint-Louis (15°57'30N 61°19'50W) affords the best anchorage off Marie-Galante for larger vessels, in depths of about 7 m good holding, 4½ cables WSW of Saint-Louis Light (6.114). However, winds from the NE cause a slight swell in the bay.

Submarine power cables are laid across the S end of the bay.

Caution. It is reported (2020) that the cables may lie farther NE than charted.

A submarine cable is also laid E–W about 6 cables S of Pointe du Cimetière (6.112), N of the tanker anchorage.

Tanker anchorage. Vessels over 1600 gt carrying hydrocarbons or dangerous cargoes (1.51) must anchor 7 cables WNW of Saint Louis.

French Notice 38/24P/20 [NP71-No 68-Wk 46/20]

NP71

Guadeloupe - Pointe-à-Pitre — Anchorages

243

Paragraph 6.129 1-2 *Replace by:*

- 1 Outer anchorages are situated S of Îlet à Cochons (6.138) within Petit Cul-de-Sac Marin. These anchorages are exposed to S winds.

Caution. Numerous obstructions are situated in this area.

- 2 **Anchoring is prohibited** in the vicinity of submarine cables laid to the S of Îlet du Gosier (16°11'91N 61°29'45W), for a distance of about 1½ miles.

French Notice 26/21 SD Corr H5 4.3.4.4

[NP71-No 82-Wk 40/21]

Guadeloupe - Pointe-à-Pitre - Passe Ouest — Directions

244

Paragraph 6.136 1-4 *Replace by:*

- 1 Passe Ouest, is the principal channel through Petit Cul-de-Sac Marin (6.124) and must be used by vessels with a draught of greater than 7.4 m.

From a position close S of PP Light Buoy (S cardinal) (16°09'57N 61°31'33W) the track leads W through a channel marked by light buoys (lateral), passing:

- 2 N of a shoal (16°09'28N 61°31'79W), with a least depth of 8.0 m, marked by PP2 Light Buoy (port hand), thence:

S of a shoal (16°09'63N 61°32'08W) with a least depth of 7.2 m marked by PP1 and PP1BIS Light Buoys (starboard hand).

Thence the track leads NW, passing:

- 3 NE of Caye à Dupont (16°09'43N 61°32'70W) marked at its NE extremity by PP4 Light Buoy (port hand).

The track then continues to lead NW to a position W of a bank (16°10'33N 61°32'68W), with a least depth of 2.6 m, marked by PP5 Light Buoy. The track then leads NNE, passing:

- 4 WNW of Caye Plate (16°11'00N 61°32'34W), an isolated patch marked by PP7 Light Buoy (starboard hand), and:

ESE of Frégate-de-Haut (16°11'52N 61°33'14W), a drying bank marked by Frégate Light Buoy (S cardinal).

WNW of a bank (16°11'51N 61°32'01W) marked by PP8 Light Buoy (port hand).

- 5 The track then continues NNE as required for the anchorage or ENE, passing clear of the 12.7 m shoal patch (16°11'79N 61°32'03W) lying at the N extremity of the above mentioned bank, to a position on the leading line of the entrance channel (6.138), about 2 miles W of Îlet du Gosier Light (16°11'90N 61°29'45W) (6.135).

*(Directions continue for
the entrance channel at 6.138)*

Secondary channel

6.136a

- 1 From a position close S of PP Light Buoy (S cardinal) (16°09'57N 61°31'33W) the track leads NW through a buoyed channel, passing:

NE of GP Light Buoy (preferred channel to port) (16°09'54N 61°31'64W), thence:

NE of Mouton Vert (16°10'10N 61°32'18W), marked by a light buoy (E cardinal), and:

SW of an isolated shoal (16°10'29N 61°31'68W) with a least depth of 7.7 m and marked by GP1 Light Buoy (starboard hand), thence:

- 2 SW of Caye Ronde (16°10'52N 61°31'84W), marked by GP3 Light Buoy (starboard hand), and:

NE of the shoal spit (16°10'51N 61°32'36W) extending NNW from Mouton Vert.

The track then leads N and NE, passing:

Between Mouchoir Carré (16°11'04N 61°31'89W) and Caye Plate (16°11'00N 61°32'34W), marked respectively by GP5 Light Buoy (starboard hand) and Caye Plate Light Buoy (E cardinal), thence:

- 3 Between a bank (16°11'51N 61°32'01W) marked by PP8 Light Buoy (port hand) and a depth of 10.9 m (16°11'50N 61°31'70W), marked by PP9 Light Buoy, which lies about 1½ cables NW of the NW edge of the bank, with depths of less than 10 m, extending SW from Pointe de la Verdure (16°12'38N 61°30'45W).

The track then continues to a position about 2 miles W of Îlet du Gosier Light (16°11'90N 61°29'45W) (6.135).

*(Directions continue for
the entrance channel at 6.138)*

French Notice 9/260/20

[NP71-No 61-Wk 14/20]

Guadeloupe - Pointe-à-Pitre — Directions; draught

244

Paragraph 6.136 and 6.136a including existing Section IV Notice Week 14/20 *Replace by:*

- 1 Passe Ouest, the principal channel through Petit Cul-de-Sac Marin (6.124), may be used by vessels with a maximum draught of 15 m.

From a position close S of PP Light Buoy (S cardinal) (16°09'57N 61°31'33W) the track leads W through a channel marked by light buoys (lateral), passing:

- 2 N of a shoal (16°09'28N 61°31'79W), with a least depth of 8.0 m, marked by PP2 Light Buoy (port hand), thence:

S of a shoal (16°09'63N 61°32'08W) with a least depth of 7.2 m marked by PP1 and PP1BIS Light Buoys (starboard hand).

Thence the track leads NW, passing:

- 3 NE of Caye à Dupont (16°09'43N 61°32'70W) marked at its NE extremity by PP4 Light Buoy (port hand).

The track then continues to lead NW to a position W of a bank (16°10'33N 61°32'68W), with a least depth of 2.6 m, marked by PP5 Light Buoy. The track then leads NNE, passing:

- 4 WNW of Caye Plate (16°11'00N 61°32'34W), an isolated patch marked by PP7 Light Buoy (starboard hand), and:

ESE of Frégate-de-Haut (16°11'52N 61°33'14W), a drying bank marked by Frégate Light Buoy (S cardinal).

WNW of a bank (16°11'51N 61°32'01W) marked by PP8 Light Buoy (port hand).

- 5 The track then continues NNE as required for the anchorage or ENE, passing clear of the 12.7 m shoal patch (16°11'79N 61°32'03W) lying at the N extremity of the above mentioned bank, to a position on the leading line of the entrance channel (6.138), about 2 miles W of Îlet du Gosier Light (16°11'90N 61°29'45W) (6.135).

(Directions continue for the entrance channel at 6.138)

Secondary Channel

6.136a

- 1 The secondary channel may be used by vessels with a draught of less than 9.2 m.

From a position close S of PP Light Buoy (S cardinal) (16°09'57N 61°31'33W) the track leads NW through a buoyed channel, passing:

NE of GP Light Buoy (preferred channel to port) (16°09'54N 61°31'64W), thence:

NE of Mouton Vert (16°10'10N 61°32'18W), marked by a light buoy (E cardinal), and:

SW of an isolated shoal (16°10'29N 61°31'68W) with a least depth of 7.7 m and marked by GP1 Light Buoy (starboard hand), thence:

- 2 SW of Caye Ronde (16°10'52N 61°31'84W), marked by GP3 Light Buoy (starboard hand), and:

NE of the shoal spit (16°10'51N 61°32'36W) extending NNW from Mouton Vert.

The track then leads N and NE, passing:

Between Mouchoir Carré (16°11'04N 61°31'89W) and Caye Plate (16°11'00N 61°32'34W), marked respectively by GP5 Light Buoy (starboard hand) and Caye Plate Light Buoy (E cardinal), thence:

- 3 Between a bank (16°11'51N 61°32'01W) marked by PP8 Light Buoy (port hand) and a depth of 10.9 m (16°11'50N 61°31'70W), marked by PP9 Light Buoy, which lies about 1½ cables NW of the NW edge of the bank, with depths of less than 10 m, extending SW from Pointe de la Verdure (16°12'38N 61°30'45W).

The track then continues to a position about 2 miles W of Îlet du Gosier Light (16°11'90N 61°29'45W) (6.135).

(Directions continue for the entrance channel at 6.138)

French Notice 26/21 SD Corr H5 4.3.4.4

[NP71-No 83-Wk 40/21]

Guadeloupe - Pointe-à-Pitre — Alongside berths

244

Paragraph 6.140 1 lines 6-7 *Replace by:*

...No 4) have a combined length of 283 m, minimum depth alongside 3.7 m.

Paragraph 6.140 2 lines 4-8 *Replace by:*

...No 8) have a combined length of 306 m; least depth alongside 1.4 m. A RoRo Terminal, positioned between No 6 and No 7 berths, has a depth alongside of 5.5 m.

Paragraph 6.140 3 line 7 *For 10 m Read 7.0 m*

ENC FR571000

[NP71-No 10-Wk 52/17]

Martinique — Regulations

253

After Paragraph 7.1 2 line 3 Insert:

Regulations

7.1a

- 1 Anchoring in the coastal waters of Martinique is strictly regulated. For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18

[NP71-No 31-Wk 01/19]

Martinique - Rade de Saint-Pierre — Depths; pilotage; prohibited area

255

Paragraph 7.20 2 line(s) 2-9 *Replace by:*

Limiting conditions

7.20a

Depths. The coast is clear of shallow patches except for an extension of the coastal bank in the S part of Anse Turin (14°43'70N 61°10'90W) where a depth of 2.5 m will be found 1 cable offshore. There are many charted wrecks in the area.

Paragraph 7.21 existing Section IV Notice Week 01/19 *Replace by:*

Arrival information

7.21

- 1 **Pilotage** is compulsory as follows:
For all vessels carrying hydrocarbons or dangerous goods.
For vessels over 50 m in length proceeding to the port or anchorage.
Pilots board at 14°44'51N 61°11'67W.
- 2 **Prohibited area.** Rade de Saint-Pierre is encumbered by wrecks of archaeological interest. To ensure the protection of the site, anchoring is prohibited in an area bounded by the end of the Saint-Pierre jetty (14°44'51N 61°10'64W) and three buoys (special) moored in the following positions:
14°44'21N 61°10'75W.
14°44'37N 61°10'95W.
14°44'64N 61°10'69W.

French Notice 4/259/21

[NP71-No 69-Wk 13/21]

NP71

Martinique - Rade de Saint-Pierre — Prohibited area; anchorages

255

Paragraphs 7.21–7.22 including headings *Replace by*:

Arrival information

7.21

- 1 **Prohibited area.** Rade de Saint-Pierre is encumbered by wrecks of archaeological interest. To ensure the protection of the site, anchoring is prohibited in an area bounded by the end of the Saint-Pierre jetty (14°44'51N 61°10'64W) and three buoys (special marks) situated in the following positions:

14°44'21N 61°10'75W
14°44'37N 61°10'95W
14°44'64N 61°10'69W

Basins and berths

7.22

- 1 **Anchorage and moorings.** Vessels over 50 m in length may anchor within an area, with a radius of 1 cable, centred on 14°44'17N 61°10'88W. For further details see Appendix IX.

Mooring buoys, for the use of lighters and barges, are situated near the head of the pier.

Alongside berths. A pier (14°44'51N 61°10'64W) extends from the coast about 5 cables NNE of Pointe Sainte-Marthe (14°44'00N 61°10'73W). Surf affects the berths at the pier.

Port Authorities Préfect of La Martinique 11/18

[NP71-No 32-Wk 01/19]

Martinique - Baie de Fort-de-France — Outer anchorages

256

Paragraph 7.34 1 lines 4–9 *Replace by*:

West of Pointe du Bout (14°33'72N 61°03'12W) (7.53a).
Mouillage des Flamands (14°35'65N 61°04'65W) (7.54).
Mouillage de la Dillon (14°35'45N 61°03'40W) (7.55).
Mouillage des Trois Îlets (14°32'98N 61°01'91W) (7.56).

After Paragraph 7.34 2 line 6 *Insert*:

For further details on anchorages in the coastal waters of Martinique, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18

[NP71-No 33-Wk 01/19]

Martinique - Baie de Fort-de-France — Pilotage

256

Paragraph 7.37 2 lines 1–6 *Replace by*:

- 2 Pilots board at 14°35'40N 61°06'00W, or, for deep draught vessels, at 14°35'00N 61°07'00W.

French Chart FR6892

[NP71-No 24-Wk 34/18]

Martinique - Baie de Fort-de-France — Pilotage

256

Paragraph 7.37 1–3 including existing Section IV Notice Week 34/18 *Replace by*:

- 1 Pilotage is compulsory as follows:
For all vessels carrying hydrocarbons or dangerous goods.
For vessels over 50 m in length proceeding to the port or anchorage; however vessels less than 100 m in length, except those carrying hydrocarbons or dangerous goods, do not require a pilot if anchoring W of a line from Fort Saint Louis (14°35'91N 61°03'98W) (7.45) to Pointe du Bout (14°33'72N 61°03'12W).
- 2 Pilots board at 14°35'40N 61°06'00W.
If a pilot is not available vessels should anchor in Mouillage des Flamands (7.54), a waiting area.
- 3 Pilotage is compulsory for ports in Martinique and all are linked to the pilot station in Fort-de-France which should be given 6 hours notice.
See *ADMIRALTY List of Radio Signals Volume 6(7)*.

French Notice 4/259/21

[NP71-No 70-Wk 13/21]

Martinique - Pointe du Bout — Anchorages

258

After Paragraph 7.53 1 line 9 *Insert*:

West of Pointe du Bout 7.53a

- 1 Three anchorages are available for vessels over 50 m in length as follows:
Within an area, with a radius 1 cable, centred on 14°33'20N 61°03'97W.
Within an area, with a radius of 1 cable, centred on 14°33'41N 61°04'06W.
Within an area, with a radius of 1½ cables, centred on 14°33'19N 61°04'33W.
For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18

[NP71-No 34-Wk 01/19]

Martinique - Mouillage des Trois Îlets — Anchorage

259

Paragraph 7.58 3 lines 5–7 *Replace by*:

Anchorage, for vessels over 50 m in length, is available within an area, with a radius of 1½ cables, centred on 14°32'98N 61°01'91W.

For further details see, Appendix IX.

Port Authorities Préfect of La Martinique 11/18

[NP71-No 35-Wk 01/19]

**Martinique - Baie de Fort-de-France -
Mouillage des Trios îlets — Anchorage**

259

Paragraph 7.58 3 line(s) 5-7 including Existing Section IV
Week 01/19 *Replace by:*

Anchorage, for vessels over 50 m in length, is available within Area No 2, radius 1½ cables, centred on 14°32'98N 61°01'91W. There are mooring buoys within the anchorage area.

For further details see, Appendix IX.

French Notice 31/253/19 [NP71-No 48-Wk 36/19]

Martinique - Sainte-Luce — Restricted area

261

Paragraph 7.67 1 lines 1-3 including heading *Replace by:*

**Restricted area
7.67**

- 1 Anchoring is prohibited in an area inshore of a line joining Pointe Philippeaux (14°27'90N 60°55'68W), MA2...

French Notice 18/257/17 [NP71-No 4-Wk 30/17]

**Martinique - Cul-de-Sac du Marin —
Directions for entering harbour; channels**

262

Paragraph 7.75 1 lines 7-9 *Delete*

Paragraph 7.75 2 *Replace by:*

- 2 The track, in depths decreasing to less than 5 m, then divides into three directions:
Continuing NE in a channel marked by light buoys (lateral) for the marina facilities, or;
NNE for the anchorage and dock at Le Marin, W of Banc de la Douane (14°28'07N 60°52'22W), which dries in places, or;
N in a buoyed channel with dredged depth of 4 m, passing W of a wreck (14°28'10N 60°52'46W), to an L-shaped pier for small craft.

French Notice 18/257/17 [NP71-No 2-Wk 23/17]

**Martinique - Cul-de-Sac du Marin and
Anse d'Arlets — Anchorages**

262

Paragraph 7.76 including heading *Replace by:*

**Basins and berths
7.76**

- 1 **Anchorage** for vessels over 50 m in length are available as follows:
Within an area, with a radius of 1½ cables, centred on 14°27'30N 60°52'90W.
Within an area, with a radius of 1½ cables centred on 14°27'47N 60°52'75W.
For further details, see Appendix IX.

- 2 **Alongside berths.** The fishing and commercial dock, at the W end of Le Marin, is enclosed by two piers, each with a length of 30 m and marked by a light at its outer end. There are depths of 2.5 to 3.0 m within the dock.

Port Authorities Préfect of La Martinique 11/18
[NP71-No 36a-Wk 01/19]

Martinique - Sainte-Luce — Anchorage

262

Paragraph 7.78 1, 2 and 3 including headings *Replace by:*

**Spare
7.78**

French Notice 18/257/17 [NP71-No 5-Wk 30/17]

**Martinique - Cul-de-Sac du Marin and
Anse d'Arlets — Anchorages**

262

Paragraph 7.78 including headings and existing Section IV
Notice Week 30/17. *Replace by:*

Anchorages and harbours

**Anse d'Arlets
7.78**

- 1 Two anchorages are available for vessels over 50 m in length within Grande Anse d'Arlets (14°30'07N 61°05'57W) as follows:
Within an area, with a radius of 1 cable, centred on 14°30'20N 61°05'75W.
Within an area, with a radius of 1 cable, centred on 14°30'07N 61°05'57W.
2 A further anchorage is available for vessels over 50 m in length in Petite Anse d'Arlets as follows:
Within 1½ cables of a position centred on 14°29'04N 61°05'23W.
For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18
[NP71-No 36b-Wk 01/19]

**Martinique - South coast - Petite Anse d'Arlets
— Submarine pipeline**

262

Paragraph 7.78 including headings and existing Section IV
Notice Week 01/19 *Replace by:*

Anchorages and harbours

**Anse d'Arlets
7.78**

- 1 Two anchorages are available for vessels over 50 m in length within Grande Anse d'Arlets (14°30'07N 61°05'57W) as follows:
Area No 6, with a radius of 1 cable, centred on 14°30'20N 61°05'75W.
Area No 7, with a radius of 1 cable, centred on 14°30'07N 61°05'57W.

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- 2 A further anchorage is available for vessels over 50 m in length in Petite Anse d'Arlets as follows:
Area No 8, with a radius of 1½ cables, centred on 14°29'·04N 61°05'·23W, noting a submarine pipeline extending about 4 cables from the shore to a position close N of the anchorage area.
For further details, see Appendix IX.

French Notice 18/261/21 [NP71-No 72-Wk 28/21]

Martinique - Havre de la Trinité — Anchorages

265

Paragraph 7.93 *Replace by:*

- 1 Anchorage off the port for vessels over 50 m in length is available, in about 16 m, within 1½ cables of position 14°45'·26N 60°57'·47W. It is recommended that both anchors should be used if the wind is well established.
- 2 Anchorage inside the port is available, with the E side of Îlet Saint-Aubin (7.89) bearing 349° and Pointe Sainte Catherine bearing 310°, clear of the submarine outfall extending 4 cables NNE from the S end of the bay to 1 cable W of TR8 buoy (7.92).
For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18
[NP71-No 37-Wk 01/19]

Martinique - Havre du Robert — Pilotage

265

Paragraph 7.96 2 line(s) 1-2 *Delete*

French Notice 4/259/21 [NP71-No 71-Wk 13/21]

Martinique - Havre du Robert — Restricted Area

265

After Paragraph 7.98 1 line 3 Insert:

Entry is restricted into a seaplane landing area (14°40'·45N 60°55'·60W), 200 m in radius, close N of the anchorages (7.105).

French Chart 7088/21 [NP71-No 74-Wk 34/21]

Martinique - Havre du Robert — Anchorages

266

Paragraph 7.105 2 lines 3-5 *Replace by:*

Commercial anchorages. The commercial anchorages (14°40'·25N 60°55'·55W), for vessels over 50 m in length, lie in the bay W of Pointe Royale (7.98), in about...

After Paragraph 7.105 3 line 8 Insert:

- 4 The anchorages are positioned as follows:
Within an area, with a radius of 1½ cables, of position 14°40'·25N 60°54'·97W.
Within an area, with a radius of 1½ cables, of position 14°40'·22N 60°55'·19W.

Within an area, with a radius of 1½ cables, of position 14°39'·98N 60°55'·38W.

For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18
[NP71-No 38-Wk 01/19]

Martinique - Îlet Long — Anchorages

267

After Paragraph 7.113 1 line 8 Insert:

Three anchorages for vessels over 50 m in length are available N of Îlet Long (14°36'·75N 60°51'·24W) as follows:

Within 1 cable of position 14°37'·17N 60°51'·04W.

Within 1 cable of position 14°36'·88N 60°51'·57W.

Within 1 cable of position 14°36'·79N 60°51'·72W.

For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18
[NP71-No 39-Wk 01/19]

Martinique - Baie du Vauclin — Directions; anchorages

268

After Paragraph 7.118 1 line 9 Insert:

Baie du Vauclin 7.118a

- 1 **Directions.** From a position ENE of V2 Light Buoy (starboard hand) (14°34'·21N 60°48'·65W), the track leads SW within the white sector (230-232°) of Port Vauclin N Point Light (white tower, red top, 7 m in height) (14°33'·09N 60°50'·17W) to a position NE of V4 Light Buoy (starboard hand) (14°33'·20N 60°49'·79W).

Anchorage for vessels over 50 m in length is available within an area, with a radius of 1 cable, centred on 14°33'·32N 60°49'·58W.

For further details, see Appendix IX.

Port Authorities Préfect of La Martinique 11/18
[NP71-No 40-Wk 01/19]

Saint Lucia - Laborie Bay — Directions; rock

276

Paragraph 7.173 2 line 5 *Replace by:*

...calm weather. Thence:

SSW of a rock (13°44'·21N 60°59'·68W) with a depth of 2·0 m, reported (2018).

UKHO [NP71-No 27-Wk 44/18]

Saint Lucia - Laborie Bay — Rock

277

Paragraph 7.182 1 lines 7-8 *Replace by:*

Buoys (lateral) have been laid inshore of the 5 m contour to guide small craft to the pier.

- 2 **Caution.** Depths shoaler than charted have been reported (2018) in the approach to the bay. A rock (13°44'·21N 60°59'·68W) with a depth of 2·0 m, reported (2018), lies about 7½ cables S of the head of the bay.

UKHO [NP71-No 28-Wk 44/18]

**St Vincent and the Grenadines -
Canouan — Depths**

293

Paragraph 8.111 *Replace by:*

- 1 The coastal bank (8.65), 5 miles E of Canouan has a least depth of about 20 m.

GB Chart 1043 [NP71-No 51-Wk 43/19]

**The Grenadines – Carriacou and Grenada –
Northern channel — Directions; rock**

299

After Paragraph 8.153 2 line 4 *Insert:*

S of an isolated rock with a depth of 5·2 m (12°23'·42N 61°29'·40W), 1½ cables SE of the 30 m contour line which fringes the chain of Bonaparte Rocks, thence:

Fugro LiDAR Survey [NP71-No 3-Wk 18/17]

**The Grenadines - Ronde Island —
Directions; rock; depths**

299

Paragraph 8.154 1 lines 10–11 *Replace by:*

...which is a rock with a hole in it. Several above-water rocks lie close to London Bridge and a 9·6 m patch lies about 3½ cables NW.

Paragraph 8.154 2 lines 1–3 *Replace by:*

- 2 S of a detached patch with a depth of 10·3 m (12°17'·32N 61°35'·78W), thence:
S of a shoal with a least depth of 5 m...

BA Chart 795 [NP71-No 29-Wk 45/18]

**The Grenadines - Carriacou -
Southwest Point — Directions; rock**

300

Paragraph 8.172 3 line 8 *Replace by:*

...1½ cables S and a 7·2 m rock lies 2½ cables S.
Thence:

BA Chart 795 [NP71-No 30-Wk 45/18]

**St Vincent and the Grenadines - Canouan -
Charlestown Bay — Submarine cable**

301

After Paragraph 8.178 1 line 8 *Insert:*

Caution. A submarine cable is laid across the S of Charlestown Bay.

GB Chart 1043 [NP71-No 52-Wk 43/19]

**The Grenadines - Carriacou -
Hillsborough Bay — Directions; depth**

302

Paragraph 8.180 2 line 4 *For* 6·7 m *Read* 5·9 m

BA Chart 794/18 [NP71-No 23-Wk 19/18]

**The Grenadines – Carriacou – Tyrrel Bay —
Pilotage; restricted area; directions**

303

Paragraph 8.186 2 *Replace by:*

- 2 The pilot boards in position 12°27'·40N 61°30'·38W.
Restricted areas. Anchoring is prohibited in the approaches to the jetty and marina.

Directions. The bay is entered from W, leading ENE through a channel marked by buoys (lateral), passing:

SSE of an underwater rock (12°27'·66N 61°29'·41W), thence:

NNW of an area of obstructions (12°27'·60N 61°29'·30W).

- 3 **Anchorage.** may be obtained in depths of 9 to 27 m sand, in the outer part of the bay.

Two mooring buoys are situated S of the marina.

Berths. Tyrrel Bay Marina (12°27'·69N 61°29'·05W) is situated in the NE part of the bay.

A jetty (12°27'·61N 61°29'·03W), 82 m in length, extends W from the coast close S of the marina.

Other facilities: minor repairs; provisions.

Correspondence Grenada Ports

[NP71-No 73-Wk 29/21]

**Grenada - South coast - Woburn Bay —
Prohibited area**

307

After Paragraph 8.219 1 line 4 *Insert:*

Prohibited area. The Woburn Clarkes Court Bay Marine Protected Area (MPA) is bounded by the following positions:

Mount Hartman Point (11°59'·83N 61°44'·84W).

11°59'·41N 61°44'·37W.

11°59'·18N 61°43'·33W.

Point Egmont (11°59'·97N 61°43'·16W).

Within the MPA the following prohibitions apply:

Anchoring, except in cases of emergency.

Fishing.

Diving without the supervision of an authorized local dive operator.

BA Chart 790 [NP71-No 19-Wk 18/18]

NP71

Grenada - South coast - Prickly Bay — Depths

307

After Paragraph 8.220 3 line 4 *Insert*:

Clear of a rock (11°59'·28N 61°45'·96W) with a depth of 3·8 m. A second rock (11°59'·40N 61°46'·01W) with a depth of 3·9 m lies 1 cable NNW and a 4·6 m isolated shoal (11°59'·35N 61°45'·94W) lies close N. Thence:

BA Chart 790

[NP71-No 20-Wk 18/18]

Grenada - West coast - Beauséjour Bay — Marine Protected Area

308

Paragraph 8.225 1 including heading *Replace by*:

Traffic regulations 8.225

- 1 **Prohibited area.** The Moliniere Beauséjour Marine Protected Area (MPA) extends about 1 cable offshore between Beauséjour Bay (12°05'·92N 61°45'·27W) and the N part of Grand Mal Bay (8.240). Within the MPA the following prohibitions apply:

Anchoring, except in cases of emergency.

Fishing.

Diving without the supervision of an authorized local dive operator.

- 2 **Exclusion zone.** A permanent exclusion zone, radius 8 cables, has been established around the Kick 'em Jenny Volcano (12°17'·95N 61°38'·20W) and an outer exclusion zone, radius 2¼ miles, will be declared at times of increased or dangerous volcanic activity, see 8.150.

BA Chart 797; Correspondence

[NP71-No 15-Wk 14/18]

Grenada - Saint George's Harbour — Depth

309

Paragraph 8.237 1 line 5 *For* 13·2 m *Read* 11·5 m

BA Chart 790

[NP71-No 21-Wk 18/18]

Grenada - Saint George's Harbour — Anchorages

309

Paragraph 8.240 1 lines 5–7 *Replace by*:

Southern anchorage is established in position 12°03'·10N 61°46'·10W, depths from 15 to 30 m, coral and sand.

After Paragraph 8.240 2 line 4 *Insert*:

Northern anchorage is established in position 12°04'·40N 61°45'·60W, depths from 12 to 21 m, coral and sand.

Correspondence 04/01/2018

[NP71-No 13-Wk 13/18]

Grenada - Saint George's Harbour — Pilotage; landmark; light

310

Paragraph 8.242 1 lines 1–6 *Replace by*:

- 1 Compulsory for vessels in excess of 200 tons and also for the tanker terminals and outer anchorages (8.240). Pilots board in position 12°03'·60N 61°46'·20W.

Correspondence 04/01/2018

[NP71-No 14a-Wk 13/18]

Grenada - West coast - Grande Anse Bay — Prohibited area

310

After Paragraph 8.243 1 line 3 *Insert*:

Traffic regulations 8.243a

- 1 **Prohibited area.** The Grand Anse Marine Protected Area (MPA) is bounded by the following positions:

12°02'·76N 61°45'·05W

12°02'·87N 61°47'·32W

11°59'·95N 61°49'·26W

11°59'·93N 61°47'·27W

Within the MPA the following prohibitions apply:

Anchoring, except in cases of emergency.

Fishing.

Diving without the supervision of an authorized local dive operator.

BA Chart 790

[NP71-No 22-Wk 18/18]

Grenada - Saint George's Harbour — Pilotage; landmark; light

310

Paragraph 8.249 1 lines 4–8 *Replace by*:

Fort George (12°02'·97N 61°45'·22W). A flagstaff, with an elevation of 77 m, stands near the NE corner.

Paragraph 8.249 2 line 7 *Delete*

Correspondence 04/01/2018

[NP71-No 14b-Wk 13/18]

Barbados - Bridgetown — Obstruction; depth

327–328

Paragraph 9.82 1 lines 2–8 *Replace by*:

...side of reclaimed land, is a dolphin berth equipped to handle bulk grain and flour. Length of berth is 152 m and can accommodate a vessel with a maximum length of 183 m and up to 30 000 tonnes displacement. The reported depth alongside is 11·5 m.

Caution. A shoal exists on the W end of the berth with a least depth of 4·3 m. An obstruction (13°06'·60N 59°37'·71W), with a depth of 10·8 m, lies alongside the centre of the berth.

UKHO; BA Chart 502

[NP71-No 7-Wk 44/17]

**Puerto Rico - Bahía de San Juan — Appendix V;
Code of Federal Regulations Title 33 -
Navigation and Navigable Waters**

349-350

Subpart F - §165.758 Security Zone; San Juan, Puerto Rico *Replace by:*

- (a) *Location.* Moving and fixed security zones are established as follows:
- (1) The waters within a 200 yard radius around all cruise ships entering, departing, or anchored in the Port of San Juan, Puerto Rico, beginning one mile north of Bahía de San Juan No 3 Light Buoy (port hand) (18°28'17.8"N 66°07'37.5"W), and continuing until the vessel passes this buoy on its departure from the port.
 - (2) The waters within a 50 yard radius around all cruise ships moored in the Port of San Juan, Puerto Rico.
- (b) *Regulations.*
- (1) No person or vessel may enter, transit, or remain in the security zone unless authorized by the Captain of the Port of San Juan, Puerto Rico, or a designated Coast Guard commissioned, warrant or petty officer. Those operating in the security zone with the Captain of the Port's authorization must comply with all lawful orders or directions given to them by the Captain of the Port or a designated representative.
 - (2) Vessels encountering emergencies, which require transit through the moving security zone, should contact the Coast Guard patrol craft or Duty Officer on VHF Channel 16. In the event of an emergency, the Coast Guard patrol craft may authorize a vessel to transit through the security zone with a Coast Guard designated escort.
 - (3) The Captain of the Port and the Duty Officer at Sector San Juan, Puerto Rico, can be contacted at telephone number 787-289-2041. The Coast Guard Patrol Commander enforcing the security zone can be contacted on VHF-FM channels 16 and 22A.
 - (4) Coast Guard Sector San Juan will, when necessary and practicable, notify the maritime community of periods during which these security zones will be in effect by providing advance notice of scheduled arrivals and departures of cruise ships via a Marine Broadcast Notice to Mariners.
 - (5) All persons and vessels must comply with the instructions of on-scene patrol personnel. On-scene patrol personnel include commissioned, warrant, or petty officers of the U.S. Coast Guard. Coast Guard Auxiliary and local or state officials may be present to inform vessel operators of the requirements of this section, and other applicable laws.
- (c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 ft in length that is authorized to carry more than 150 passengers for hire, except for a ferry.

- (d) *Authority.* In addition to 33 U.S.C 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

US Coast Pilot 5 Update 23/06/21

[NP71-No 79-Wk 38/21]

Appendix IX

368

After Appendix VIII Insert new Appendix IX which is printed at the end of Section IV of this week's notices.

Port Authorities Préfect of La Martinique 11/18

[NP71-No 41-Wk 01/19]

**NP72 Southern Barents Sea and
Beloje More Pilot (2019 Edition)**

**Russia - Kol'skiy Zaliv -
Guba Kulonga — Anchorage**

86

Paragraph 2.120 *Replace by:*

- 2 **Anchorage** may be obtained within Kulonga Roads, which extend S and SW of Guba Kulonga. The roads also comprise Water Areas 1 and 2, in depths from 35 to 58 m, each with a radius of 400 m. The Water Areas are intended for tanker anchorage and vessels engaged in loading/unloading of oil products. Vessels not engaged in these operations are prohibited from entering the Water Areas.

Caution. A number of wrecks lie within Kulonga Roads.

ENC RU5ORL83 (1.002)

[NP72-No 7-Wk 42/21]

**Russia - Outer approaches to Murmansk -
Kil'dinskiy Proliv — Outer anchorages**

88

After Paragraph 2.130 *line 3 Insert:*

**Outer anchorages
2.130a**

- 1 Three transshipment areas are established near Bukhta Mogil'naya (2.77). Depths from 20 to 90 m, centred as follows:

Area 6 (69°18'·90N 34°16'·13E);

Area 7 (69°19'·12N 34°16'·45E);

Area 8 (69°18'·95N 34°17'·27E).

Cautions. Mooring buoys are moored in and around these areas.

A submarine cable runs E-W through the centre of Area 8 and the SE corner of Area 6.

Russian Notice 45/4159/20

[NP72-No 6-Wk 53/20]

**Russia - Kol'skiy Zaliv -
Mys Mishukov — Obstructions**

89

After Paragraph 2.141 *line 3 Insert:*

E of an obstruction (69°03'·06N 33°02'·94E), thence:

NP72

Paragraph 2.141 4 lines 1–3 *Replace by:*

- 4 E of a spit (69°02'52N 33°02'55E) marked on its SE side by Mishukovskiy Light Buoy (E cardinal); an obstruction lies about 1 cable E of the spit. Thence:

Russian Notice 30/3229/21 [NP72-No 8-Wk 42/21]

Russia - Murmanskij Bereg - Guba Voron'ya — Restricted area

101

After Paragraph 3.36 2 line 2 *Insert:*

Restricted area. Anchoring, fishing and underwater operations are prohibited within Regulated Area No 93 (69°12'95N 35°44'85E) (see Appendix I), situated about 2 miles NNW of Guba Voron'ya. A wreck (69°13'01N 35°43'81E), marked by a light buoy (isolated danger), lies within the restricted area.

Russian Chart 12001/19 [NP72-No 4-Wk 46/19]

Russia - Murmanskij Bereg - Guba Yarnyshnaya — Restricted area

101

After Paragraph 3.39 1 line 8 *Insert:*

Restricted area. Anchoring, fishing and underwater operations are prohibited within Regulated Area No 94 (69°08'47N 36°02'26E) (see Appendix I), situated within the entrance to Guba Yarnyshnaya.

Russian Chart 12001/19 [NP72-No 5-Wk 46/19]

Russia - Pechorskaya Guba — Regulations

173

After Paragraph 6.5 1 *Insert:*

Regulations 6.5a

- 1 **Nenetskiy State Nature Reserve.** A marine reserve exists around the peninsula of Poluostrov Russkiy Zavorot (6.7) and within the waters of Pechorskaya Guba (6.29), specifically:

The waters of Guba Korovinskaya (6.35) and Guba Bolvanskaya (6.44);

An area extending approximately 5 miles offshore from the coast of Zakhar'in Bereg (6.35);

An area extending approximately 1 mile off Poluostrov Russkiy Zavorot;

An area extending approximately 1 mile off all of the sea islands within Pechorskaya Guba.

- 2 Within the reserve there is a prohibition on all activities opposing the objectives of the reserve and the special regime prevailing in the area. Vessels transiting the area should contact the Ministry of Natural Resources and Environment for further information.

Russian Notice 25/3105/19 [NP72-No 1-Wk 40/19]

Russia - Pechorskaya Guba — Regulations

177

After Paragraph 6.32 1 line 4 *Insert:*

Regulations 6.32a

- 1 **Nature reserve.** See 6.5a.

Russian Notice 25/3105/19 [NP72-No 2-Wk 40/19]

Russia - Pechorskaya Guba — Regulations

184

After Paragraph 6.77 6 line 5 *Insert:*

Traffic regulations 6.77a

- 1 **Nature reserve.** See 6.5a.

Russian Notice 25/3105/19 [NP72-No 3-Wk 40/19]

UPDATES TO ADMIRALTY MISCELLANEOUS NAUTICAL PUBLICATIONS

PART 3

CURRENT EDITIONS OF ADMIRALTY MISCELLANEOUS NAUTICAL PUBLICATIONS

NP No	Title	Edition	Published / correct from Weekly Edition Number
100	The Mariner's Handbook	12 th (2020)	14/20
136	Ocean Passages for the World Volume 1	2 nd (2021)	12/21
136	Ocean Passages for the World Volume 2	2 nd (2021)	12/21
350(1) ‡	ADMIRALTY Distance Tables – Atlantic Ocean	2 nd (2011)	07/12
350(2) ‡	ADMIRALTY Distance Tables – Indian Ocean	3 rd (2008)	15/08
350(3) ‡	ADMIRALTY Distance Tables – Pacific Ocean	2 nd (2009)	39/09
735	IALA Maritime Buoyage System.	8 th (2018)	42/18
5011	Symbols and Abbreviations used on ADMIRALTY Paper Charts	8 th (2020)	47/20
5012	ADMIRALTY Guide to ENC Symbols used in ECDIS	2 nd (2015)	34/15
133A	Paper Chart Maintenance Record	4 th (2013)	49/13
133C	ENC Maintenance Record	2 nd (2017)	48/17
231	ADMIRALTY Guide to the Practical Use of ENCs	3 rd (2019)	42/19
232	ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures	3 rd (2019)	12/19
294	How to Keep Your ADMIRALTY Products Up-to-Date	10 th (2017)	22/17
201A	Volume 1A ADMIRALTY Tide Tables United Kingdom – English Channel to River Humber (including Isles of Scilly, Channel Islands and European Channel Ports)	2022	17/21
201B	Volume 1B ADMIRALTY Tide Tables United Kingdom and Ireland (excluding Isles of Scilly, English Channel to River Humber, Channel Islands and European Channel Ports)	2022	22/21
202	Volume 2 ADMIRALTY Tide Tables North Atlantic Ocean and Arctic Regions	2022	24/21
203	Volume 3 ADMIRALTY Tide Tables Indian Ocean (including Tidal Stream Tables)	2022	28/21
204	Volume 4 ADMIRALTY Tide Tables South Pacific Ocean (including Tidal Stream Tables)	2022	32/21
205	Volume 5 ADMIRALTY Tide Tables South China Sea and Indonesia (including Tidal Stream Tables)	2022	36/21
206	Volume 6 ADMIRALTY Tide Tables North Pacific Ocean (including Tidal Stream Tables)	2022	41/21
207	Volume 7 ADMIRALTY South West Atlantic Ocean and South America	2022	45/21
208	Volume 8 ADMIRALTY Tide Tables South East Atlantic Ocean, West Africa and Mediterranean (including Tidal Stream Tables)	2022	47/21
164	Dover, Times of High Water and Mean Ranges (published annually)	2022	49/21
209	ADMIRALTY Tidal Stream Atlas Orkney and Shetland Islands, 1986	4 th	
218	ADMIRALTY Tidal Stream Atlas North Coast of Ireland and West Coast of Scotland, 1995	5 th	
219	ADMIRALTY Tidal Stream Atlas Portsmouth Harbour and Approaches, 1991	2 nd	
220	ADMIRALTY Tidal Stream Atlas Rosyth Harbour and Approaches, 1991	2 nd	

NP No	Title	Edition	Published / correct from Weekly Edition Number
221	ADMIRALTY Tidal Stream Atlas Plymouth Harbour and Approaches, 1991	2 nd	
222	ADMIRALTY Tidal Stream Atlas Firth of Clyde and Approaches, 1992	1 st	
233	ADMIRALTY Tidal Stream Atlas Dover Strait, 1995	3 rd	
249	ADMIRALTY Tidal Stream Atlas Thames Estuary, 1985 (with Co-Tidal Charts)	2 nd	
250	ADMIRALTY Tidal Stream Atlas The English Channel, 1992	4 th	
251	ADMIRALTY Tidal Stream Atlas North Sea, Southern Part, 2005	4 th	
252	ADMIRALTY Tidal Stream Atlas North Sea, North Western Part, 2005	4 th	
253	ADMIRALTY Tidal Stream Atlas North Sea, Eastern Part, 2004	2 nd	
254	ADMIRALTY Tidal Stream Atlas The West Country, Falmouth to Teignmouth, 2003	1 st	
255	ADMIRALTY Tidal Stream Atlas Falmouth to Padstow, including the Isles of Scilly, 2004	1 st	
256	ADMIRALTY Tidal Stream Atlas Irish Sea and Bristol Channel, 1992	4 th	
257	ADMIRALTY Tidal Stream Atlas Approaches to Portland, 1973	3 rd	
258	ADMIRALTY Tidal Stream Atlas Bristol Channel, Lundy to Avonmouth, 2006	1 st	
259	ADMIRALTY Tidal Stream Atlas Irish Sea Eastern Part, 2006	1 st	
263	ADMIRALTY Tidal Stream Atlas Lyme Bay, 2003	1 st	
264	ADMIRALTY Tidal Stream Atlas The Channel Islands and the Adjacent Coasts of France, 1993	5 th	
265	ADMIRALTY Tidal Stream Atlas France, West Coast, 2005	2 nd	
337	ADMIRALTY Tidal Stream Atlas The Solent and Adjacent Waters, 1993	4 th	
214	ADMIRALTY Tidal Stream Atlas Persian Gulf, 1999	2 nd	
215	ADMIRALTY Tidal Stream Atlas South-East Asia, 1979	1 st	
303(1)	Rapid Sight Reduction Tables Vol I Selected Stars Epoch 2020.0		13/17
303(2)	Rapid Sight Reduction Tables Vol II Lat 0° - 40° Dec 0° - 29°		24/18
303(3)	Rapid Sight Reduction Tables Vol III Lat 39° - 89°, Dec 0° - 29°		24/19
314	The Nautical Almanac	2022	14/21
321	The Star Almanac for Land Surveyors	2022	25/21
323	Star Finder and Identifier		
GP100	The Astronomical Almanac	2022	04/22
GP200	Astronomical Phenomena	2023	34/21
DP330	NavPac and Compact Data 2021-2025		22/20

‡ Volumes on an extended cycle of Continuous Revision of 5 or more years.

UPDATES TO ADMIRALTY MISCELLANEOUS
 NAUTICAL PUBLICATIONS

PART 4

INDEX OF UPDATES IN FORCE ON 31 DECEMBER 2021 (Week 52/21)

NP	Publication	Page
100	The Mariner’s Handbook	4 - 2
231	ADMIRALTY Guide to the Practical Use of ENC’s	4 - 6









NP100

NP100 The Mariner's Handbook (2020 Edition)

Data Quality

20

Paragraph 2.2 1 line 6 *Replace existing CATZOC table by:*

ZOC/ECDIS Symbol	Position Accuracy	Depth Accuracy		Sea floor Coverage	Typical Survey Characteristics
A1 	± 5 m + 5% depth	0.5 m + 1% depth		Full area search undertaken. All significant seafloor features detected and depths measured.	Controlled, systematic survey high position and depth accuracy achieved using DGPS or a minimum three high quality lines of position (LOP) and a multibeam, channel or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 0.6		
		30	± 0.8		
		100	± 1.5		
1000	± 10.5				
A2 	± 20 m	1.0 m + 2% depth		Full area search undertaken. All significant seafloor features detected and depths measured.	Controlled, systematic survey achieving position and depth accuracy less than ZOC A1 and using a modern survey echosounder and a sonar or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 1.2		
		30	± 1.6		
		100	± 3.0		
1000	± 21.0				
B 	± 50 m	1.0 m + 2% depth		Full area search not achieved; uncharted features, hazardous to surface navigation are not expected but may exist.	Controlled, systematic survey achieving similar depth but lesser position accuracies than ZOC A2, using a modern survey echosounder, but no sonar or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 1.2		
		30	± 1.6		
		100	± 3.0		
1000	± 21.0				
C 	± 500 m	2.0 m + 5% depth		Full area search not achieved; uncharted features; hazardous to surface navigation are not expected but may exist.	Low accuracy survey or data collected on an opportunity basis such as soundings on passage.
		Depth (m)	Accuracy (m)		
		10	± 2.5		
		30	± 3.5		
		100	± 7.0		
1000	± 52.0				
D 	Worse than ZOC C	Worse than ZOC C		Full area search not achieved, large depth anomalies may be expected.	Poor quality data or data that cannot be quality assessed due to lack of information.
U 	Unassessed – the quality of the data has yet to be assessed; therefore, other means are required to ascertain survey quality				
Notes					
<ul style="list-style-type: none">The categorisation of hydrographic data is based on three factors (position accuracy, depth accuracy, and sea floor coverage).The CATZOC attribute is the mechanism by which an ENC gives an estimate of the reliability of the source data. This is designed to give the mariner the same degree of understanding as the Source Diagram on an equivalent paper chart. ZOC A1 and A2 require very high accuracy standards which were rarely, if ever, achieved before the advent of satellite positioning in the 1980s. Therefore, many sea lanes that have been regarded as adequately surveyed or many years may carry a ZOC B classification.The ZOC classification attained by a survey is for the survey at the date it was conducted. In areas of mobile seabed the actual seabed may differ markedly from what has been charted, even if the survey is only a few months old (see 1.14).More information is available in NP231, including detailed notes regarding this diagram.					

UKHO

[34/21]

National Maritime Limits

178

Paragraph 8.19 *s* line 3 *Delete* The UKHO...Q6385.

UKHO

[13/2021]



After Paragraph 11.29 s line 3 Insert:

- 6 Leap seconds and Navigation Fluctuations in the speed of the earth's rotation due to climatological and geological variations are accounted for through leap seconds, applied to bring International Atomic Time (TAI) in line with UT1 (the reference of time based on the earth's rotation). Leap seconds, mostly positive, will potentially be applied to UTC either at the end of June or end of December per annum, updated and communicated by the IERS (International Earth Rotation and Reference Systems Service) (International Earth Rotation and Reference Systems Service (IERS), 2021); (McCarthy & Klepczynski, 1999).
- There is debate on whether leap seconds may be completely removed (Inside GNSS, 2012). In the near future, it might be that a negative leap second is applied due to an increase in speed in the earth's rotation (Morrison & Hohenkerk, 2021).
- 7 Potential issues The inconsistency of leap second adjustments can impact the safety and reliability of navigation systems that rely on precise timing including GNSS applications, software and systems, navigation satellite systems and telecommunications (Inside GNSS, 2012).
- Mitigation Prior to a leap second adjustment, check system procedure on leap second updates. Ensure receivers are in line with the latest specifications; these specifications will be in line with the constellation service being used and therefore may vary. Check system setup to include leap seconds automatically and validate any Network Timing Protocol servers (Homeland Security, 2015).
- If there is an issue when leap seconds are applied, contact the manufacturer of the receiver for software/firmware updates (GPS World Staff, 2015a).
- If it is decided to remove leap seconds, legacy systems are at risk and thus a substantial period of at least 5 years will allow for extensive testing of hardware and software prior to the change coming into effect. It is argued that this would reduce impacts overall to navigation systems that rely on precise timing (GPS World Staff, 2015b).
- 8 Works Cited GPS World Staff. (2015a, March 1). The System: Leap-Second Confusion. GPS World. Retrieved 04 21, 2021, from: <https://www.gpsworld.com/the-system-leap-second-confusion/>
- GPS World Staff. (2015b, April 30). Expert Advice: A Leap Second — One More Time! GPS World. Retrieved 04 21, 2021, from: <https://www.gpsworld.com/expert-advice-a-leap-second-one-more-time/>
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Augmentation Systems**223***After Paragraph 11.38 4 line 17 Insert:*

Please note that post-Brexit, as informed by the UK Government, UK users can no longer access the EGNOS Data Access Service. On 25 June 2021 the UK will no longer be able to access EGNOS Safety of Life (SoL) signal. It is encouraged to put mitigations in place prior to this date.

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[21/21]

Firing and Exercise Areas**241***After Paragraph 12.2 4 line 6 Insert:*

- 5 Space launch activities Space launch activities are expected to take place from various sites in the UK and in UK Waters starting in 2022. Launches are expected to be very infrequent initially but increasing as the industry in the UK develops. The legislation is designed to be flexible to allow for new technologies so there are many possibilities for vehicles that may be used in space launches, some of which include:
- Sounding Rockets: A sub-orbital sounding rocket with or without flight termination system launched to various altitudes in a sub-orbital trajectory, covered by Air Navigation Order or Space Industry Act licensing.
 - Balloon launch: Rocket launched from a balloon platform, often referred to as a Rockoon (orbital or suborbital).
 - Horizontal orbital launch: Typically launched by a Carrier Aircraft which for example takes off with orbital capable launch vehicle. If a problem occurs that means launch is aborted, the launch vehicle may need to be jettisoned before the carrier aircrafts return to the spaceport.
 - Vertical orbital launch: Vehicle composed of varying numbers of stages (often 2 stage) sometimes made of composite material, fuels vary but can include bio propane or oxygen and kerosene, with a flight termination system.
 - Sub-orbital human spaceflight: Could be carried out by various vehicles such as a spaceplane.

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Data Quality

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Former Notice 34/21 and 36/21 Erratum is cancelled. Additions and amendments to the former Notice are indicated by sidelines.

Paragraph 5.3 line 24 *Replace existing CATZOC table by:*

ZOC/ECDIS Symbol	Position Accuracy	Depth Accuracy		Sea floor Coverage	Typical Survey Characteristics
A1	± 5 m + 5% depth	0.5 m + 1% depth		Full area search undertaken. All significant seafloor features detected and depths measured.	Controlled, systematic survey high position and depth accuracy achieved using DGPS or a minimum three high quality lines of position (LOP) and a multibeam, channel or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 0.6		
		30	± 0.8		
		100	± 1.5		
	1000	± 10.5			
A2	± 20 m	1.0 m + 2% depth		Full area search undertaken. All significant seafloor features detected and depths measured.	Controlled, systematic survey achieving position and depth accuracy less than ZOC A1 and using a modern survey echosounder and a sonar or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 1.2		
		30	± 1.6		
		100	± 3.0		
	1000	± 21.0			
B	± 50 m	1.0 m + 2% depth		Full area search not achieved; uncharted features, hazardous to surface navigation are not expected but may exist.	Controlled, systematic survey achieving similar depth but lesser position accuracies than ZOC A2, using a modern survey echosounder, but no sonar or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 1.2		
		30	± 1.6		
		100	± 3.0		
	1000	± 21.0			
C	± 500 m	2.0 m + 5% depth		Full area search not achieved; uncharted features; hazardous to surface navigation are not expected but may exist.	Low accuracy survey or data collected on an opportunity basis such as soundings on passage.
		Depth (m)	Accuracy (m)		
		10	± 2.5		
		30	± 3.5		
		100	± 7.0		
	1000	± 52.0			
D	Worse than ZOC C	Worse than ZOC C		Full area search not achieved, large depth anomalies may be expected.	Poor quality data or data that cannot be quality assessed due to lack of information.
U	Unassessed – the quality of the data has yet to be assessed; therefore, other means are required to ascertain survey quality				

Notes

- The categorisation of hydrographic data is based on three factors (position accuracy, depth accuracy, and sea floor coverage).
- The CATZOC attribute is the mechanism by which an ENC gives an estimate of the reliability of the source data. This is designed to give the mariner the same degree of understanding as the Source Diagram on an equivalent paper chart. ZOC A1 and A2 require very high accuracy standards which were rarely, if ever, achieved before the advent of satellite positioning in the 1980s. Therefore, many sea lanes that have been regarded as adequately surveyed or many years may carry a ZOC B classification.
- The ZOC classification attained by a survey is for the survey at the date it was conducted. In areas of mobile seabed the actual seabed may differ markedly from what has been charted, even if the survey is only a few months old (see NP100 chapter 1 paragraph 1.14).